

WAVELENGTH



The official publication of The Channel Sailing Club

March 2014

**Motley
Crew
Page 8**

**Club
Trophies
Page 11**

**RNLI 190
years old
Page 14**



The Nav Table

This is the last edition that I will be editing. Simon Worthington takes over from the next edition. I wish him every success with the job. I've really enjoyed my years as Editor but I think that it is healthy for new people to come in and bring a different perspective.

This issue as well as being a last, also includes a first - for Orcella - see page 6. The Club also ran its first Trophy Dinner - see page 11.

There is an interesting feature from John Mimirriss on page 16 and another from Brian Yeomans on page 6.

Safety is a bit of a theme this time round and there is a test of your sailing skills on page 13.

I hope you enjoy this edition. Do keep the stories and letters coming in.

Diana Coman, Editor

Club News

Programme for 2014 on the website

The full programme for 2014 has been published on the website and members can start booking themselves onto events.

- Frost Bite Rally 15-16 March
- Long Race 29-30 March
- Two Handed Race 12-13 April
- Quizigation Rally 26-27 April
- Sprint Races 10-11 May
- D-Day Cruise 31 May - 8 June
- 21 June Round the Island Race
- Race and Rally 29-29 June
- Bastille Day Cruise 10-16 July
- Passage Races and Rally 26-27 July
- Plymouth Fireworks Cruise 9-17 August

- Experience Weekend 30-31 August
- Fox Hunt Rally 13-14 September
- Wooden Spoon Race 27-28 September
- Navigators Race and Rally 11-12 October
- Pursuit Race and Rally 25-26 October
- Experience Weekend 15-16 November
- Icicle Rally 6-7 December

There is a briefing for the event the Tuesday (or Wednesday) before. This takes place at the Clubhouse at 9pm.

The Social Programme

There is a programme of social events running throughout the year - check out the website for details.

A new date for your diary ... 1 April 2014 at 8pm - A talk by Keith Gibbs on Yacht Preparation for the Season Ahead.

Catch the Tide

Catch the Tide took place on 25 February.

Always a popular event, it gave members a chance to talk to event organisers, find out more about what is going on and to express their interest in joining-in the events.



Committee Members step down

The following committee members resigned from the Committee, effective from the AGM in January 2014.

They include Alick Fraser, Steve McCarthy, Jo Brady, Mac Keight, Jane Shott, Roger Roberts and Diana Coman.

Alick Fraser only recently joined the committee to run the Racing Programme which proved popular during the 2013 season.

Jane Shott has been on the committee for five years serving as Membership Secretary. She worked with Steve McCarthy to get the new club IT system in place.

Steve McCarthy was the longest serving committee member to resign. He was instrumental in getting the new club IT system in place and he ran the cruising programme as well as holding other posts on the committee.

Mac Keight joined the committee in 2012 to take on the Training portfolio which he successfully developed.

Roger Roberts joined the committee in 2011 and was part of the training team. His focus was on developing the lecture programme which has provided some interesting talks during the winter months.

Diana Coman joined the committee in 2008 as Wavelength Editor and became Commodore in 2011.

Jo Brady joined the committee in 2012 and brought a new approach to the social events. Her creative flair made our themed evenings delightful.

A huge thank you to them all for all the hard work they have put in on behalf of the Club.

Changes to Articles approved at AGM

A tidying-up exercise on the club's article of association and parallel change to the by-laws were approved at the AGM held in January 2014. For details of the documents, visit the club's website.

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

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.

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Watch Handover

This is another last for me. At the AGM in January I stood down as Commodore, ending three years in the role.

I have been so lucky to have worked with an exceptional group of people on the committee.

In the past three years we have: re-established a vibrant training programme and introduced a new IT membership management system for the club, including new website; been informed by a winter lecture programme with some really interesting speakers; enjoyed well run and attended social events; and seen the racing programme really taken off with record numbers on events and a fantastic club spirit. We researched into new venues for club-night as part of our renegotiations with Epsom Sports Club and took further steps to improve financial management and undertaken a fundamental review of the governance arrangements for the club. I've said it before, but will say it again, a huge thank you to the Committee team who have been absolute stars.

We introduced the Commodore's Charity and we have successfully fundraised for two worthy causes: The Solent Sea Rescue Organisation, supporting local independent rescue services in the Solent and it was pleasing to know that we were the first sailing club to undertake fundraising for this organisation; and Ocean Youth Trust South which provides sailing opportunities for disadvantaged young people. This year we raised £750.16 and a huge box of unwanted sailing clothing. I will be taking the box of clothes down to them soon.

Thank you to everyone who contributed to these funds.

We have always been concerned as a club about sailing safety but this last three years we have made more of an effort to highlight safety issues through the winter lecture talks, articles in *Wavelength* and the training programme.

The Marine Accident lecture we had towards the end of 2013 was a real reminder of the need to have safety and risk assessment at the heart of everything we do. What was



sobering when listening to all the stories on safety, was how easily a small incident can escalate into something more serious or even fatal.

Safety is not just a concern for the skipper, although clearly they hold significant responsibility. If, as a crew member, you feel you don't know the basics on-board, don't be afraid to ask. Make sure you know where the flares are and how the radio works - perhaps prepare your own safety checklist and go through it, particularly when you get on board a new boat, including your own equipment and clothing. Anyway - lecture over!

Getting out on the water is all about having fun. I wish you all a fabulous sailing season this year, whatever you plan to do.

Happy and Safe Sailing!

