

Caring for your Lifejacket

As with all safety and emergency equipment, servicing your lifejacket is most important. Whatever type of lifejacket you use, it will need basic maintenance to keep it working properly.

General inspection and maintenance

At least every six months, all lifejackets should be inflated orally or by hand pump to avoid moisture build up inside the jacket, and left inflated for 24 hours to ensure they hold their pressure and to see if there are any leaks or damage. You can also check straps, Velcro enclosures and folded corners for wear and tear and check that the retro-reflective tape is firmly attached to the jacket surface. At three monthly intervals, check webbing and stitching, all buckles, zips and D-rings and ensure the whistle is securely fastened.

If the jacket is fitted with a light, check its operation and that the battery is in date – replace if necessary. Some lights are salt water activated and must be replaced after use.

The lifejacket should be repacked correctly, as per the manufacturers folding instructions. When not in use, lifejackets should be stored in a dry, well-aired area. Out of season the lifejacket should be opened up, partially inflated (to remove folds) and stored on a non metal coat hanger.

Call us for free sea safety advice and information on

0800 328 0600 United Kingdom

1800 789 589 Worldwide



Lifeboats

SUMMER ISSUE

WAVELENGTH

The Channel Sailing Club Magazine

NO REGRETS

Jane Shott on sailing
in the Caribbean

Long race
excitement

DISASTER AT SEA

MAIB tells us what went wrong

Quizigation
quandary

Wednesday is the new Tuesday
at our new clubhouse in Ashtead



www.channelsailingclub.org

EDITOR'S NOTE

Welcome to the new look Wavelength. I hope you like the re-design, This issue the emphasis is on safety, something at the heart of any sailing club. It is particularly relevant coming so soon after the recent Atlantic yacht tragedy.

I am grateful to everyone who has sent in contributions and if yours hasn't been used yet, rest assured it will be in a future issue. Please keep the articles and great pictures coming in.

Thanks Simon

**CHANNEL SAILING CLUB
COMMITTEE MEMBERS 2014**



Commodore
Trevor Barker



Vice-commodore
Clive Hall



Company
Secretary
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Wavelength
The Channel Sailing
Club magazine

EDITOR
Simon Worthington

ART DIRECTOR
Marion Tempest

PLEASE SEND ANY LETTERS AND
PICTURES TO
wavelength@channelsailingclub.org

CLUB NIGHT
Channel Sailing Club meets every
Wednesday at The Old Freemen's
Clubhouse, City of London
Freemen's School, Ashted Park,
Epsom, Surrey KT21 1ET. Doors
open at 8pm. Prospective
members welcome.

THE CLUB SENDS OUT EMAILS
on a regular basis to remind
members of upcoming events.
Don't forget that if your personal
information changes you can go
into your personal account on
the website and update it online.
Check out the club's website for
news and information about events
- www.channelsailingclub.org

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A WORD FROM THE COMMODORE

“Making a fresh start”

Well, we've done it! We've moved and already had our first very successful meetings in the Old Freemen's Association (OFA) clubhouse at Ashted Park. My thanks go to Clive Hall, who led the operation; the volunteers who helped move all our gear over to the OFA and to Debbie Wiffen and her team who came up trumps with some really good canapés on the first night and a very successful One Pot Meal on the second. If you haven't been down the club lately you probably won't know that Debbie also provides tea, coffee, salads and toasted snacks on a regular basis.

Situated in the grounds of City Of London Freemen's School, the clubhouse has two major advantages; we no longer have to beg members to man the bar and briefings can be held in the committee room leaving members free to talk and be jolly without upsetting the briefing officer!

Have you looked at the club website lately? It is now very comprehensive as, steadily, the paper trail is disappearing. It is worth 10 minutes of your time just going through the menus and sub-menus just to look at the amount of information which is now available to members. Sailing, Social, Membership Renewal and 'Wavelength' are all available on-line. We shall also be generating more regular e-briefs reminding members of current events.

We have also had a smooth takeover in the Training Department. Steve Cole and David Surman are now in charge but we owe a huge debt to both Martin Hewitt and Mac Keight for the great job they have done over the years. I wish them both well, especially Martin who is moving some distance from the club. I am also grateful to John Lindsay who is to continue as our RYA Principal.

So, what do you think of the new-look 'Wavelength'. I believe that Editor, Simon Worthington and his wife, Marion, who works on the lay-out, have done a great job but, what do you think? Please let us know through the 'Letters' column.

Sadly, this year we have had to say goodbye to two stalwarts of the club, Ron Richards and Tony Turner, both old 'Pirates', whose obituaries you will read in this issue. For those who knew them they will not be forgotten for their friendship and camaraderie. On behalf of all members I send their families our most profound condolences.

