

WAVELENGTH

The official publication of the Channel Sailing Club Autumn 2008



Do you know your A,B,C?

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Does size matter?

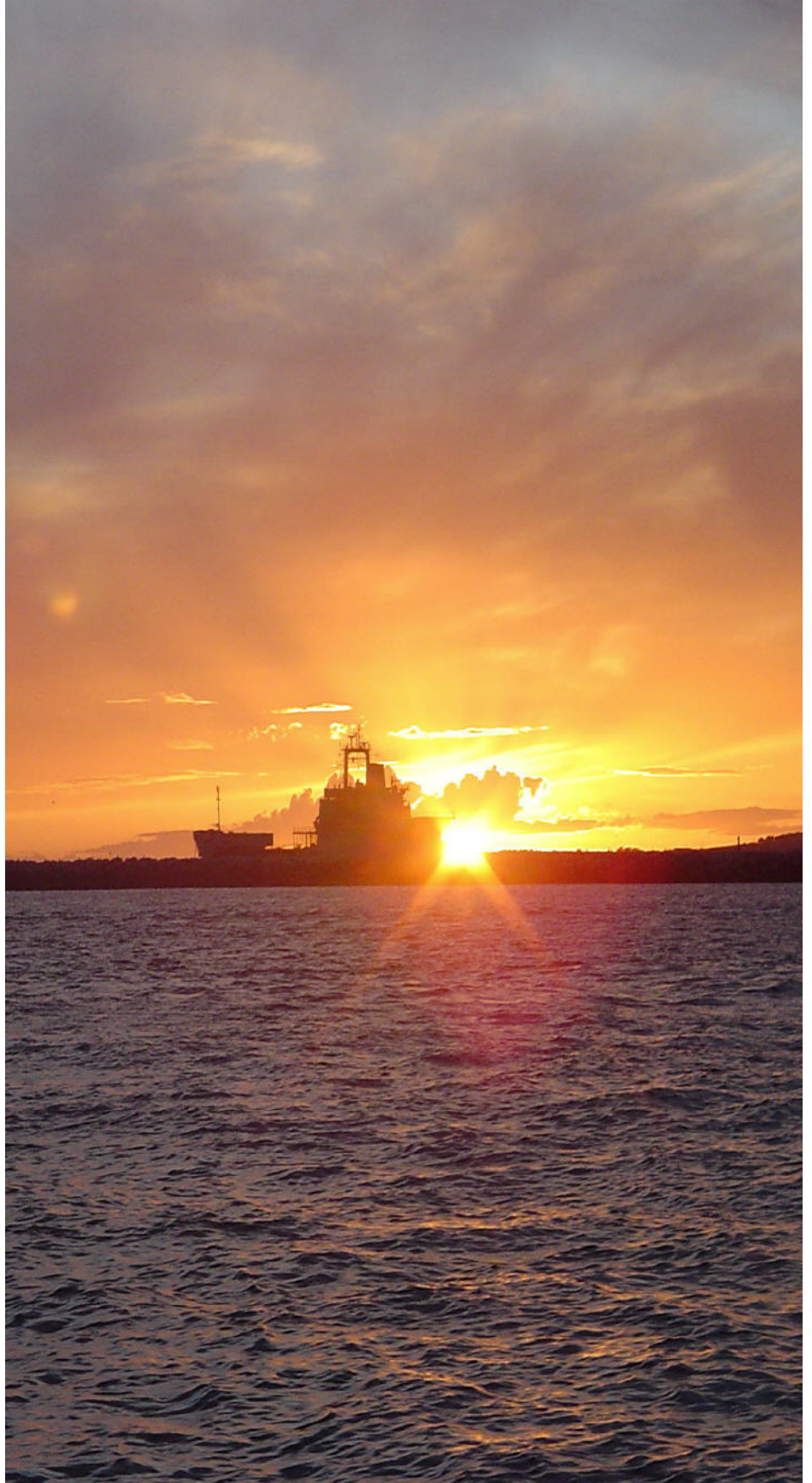
Bill Swindell looks at
radar reflectors
page 8 & 9

Get prepared for the icicle cruise in December

Page 14

Think about training

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The Nav Table



Firstly can I apologize for the delay in this issue of *Wavelength*. Family and personal commitments collided with the *Wavelength* timetable. Anyway, I hope to be back on plan soon and perhaps the wait has made you ever more eager to read about club events and member's stories.

Following on from our 'story' in the last issue about the phonetic alphabet, John Futcher has put together a feature tracing the history of the phonetic alphabet - so a change from the current arrangements is not perhaps such a bizarre idea!

It has been suggested that we run a regular slot on meals aboard. If you have a 'boat special' that you would like to share with club members, please send it in. Keith Gibb's 'Scorpio' has its famous 'Scorpio Soup', are there any other similar recipes out there?

John Futcher has been busy writing, because he has submitted another contribution to this issue - and his Iron Duke story (page 13) reminded me of a funny story told to a TV audience by Michael Grade on the show 'Room 101'. He wanted to put all motorboats and their owners into Room 101 and used this exchange as justification, which he said he heard while sailing on the Solent. A motorboat owner called CH16 to report that he had lost all power. Solent Coastguard replied asking him his position, to which the skipper of the motorboat said "I am the managing director of a plastics company"!

If anyone else has heard an exchange over the radio which made them smile, or roar out loud send it to *Wavelength*.

The Porthole is attracting more letters, so if you don't want to write a long article consider sending us a letter.

I always check photographs sent in with stories for possible use on the front cover. But if you have a picture taken on a club event or club boat that you think would make a striking front cover, please send it in (jpeg format please).

Can I thank everyone who has sent in a contribution. You may not have seen it yet, but I am holding on to it all and will use items in future issues.

Diana Coman

Club News

Your committee has been looking at the way it communicates with members to make sure the most effective and efficient use is made of club resources and also to ensure that the best information is provided to club members about club events.

The e-brief, produced by Tony Sparling and issued by Steve McCarthy, is developing into an important monthly bulletin that reminds members of up coming events and provides a prompt for members to book their place. Whilst events are published annually, it is often the case that members leave bookings to nearer the time, so sending out regular reminders makes sure that members don't miss out. It is also an effective way of alerting members to changes to the programme.

John Kirby is developing the club website and with links from the e-mail directly to our site, members can be provided with details of events and kept up to date with changes to the programme.

With so few members not on email, sending out a regular e-bulletin is the quickest and most efficient way of getting information out to members.

So what does that mean for *Wavelength*? Well, with the website carrying a full list of the committee including contact details and a full listing of all social, sailing and racing events, to reproduce the programme in each issue of *Wavelength* is wasting space that could be dedicated to more member stories, general club news and reports on events.

You will remember that the first issue this year included a pull-out centre fold which carried the entire club programme. It is our intention to produce that again for next year's programme, so you can pull it out, have the entire programme on one sheet to pin up in the office, study or attach to the fridge. This is a departure from the old format and we know that some members have found the change uncomfortable. To help people who mislay the pull-out, we will produce additional copies this year that can be available on club nights.

Wavelength is now available on the website as a pdf file providing an archive for members. If members want to receive *Wavelength* electronically, we can now provide that too. But for those who still want a magazine to read in the bath or on the train, it will continue to be published on paper and circulated to each member or household.