Diana

Hello from incoming Commodore

Hello, I'm not sure how I got here again, or why, but I know 2014 is going to be a very busy year crammed with rallying, cruising and racing, not to mention talks and social events.

But firstly, I would like to thank Diana Coman and the previous committee for the great work they have done over the past three years and to those who have decided to stay on, Peter Denning as Company Secretary, Phil Martin, Treasurer, Stephen Cole, part of our great training team and Janet Sainsbury – you all need a medal or a head transplant, I'm not sure which!

I would also like to welcome the new faces to the Committee: Vice-Commodore Clive Hall, Teresa Hemingway, who with Steve McCarthy, will looking after our IT, David Surman, who with Steve Cole and Martin Hewitt will be overseeing our Training programme, Debbie Wiffen, our new Special Events Administrator, and Simon Worthington who is taking over as Editor of 'Wavelength'. It's a great team and I am looking forward to working alongside all of its members. As mentioned above I am very grateful to Steve McCarthy, who, though he has stood down from the committee, has agreed to maintain the club's IT resource helping Teresa to get up to speed.

As most of you will know the most pressing matter the club has to deal with, is the premises issue. I can tell you now that, at it's first meeting and having discussed the pros and cons of the problem, the CSC Committee decided, without exception, not to enter another three years tenancy with the Epsom Sports Club.

The decision was not taken lightly but, unfortunately, our landlord due to considerable extra costs for their playing areas, has decided to increase our rent to a level which we thought was no longer good value for money. Our tenancy at the Woodcote Road club runs out at the end of April.

However the good news is that we entered negotiations with the Old Freeman's Association



(OFA) located at the City of London Freeman's School on Ashted Park – about a mile from the ESC – and they have welcomed us with open arms. Unfortunately, it will mean having to move our meeting night to Wednesday but, if the result of the straw poll taken by Diana at the recently packed Annual General Meeting, is anything to go by, this should not be a problem.

The clubhouse is roughly the same size of our present location but is more ideally suited for large

meetings, has a nice feel to it and it also has a very large car park. But, and it is a big 'But', the bar will be manned professionally so we will no longer have to dragoon 'volunteers' to do the dreaded duty. The bad news is; it's licensed to midnight!!

The OFA have kindly offered us the facility of an hour with the bar open for members who would like to view the facilities before we move in. Watch the club email for details of the night.

Other priorities are to maintain and even increase our membership and improving communications between your committee and the membership at large. With Simon, a journalist, editing 'Wavelength' we aim to publish a minimum of three, hopefully four, editions a year and there will be more regular emails. Our website is now extremely comprehensive and members must get used to visiting it frequently. To this end, I have asked Steve McCarthy if he would kindly give us a presentation of its use in a couple of months time.

We are still seeking volunteers for the following roles: Membership Secretary and Cruising Administrator. We could also do with a good Minutes' taker.

Finally, may I thank all those who supported my nomination as Commodore, especially Tony Sparling and Ron Hunt, both of whom, should also see a doctor!!!

Looking forward to seeing you soon
Trevor Barker

Our trip down the Four proved a little exciting as the following excerpt from our blog will show

by Brian Yeomans

The forecast for the Chenal du Four was ideal, F3-4 freshening F4-5 but North East (again) – we do love high pressure systems. So Brian said to Maggie, we might be able to use the spinnaker – I'll set it up. Wrong(!)- the wind freshened almost straight away and we were hammering along with just the mainsail up but having a whale of a time, in about a Force 4/5 wind.

There a lot of yachts around taking the opportunity to run south, but off Portsall (site of the Amoco Cadiz wreck) we spotted this yacht in the distance circling with the headsail in disarray and pointing in all sorts of directions. We decided to alter course to close in case there was a problem with which we could assist. As we closed with the yacht, Brian used the binoculars to check out the situation and realised that a casually dressed woman (no oilskin, no lifejacket) was steering and waving her arm in the air. Maggie then spotted a bright object in the water and fairly quickly both of us realised that there was a man overboard. We immediately fired off the VHF/DSC distress button and gave out a Mayday relay with the details a few seconds later. Rounded up to drop our main, and motored up to the man. We had a rope to him fairly shortly, but could not make ourselves understood that he should secure it around him – he just held on to it in panic. Bringing him alongside, we stopped the engine and drifted beam on to wind while attempting to secure him by the lift strop on his lifejacket. We eventually clipped that strop to one of our spare harness lines, so that he was at least secured to 'Dragonstar'. We planned to get a halyard on him to lift him out, but then the lifejacket collar came over his head!!!!!! (A lifejacket without crotch straps to hold it down is about as much use a chocolate teapot.)

Meanwhile..... a small barge with a low flat deck and crane had come up in answer to the Mayday and it became obvious would have much better chance of recovering the man than us, especially now that his lifejacket was partially off. We released the clip on the safety line and veered him down on our original line to the side of the barge where a crewman waited by the crane. He managed to get him aboard just as a RIB arrived from the French minesweeper L'Aigle with medical aid. By now, we were in extended conversation with the French coastguard reporting events and pointing out that the woman remaining on the yacht would also require assistance. In a short while, there were now various other boats around and everything was under control so we asked to be released and continued on our journey (phew!!). We found the attached report on the French Maritime Prefect site the next day and were a little miffed not to at least rate a mention – several yachts here in Camaret complimented us on our actions and there is no doubt in our minds that his chances until we hit the DSC Distress button were zero and , that, had we not got to him and kept him with us other rescuers would have had to find him as well as recover him, with even more delay in the very cold water (less than 12 degC). He was, as far as we know , in hospital and recovering according to the report.