Finally, may I say, it was in trepidation that I began this year as your Commodore; I needn't have worried for although we have had to rebuild most of the management committee for 2014, the members, some of whom have not served on any club committee before, are proving to be a fine team. All have taken to their task with great enthusiasm making my job so much easier - I'd better not upset them! May I remind you we are still looking for a Membership Secretary, any volunteers? Again, I am grateful to Jane Shott for holding the fort until a replacement comes forward. Please continue to support your club with your presence on club nights and the many events which are planned for this year.

Good Sailing



Trevor Barker

NO REGRETS ON CARIBBEAN SAILING JAUNT

'Sailing at eight knots, on a beam reach, under azure blue skies with a promise of a rum punch and fresh barbequed fish for supper must rate as one of my all time best sailing experiences,' says Jane Shott



PHOTO JONATHAN CHRISTEN

This Easter, after more than 15 years chartering in Greece & Turkey, Martin and I decided to try sailing in the Caribbean. We chartered a 44ft Bénéteau called No Regrets from The Moorings in St. Lucia and sailed SSW to Grenada over 10 days.

The experience of sailing among tropical islands covered in lush rain forest, coral reefs and beaches of pure white sand edged by palm trees and colourful wooden houses is one we will never forget. But, in addition, after so many years in the Mediterranean seas we found there were a number of other differences in the sailing conditions and we were glad that we opted to sail with a large, fit crew consisting of our two, 20-something daughters and their partners.

The first difference is that for most of the year in the Windward

Islands, the trade winds blow at a constant 22-26 knots day and night, so sailing with one or two reefs is normal. Those windless mornings drifting in the Med were forgotten. Occasional squalls which lift the windspeed and some reduction in breeze in the lee of the islands, meant putting in or shaking out reefs was needed fairly frequently, though sailing one way mainly downwind meant we tacked the boat only a few times in 10 days. The wind did not calm down in the evenings and sometimes even seemed to strengthen at night. This made barbecuing off the back of the boat entertaining as flames were fanned by the wind. Sleeping was less peaceful than in Greece & Turkey but cooler.

Unlike in the Med, it is unusual to tie up at a quay or jetty overnight, instead we anchored the yacht or used a mooring buoy. Although many of the anchorages

were protected, the constant wind and waves curling around the ends of islands sometimes made for a rolly night. Some anchorages, such as Tobago Cay, were very exposed with only a coral reef between us and the open Atlantic.

Wave height is normally not much more than a "lumpy" channel crossing, the difference is that the wave frequency is longer which gave some exciting downwind surfing opportunities and a reduced risk of sea sickness.

Strong rollers

Mooring offshore meant we were glad to have a spacious hard bottomed dingy and fit young crew to manhandle the 10hp outboard on and off the pushpit. The strong rollers meant landing on shore from a dingy required muscle both to hold it steady as passengers alighted and to pull it up the steep beaches.

We were also visited by numerous 'boat boys' offering to help us moor or to sell us fish, lobsters, jewellery, fruit and even wine

Provisioning and eating out were most enjoyable and showed the contrast between the diverse worlds of the tourist and the laid back locals. Many villages we visited had restaurants and shops geared towards tourists with Doris's Provisions in Bequia a classic example. Doris stocked everything her US and European clientele could want (including bizarrely a jar of Waitrose mint sauce) and was overheard ordering 20 cases of diet tonic for an English client expected that week-end. On the other hand, it was possible to stock up in a local market or from street stalls where cucumbers, breadfruit, mangos, bananas, pineapples and other

fruit and veg could be bought relatively cheaply (depending on your negotiating skills).

Rasta 'offering'

Restaurant menus range from classic US fare of steaks, burgers, pizza and pasta (at US prices) to authentic local dishes of grilled fish and roti (a flat bread filled with spiced vegetables, chicken or pork). The local Caribe or Piton beers were normally good value and one of our crew was also offered 'something special' from a Rasta in a mini-market queue.

Security was more of a consideration than in Greece and Turkey. For example, the charter company told us to lock up the

boat in port (something we never did in the Med) and also to padlock the outboard to the dingy and the dingy to the dock when ashore.

There were also a few 'no go' areas such as most of the ports on St Vincent and the southern part of St. Lucia (where a 60 year old British man was killed earlier in the year). We were also visited by numerous 'boat boys' offering to help us moor or to sell us fish, lobsters, jewellery, fruit and even wine, but who did not linger if we didn't need anything. One vendor we did appreciate was a photographer who took photos of our boat while standing up in a small dingy as we came into Port Elizabeth on Bequia and then sold us prints or a CD of his work. One of his photos is included in this article.

So overall, which area do we prefer? Putting aside the question of cost, for a couple alone (especially those over retirement age) and families with school age children, the Med may be a better choice with generally light winds, calm evenings, a solid harbour wall or restaurant jetty to tie up to at night and few security concerns. But for those looking for exhilarating longer sails, palm fringed white beaches, exceptional wildlife (above and below the waterline) and a sense of adventure, the Caribbean beats the Med hands down.