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Club Night
Channel Sailing Club
meets every Tuesday at
Epsom Sports Club,
Woodcote Road,
(opposite The Ladas),
Epsom, Surrey.
Bar opens at 2030 hrs

You can receive an
e-sailing brief, if you are
not on the list - get in
touch with Tony Sparling.

Check out the **Club's
Website** for more
information and pictures
of events.
[www.
channelsailingclub.org](http://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:
Sunset over Portland
Harbour - picture taken
by Roger Roberts on
Knight's Challenge, 2008



The Commodore's Cabin

At the AGM I said that I hoped for a year in which we would consolidate. With that in mind at our first committee meeting we mapped out a realistic programme and have been working to it ever since. The major activity this year has been to formulate a programme to improve our communications processes and to expand on some of our training activities. In the case of the former, you should have noticed some of these changes already evident on the website, Wavelength and an upgrade of our e-briefings. Developments in information technology provide us with other exciting options to make information more easily available to members and to provide a gateway for new members to find us, but we not lose sight of the need to retain some of our traditional methods of communication - not everyone wants to be wired up to the internet!

In the case of training, we are building our accredited and informal training opportunities. With CEVNI, Day Skipper shore-based, Diesel Engine, Radar and VHS/SRC courses on offer through the club this year, the training offer from the club is being firmly established in our annual programme.

We are currently working on next year's programme and we hope that this will not only provide existing members to broaden their skills but will be an attraction to new members. We will continue to invest in equipment and more importantly, our volunteers, without whom this programme would not run.

With the summer sailing behind us, work on the committee picks up as we prepare for our AGM. We are also working on our social, sailing and training programme for next year so that all can be published in the last edition of Wavelength this year.

The membership year starts on 1st October and with it carries a heavy workload for the membership team, so please help us by sending us your membership renewal without prompting, as that would save time and of course postage costs.

This club is blessed with dedicated volunteers, on the committee, organizing events, providing assistance at our social events and helping behind the bar. We all have a common passion for sailing and the club and without the support of our volunteers the events that bring us together could not happen.

Aside from the time and effort that organizers put in to setting up and running events, there are often costs associated with booking places at marinas or other sailing/yacht clubs. It is rare that people drop out of an event after booking their place on it, but emergencies or changes in personal plans can cause that to happen. I know that organizers make every effort, in those circumstances, to alter arrangements, even at the last minute, but there will be times when changes cannot be made and the costs associated with the event (for example meal reservations) cannot be cancelled. So please, if you are in the unfortunate position of having to pull out at the last minute, make sure that the your event organizer is not put in the position of having to ask you to cover your booking costs.

John Mimpriss, Commodore

The Phonetic Alphabet ain't broke so don't try and fix it!

By John Fletcher



I was born during WWII in a garrison town and my father was a sergeant in the signals. Now I don't actually remember him teaching me the phonetic alphabet as he cradled me in his arms but I was aware that there was one and it started with Ack. So, Anti Aircraft was AA and this was pronounced Ack Ack. You will see in my brief history that, at the outbreak of war, Ack was the first word of the phonetic alphabet in use at the time.

When I was five my father returned from defeating the Japanese in Burma and taught me the latest version. Able, Baker, Charlie etc. At the age of fifteen I started a residential apprenticeship at a new research establishment and the street names used this phonetic alphabet so I spent one very happy year working on Easy St.

During my apprenticeship the phonetic alphabet that we use now was introduced, so I have known and used it for a long time, I am probably the 'ageing middle-class customer' to whom they are referring.

History of the phonetic alphabet

The use of voice communication inventions, such as telephone and radio, was hampered by limited bandwidth and interference causing the blotting out of whole words or even sentences. It was necessary to spell out words by their letters but it was soon realised that it was easy for letters to be mistaken, for

example P and B sound similar. Therefore a phonetic alphabet was required. With the advent of international radio communication, in the mid 1920s, the need for international organization cooperation was recognised. As a result of this the International Telecommunications Union (ITU) took on many responsibilities from allocating call sign blocks for the different countries to gaining agreements on codes and other standards. As a result of this work the ITU assembled and adopted the first internationally recognised alphabet in 1927.

1927 ITU Phonetic Alphabet

A	Ack
B	Beer
C	Charlie
D	Don
E	Edward
F	Freddie
G	George
H	Harry
I	Ink
J	Johnnie
K	King
L	London
M	Monkey
N	Nuts
O	Orange
P	Pip
Q	Queen
R	Robert
S	Sugar
T	Toc
U	Uncle
V	Vic
W	William
X	X-Ray
Y	Yorker
Z	Zebra

This was widely used in early radio or 'wireless' communications of the day. As a result of its use, a number of weaknesses were discovered and in 1932 it was revised.

1932 ITU Phonetic Alphabet

A	Amsterdam
B	Baltimore
C	Casablanca
D	Denmark
E	Edison
F	Florida
G	Gallipoli
H	Hanover
I	Italia
J	Jerusalem
K	Kilogramme
L	Liverpool
M	Madagascar
N	New York
O	Oslo
P	Paris
Q	Quebec
R	Roma
S	Santiago
T	Tripoli
U	Uppsala
V	Valencia
W	Washington
X	Xanthippe
Y	Yokohama
Z	Zurich

The British had their own versions. The British army used the 1927 version but changed to the following at the beginning of the Second World War.

1939 British Army Phonetic Alphabet

A	Able
B	Baker
C	Charlie

D	Dog
E	Echo
F	Fox
G	George
H	How
I	Item
J	Jig
K	King
L	Love
M	Mike
N	Nan
O	Oboe
P	Peter
Q	Queen
R	Roger
S	Sugar
T	Tare
U	Uncle
V	Victor
W	William
X	X-ray
Y	Yoke
Z	Zebra

The main one used by the Royal Air Force during the Second World War, and which is used in war films especially those based in the era, was:

A	Apple
B	Beer
C	Charlie
D	Dog
E	Edward
F	Freddy
G	George
H	Harry
I	Indigo
J	Johnny
K	King
L	Love
M	Mother
N	Nuts
O	Orange
P	Peter
Q	Queen
R	Roger
S	Sugar
T	Tommy
U	Uncle
V	Victor
W	William
X	X-Ray
Y	Yorker
Z	Zebra

Following the entry of the United States into the Second World War, a full phonetic alphabet was standardized across the Allied Services in June 1943. It was called the Joint Army/Navy Phonetic Alphabet.

A	Able
B	Baker
C	Charlie
D	Dog
E	Easy
F	Fox
G	George
H	How
I	Item
J	Jig
K	King
L	Love
M	Mike
N	Nan
O	Oboe
P	Peter
Q	Queen
R	Roger
S	Sugar
T	Tare
U	Uncle
V	Victor
W	William
X	X-Ray
Y	Yoke
Z	Zebra

After the war many of the service personnel returned to commercial operations, so the phonetic alphabet became commonly used in civilian communications. But as many sounds were unique to English, different countries started making their own.