Part 2 of the trip proved some more fun – the wind increased to something approaching Force 6 – and we should probably have taken the opportunity after the drama when re-hoisting the main to take in a reef. As it was, a peak speed of 8.9knots provoked a gentle suggestion from madam mate that we needed a reef.

Accomplished in short order in the relatively flat seas, but we were still rattling along at 7

knots or more. We cleared the Four and entered the Rade de Brest where the stiff Easterly, albeit down to a Force 4/5, gave us a fairly tight upwind leg to Camaret, but we were able to unroll our genoa and made a decent fist of this last leg of the trip.

We arrived just after at 1830 yesterday after this somewhat eventful 7 hour trip, moored up, poured a couple of stiff drinks, ate our meal and crashed out – we were absolutely cream-crackered. Today, despite the favourable forecast, we have not gone anywhere! The boat was an absolute star all day with not a moment when we were not very glad of the effort we have made over the years to keep her well equipped and on the top line – if the boat is right

it makes the rest of it a lot easier!! We are aiming further south to St Evette tomorrow, where the forecast is for afternoon temperatures up to 22deg – we'll have some of that thank you.

A postscript for you sailors:

To be purchased very shortly for 'Dragonstar':
Rescue sling
Command mic at helm
AIS personal SART for Brian's lifejacket (M already has one)

Replacement lifejackets with proper crotch straps - not sure we trust plastic clips in existing kit and a replacement lifeline!

Bye for now-B&M

HMS Victory

the workshop manual

by Nigel Barraclough

Whoever had the bright idea of creating the Haynes workshop manuals must have been a clever lad. Whoever had the idea of taking them to where they are now was an absolute genius.

Haynes manuals have been loved and occasionally cursed by almost every non-mechanic who has ever taken a greasy spanner to their car. I have had the workshop manual for all my cars except that is the present one. Sadly I am getting past the point when I want to be outside in the cold bent round into odd corners of my car – now I pay someone else to enjoy that pleasure.

But what has all this prattling have to do with HMS Victory?

Well some years ago Haynes must have realised their “traditional” market was changing and so needed to diversify and this is where the stroke of genius came in.

Do want a “workshop” manual about: “men”, “women”, a Lancaster bomber, Concorde, the starship Enterprise then Haynes Manuals can oblige. They will also sell you one about HMS Victory.

HMS Victory – well we all know what she looks like and some of what she did in her time but would you know how to run her guns out, raise the anchor or wear ship? Probably not but this book will tell you how.

The book is a happy combination of text, tables photos and diagrams. It could be read from cover to cover or dipped into at odd intervals. Those with some knowledge will be able to study the photos and recognise with some smug pride details that others wouldn't notice – like the use of blood knots on the end of the cannons.

It covers her whole time from construction to modern times including her restoration.

I have seen other books on HMS Victory which are daunting tomes – this isn't. It doesn't go into detail about her battles and Admiral Nelson only gets a passing mention. This a book about the ship and not her naval history.

Once you have read it I doubt if her Commanding Officer or the 2nd Sea Lord and C in C Home Command will let you take her to sea but you will at least have an idea how to do it.

Motley Crew

An impromptu Icicle Rally, organised by Alan Pryce, was held in December 2013 and attended by a good gathering.

'Zhivili', skippered by Simon Worthington with crew, Andy Lear, Norman Bowden and Gerry Roper, won the Midships Trophy for the best interior.

Members enjoyed a great dinner and the Royal Corinthian looked after the Club as always.

A Barber's Shop Quartette entertained everyone before dinner in the bar as canapes were served.

Below top: The Papillon crowd.
Below bottom: The two judges Trish Emery and Teresa Hemingway on 'Zhivili', skippered by Simon Worthington.



Curry Night

Curry Night, always a popular evening, was once again well attended.

As well as a range of the most delicious food, the evening included a themed quiz and raffle.

The Catering Team got into the spirit of the evening and dressed-up.

Thank you to club members who helped with the clearing up including the washing-up.



Above: John Futcher helping with the washing up

Below: The fantastic Catering Team on Curry Night, L-R, Jo Brady, Julia Riffin, Dorri Parker, Linda Varney and David Surman with former Commodore Diana Coman.



8569 ship wrecks - another legacy of World War II

by Nigel Barraclough

In a previous of *Wavelength* I wrote about one legacy of WWII – a liberty ship in the Thames Estuary half full of explosives which is slowly decaying and hopefully defusing itself. The ‘USS Richard Montgomery’ is not unique; there are other examples – ‘Truk Lagoon’ perhaps being the most famous.

‘HMS Royal Oak’ and the ‘USS Arizona’ (sunk in Pearl Harbour) have both been leaking oil since the day they were sunk – they are only the tip of the proverbial ice berg. What about all the other ships sunk in WWII?

It is estimated that there are 8,569 potentially polluting wrecks of which 1,583 are oil tankers, many of which are in coastal waters.

In some respects the assumption has always been that the oil was reasonably “safe” – the “normal” fuel was heavy bunker oil which required pre-heating before it could be used so leakage will be minimal. Also when oil tankers were successfully attacked they usually caught fire so much of the environmental damage was done over 60 years ago.

But how “reasonable” is this assumption?

In 2001 a US oil tanker the ‘USS Mississinewa’ sunk in 1944 in 33 metres of water began to leak into a lagoon in Micronesia. The leak was a slow one but then a typhoon struck and the islanders woke to find the beaches covered in thick heavy fuel oil.