Obituaries

Gone but not forgotten

Two former Pirates are fondly remembered here by Trevor Barker

Tony Turner



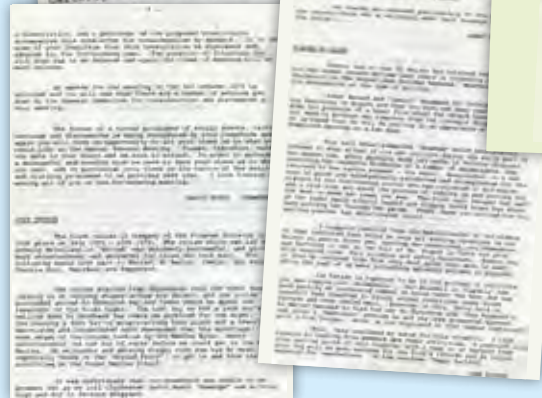
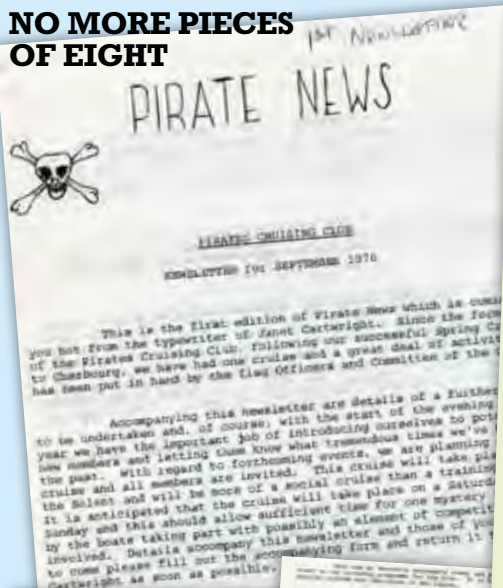
Tony Turner who has died at the age of 74 was a consummate sailor and an original 'Pirate'. A long-standing member of the Channel Sailing Club, Tony probably got his passion for sailing when his family decided to emigrate as '£10 Poms' to Melbourne, Australia in 1951. He spent six weeks travelling on a liner. When his father, at the age of just 42, died suddenly, the family returned to the UK settling at Box Hill.

Evacuated to Minehead in Somerset and Wool in Dorset as a small child, Tony eventually returned to the family home in Cheam where he attended a local school. At 18 Tony was called up to do his National Service and served with the Royal Artillery in Minden in Germany. After being demobbed, he got a job as a car mechanic in Ashtead, eventually being able to set up his own business, Rye Brook Motors in Leatherhead. He was a tough businessman and many a rep was sent away empty-handed. A sense of humour, Tony, one day noticed a customer looking very attentively at his old car which Tony had just been working on. The chap started closely examining the panels and the paintwork. Tony stood at the front of the car doing the same and when the



customer asked what he was doing Tony said: "I'm just looking for the 'flying lady'" meaning, it was no Rolls Royce!

Tony's other passion, of course, was sailing and he bought his first boat in the late 1960s. He owned a dinghy and four yachts, the last one called 'Shanty Man'. He was never happier than when he was down on this boat which he kept on the Hamble. He often competed in club events and the Round the Island race, his last CSC event being just before Christmas



Unearthed: The first Pirates Club Wavelength in September 1976, written by Janet Cartwright. It told of the club's inaugural cruise to Studland Bay, led by Anthony McLelland on Norvad.

when he attended the Icicle Rally with friends.

Although Tony suffered from Parkinson's disease, he never complained. It did not prevent him from leading an active and enjoyable life. He passed away doing what he loved, working on his boat. He will be remembered with affection by all who had the privilege of knowing him.

He leaves wife Margaret, son Geoff and three grand-children.

Anthony George Turner born June 9, 1939, died February 1, 2014

Ron Richards



Ron Richards who has died at the age of 85 was a 'Pirate' and shared, along with his younger brother John and son, Simon, the club-familiar Sadler 32 'Moonwhite'. All three are long-standing members of the Channel Sailing Club. He is also survived by his partner, Iris.

On leaving school in 1942 Ron got a 7/6d a week job as a trainee boat builder with Lady Bee boatyard in Southwick and by the time he left the company in 1945 there wasn't much he didn't know about boat-building, electrics and engine repairs. In fact, he remembered with amusement, that the yard would have motor gunboats lined up three or four abreast in for repairs having been shot up by E-boats or some other action. The yard foreman, realising the urgency of the work required, would chase Ron and his mates to get the job done as quickly as possible while the Navy crews, living on board, would do all they could to persuade the lads to take their time so that they could spend another night in the pub!