The International Scene

The International Air Transport Association (IATA) recognising the need for a single universal alphabet and presented a draft to the International Civil Aviation Organization (ICAO) in 1947. It had sounds common to English, French and Spanish and after further study and modification

by each approving body, the revised alphabet was implemented on 1 November 1951, and is as follows:

A	Alpha
B	Bravo
C	Coca
D	Delta
E	Echo
F	Foxtrot
G	Golf
H	Hotel
I	India
J	Juliett
K	Kilo
L	Lima
M	Metro
N	Nectar
O	Oscar
P	Papa
Q	Quebec
R	Romeo
S	Sierra
T	Tango
U	Union
V	Victor
W	Whisky
X	eXtra
Y	Yankee
Z	Zulu

Immediately problems were found with this version and to identify the deficiencies testing was conducted among speakers from 31 nations, mainly by the governments of the United Kingdom and the United States. Confusion between words like Delta and Nectar or Victor and Extra, or omission of other words under poor receiving conditions were subsequently found to be the main problems. After much study the five words representing the letters, C, M, N, U and X were replaced. The final version was implemented on 1 March 1956 and was adopted shortly after by the ITU. Because the ITU governs all international radio communications, all radio operators also adopted it,

Continued on page 6

whether military, civilian or amateur.

A	Alpha
B	Bravo
C	Charlie
D	Delta
E	Echo
F	Foxtrot
G	Golf
H	Hotel
I	India
J	Juliett
K	Kilo
L	Lima
M	Mike
N	November
O	Oscar
P	Papa
Q	Quebec
R	Romeo
S	Sierra
T	Tango
U	Uniform
V	Victor
W	Whisky
X	X-Ray
Y	Yankii
Z	Zulu

And numbers:

1	wun
2	two
3	tree
4	fower
5	fife
6	six
7	seven
8	ait
9	niner

All of the words are recognisable by native English speakers because English must be used upon request for communication between an aircraft and a control tower whenever two nations are involved, regardless of their native languages. But it is only required internationally, not domestically, thus if both parties to a radio conversation are from the same country, then another phonetic alphabet of that nation's choice may be used.

The Non-English spellings Alfa and Juliett are used. Alfa is spelled with an 'f' for the benefit of native Spanish speakers because they will pronounce 'ph' as if it were a 'p' with a silent 'h'. The English word alpha is alfa in Spanish. Juliett is spelled with a 'tt' for the benefit of native French speakers because they will treat a single 't' as silent. The English word Juliet is Juliette in French, but the ICAO did not adopt the final 'e' because it might be misunderstood by native Spanish speakers as indicative of a final syllable 'tuh'.

At some US airports, the use of 'Delta' is avoided because it is also the call sign for Delta Airlines. 'Dixie' seems to be the most common substitute. 'Foxtrot' may be abbreviated to 'Fox' at United States airports. In British police work the use of 'India' has been replaced by 'Indigo'. Sometimes, in the Philippines the word 'Hawk' is used for the letter 'H' rather than 'Hotel'. In Indonesia the word 'Lima' is seldom used since the word 'Lima' means number five (5) in their language. Instead, 'London' is used.

NATO uses the ITU phonetic alphabet but with English spelling of 'Alpha' and 'Juliet'.

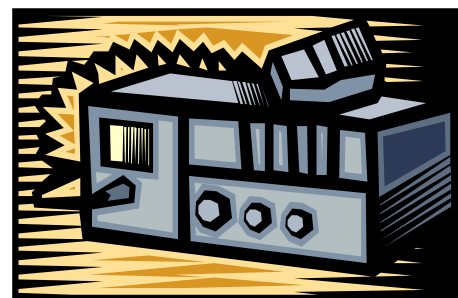
The ITU Phonetic Alphabet is not the only phonetic alphabet in use, but it definitely is the one used by the most people and countries. Being the internationally recognized way of communicating at sea and by air, using the ITU phonetic alphabet means you can get what you are saying through wherever you are in the world. It is therefore a very helpful way of communicating information.

Conclusion

These 756 marina users (presumably in the bar) would

require a bit of a stronger case than 'feeling excluded' to convince the ITU to carry out a review, but if 'young lower-class English marina users' want their own phonetic alphabet they can have one and they don't have to bother the DFT or MCA, they just have to get on and do it,, thus not involving me in any increasing tax burden. Perhaps they would like to use the one that follows, also taught to me by my father:

A is for 'orses (hay for horses)
B is for mutton (beef or mutton)
C for Thailanders (the Seaforth Highlanders)
D for rent (different)
E for sigh (heave a sigh)
F for vescent (effervescent)
G for ses (G forces)
H for retirement (age of retirement)
I for an eye (eye for an eye)
J for Oranges (Jaffa oranges)
K for restaurant (cafe-pronounced kafe)
L for leather (hell for leather)
M for sis (emphasis)
N for lope (envelope)
O for there (over there)
P for pleasure (pee for pleasure)
Q for tickets (queue for tickets)
R for moment (half a moment)
S for instance ('s (as), for instance)
T for two (tea for two)
U for nerve (You've a nerve)
V for l'amour (Vive l'amour!)
W for quid (double you for a quid)
X for the spot (ie where the crime was committed)
Y for mistress (wife or mistress)
Z for fun (said for fun - UK pronunciation, zed).



Safe Sailing

Skippers are responsible for the safety of the crew and boat - but what should the crew do?

Being a skipper of a boat carries significant responsibility. You are responsible for your actions and the safety of the crew.

Skippers should match their personal knowledge to the conditions and never put either the crew or the boat at risk.

They need to take into account the experience and physical ability of the crew for the type of journey planned and the weather conditions either at the time or forecast. Crews suffering from cold, tiredness and seasickness won't be effective.

The RNLI booklet 'Sea Safety' recommends that skippers ensure the crew is sufficiently prepared for any trip by briefing them fully. And whilst it remains the responsibility of the skipper, it is perhaps worth reminding crew that they too need to consider their role on the boat and how they can ensure their own safety and that of their fellow crew and boat. If as a crew member you don't know the answers to any of the following questions, don't be afraid to ask. It is more important that you ask the question, than stay silent and then, in a crisis, find you don't know what to do.

So, the RNLI list of things that skippers should brief their crew on is as follows:

- When the skipper should be called
- The location of first aid kit
- Onboard dangers - including the boom, winches and windlasses, cleats, propeller, engine/shaft

- Lifejackets and harnesses - how they should be worn
- Safety procedure for going on deck
- Starting and operating the engine including how to use the kill-cord
- How to switch on/off the boat's batteries and ancillary equipment
- Switching on and operating the VHF radio or activating the Digital Selective Calling (DCS) button
- Man overboard drill
- How to read the latitude and longitude off the global positioning system (GPS)
- Operating gas appliances, including isolating the gas supply
- Where the flares are stored and when and how to fire them
- Sending a distress message
- What's in the grab bag and where to find it
- Use of fire extinguishers, fire blanket and other fire safety equipment
- When and how to launch the liferaft or inflatable dinghy
- Leaving/returning to a mooring or berth, use of fenders and warps
- How to anchor
- Where to find spare/waterproof clothing

Don't be alarmed by the long list, especially if you are someone new to sailing.

The thing to remember is don't be afraid to ask, listen carefully to all instructions and it is best to check if you don't understand.

Always better to ask the skipper before letting go of the rope!



Test your knowledge

List eight actions to take if, while on passage, a strong wind warning is issued?