The ‘USS Mississinewa’ highlights one of the issues: corrosion. This can be variable, many factors will affect its rate – we will all be familiar with the need to use anodes on yachts; on steel ships the problem can be infinitely worse.

One ship had a very high corrosion rate in one particular place – due to the presence of 5000 copper nails in the cargo. Tropical temperatures can also accelerate corrosion but the presence of corals can form a protective coat. Finally ships are designed to float not lie awkwardly half broken on the sea bed.

Investigations have also shown that not all the cargo, bunker or otherwise is heavy fuel oil, things like aviation spirit have also been found.

So how big is the problem? Inevitably this is difficult to estimate but: the Exxon Valdez spilt 40,000 tonnes in Alaska, the Deepwater Horizon 1.1 million tonnes, the estimate for these WWII wrecks is 2.5 to 20 million tonnes.

The distribution of the wrecks is not even. There are hotspots such as the Gulf of Mexico where many ships were sunk in what the U boats called a “Happy Time”, a large number are in UK and European coastal waters, and then there are few potentially vulnerable areas: imagine the effect of a major oil spill in the Barrier Reef.

There are two other issues: “out of sight and out of mind” so for many countries these ships are not a priority and contingency planning is minimal, the second one is cost. Depending on depth and location estimate vary between: \$2,300 and \$17,000 (£1,400 and £10,700) per tonne.

Finally, it should not be forgotten that a few, such as the ‘Royal Oak’ and ‘Arizona’, are war graves and will need special consideration.

It may be worthwhile to take some preventative measures like fitting anodes to the more vulnerable wrecks – but that may only buy some time. Whatever happens, one thing is certain: it is a legacy from World War II that is not going to go away.

**This year the Club is
organising a
D-Day Cruise -
see page 2
for details.**

First Trophy Dinner at Horton

The Club held its first Trophy Dinner at Horton Golf Club in November 2013.

A black-tie event, it was an opportunity to make the presentation of club trophies a bit more of a celebration.

The event was held at the Horton Golf Club and although there was some criticism of the quality of the menu, the evening went off well with the majority saying they had a great time.

Jo Brady organised a sing-song of some sea and sailing songs, and Ken Wright conducted the event.

Each table was named after a famous boat which formed part of the quiz which was organised by Steve McCarthy. 'Great Britain IV' won the quiz with 'crew' Richard Denning, Peter Denning, Clive and Evon Hall, Elizabeth Lederi-Seres, John White and Debbie Wiffen.

Trophies were presented to the winners of the racing and the club trophies as follows:

Sally Jennings Memorial Award (for the most significant contribution to Channel Sailing Club in the past year) The Catering Team including Jo Brady, Dave Surman, Linda Varney, Dorri Paker, Julia Riffin and Caroline Bailey.

Miranda Trophy (for good all round skills as a Skipper) Ken Wright.

The Gliding Kestrel Trophy (for winning the 2013 Racing Series) Eagle.



The Seamogs Trophy (for long distance and endurance racing or cruising) Steve Morris.

The Commodore's Trophy (for personal contribution to the running of the Club) for the Training programme Malcolm Keight.

Jacqui Silance Memorial Trophy (for the best organised event or cruise) Bill Callaghan.

The Mizzen Trophy (for attending the greatest number of Channel Sailing Club sailing events) John Futcher.

Cambrian Ball (for a blunder made by a member on a club event who should have known better) Janet Sainsbury.

The Harlequin Trophy (for the boat that made the biggest progress in the handicap in the racing season) Matambu.

The Pursuit Trophy (for winning the Pursuit Race) Caressa.

The Ghengis Khan't Trophy (for winning the Two-handed Race) Caressa, Skipper Jerry Tagg.

The Tuner Prize (for winning the Navigator's Race) Eagle.

The Round the Island Trophy (being the first Channel Sailing Club boat in the Round the Island Race ISC Class) Knight's Challenge Skipper Alan Pryce.

Holding an annual dinner ashore was a trial organised following Member feedback that identified that those who don't sail anymore found the trip to the Icicle too expensive but they wanted to have an event that was a bit 'special'. An annual dinner had been part of the social programme in former years.



A Trophy Supper has been included in the 2014 programme and the new committee can decide whether it remains in the programme, whether it is black tie or a little less formal, as the Icicle Rally is back in the programme for 2014.



Safety - whose responsibility is it?

Safety is everyone's concern on a boat. Skippers clearly carry responsibility for their crew, but crew ... you must consider safety issues as well - and be prepared.

The skipper plans to give a safety briefing to the crew before leaving on a passage - suggest five subject areas that should be included.

A typical Day Skipper course question ... what do you think should be on the list?

I'll leave you a minute to think about it

Actually there are more than five.

On the list are:

- VHF - and how to send a mayday
- Engine starting
- Use of life-jackets
- When to use the harness and where to clip on
- The location and use of flares and the first aid kit
- Use of cooker and gas procedures
- MOB equipment and use
- The location and use of fire extinguishers and fire blanket
- How to gain access into the engine space to use an



extinguisher safely if there is no automatic system

- How to launch the life-raft
- The dangers of gybing, including the risk of injury from the boom and mainsheet.

How many did you get?

Dangerous incidents occur every year when a dinghy is used between a boat and the shore. What five basic safety rules would help prevent accidents?

Again - a minute to think.

- Do not overload and risk swamping
- Load crew and gear evenly
- If using an engine, take oars as well
- Take a torch at night
- Secure the dinghy with care
- Wear life jackets
- With an inflatable, take a pump

- Climb in and out carefully
- Consider taking VHF and mini-flares
- Do not use when drunk

Now list eight actions to take if, while on a passage, a strong wind warning is issued.