He was also, at that time, a member of Worthing Sea Cadets and it was through them that he volunteered to go to sea in 1945 and he spent the next 15 years with the New Zealand Shipping Company. He settled ashore in late 1959 investing in an ironmongers shop in South London. Having the 'salt' in his blood it seemed a natural progression to own a boat and, with his brother and son, he bought 'Moonwhite'. In the 1980s he joined the Pirates Cruising Club, as the founding club was called before changing its name to the Channel Sailing Club in 1990.

He will be greatly missed by his family and friends.

Ronald Richards, born July 23, 1928, died March 28, 2014



WHAT BACK EDDY?

Andy Struthers tells us how spinnaker mishap aids Papillon in windy long race

The 2014 season started with the long race held on March 29, attracting an excellent turnout of 10 boats.

Orcella had a lengthy discussion with a dredger near Port Solent and started rather later than everyone else but Clive remained positive about starting - and finishing - on the next outing.

Delayed start

It was a windy day - forecasted F 4 to 5 - but in reality we felt mostly F6. The start was delayed for a short time as the committee boat had a journey of three hours against tide and wind to get to the start. We made it only for the audible signal (a foghorn) to give up after 2 signals and the starter resorted to counting down the start and then shouting 'go go' down the VHF - not terribly

RORC but it seemed to work.

For Knight's Challenge, it was very much a shakedown sail with the crew coping with rogue reefing lines, flapping foresails and even contemplating a trip up the mast to fit a new wind indicator before the race began. Thankfully the heavy swell dissuaded skipper Janet Sainsbury from sending someone aloft.



It was a long beat out to the Nab Tower against a spring tide

It was a long beat out to the Nab Tower against a spring tide, but boat speeds were good in the wind and the first trio of boats rounded the Nab Tower almost together.

Spinnaker hoist

Then there was an eight mile down wind run back to Gleeds. Papillon immediately went for the spinnaker option and as far as we could see it was a successful hoist - although much to the surprise of the crew of Celestine - Papillon then headed for the Isle of Wight rather than home.

There was a short discussion on Celestine about the sense of going for the spinnaker. We unanimously agreed that you are only young once and we hoisted leading to a fairly spectacular spinnaker broach and the sheet parting with the spinnaker.

Older, slightly sadder, but no wiser we tried again and to the considerable surprise of the crew it worked and off we went like a train.

Pipped at the post

And that we thought was that - we were in front heading for the line when Papillon arrived from the Isle of Wight and pipped us by 11 seconds. We later congratulated her crew on working the tides brilliantly and finding the mysterious 'back eddy', only to be told it was all due to a spinnaker sheet being under the guardrail.

It was good to know that

nothing changes and the cock-up theory of life continues to work, while the back eddy remained a myth.

The post-race meal took place in Hardy's restaurant where 33 crew ate and enjoyed the occasional drink.

It was particularly good to see Mark from Caressa as he had only recently come out of hospital and even more impressive to hear that he kept on drinking after the skipper of his own boat - and the skipper of Celestine - had gone to bed. We wish him continued recovery.

We were lucky with the weather which not only gave us a fun

wind but also was surprisingly warm for the time of year.

RESULTS ON HANDICAP:

- 1 Celestine
- 2 Papillon
- 3 Eagle



Andy Lear takes a well earned rest after the race, and plays us all a sea shanty or two.



PHOTOS DAVID SURMAN/JULIAN SMITH

Club rally MORE SUNTAN THAN FROSTBITE ON 1ST RALLY OF THE SEASON



PHOTO DAVID MARTIN

Six boats set off from various ports in the Solent to make their way to Lymington Yacht Haven in glorious sunshine

It was more sultan than frostbite on the first Channel Sailing Club rally of the 2014 season, which took place in unseasonably mild mid-March.

Six boats set off from various ports in the Solent to make their way to Lymington Yacht Haven in glorious sunshine, a radical difference in weather conditions to previous weekends on the coast.

With a westerly-going tide for most of the day and SW winds gusting 22 knots, participating boats had an enjoyable trip down to the Jack in the Basket way-point off Lymington entrance.

Those crews who arrived mid-afternoon, including Eagle and Gilken, made the most of

the sporting day by tuning into TV coverage of Ireland beating France on the final day of the Six Nations rugby tournament, thus denying England victory in the competition.

Remaining crews arrived at The Mayflower pub just behind Lymington's famous open air swimming pool for a splendid meal organised by Martin and Trish Owen.

It was a dawn start for several boats heading back to Portsmouth and Chichester as they sought to catch the early east going tide for most of the journey home.

Everyone agreed it was an excellent rally with some excellent sailing conditions.

ABP Southampton

The website of Associated British Ports – Southampton. <http://www.southamptonvts.co.uk> has a lot of useful stuff on it, but on the “home page” is a very useful document: “The yachtsman’s guide to Southampton Water”.