- Answer:**
- 1 Get the crew in warm waterproof clothing and boots
 - 2 Put on lifejackets
 - 3 Reef sails
 - 4 Consider diverting
 - 5 Prepare food and drinks
 - 6 Organise a watch system if possible
 - 7 Clip on harness lines
 - 8 Check all hatches are closed
 - 9 Check stowage
 - 10 Consider anti-seasickness tablets

'Test your knowledge' questions provided courtesy of the RYA, taken from the Day Skipper and Watch Leader (Northern Hemisphere) exercises and course information 2007/2008.
Membership phone 01238 060 4159
www.rya.org.uk



Information on safety features provided by the RNLI. A booklet 'Sea Safety: the complete guide' is available from the RNLI
Tel: 0845 122 6999 or
www.RNLI.org.uk/seasafety



Lifeboats

How good is your Radar Reflector?

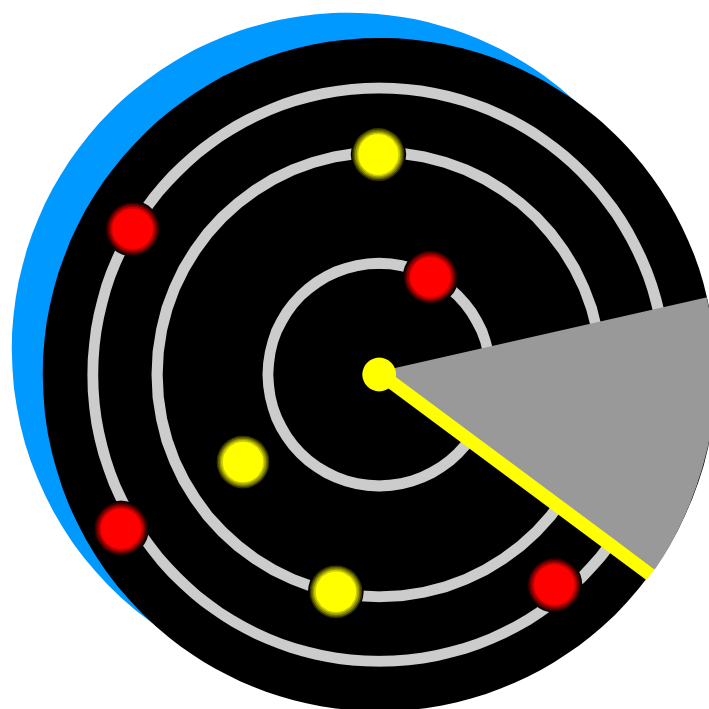
SOLAS Requirements - the law

Regulation V/19 requires all small craft to fit a radar reflector 'if practicable' and states if your boat is more than 15 metres in length, you should be able to fit a radar reflector that meets the IMO requirements. SOLAS V also advises fitting the most efficient reflector that the vessel can accommodate and it should be mounted as high as possible. The efficacy of the reflector is determined by its radar cross section (explained below) and there are technical standards laid down in British Standards BS EN ISO 8729, likely to be revised in 2008, that indicate how well a reflector performs and whether or not it has been type-approved for general use as a radar reflector. Refs 1 and 2 provide more information on these technical standards.

Why have a radar reflector?

Most of the radar energy incident on a small boat is reflected away from the returning echo direction because of the sloping nature of the hull sides and superstructure. Metal parts such as the mast and boom will return a strong signal if they are aligned exactly perpendicular to the incident beam, but this is seldom the case. It makes sense therefore to install a reflector, the function of which is to absorb the radar energy that falls upon it and re-emit as much of it as possible in the direction from whence it came. There is great variability in how well different reflectors achieve this goal, and for nearly all devices there are usually many orientations for which only very weak echoes are generated, irrespective of how well they may perform in other directions. (See Ref 2)

What is the Radar Cross Section?



Formal definition: The RCS of a target is defined as the cross-sectional area of a notional sphere that absorbs all of the radar energy falling upon it and which then re-radiates all of it, uniformly, in all directions with strength equal to that actually observed in the return echo of that particular target.

In simple terms, it is just a number that quantifies how well any target including reflectors, produces radar echoes. Bigger is better.

Practical significance - The RCS is not related to the actual cross-sectional area of the reflector in any simple way. If a reflector is good at its job, its RCS will be many times greater than its physical cross-sectional area. It is the single most useful parameter for describing the 'echo generating ability' and is therefore universally used as the principal measure of reflector performance.

Your boat may be invisible anyway

The RCS of a small boat, with or without a radar reflector, can vary enormously with quite small changes in orientation. The echo producing parts of the ship's structure and especially the radar reflector only have to move relatively with respect to the incident radar beam by about a quarter of a radar wavelength - about an inch for s-band radar - in order for individual component waves in the echo to cancel or reinforce each other in a totally different manner. Small changes in orientation due to sea state, heeling changes or angle of heel, etc will cause this to happen. A single pass of an interrogating radar beam, will sweep over a boat in about 1/40th sec, or 50 more-or-less similar strength radar echoes will be returned. These 50 echoes will be combined into a single blip on the

big ship's radar screen. On the next sweep however, two and a half seconds later, the RCS will probably be quite different due to the boat's movement and the returned echo could be much larger or much smaller than the previous one. It is a characteristic of small boats that echoes from consecutive sweeps are different in strength from one sweep to another. Some echoes may well be below the threshold of detection on the radar of commercial vessels, whose radars require a certain consistency of echoes from consecutive scans for the automatic detection of targets. This effect is quite separate from all of the other reasons that a boat may not be seen such as wave height, transmitter height, clutter, multipath, range, rain etc. Reference 3 discusses some of these other reasons not related to RCS.

Available systems - how good is yours?

Reference 2 gives comprehensive accounts of the performance of each of nine commercially available radar reflectors, many of which can be seen adorning CSC members' boats. In particular the RCS at azimuth angles (ie around the horizon) of - 180 degrees to + 180 degrees and heeling angles of up to 20 degrees are given. These results are compared to the RCS performance aspects of British Standards ISO 8729 and its intended replacement. Typically, passive reflectors for small boats have average RCS values in the range of 10sq metres (good) to 0.1 sq metres (poor). Noteworthy however are the worst, the tube reflectors and the best, the Sea-Me, which is an active powered system. According to Ref 2, at 10 degrees of heel, the Sea-Me has a measured maximum RCS of 112.89 sq metres and an average RCS of 40.92 sq metres while the tubular type's figures are 0.49 sq metres and 0.10 sq metres respectively. If you want to know how well your reflector performs have a look at Reference 2.

The Sea-Me - a Radar Target Enhancer

Strictly speaking, the Sea-Me is not a reflector at all, but a radar target enhancer, RTE. It receives a radar pulse, amplifies it and re-transmits it. All this takes place inside a cylindrical plastic housing, 2 inches in diameter and just over 16 inches long, mounted aloft. The re-transmitted pulse is emitted more-or-less uniformly in all (horizontal) directions and its strength is considerably greater than that returned by passive reflectors of the type normally used on small ships. Its performance exceeds the current and future

ISO 8729 requirements at heel/elevation angles of up to 15 degrees. At zero degrees it has a best measured RCS of over 300 sq metres. However, it requires a 12-volt supply and draws a current of 350mA when in transmitting mode and 150mA in standby, costs £500 and responds only to x-band radar.

Conclusions (from QinetiQ)

The following bullet points are a direct quote of the Recommendations section from Ref 2.