A minute to think

- Get the crew in warm waterproof clothing and boots
- Put on life-jackets
- Reef sails
- Consider diverting
- Prepare food and drinks
- Organise a watch system if possible
- Clip on harness lines
- Check all hatches are closed
- Check stowage
- Consider anti-sickness tablets

Ten things actually - did you remember them all?

And finally, name three different types of distress signal in a coastal flare pack.

Less than a minute to think this time!

They are: Orange Smoke, red hand-held flare and red parachute rocket.

Safety, it's everyone's responsibility. Please take it seriously.

RNLI celebrates 190 years' service

March 4 marked the 190th anniversary of the founding of the RNLI.

Many Happy Birthday messages were sent to the RNLI from around the country.

Despite the special day, it was business as usual for the crews around the country who were called out from Falmouth, Kirkwall (Orkney), Hayling Island, Conway, Port Erin (Isle of Man), Tower Lifeboat (London), Montrose (Tayside) and Leverburgh (Harris).

The RNLI has saved more than 140,000 lives since its foundation in 1824 as the National Institution for the Preservation of Life from Shipwreck. The name was changed to the Royal National Lifeboat Institution in 1854, and cork lifejackets were first issued to crew members in the same year.

The 20th century saw the RNLI continue to save lives at sea through two world wars.

Lifeboats moved from sail and oar power to petrol and diesel, and the first women joined their crews.

Recent years have seen a significant expansion of the service, with the introduction of RNLI lifeguards and the first lifeboat station on an inland waterway, both in 2001.

Who founded the RNLI?

Sir William Hillary is credited with founding the National Institution for the Preservation of Life from Shipwreck, later renamed the Royal National Lifeboat Institution.

After witnessing the destruction of dozens of ships from his home on the Isle of Man, and getting involved in rescue attempts himself, Hillary appealed to the Navy, the government and other 'eminent characters' for help in forming 'a national institution for the preservation of lives and property from shipwreck'. With the support of London MP Thomas Wilson and West India Merchants Chairman George Hibbert, the Institution was founded as a charity on 4 March 1824.

Lifeboat Development

Greathead's Original and similar rowing lifeboats set the standard for lifeboats until the 1850s. One Original, the Zetland, saved hundreds of lives from her station in Redcar, Yorkshire. Built in 1802, she is the oldest lifeboat still in existence, and can be seen at the RNLI Zetland museum.

Sailing lifeboats were introduced in the 1850s, with different types issued to different stations, according to their needs. The most successful were the Beechings, the Peakes, the Richardson tubulars, the Norfolk and Suffolks and, in later years, the Watsons.

Steam-powered lifeboats were introduced to the fleet in 1890, when the Duke of Northumberland went on station in Harwich. Six steam-driven lifeboats were built before their development was abandoned in favour of petrol.



Above: In 1854 the RNLI inspector, Captain Ward, invented the cork lifejacket.



In the early 1900s, the RNLI began to experiment with putting engines on its lifeboats. The first motor-driven lifeboat to be sent to a station was the J McConnel Hussey, which went to Tynemouth in 1905. Early lifeboat engines could be unreliable, so sail rigging was also prominent on these boats.

The small D class inflatable lifeboat was introduced in 1963 to deal with rescues closer to the shore. 1972 saw the debut of the B class rigid inflatable lifeboat, the first of which was the Atlantic 21.

Today's B and D class lifeboats are direct descendants, making up the bulk of the RNLI fleet.

Meanwhile, larger all-weather lifeboats were being developed. Each new incarnation was faster and safer than its predecessor. There are now five classes of all-weather lifeboat in the RNLI fleet, with a variety of sizes, draughts and launch and recovery methods, suitable for all areas of the British and Irish coastlines. They are the Tyne (introduced in



Top: Crew from 1854. Above: Britain's first charity street collection for the RNLI in Manchester in 1891

1982), the Mersey (1988), the Severn (1996), the Trent (1996) and the Tamar (2006).

The E class lifeboat, a waterjet-propelled rigid inflatable, is the RNLI's fastest lifeboat. It was introduced in 2002 at the RNLI's four new lifeboat stations along the River Thames.

Other craft in the RNLI fleet include the hovercraft, used for rescues in very shallow

waters or mud, and the lifeguards' inshore rescue boats and rescue watercraft.

A Changing Service

The way in which people use the sea has changed dramatically since the RNLI's foundation. More people are using the water for leisure and the lifesaving service the RNLI provides has had to change accordingly.

In 2001 the charity's lifeguards began patrols on some of the most popular beaches in Dorset and Cornwall. RNLI lifeguards are now present on more than 160 beaches around England, Wales and Northern Ireland, and rescue thousands of people every year, as well as providing essential first aid and safety advice.

This 'prevention-rather-than-cure' approach is also helping the RNLI's Beach Safety, Sea Safety and Education teams save lives by preventing people from getting into danger in the first place.

Also in 2001, the RNLI's first station on an inland waterway was established, at Enniskillen in County Fermanagh. A year later, four lifeboat stations were set up on the River Thames. Stations followed on Lough Derg, the South Broads and Loch Ness.



Passage Planning and Pancakes

Mac Keight gave an interesting talk on passage planning on 4 March, as part of the Winter Lecture programme organised by Roger Roberts.

Keith Gibbs raised the interesting point about CG66 forms which can be used to register a boat's details with the Coastguard. This is a free service.