Having tried to download it and failed, I sent a quick email to ABP Southampton, which swiftly brought an apology, and an assurance that a copy would be in the post.

The A3 leaflet arrived a few days later. Most of one side is dedicated to the port area of Southampton included with it are the relevant cautionary notes and some useful “do and don’ts”.

The other side is a whole range of information things like: VHF channels, phone numbers, visual and sound signals, a bit on legal requirements and navigation, and a very clear diagram about lines of sight and draught restrictions for big ships.

All in all an excellent leaflet, I have asked if I could have some copies to distribute to the club but I would encourage you to get copy – the email address is on the website. By the way – it is also free. *Nigel Barraclough*

House of Lords

We have been offered the opportunity to host a very special club event at the House of Lords. A reception and buffet on Wednesday the 24th June next year 2015, guide price £35 per person. If you are interested please let me know. It will be a fabulous evening. *Trevor Barker*



PHOTO MARION TEMPEST

OVERHEARD

Got something to share with other members of the club? The Overheard column is where you can do it. Contributions welcome.

Who's that guy?

ANOTHER CSC MEMORY FROM THE ANCIENT MARINER Before the start of the 2006 Passage race to Poole we brought Pel Mel down to Portsmouth and berthed overnight at Hornet military sailing club. Tied up near us was a 60 ft steel yacht flying an army flag. We went ashore for dinner and found the clubhouse very crowded with a party underway. The bar counter was obstructed by a group of fit young men wearing black and red striped sweatshirts the crew of the 60ft boat. I managed to squeeze myself near but there was a tall chap next to me barring further progress. I may have been smaller but I have had a lot of experience of crush bars and know how to use my elbows—EVEN IF HE WAS PRINCE WILLIAM! *Peter Horat*

Donations received

● *The Ocean Youth Trust South* was the nominated charity of previous Channel Sailing Club commodore Diana Coman. In February the balance of the commodore’s charity £750 was handed over to the trust. Sally Croly, Office Manager of the OYTS sends her thanks to all the members of the club on behalf of the trustees, staff and members of Ocean Youth Trust South for the very kind donation received on the 20th February.

● *Chris Williams from Gwennili Trust* who help people with disabilities to sail, thanked the club for donations which amounted to £101.50 made on the 28th May “It was a technology challenge but with the help of your team we got there!! Again, very many thanks for the generosity.”

Top ten... things you will never hear said in the club bar!

- I think my handicap is perfectly reasonable
- Can you speak up a bit please Keith?
- I wonder what it is like to go aground
- I see the commodore is still sober
- I am not on any medication at all
- Everyone behaved very well on the icicle rally
- She managed to avoid hitting the other boat
- I wonder how we will do in the wooden spoon race
- Well I suppose I could slum it on Coral Moon
- Does anyone here have a bus pass?

I have already run out of ideas for the next top 10 so if anyone wants to run the idea up a hallway and see if it flies for the next issue then please feel free. *Andy Lear*

WHEN ACCIDENTS HAPPEN...

MAIB SPRINGS INTO ACTION

Accidents on yachts are rare these days, but when they occur they can be serious and, unfortunately, sometimes fatal.

Whether it's a man-over-board emergency, a crew member struck by a gybing boom or a vessel inadvertently running aground, a crack team of investigators are now on hand at a moment's notice to investigate these maritime mishaps and issue safety guidance to fellow sea goers.

CSC members were treated to a fascinating talk about the dealings of this unsung team from the Department for Transport's Marine Accident Investigation Branch (MAIB).

Ferry capsizes

Investigator Roger Brydges, himself a marine accident inspector, told how MAIB has just over 40 staff, but investigates all serious accidents involving commercial and leisure craft in British water as well

as those craft flying British flags in foreign waters.

It means they could be investigating an incident on a UK yacht being delivered to the Caribbean, a dinghy accident in the Solent or a motor boat tragedy off Scotland.

MAIB was set up in 1989, two years after the capsizing of the passenger ferry *Herald of Free Enterprise*, with the loss of 193 lives.

Safety at sea

Based in Southampton, it has four teams of accident investigators, with backgrounds in nautical, engineering, naval architecture or fishing. Their role is to contribute to safety at sea by determining the causes and circumstances of marine accidents and working with other agencies like the coast-guard, RNLI and sea schools to reduce the chance of such accidents recurring in the future.



PHOTO MAIB

yachts to help determine the cause of an incident.

MAIB will attempt to quickly gather as much information as possible relating to an accident. This will usually involve visiting the vessel, interviewing crew, passengers, shore staff and other witnesses or survivors and collecting physical and electronic evidence. Photographs are taken, videos filmed and logbooks and crew qualifications examined.

Dramatic slides

If a vessel has sunk, divers or remote control survey equipment may be brought in. Equipment such as steering gear, keels and masts will be analysed.