- Based on the results of this report it is recommended that yachtsmen always fit a radar reflector that offers the largest RCS practicable for their vessel.
- The RCS of the radar reflector should have a minimum consistent RCS of 2 sq metres.
- The Sea-Me is the recommended product if power is available.
- If power is not available then the Passive Tri-lens reflector is recommended.
- The 4" tube is not considered suitable due to its poor performance. It is also recommended that the 2" tube reflector is not suitable since the performance of this target will be even lower.
- It is recommended that poorly performing radar reflectors are not fitted as it is possible that the user could be lulled into a false sense of security believing that their chances of detection have been enhanced..

Acknowledgement and References

I am grateful to Steve Luke of QinetiQ for permission to quote from the QinetiQ Reports.

1. "Carriage and Use of Radar Reflectors on Small Vessels" MCA Marine Guidance Note 349 <http://www.mcga.gov.uk/c4mca/mcga-mnotice.htm?Textobjid=9F819975E6668F9F>
2. "Performance Investigation of Marine Radar Reflectors on the Market" Report by QinetiQ for the MAIB http://maib.gov.uk/cms_resources/Radarreflectorsreport.pdf
3. "Investigation into the likelihood of the Pride of Bilboa's radar detecting a small yacht" Annexe 4 by QinetiQ of the MAIB report 7/2007 into the loss of the Ouzo, pages 28 to 46 http://www.maib.gov.uk/cms_resources/Ouzo_Annexes.pdf

French lessons in Sailing

Part trois - The Lift-Out

By Sue & Roger Longley

After nearly a year with Niobe II at Camaret we could see that the bottom of the hull was growing weed as healthily as our French garden does. Time for a lift out and anti foul

The price quoted was very cheap, as it would be after being used to the Hamble. Camaret has a fair fishing fleet and a slipway that can lift vessels up to about 30m by a sideways haul, up a slipway,

extend very far beyond the wall, limiting the beam of boat possible and lifting anything with an onshore wind blowing means getting a strong team to hold the hull off the wall. Also, with the amount of gear that many boats carry boats such as ours could be over 12 tons fully laden.

We asked Jim, our local contact, to arrange a lift out in April this year. A few days before, ferry



then onto a short length of railway which moves the vessel sideways to a parking spot. However, until two years ago it did not have a crane of any size to lift a sailing boat.

The marina asked the Mayor (this is a municipally owned port) to get a crane - which he did - but without asking anyone what sort the port wanted!

After, it is alleged, a very good lunch with a crane company he came back and said he had done as asked and a crane would arrive shortly. The resulting crane is a very smart pillar job with a limited capacity of 12 tons, fixed a few metres from the harbour wall. Unfortunately the few metres are just a bit too few, so the arm does not

already booked for our trip, we had a frantic phone call from Jim. It seemed that the Mayor had upset the crane operator, Eric, by asking him to do non-marine tasks such as cleaning the park benches during the slack periods. So Eric had quit. The good news though was that the Mayor had found another operator, also Eric to do the job. The bad news, Eric Deux had also quit for the same reasons - so no operator available. More bad news - The Mayor has come to the end of his term and the new incumbent was a lady with even less interest in the marina.

After more calls we found out that the two local maintenance firms had trained operators to use the crane and, for a somewhat larger fee,



seemed as though there was an engine problem, but as Jim does not have a mobile she could not say what.

The harbour duty team were very unhelpful. They are not allowed to use Ch16 except in dire emergency, so would not radio Niobe II.

I rebooked our slot to their latest time 1630 and admired the scenery around the harbour. At 1600 we looked out to sea - nothing seen.

Needing to get to our house to stock up we decided to

would lift out boats. First, Philippe looked at Niobe II and after much shrugging and arm waving declared that she was above the capacity of the crane on two counts. The official limit on width was 4m but Niobe II is 4.06m, so even with good conditions he would not budge an inch to do the job. To Philippe we also looked too heavy.

Second operator, Olivier was more relaxed and agreed to lift us out as long as we were there to share responsibility. Bad news again - Olivier was going on ten days vacation the next day and we were nearly at the end of our stay. Result - no lift out in April.

Another expat boat owner told us that he had lifted out at Treboul, next to Douarnenez, which was even cheaper, so our last day was filled by visiting there and fixing the next available spot, six weeks ahead, for a 'carrenage' out and back two days after.

Another ferry booking for May. Owing to other appointments we could only arrive at midday on the date of lift out so made arrangements for Jim and the crew to deliver the boat the five hour trip across the Baie de Douarnenez. We would meet them with four tins of antifouling (and a lot of beer plus a bottle of scotch) dockside Treboul at 1400 when the lift was due.

We duly made our overnight crossing to St Malo and arrived at Treboul in time for a delicious 'crepes' lunch with just a touch of Muscadet and strolled out to the seafront to see Niobe II arrive.

The due time came and passed.

Another frantic call to Mrs Jim. She had seen Him leave at 0900 as scheduled. However it

call it a day, but with our last look around we saw a familiar dot coming slowly over the horizon. Niobe II crept into the marina and we frantically called up the harbour staff to get her led to the slipway before closing time.

The 'carrenage' was done using a very small trolley, towed by a tractor, that did not seem large enough to take a 42ft boat. The trolley was let back into the water and the boat driven slowly on. Then amazingly, hydraulic arms unfolded that doubled the apparent size and lifted the boat clear of the ground. This revealed why Jim had thought we had engine problems - the prop was smothered in heavy jelly-like growth, laced with healthy barnacles, as was much of the hull. He said he could only manage two knots under motor and only made the trip when the wind came up a bit.

After all that six weeks of problems the rest of the lift out went fine.

We also learned the real need to inspect the undersides in the mild waters round Camaret and will think about some underside cleaning between full lift outs in future.





by Nick Russell

Champagne & Pizza on Spring Cruise

This was my first outing this year - but more significantly - my first trip with the club, so I found myself volunteering (or rather nominated) to produce an article about the trip!

In all there were 23 of us on 6 boats (team picture below) and we sailed from various south-coast ports across to Cherbourg, around the Cap-de-la-Hague to Dielette, and then overnight back home. It was a trip covering 180 miles or so in winds which extraordinarily seemed to be blowing directly towards us for both of the channel crossings!

My four day cruise on 'Eagle', a Bravaria 36, started on Friday 2nd May at Haslar Marina. We had ignored the challenge from one or two other boats who said that they would set sail at dawn opting for a more leisurely midday start. Any concerns about my rusty Day Skipper qualification were forgotten when our skipper asked me to take his boat out from the marina! A visit to the fuel pontoon later we had a gusty sail out past Bembridge Ledge. The southerly wind was less kind to us after that and having sailed 20 miles or so south of St Catherine's Point we set the iron sail and headed to Cherbourg. We arrived in the small hours of Saturday to try and locate the entrance to



Waiting for the port gates to open

the marina supported by various opinions as to where it might be.

Saturday morning revealed that we had moored directly opposite two other club boats and alongside another. Comforted by a quick calculation which revealed that a noon departure ought to see us safely into Dielette before the marina gate closed, we went into town to buy food to accompany the Commodore's Barbeque and evening drinks.