The point that Keith raised was to make sure that if you use the form then it needs to be kept up to date. and he cited the issue of his EPIRB going off and the coastguard trying to contact him on an out of date mobile phone number.

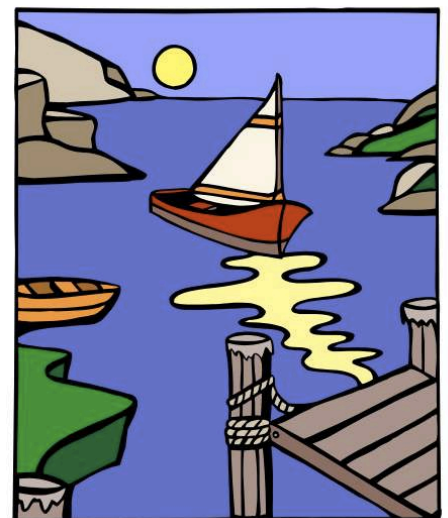
That also highlights that if you have an EPIRB then you

should notify the coastguard by filling in a CG66 form.

Falmouth Coastguard recently had the lifeboat launched and shore patrols out for an EPIRB signal for for which there were no contact details for it. It was eventually traced to the local boat park.

That wasted a lot of people's time and if it had been the storms that in the area in the last few weeks, would have put a lot of people's lives at risk.

Feedback at the end of the lecture identified that members were interested in the RYA form that Mac used as part of the presentation and in the next issue of *Wavelength*, there will



be an article from him on communication issues and hopefully with the permission of the RYA, a copy of the passage planning form.

Watch out for *Wavelength*!

East Coast and Back

By John Mimpriss

Never before has there been such a disparity between the planning and anticipation - against the reality and the unexpected surprises that we met on this trip.

To start with the weather was not on our side so ideas of dreamy sailing quickly deteriorated into a hard slog into wind. Our first leg from Portsmouth to Eastbourne took 11 hours, followed by an equally long leg from Eastbourne to Ramsgate. The third day started with a thunderstorm before we departed Ramsgate with resultant reduced visibility for the rest of the day; thus we crossed the extended Thames Estuary without seeing much in the way of shipping or wind farms despite their presence being identified on AIS and Radar respectively. There were two mind concentrating moments



that day. The first occasion was when we judged that we were a good distance north of Long sand (as identified on the chart) and altered course towards the Suffolk coast only to discover a rapid reduction in depth to barely 0.4m clearance under our keel; a rapid reversal of course and a

further dogleg to the north east eventually found a clear way through to North of Black Deep. The second fright happened on entry into the River Deben when despite careful calculation and a delay to enable an adequate clearance over the bar - we found ourselves in reality with nothing more than a lick of paint between our keel and the bar.

We spent two days in the River Deben at Woodbridge before crossing the busy Harwich shipping lane and venturing south into the Walton Backwaters to arrive at Titchmarsh Marina in Twizzle Creek. Although the entrance to the Walton Backwaters is well marked, the entry into the Walton Channel round Stone Point was



decidedly tricky with swirling waters and shallows that apparently shift as often as the buoys are re-positioned. Thus we yet again experienced what was now becoming a familiar experience of barely a coat of paint between the bottom and the keel.

Our stay in Titchmarsh was extended by a day because of yet more wind on the nose with gusts up to force 7. However a lull in the early hours of the next morning allowed a rapid departure out of the Backwaters down the coast and into the River Blackwater. The surprise of the day this time was when the wrong green buoy off the entrance was identified and a turn was initiated smartly towards mudbanks (that dry

to 3m above CD) off the entrance to the River Colne. Fortunately the Navigator noticed before it was too late. We stayed two nights at Bradwell, adjacent to the iconic power station, taking the opportunity to explore upriver nearly to Maldon (on a rising tide!) until we grounded just before the final bend at Herring Point just past the Heybridge Basin.

Our re-crossing of the Thames Estuary was carefully planned to transit Foulgar's Gap and was carried out under motor in light winds with good visibility.

I think we would have been somewhat uncomfortable in worse conditions as Foulgar's Gap is now in the centre of the London Array wind farm. Moreover during our transit of the gap the tide changed quite dramatically so that one moment we were holding a heading with 20 degrees drift to starboard and yet a quarter of an hour later were having to head with 15 degrees of drift to port. Arrival at Ramsgate did make the navigator wonder if we had arrived in a foreign country – since we were one of the few non Dutch or Belgium vessels in the visitor's area of Royal Harbour.