Roger Brydges told CSC members that MAIB concentrated on four main issues when dealing with yachting accidents – design, safety, radar and gybing. He showed dramatic slides involving incidents where each of these four had been at the heart of a serious accident on a sailing boat.

It could involve design modifications which alter the characteristics and righting ability of a boat, lack of safety awareness by skipper or crew, radar being used by untrained crew or accidents such as being hit on the head by a swinging boom.

Published reports into leisure craft accidents are rare and many members may be familiar with ones such as that into the loss of the sailing yacht *Ouzo* and her three crew, south of the Isle of Wight, one night in 2006.

However, MAIB also produces a safety digest three times a year which contains anonymous accounts of accidents and incidents at sea, together with lessons that seafarers can learn from each.

CSC members were able to take a copy of the latest safety digest containing 23 harrowing tales of accidents involving yachts and power vessels, from faulty life-saving equipment to equipment failure to skipper negligence. *Simon Worthington*

Members heard that, perhaps surprisingly, MAIB does not apportion blame, establish liability, enforce laws or carry out prosecutions.

So when is an accident thought serious enough to warrant the attention of the men from MAIB? Surely not clipping a marina pontoon during an over-eager berthing manoeuvre or inadvertently hitting the stern of a fellow racegoer during on a frantic start line.

Well if either of those involved serious injury to a crewmember, material damage to a marine structure, death or the loss of a person from a vessel, then MAIB could be knocking on your hull.

And it seems that modern technology is coming to the aid of MAIB. Not only can they interrogate the computer logs of large ships involved in accidents, like black box recorders on aircraft, but they can plug into humble chartplotters carried on most

PHOTO RNLI



Club rally

WHEN IS A BUOY NOT A BUOY...?

There may be scores of brightly coloured navigation buoys in the Solent, but some proved hard to pin down for seasoned sailors on the new Quizigation rally held in April

Eight boats took part in this enjoyable treasure hunt-style rally which involved sailing within two-boat lengths of named marks anywhere between the Needles and Chichester.

However, before the rally had even got underway emails were flying back and forth demanding to know exactly what counted and what didn't.

Organisers John Mimpriss and Bill Swindell were even forced to turn to the Oxford English Dictionary for an expert definition of a buoy, described as an 'anchored float serving as a navigational mark'.

Skippers were also told that,

for the purposes of the rally, as long as it floats and is listed in an almanac, then it's OK to be logged.

While piles and posts which act as fixed navigation marks would not count, some floating racing buoys listed in the almanac would.

One eye on the clock

So it was with some mild confusion that at the strike of 11am, crews turned off their engines and began logging 'floating navigation marks.

Some swept up marks in the central Solent area, picking up a point every time they passed close by a red and green channel

mark and getting extra marks for cardinals and special buoys.

Others ventured south and east of the Isle of Wight, getting marks for cardinals and yellow special buoys in the Nab Channel area.

With one eye on the clock, all the boats headed back into Portsmouth Harbour for the finish time of 1600 at Hornet Sailing Club in Haslar Creek, knowing they would lose valuable points if they were late.

Not only had they coped with winds gusting up to F7, but crews also did their best to fill in a 70 question quiz, with a range of nautical and general knowledge type questions.



PHOTO JEREMY JOHN

Eight boats – Get Kool, Jabberwocky, Lonk Avel, Matambu, Orcella, Shibumi, Vikla and Zhivili – and 23 people took part in the rally.

Get Kool was the quiz winner with an impressive 47 points, with Orcella just behind with 44. The average among the boats was 33 points.

Pontoon party

Logging the most number of buoys was Shibumi, skippered by Leon Barbour, who collected 50 points, while Jeremy John and his crew on Matambu finished in second place with 39 points. The average number of 'buoy points' among boats was 35.

Organiser John Mimpriss noted after the event: "Shibumi obviously set out to win as they positioned themselves in Stokes Bay in advance of the start."

The crews enjoyed a pontoon party on Lonk Avel before retiring to the Hornet Sailing Club for a hearty meal of curry or beef casserole.

The next day 16 club members braved the rain to visit the newly re-opened HMS Alliance submarine in Gosport, where they witnessed how World War II submariners survived for periods of up to 16 weeks underwater.

But at least they didn't have to find that elusive buoy!