The trip was expertly timed to take the tide to Cap-de-la-Hague and down to Dielette before



the tide turned. We had an exhilarating spinnaker run (in fact a dead run) to the corner and, for me at least, an initiation into various aspects of spinnaker work and boom preventers. I hope I am forgiven by my next Skipper as I am sure that some of the tuition will need to be quickly re-learned! The sail down to Dielette was interesting as we put Ken Wright's lesson in sail trimming to good effect and closed up on the Commodore's



boat 'Lonk Avel' and would have beaten him if Dielette had been another mile away! 'Aragon' met us at Dielette having sailed there directly from Portsmouth deliberately arriving before the port gates opened and had no alternative but to hove-to and partake in champagne and pizza.

Saturday evening saw the Commodore's drinks party, wine tasting and an expertly cooked barbeque on the pontoon. Unfortunately the pontoon required scrubbing and hosing down and the fact that I was wearing sailing boots was mistakenly interpreted as a wish to take part. The operation was expertly supervised by our Commodore (above). Thanks are also due to our Vice Commodore (off camera) for her expert use of the hosepipe

As if the barbeque was not enough midday Sunday saw all of us walk up to a splendid restaurant called *Bouche A Oreille* and more food but not before our Commodore had been instructed (pontoon side) in the art of deploying cruising chutes. This and spinnaker handling I am sure would make a good club lecture for those winter months which are thankfully still some way off.

Our trip back across the channel started around 5pm so that the tides would sweep us along the coast through the Alderney Race and into the Channel. We all encountered confused

seas, breaking waves and impressive speeds but 'Aragon's' 16.4 knots in 10 knots of tide was probably the fastest that any of us managed. So it was into the night and a wind, that had obstinately now decided to blow from the North, that we set for home. Some managed to sail most of the way home and some of us motored. At 3am we spotted the 'QE2' three miles astern and the 'Arcadia' three miles west, which together with the shipping lanes and the normal fishing vessels, made for an interesting sail back.

Overall it was a really good trip and anyone reading this that has not yet sailed with the club can be assured that they will get whatever experience they need to enjoy their sailing even more.

Bring on the next trip!

... and when he was only half way up he was neither up nor down

By John Futcher

John & Deanne White had very kindly given me a berth for The Spring Cruise on Buibui, albeit in the aft cabin which is isolated from the saloon by the cockpit. The plan was to set out for the Channel Islands **before dawn** for a daylight crossing and arrival. Now anyone who has sailed with me knows that I don't do mornings!

At 4am the alarm woke me and my shipmate Ron Hunt. We crawled from our sleeping bags, got dressed and pulled on our oilies before opening the hatch. I slid the hatch open and stuck my head out and my bleary eyes were met by the gaze of John White who was peering from the saloon hatch. He informed us that a Force 8 was predicted in the Channel (the wonders of Navtex) so the Channel crossing was postponed and that we should go back to sleep. So we closed the

Continued on page 14

hatch, struggled out of our oilies, disrobed, donned our night attire, wriggled back into our sleeping bags and did as the skipper ordered. We heard later that the rest of the cruise had had a very rough crossing.

So, it was Plan B and we hopped along the coast heading west to Weymouth. Now the seas south of Lulworth Cove are used by the Navy to practice firing live ammunition and we heard on CH16 a radio warning to that affect. "All ships, this is warship Iron Duke, we will be firing live shells into lat and long so and so". We couldn't see Iron Duke, as there was a thick mist out to sea, but we could hear the sounds of her ordnance. Later that day she came on air again, this time the voice on the radio had a very strong Scottish accent. Now you will have to read this with a strong Scottish accent, "Aw shups, this is waughshup Arn Dew, etc etc". This was followed by a call from a nervous yachtsman "HMS Andrew, HMS Andrew, HMS Andrew, this is Nervous yachtsman, over". This was repeated several times with no response, then Portland Coastguard piped up. "Nervous yachtsman, this is Portland Coast Guard. I think you will find you should be calling warship Iron Duke." After a bewildered thank you from Nervous yachtsman, he called again now using the name Iron Duke and received a response. "Nervous Yachtsman, this is waughshup Arn Dew, over." The worries were resolved but we all thought that the Iron Duke did sound like Andrew. Later we heard on the news that Prince William would be doing his stint in the Senior Service on HMS Iron Duke. They would be on active service in the Caribbean chasing drug runners. We have all been trying to imagine the radio communication between Caribbean drug runners and the Scottish Navy!

Anyway, back to the cruise!

Buibui's super-duper Windex was sulking and not communicating with us and from the deck it looked broken. Now there is an agent for it in Poole, so as we were in Poole, John thought it would be a good idea for someone to go up the mast and take it off. Now I have not been up a mast before so now was my opportunity.

When I reached the deck light, which was also sulking, I stopped to examine it. How you know when you examine something very close and then look at something further away the distance appears further than it is. Well, at this point I looked down and thought, "bloody hell! I'm a long way up and I'm not half way yet". I continued up to the radar transmitter and thought I can't get past it, the spreaders and then the radar reflector in these sailing boots, so I chickened out

and they lowered me down, stopping at the deck light to remove the bulb and bring it down.

Ron said he would go up so we put him in the harness and hauled. When he reached the top the loop we had tied in the halyard stopped him getting higher enough so he came down again. With the halyard tied tight to the harness we hauled him up again and he was able to remove the Windex. Well done Ron! John took it to the agent, who informed him that it was broken and said he would send it back to the makers.

So he did.



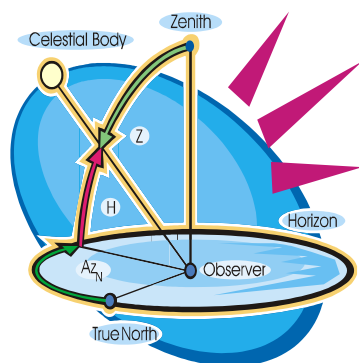
Start Planning Icicle Cruise

In response to the feedback we have had from previous years, we are letting you know early that this year's theme for the Icicle Cruise on 6/7 December is Heroes/Heroines and Villains.

The idea is to decorate your boat and act out a scene that reinforces your chosen characters. All performances will take place on the deck of the boat prior to dinner and should be of no more than 5 mins duration to ensure we have plenty of time for pre-dinner drinks.

For example your Heroes could be the 1966 England World Club team - you could have a couple of German football shirts, a couple of England and mime the scoring of the goals and Bobby Moore collecting the Cup, or scoring the winning runs when England won the Ashes. You could choose your hero/heroine to be Batman, Wonder Woman, The "A" team, Ghost Busters or The Spice Girls and act out them saving the world, or singing your favourite song. However your villain could be The Sheriff of Nottingham, Denis the Menace, as a comic book villain, the Wicked Witch in Snow White or The Penguin in Batman.

The theme is versatile to allow for greatest involvement and ideas. A prize will be given for best boat with points awarded for the idea, the boat decoration, the costumes, audience participation and overall enjoyment. An individual prize will also be given for best Hero/Heroine or Villain as decided by the judges during the performances. So get planning and remember to have fun. Tickets £34 each from Trish on 07930 527434.



Training

The winter months are coming up and it is a good time to do some training. Channel Sailing Club is offering both accredited courses from the RYA and informal training lectures on club nights.

Diesel & VHF Courses

Channel Sailing Club offers both the **RYA Approved Diesel Engine** and **VHF SRC** Courses in house to Club members. Rates payable for either course represent a significant discount on those currently set by most commercial sea schools.

The courses will be run at the Epsom Club House or other venue in the local area.