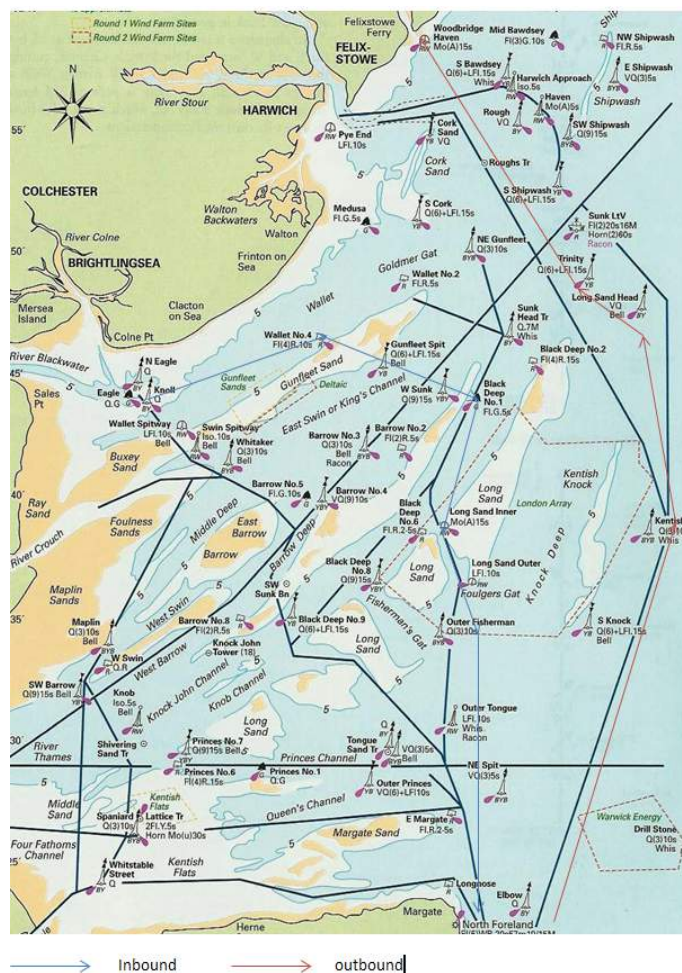
The next day was a late and leisurely departure on the strong southbound tide down to Dover; for a short night stop before continuing the following morning to Rye. Entry over the bar at Rye was made without incident 2 hours before HW and we were carried up the channel to Admiralty Quay by a 5 knot tide; which was not a problem until we had to turnaround in a confined space to moor at the Harbour Master's office. Never before has the helmsman had to use full astern followed rapidly by full ahead in order to swing the bow through 180 degrees before we were swept onto obstacles down tide of us. In hindsight an entry at HW would have been less stressful; but also less spectacular!

Having paid our dues we continued the further mile up into the centre of Rye to moor at Strand Quay for the night. We were ready for the boat to ground and secured the mast to a ring on the quay as the water level dropped. The surprise came at about 2 o'clock in the morning! Although we had a watch system in place ready to release the lines as the 4m rise of water returned, we had not expected it all to happen in a matter of about 30 minutes. Thus we suddenly found the boat higher than the ring, the boat

rapidly heeling towards the ring with the rope jammed. Rapid use of a knife saved the day!

The following afternoon we departed Rye and set off westward. It was a long and uncomfortable journey, especially between Beachy Head and Brighton; our final destination. By 2300 hrs we were all ready for a late meal and bed only to be requested by the marina to stay clear as a previous entering boat had touched the bottom and ended up jammed against the wall. After some discussion it transpired that the dredged depth of 2m in the channel was not as quoted in the almanac but nearer to 1.5m. Some swift recalculations identified that we could still get in at low water and after further negotiations agreement was given for us to enter – provided we accepted responsibility if it went wrong. As it was we had no problem.

Our last day was a pleasant motor sail from Brighton straight through to Horner SC in sunshine and good visibility. In all we had spent 14 days on-board, with about 80 hours at sea and covered just over 400nm; and yes it was worth it!



An end to a sailing trip

by Nigel Barraclough

Shortly after we entered and moored up in Haslar another much larger vessel followed us in to her home port for the last time; this was no less a ship than HMS Implacable. As befit such an occasion the crew had manned the sides. "Old clever clogs" as one of our crew had been called pointed out that this was known as "procedure Alpha". As events were to unfold Old Clever Clogs was about to be called a few other names.

Given the job of watering the boat he put the hose in the wrong hole and was filling up the fuel tank with water – "an easy mistake to make" he said. Matters were not helped when he dropped the fuel cap into the marina, "bravo" said the Skipper,

"how are we going to get that back?" Having made himself look a right charlie "Old CC" now made matters worse by: claiming it was the low flying Vulcan delta winged bomber that had made him jump; ok, four Olympus jets suddenly going to full power do make a bit of a racket, but

that was no excuse! suggesting we use the echo sounder to find it!

By way of a penance he was made to dance the foxtrot on the pontoon in full view of the lightship.

Having sympathy on us the marina office allowed us to use one of their golf carts to carry most of our dunnage to the car. This done the rest of went across to the Gosport ferry to catch the train home.

Stopping at Gunwharf quay we bumped into an old friend: Archibald Hawkins whom I had last seen in the Royal Calcutta hotel in New Delhi in India. Unfortunately the occasion was

somewhat marred by the audible groans of my girlfriend Juliet who had a fair idea what was going to happen next: we were going to have a beer or two or three or four.

Ten Kilos may not seem heavy for a kit bag especially when one is on the way to a pub but when both handles are broken it is hard work and my brother Mike was getting grumpier by the second.

However solid food was also important and while demolishing a bacon and chip buttie at the station café we made plans for a reunion on November 5th - when we would also be introduced to AH's cat Oscar. As if that was not enough I was delighted to hear a shout (at the

top of his little voice) of "Papa!" and met one of my Grandchildren. He had been more than delighted with his present of a shirt in the colours of the Quebec Rustlers ice hockey team.

Shortly after this my dear girlfriend did show one way of getting her own back in her ability

to recite, dare one

say it "sing" the classics seemingly without end. Having been a classics scholar at Cambridge she quite happily go through the Shakespeare's – "Romeo: where for art thou ... etc."

Finally we did get down to some serious business: enjoying a beer or two. While this was going on a yacht entered the quay flying a flag we did not recognise, much debate ensued before one of did the obvious thing and went down and asked; the answer being: Sierra Leone.

Debating about where to go for the evening we did consider the "the last Tango in Paris"



which was being shown at one of the local cinemas.