Channel Sailing Club Sailing Events 2014

Some events still to be confirmed, see website for latest details

21 June

Round the Island Race Saturday race around the Isle of Wight organised by the Island Sailing club for CSC team entry Not part of the CSC Race series

28 - 29 June

Race (5) & Rally Race and rally to Lymington. Berthing on Dan Bran opontoon plus meal, TBC

10 - 16 July

Bastille Day Cruise Cruise to celebrate Bastille Day on 14th July Bill Callaghan TBC

26 - 27 July

Passage Races (6 & 7) and Rally Race from outside Portsmouth via south of IoW to Yarmouth. Rally boats to cruise direct. Berthing and meal ashore TBC. Return race on the Sunday

9 - 17 August

Plymouth Fireworks Cruise Cruise to Plymouth to see the national fireworks championship on 12/13 August

30 - 31 August

Experience Weekend Practical boat skills weekend. Location TBC

13 - 14 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. Destination possibly Bembridge. Berthing and meal, TBC Janet Sainsbury

27 - 28 September

Wooden Spoon Race (8) Annual race against Chichester Cruiser Racing Club (CCRC). Berthing Port Hamble and meal ashore at the RAFYC Alick Fraser

11 -12 October

Two Handed Race (9) Race in Solent area with boat crew of 2 people only. Berthing & meet ashore in the evening - venue TBC

25 - 26 October

Pursuit Race and Rally (10) Pursuit race - boats have individual start times based on their handicaps. Berthing & meal ashore in Cowes TBC

15 - 16 November

Experience Weekend Practical boat skills weekend. Location TBC

6 - 7 December

Icicle Rally Annual Social event to Cowes. Dressing up of boats with awards for the winners followed by dinner. Venue TBC

Club Event

ONE POT SUCCESS

Our latest club social event was the One Pot supper organised by new special events committee member Debbie Wiffen

Club members enjoyed a globe-trotting range of dishes on the One Pot supper evening in May, organised by Debbie Wiffen at the new club headquarters.

Guests tucked into a starter of borsht soup, courtesy of Oleg Lebedev and his wife Helen.

Main courses made by other members included paella, Spanish chicken and chorizo, fish pie, goulash, roasted vegetables, beef stew and lamb tagine. For dessert,

there was rhubarb crumble and custard, blackcurrant cream cake and cheese.

About 40 members and guests turned up to join in the fun.

Everyone agreed it was a great night thanks to the lovely selection of food, new clubhouse surroundings and Debbie's organisation.

The event made a profit of £190, plus £72 from a raffle, with proceeds being split between the commodore's charity and future social events.



Debbie said: "What a fantastic evening. Everyone thoroughly enjoyed themselves, well done and thank you to all the lovely volunteers, the food was amazing."



Dinner ladies (l-r): Marion Tempest, Trish Owen, Evon Hall, Debbie Wiffen, Linda Varney, Debbie John

Recipes for hungry sailors

Spanish style chicken

Serves 4

This one pot meal is great for eating on the boat whilst on the move or at sea. Before cooking (at home) chop the chicken and veg into smaller than usual pieces for ease of eating. Of course you don't have to make this to take this with you when sailing, as it makes a good midweek meal if so substitute the chicken breast for thighs with skin removed as these have better flavor in a stew, but with bones etc are more fiddly to eat

- 2 tbsp sunflower oil
- 3 to 4 chicken breasts chopped
- 1 large onion chopped
- 1 red pepper chopped
- 1 14oz can chopped tomatoes
- 1 14 oz can chick peas drained
- 4oz chorizo sausage chopped
- 2 sticks celery chopped
- 2 washed carrots chopped
- handful of stoned green olives
- 2 garlic cloves, crushed
- sprinkling of mixed herbs
- 1 chicken stock cube dissolved in a mug of boiling water
- 1 tablespoon tomato puree

- little chili powder
- salt and pepper

Place a large pan on the stove, add a tablespoon of oil and when hot fry the onion and chorizo and chicken for a couple of minutes, add the other ingredients and stir. Sprinkle in mixed herbs and little chili powder to taste, not too much! Season with salt and pepper, then taste and adjust seasoning. If stew is a little thin add more tomato puree. Bring to a simmer, cover with lid and cook on the stove for about 45 minutes to an hour. Then remove a piece of the chicken and check its cooked through.

This stew can also be cooked in the slowcooker on low for 6 to 8 hours

Mixed vegetable curry

Serves 4

This curry is another one pot meal that goes down well with both vegetarians and non vegetarians and is quite economical.

- 2 tbsp sunflower oil
- 1 onion chopped

- 2 garlic cloves crushed
- 3/4lb/350g potatoes peeled and cut into chunks
- small cauliflower cut into chunks
- 4 carrots thickly sliced
- 2 parsnips thickly sliced
- 2 tbsp curry paste or powder
- 1 pint vegetable stock
- 200g red lentils
- small bunch of fresh coriander roughly chopped (optional)
- plain greek yogurt, mango chutney and naan bread, to serve

Place a large pan on the stove, add a glug of oil and when hot fry the onion and garlic over a medium heat for 3-4 minutes, stirring occasionally. Add in the potatoes, carrots and parsnips, turn up the heat and cook for 6-7 minutes, stirring, until the vegetables are golden. Stir in the curry paste or powder, pour in the stock and then bring to the boil. Reduce the heat, add the lentils, cover and simmer for 30 minutes until the lentils and vegetables are tender and the sauce has thickened. If it is a little thin simmer uncovered for 10 more minutes. Stir in most of the coriander, season and heat for a minute or so. Freezes well, when re-heating you can add a little yogurt to make sauce more creamy

This stew can also be cooked in the slowcooker on low for 6 to 8 hours. *Marion Tempest*



WEATHER TO GO SAILING?