For more information or to book yourself on one of the courses, get in touch with:

John Lindsay - RYA Diesel/VHF SRC Instructor on 0137272 389 or 07962 200234 or email john@lindsays.info

Bill Swindell - Channel Sailing Club Principal Instructor on 020 8668 2726 or email w.swindell@dsl.pipex.com

Course Outline: RYA Diesel Engine Course

This course is designed to educate the yachtsman on basic engine theory and preventative maintenance, which will hopefully keep the engine running throughout the season. Should a breakdown occur, the course should give an understanding of simple troubleshooting procedures and 'get you home fixes'. For those who may be considering this course, it is informal, requires no previous knowledge of engine theory or operation and you will work on the club's own demonstration engine. The syllabus follows the RYA training manual, which is included with the course, and provides the basic information about how a diesel engine works, how to maintain it and what can go wrong with it. RYA Certificates are awarded to candidates upon completion.

Course Outline: RYA VHF SRC Course

This course provides sailors with the skill and knowledge to operate a marine VHF radio in normal and emergency situations. It is practically based, with hands on experience and will lead, upon successful completion, to the issue of a Maritime Radio Certificate of Competence. There is a LEGAL requirement for any yacht having a marine VHF set in the UK or Europe that its operation will be either by or under the

supervision of the holder of a Short Range Certificate. The course will also upgrade the holders of the old VHF certificate to SRC. A significant part of this training deals with the operation of DSC and its use in an emergency. The knowledge gained on this course could save your life, the life of your crew or a fellow sailor.

Its worth updating your First Aid Certificate

Keith Gibbs (Change of Course) recently completed an update of his First Aid Certificate and although much of it was the same as before, there were a few differences on past course, particularly concerning CPR. He suggests that even if you have your First Aid Certificate, you should consider an update.

University surveys in the USA and UK show a very low success rate in CPR 5-7% and investigation showed that oxygenated blood was not reaching the brain, which of course controls everything else. This was due to pressure being released too soon during the process.

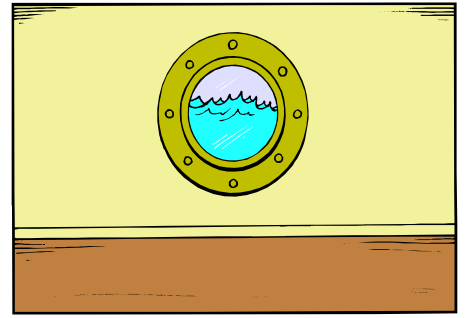
So, Keith was advised that the current recommendation is that if the patient has been observed to collapse/enter the water, the casualty has about 5 minutes of air in the body. Thirty chest compressions at about two per second should be started followed by two one second breaths and repeated until help arrives. All the other recommendations are about the same. Evidently this change to CPR has resulted in a success rate of over 15%.

The other important matter raised was hyperthermia. Even a one degree temperature loss is significant. Re-warming a casualty should take place slowly at about one degree per hour. Rapid heating could result in death.

Keith took his course at St John Ambulance which runs a two day course for outdoor adventure activities.

THE PORTHOLE

Have a rant about something or highlight an issue that you think the Club or fellow sailors should be thinking about and get it off your chest through The Porthole. Send your letters to The Editor at diana.coman@comancommunications.biz or to 1 Christchurch Place, Christ Church Mount, Epsom, KT19 8RS.



Of course

Well I suppose you may think that I mean it goes without saying? Its taken for granted! And you could be right and most probably are.

As a new member, of a modest season's standing, I have grown to have warm regard for the relaxed and pleasant atmosphere that pervades the clubhouse every Tue night. Things tick over.

Indeed, when compared with another sailing club of which I am a member CSC seems to run extremely well and, almost, effortlessly. Indeed, none more so than when I had the pleasure of attending the Day Skipper course.

This article presents an opportunity to say thanks to Bill Swindell and Bob Gardner who organized and gave the course. It struck me afterwards how effortlessly the course appeared to have been given. We all walked away with smiles and certificates yet how many of us, let alone the membership at large, appreciated how much work went in to preparing for and giving the course?

Those not attending will, no doubt, say 'Oh yes, jolly good we are training our less skilled members ourselves. Good idea.' However, how many will think of Bill dealing with the likes of me asking questions before the start as well as buying in equipment for the event in addition to the general materials for presentations and handouts etc. Then there is his time for 6 Saturdays acting as course Principal and so it goes on. And we haven't even started to think about Bob who had to prepare material for 7 hours presentation for each of 6 days; let alone the handouts and so on.

Who cares? Well I believe we all do because the training is something from which we can all benefit. If skippers have better trained and enthusiastic crew they should, in theory, have an easier passage.

So to the training team I would certainly like to thank Bill and Bob for their hard work and contribution to CSC. If you have read this and agree that training makes a worthy contribution to the club then please let Bill and all who give courses know that you have read this letter and

agree with its sentiment. It's always nice to know that one's efforts are appreciated.

Thank you.

Nick Hoskins

It just blew up in front of me!

Sailing with Keith in May on 'Change-of-Course' we took on lots of water. I went below, took of life-jacket and put it on seat. The boat tacked and the life-jacket fell into the water. The water was so deep that my life-jacket inflated! Something to bear in mind if you have an automatic gas life-jacket!

John Fletcher

Is it 'on' or 'off' in fog?

I was interested in Peter Horat's letter, in the last edition of Wavelength, saying he would clip-on in fog. Some years ago, as I was hurtling through the Raz-de-Seine on JLS in thick fog, I was wondering the same - but we didn't. I suppose the issue is that a collision in fog is likely to occur with little or no warning and would you be able to un-clip in time to cope with an emergency evacuation? I'd be interested in what other club members think about clipping on in fog - is there a hard and fast safety rule or is it a matter of personal preference?

Roger Roberts

Tell them to foxtrot oscar!

Your story ("VHF Talk non-PC according to survey") is so apparently ludicrous that it has the ring of truth (unless the alleged reporting date, 1st April, is significant). The existing phonetic alphabet is (or should be) so universally-understood that it would be unsafe to change it. Anyway, it's international and not under the control of the UK government. The Department of Transport should be told to Fall Overboard.

Martin Hewitt

Weather forecasting Software

Software is now available such as Ugrib (free download from www.grib.us and Movingweather (free 30-day trial download from www.movingweather.com). I have used Ugrib in advance of 3 or 4 club events and Movingweather for about 3 weeks. Both proved considerably more accurate than the Met Office - for the mid-June passage race (to Poole) they accurately predicted light airs days in advance whereas the official Friday evening 24-hour forecast was for force 4-5 in Wight.

Both packages give you a 7-day animated look-ahead; Ugrib's data downloads are faster, but Movingweather's animation is smoother and more precise (eg. Windspeeds in mph rather than force, cloud/rain areas better defined).

Has anyone looked at their accuracy - against each other and the Met Office - on a lengthier basis? I for one would be interested in the results.

Martin Hewitt

The Other Arf! (or always start your sermon with a joke)

Last Spring Cruise Pel Mel, along with the other club boats, tied up on an isolated pontoon in the middle of Fowey Harbour.

Mike Pelling and I took the water taxi for a run ashore. After lunch we decided to go on a harbour tour in a rather pleasant little steam launch. One of the passengers was a chatty cockney lady.