While this was going on a matelot in rather shabby and bashed uniform came passed. Apparently the RN hockey team were celebrating their 8: nil win over the US Air Force with the losers rather than victors taking the bill. To say “many whiskeys were drunk”. Is largely meaningless – bottles would have been amore convenient measure.

Unfortunately things did get out of hand. One matelot became a little “top heavy”, fell over the kerb and was taken off to hospital for an X-Ray. An Afro-American referred to one of his countrymen (the goalie) as a “something” Yankee before he too was added to the casualty list; the ambulance being sung out by the RN to the tune of “Hello now you Zulu warrior”!

At this point we did the obvious thing and beat a strategic retreat home!

Boat Building Academy

The Boat Building Academy, based at the Lyme Regis Marine Centre, Monmouth Beach, Lyme Regis, Dorset, is running a series of short courses over 2014. The programme of two to five day courses covers woodworking, boat building and related skills.

The courses are ‘hands-on’, so if you like to get a breath of sea air while woodworking or working on boats on the beach then this is probably the course for you.

You can book a course by downloading the application form from the website www.boatbuildingacademy.com.

If you would like further information or would like to discuss course options, contact Janine Cashin on 01297 445545.

Courses include: Build a Boat, initial set up; Introduction to Boat Building; Traditional Wooden Boat Building; and Modern Wooden Boat Building.



The Porthole

Foxhunt Fun

On behalf of the folk from Ashdown Sailing Club who took part in the Foxhunt last week end I would just like to say a big "thank you" to CSC for inviting us to take part.

As you will no doubt appreciate some of us have done this event several times so we knew what to expect but it was a very enjoyable weekend and it was great to see how everyone in the two clubs just mixed together.

Richard [Scott] did an excellent job of organising it and we had some very good sailing as well.

Hopefully we can do something similar next year.

Best wishes,

Nigel Barraclough

Former Vice Commodore
Ashdown Sailing Club

The 2014 programme includes the Foxhunt and it will be a joint event with Ashdown. See page 2 for details.

Risk Assessment

I have recently been reflecting on my personal Risk Assessment for sailing and to consider the boat's preparedness.

Thinking of the early part of the season I have five events in March/April when water temperature is still very cold. Last March the temperature at Bramble Bank was a low 5deg.

Cold shock is a potential killer at 15deg.

A fit young sailor may survive the initial emersion, but a 70+ pensioner with a dicky ticker will probably not survive.

So stay aboard!

What keeps you aboard is our safety line and jackstays. If either have been subject to shock loads, replace them. Along the same lines is your lifeline short enough to keep you OUT of the water? Fasten within the cockpit not on the boats edge. To this I am seeing how I can set the jackstays near the centre of the boat and not on the side deck.

A minimum of three layers of clothing is usual with the lower layers of synthetic material, top by a good jacket with seals at wrists and neck to slow down water inflow. A good fleece hat under your hood will still provide some insulation while wet. An auto inflating life jacket with integral harness and spray-hood will complete the outfit. Denim and cotton have no place under your wetties.

Do your crew know where the handybilly and other safety equipment is kept and how to use it? MOB demands a MAYDAY call as the person is in grave danger and requires immediate assistance and a nearby boat may be better placed.

Hyperthermia a favourite of first aid and survival courses kills over a timescale of hours not suddenly as Cold Shock does and you may still need outside

assistance after the casualty has been recovered.

Now do your own risk assessment covering all safety matters, it may help you to act quicker and without panic should an event occur.

Safe and pleasant sailing for the season.

Keith Gibbs

Round Britain and Ireland Race - 10 August 2014

Change of Course is entered for the RB&I in 2014. We have a core crew but are looking for three additional crew.

The trip will take two weeks or a little longer and also a commitment to a couple of boat familiarisation weekends and two or three qualifying races in May or July.

If you are interested or know anybody who may be, please give me a ring to chat about it.

Keith Gibbs 020 8394 0546

Yacht Charters

Hamble Point Yacht Charters is based in the Hamble, Southampton. All our yachts have heating - a good thing in the winter months.

The 2014 fleet includes Hanse 345, Bavaria 34, Maxi 1100, Halberg Rassey 36, Dufour 38, Southerly 42, Oceanis 423 and Sun Odyssey

43DS, between six and 10 berth options.

For further information check out our website on www.yacht-charter.co.uk or call us on 023 8045 7110 or email info@yacht-charter.co.uk.

We look forward to seeing you soon!

Karen and Graham Potts and all the team

Curry Night

To Jo and the team - The Curry night was excellent and the food itself was brilliant. Thank you very much.

Congratulations

Regards

Tony Sparling

Thank you

Thank you to the Committee for their kind gift marking the end of my term as Commodore.

The scarf and gloves are little luxuries which I will treasure. It was really kind of you all.

Diana Coman

There's snuffing to it!



The rumours are true. In a gallant last ditch effort to reach the first mark in the 2013 Navigator's race, 'Orcella' flew her cruising sheet for the first time ever!

With an increasingly adverse tide and very light airs, skipper Clive Hall ordered the sail to be recovered from under his bunk, where it had "rested" for the last fifteen years and although quickly deployed with help from his trusty crew Andrew and John, it was all to no avail, as

'Orcella's' VMG to the first mark remained stubbornly negative, or as helmsman John put it " we are making steady progress - backwards"

The photos show the sail's tasteful red and white colour scheme and Clive operating his "snuffer" for the first time, with helpful comments from John (at the bow) telling him "there's snuffing to it!"

Special mooring fees for members at Port Chantereyne

Channel Sailing Club has again 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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