How many of us really study weather patterns before we go sailing?

Do you just look out of the kitchen window before venturing to the coast or are you a serious weather watcher who can interpret the Met Office's synoptic or surface pressure charts?

Understanding the weather is a major factor when it comes to enjoying a day sail and can be vital on longer passages.

By far the best way to get an overview of the current and incoming weather is to look at a synoptic chart but reading one can be confusing.

A synoptic chart shows a plan view of the surface pressure (like looking down from the sky). The thin black lines or isobars are all the same pressure and are like depth contours on a chart.

The Met Office website shows synoptic charts, with forecasts for 12 hour intervals, so people can move through them to understand the forecast track of each of the pressure systems.

WIND STRENGTH: The wind blows largely parallel to the isobar lines; slightly into a low pressure and slightly out from a high. The closer together the isobars are, the stronger the wind.

PRESSURE SYSTEMS: The synoptic chart is characterised by a number of pressure systems as they travel across the globe they change in their nature (strengthening, weakening, burning

out, changing course) and as they pass overhead they bring about a change in our weather conditions.

LOW PRESSURE SYSTEMS: In low pressure the wind blows anti-clockwise (in the northern hemisphere), and is generally defined by the centre having less than 1000mb pressure. On a chart these are denoted by 'L'.

HIGH PRESSURE SYSTEMS: Are greater than 1000mb, marked by an 'H' and the wind moves in a clockwise direction in the northern hemisphere.

TROUGH LINES: The thick black lines are troughs, and signal bands of rain.

WARM FRONTS: The red lines with half-suns are warm fronts. A warm front is a mass of air warmer which is moved along by the pressure gradient wind. It is usually preceded by high level cirrus clouds, which increases and gets thicker. Rather than heavy rain, you can usually expect persistent drizzle and reduced visibility, along with an increase in temperature.

COLD FRONTS: The blue lines with triangles on are cold fronts and signal the passing of a chunk of cold air. You can often see them coming, as they bring fluffy cumulo-nimbus clouds, which pile up into storm clouds. As they pass you can expect heavy rain,

squalls and gusts. Once they have passed, the air feels noticeably fresher, and the low level clouds are replaced by higher level clouds.

As sailors we might opt to wait until a front has passed before setting out or if you see one approaching you might consider putting in a reef. Racers might allow themselves more time to execute manoeuvres at the marks.

OCCLUDED FRONTS: Cold fronts travel faster (about 30mph on average) than warm fronts, which pass over slowly and are harder to see coming as they are less defined. The purple lines, called occluded fronts, are when a cold front has caught up with a warm front, and they merge together.

The jet stream is yet another layer of air, responsible for pushing the pressure systems across the Atlantic. Worldwide climate changes are believed to be affecting the temperature differential between the polar caps and equator, which in turn affects the strength and nature of the jet stream.

A new theory suggests that a lower temperature differential means a weakened jet stream, which is less able to push the pressure systems out of its way. This could change 'typical' weather patterns, so sailors will increasingly need to understand the weather, rather than rely on historical trends. So now is definitely the time to swot up on your meteorology!

Simon Worthington

OFFERS

20% Discount on berthing in Port Chantereyne, Cherbourg for Channel Sailing Club members



Berthing in the marina in Cherbourg is based on length categories. 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. Being the closest French marina to the Solent, Port Chantereyne is ideally located in

the heart of the English Channel. A copy of the agreement is on the Club Notice Board. For more information about Port Chantereyne and Cherbourg, please visit www.portchantereyne.fr.

*If you do not have a membership card, please get in touch with Jane Shott, Membership Secretary, on 07812 415 939.



Jubilee Sailing Trust - 10% off for all yacht club members

- Be part of an incredible adventure.
- Sailors of all abilities welcome
- Wide range of voyages from single days to weeks at sea.

The Jubilee Sailing Trust is a UK-based organisation that owns and operates the only two tall ships in the world that were designed and built to enable all physical abilities to go sailing. Both of the ships, Tenacious and Lord Nelson, sail all around the world, and offer people of all abilities the chance to participate in all aspects of running the ship - from setting the sails

and helping the ship to climbing aloft and taking a watch. Since the charity's inception 35 years ago our philosophy has been that life should be about equality, sharing and celebrating our individual differences and working together to achieve greater things.

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