Towards the seaward end of the harbour we passed a very large house set in a prominent position on the hillside, overlooking the water. Our cockney lass asked the boatman "Wot moneybags lives there?". The boatman replied "Lenny Henry". "Cor, our the other arf lives." she replied.

Near the end of the trip, I said to Mike, "I don't see the point in going ashore and taking the water taxi back to the boat. Why don't we get the boatman to drop us off at the boat."

As Mike was climbing up from the launch onto Pel Mel, our cockney lass asked "Is this your boat?". Mike said "Yes!". "Cor, you are the other arf", she replied.

When you have just purchased a new set of sails or paid the marina charges, you may not feel much like 'the other arf', but if we stop to think about the millions of poor souls in the world, who are literally starving to death, then the only thing wrong with the good lady's remark is her mathematics.

Peter Horat

Who says the days of nautical review are over ?

As Parity returned to Southampton at the end of the Midweek Cruise we reviewed Ventura, Queen Victoria and Queen Mary 2 as they sailed past us up the Nab channel. No doubt they dipped their ensigns to us as they passed, but it was too dark to be certain!

Martin Hewitt

Are you up for a challenge?

I am considering entering two-handed racing next season leading to Round Britain in 2010 and Azures and back in 2011. As I am getting a little past my sell-by-date, experience and a little more youth (40s to early 50s) is what I have in mind.

Over a season there is opportunity for more than one person to sail, but a reliable commitment is essential.

Racing starts Easter 2009 and the boat needs preparing.

The Fastnet next year I will do two-handed or with some of this year's crew.

If any club member is interested please contact me on 020 8394 0546.

Keith Gibbs

Change of Course

No gurgles or dashings

I saw this on the tube ages ago - it is not about sailing but it is about the sea and I was reminded of this poem by Jenny Joseph (1932) when mesmerized by the patterns on the sea around the Needles, Hurst Castle and the Isle of Wight this summer.

There are some coasts
where the sea comes in spectacularly
throwing up gullies, challenging cliffs,
filling the harbour with great swirls and
flourishes.

A theatrical event that people go for curtain up
twice daily.

You need to know the hour of its starting,
You have to be on your guard.

There are other places, places where you do not
really notice

The gradual stretch of the smooth silk of water.

No gurgles or dashings here, no froth pounding.

Only, at some point the echo may sound different
and looking by chance one sees 'oh', the tide is in'.

Sheila Griffiths



Put your boating items up for sale in *Wavelength*. Send details of items to the *Wavelength* Editor. Not too many words please - email pictures as jpeg files. Advertising is free to Club Members.

Knight's Challenge, Sigma 33. cruiser racer, has taken part in CSC cruises, club races, JOG and RORC races, the Fastnet and Round Britain and Ireland races. Sound, open to any inspection, trial and survey. For sale to dissolve a partnership, either as a whole for £25,000 o.n.o. or to start a new syndicate of up to 5 people at approx £5000 a share. Lying Gosport. For further information, contact Janet Sainsbury on 07971 681 777 or Mac Keight.



Genghis Khan't

Westerly GK24 cruiser/racer ideal 1st boat, successful in Club racing, Sound but needs TLC as has been semi-retired. £3000 for quick sale. Janet Sainsbury 07971 681 777

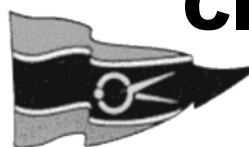
Lift-jacket for a Dog

Never used on the water, life jacket for medium sized dog. £15. Contact Diana Coman on 07970 525 143.

Buoyancy Aid

Pink and grey, women's size 12-14. As new. £10. Call Diana Coman on 07970 525 143.

1986 Moody 34 in very good condition. New rigging and furling gear, chart plotter, Navtex, Navman log and depth, wind instrument, fridge, hot and cold water and heating, all less than 5 years old. Liferaft and all safety equipment. Very well maintained and lightly used. Can be viewed at Chichester Marina. For Full spec contact Pam on 07743 930541 or 01372 721963.



Club Regalia Available

Penants and burgees, also shirts, fleeces, caps - indeed anything can be ordered with the Club logo embroidered on it - including your boat name, if you want to build a crew strip or record a sailing event.

Catalogues and prices available from

Bosun, Janet Sainsbury

Call 07971 681 777 or speak to Janet on Club nights.

Word Search

Find the names listed below in the grid

W	I	N	C	H	Q	W	R	A	D	A	R	E	K
U	S	T	A	N	C	H	I	O	N	Y	T	E	R
F	I	O	P	P	A	S	D	F	G	H	E	J	K
O	L	G	U	A	R	D	R	A	I	L	Z	X	C
R	V	R	L	B	N	M	I	Q	J	I	B	W	E
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C	S	I	D	R	H	T	T	N	C	O	M	K	K
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M	N	O	P	R	T	E	R	R	W	I	N	C	T
C	O	M	P	A	N	I	O	N	W	A	Y	H	A
N	R	E	T	S	R	T	Y	U	I	O	P	W	Y

Winch
Stern
Keel
Backstay
Lifebuoy
Guardrail
Pulpit
Rudder

Forehatch
Jib
Stanchion
Grab rail
Companionway
Shroud
Anchor
Radar

No prizes, it is just for fun!



Does my foot look big in this?

by Diana Coman

I had a lovely pair of deck shoes. Chatham make - beige - with laces. They frequently got wet. This made them mould themselves to the shape of my foot. The leather softened and as I slid my foot into them, it was like wearing a second skin. And the laces slimmed down and were easy to tie and seemed to stick together - I never had to retie the laces once done.

Of course the down side of having such a comfortable pair of shoes is that you know one day they will wear out. Whilst remaining loyal to my favourite pair, I purchased another so I could start to wear them in. This pair, however, failed to respond and remained steadfastly hard with thick stiff laces that unravelled with wear. And where my Favourites made my feet look small, these new ones remained clompy and seemed to add pounds to my feet.

I also foolishly tried a coloured pair - a dark colour - blue. Every time I took the shoes off, I had blue feet. No amount of scrubbing could remove the stain leaving me looking either dirty or deceased.

I got another pair (back to the beige) - same result. I was getting desperate, I could see the grip on my Favourites starting to disappear. Time was running out. Finally, with a split sole and no grip I had to let them pass on to that great shoe shop in the sky.

Janet Sainsbury was not so ready to let go of her favourite deck shoes and wore a pair with virtually the entire sole missing - how she maintained any grip on deck I don't know - but I saw her in them frequently and she never seemed to lose her footing.

Being comfortable aboard is so important and everyone finds what suits them.

Some people wear dinghy shoes. Anyone who has sailed with someone wearing those has to have a strong stomach as the smell they can produce can be overpowering - that can also be true of wellies. I had a pair which, even before I had worn them, smelled like something had died in them, a whiff that was only enhanced by the wearing.

Some people swear by their wellies. Frankly I can't stand them. My feet were always cold, whatever socks I seemed to put on. I moved to the new boots (thank you for the recommendation Tony) and now have the most toasty feet you can imagine.

But the perfect deck shoe still eludes me. My quest to find a pair of deck shoes that can mature to match my Favourites - that can offer the same comfort, grip and fit of the best deck shoes I have ever owned continues.

I wonder if the shoe chap will be at the next boat jumble?