

WAVELENGTH

The official publication of the Channel Sailing Club Summer 2008



**Nigel's Half
Century**
page 4

**Crossing a tidal
channel**
page 12

It's in the genes
Page 7

**Murder at Epsom
Hotel - Club
Members
involved!**
Page 18



The Nav Table



Thank you to all the feedback on the last issue of *Wavelength*. It was a bit nerve-racking getting the first issue out. As a result of comments made I have introduced club news - which will keep members up to date on issues discussed and decisions made by your Club Committee.

Thank you also to all those members who have offered articles and stories. We have some interesting items in this issue, including a sailing ancestor from one of our oldest members. Keep those stories coming, and don't forget, if you don't feel confident about writing it yourself, you don't have to, as we can arrange for the story to be written for you.

We have decided not to run the list of Club Members and Events, produced as the centre spread pull out in the last issue of *Wavelength*, in every issue. This will be updated and provided as a four-page information sheet on club nights, and sent to new members. Of course, all this information is available on the club website and changes will be sent to members via the e-brief, so watch out for that. If you cannot access the website but want an updated copy of the pull-out, pick one up on club nights or contact me.

This decision means that we have four more pages to cover club events and news.

The informal training events held throughout the winter proved very popular with excellent attendance. I am reliably informed that Bill is planning a similar programme for next winter, so if you missed any, there will be another chance to test your knowledge and update your skills.

You will see that I took advantage of the new in-house training programme and did the Day Skipper Shore-based course. Without exception, we all felt a little overwhelmed with the volume of course material and the work that had to be done and none of us were confident about passing - but we all got through, so thanks to Bill and Bob for patiently navigating us through. I now have this season to practice newly acquired skills.

Diana Coman

Club News

Cherbourg - Special Rate for CSC Members

Members of the Channel Sailing Club can now obtain a handsome discount when berthing at Cherbourg. Following an agreement between the Club and Poart Chantereyne, CSC members, on production of their **membership card** to the berthing master, will receive an automatic discount per night of up to 20% on normal prices. The Club has provided a full-list of members' yachts to the marina and a link to the marina can be found on our (this) website, channelsailingclub.org.

Crew and Skipper Event Application Forms

If you want an application form for an event, please pick one up from the website or on club night.

Speakers on Club Night

Speakers will arrive at 2000 where they will meet us in the bar. Speakers will start at 2015 and will last one hour. The bar will reopen at 2100.

Payment for events

Club Members are reminded of rule 2.6 in the club rule book. This rule applies to payment of costs associated with club events. If you have booked yourself onto an event, but subsequently have to cancel, you must check with the event organizer, whether payment for that event will still be required. Some events require booking well in advance and the venues may still require payment because they, themselves, have to purchase food or facilities. So, if you cannot join an event, and you cannot find a substitute, you should be prepared to pay for any venue costs that are associated with the event.

Racing Instructions

Club members taking part in racing events are reminded that they should record the name of the boat immediately in front and behind together with their finishing time. This is as stated in the sailing instructions.

The Commodore's Cabin



Editor:

Diana Coman

News and Pictures to:

Wavelength@
channelsailingclub.
org

Editor, Wavelength,

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

Circulation:

John Mimpriss

Club Night

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

Copy dates for next issue: 30 June

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

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:

The Skipper of
'Christopher Robin', Roger
Roberts, up the mast.

Our club is enjoying a surge in membership with numbers now around 250 members. Perhaps we are at last reaping the rewards of a series of initiatives that have taken place over the past couple of years. Steve McCarthy's working group identified a number of issues about our culture and methods of communication between members and committee which we have tried to address. We have also benefited from some extensive publicity in the local and yachting media generated by Trevor Barker and Tony Sparling and there is no doubt that our website, thanks to Colin Jackson and now John Kirby, is being seen by more and more of our initial applicants. The initiatives introduced by Bill Swindell to provide in-house RYA training courses are also proving to be an attraction. Lastly, and most importantly, I think that it's the result of the efforts by each and every member acting as ambassadors and promoting our club to others and providing that important welcome to each and every potential new member who walks in through the door.

Getting the balance right between boat owner and crew is tricky. So far this year it seems to be either feast or famine - either too many people and not enough boats or more boats than crew. It helps the event organiser if you can declare your intentions at an early date and then stick to them as quite often the plans have to be formalised with marinas and catering organisations sometime before the actual date. In order to avoid disappointment and to help the club the obvious solution is to plan ahead and give the organiser as much notice as is possible

There were a number of issues raised by members earlier in the year regarding cleanliness and lack of stock in the bar on club night. The Committee took these matters up with Epsom Sports Club (ESC) and I am pleased to say that conditions have improved. We will obviously maintain a close eye on this and work to improve liaison between CSC and Epsom Sports Club, but we are all pleased that ESC has responded to the concerns we raised.

Club nights on Tuesdays are important as a meeting point, venue for events and training and a showcase for new members, but keeping the bar going has largely fallen on the shoulders of Trish Heywood & Martin Owen. An area where members can help us is by continuing to volunteer to do a stint behind the bar. It's not arduous work, it enables you to be the centre of the conversation around the bar and it also helps Trish and Martin. So please don't be shy - just put your name down to do a turn.

On a personal note, my boat 'Lonk Avel' suffered a major engine failure recently resulting in me having to shell out some £5500 to purchase a new one. Interestingly the replacement produces more power, is smaller, easier to maintain and according to the spec, at normal cruise speed it will burn just 1.5 ltrs per hour. I recorded my old engine's fuel consumption and it was 3.5 ltrs per hour. With the tax expected to be applied to marine diesel later this year I calculate that the cost of this new installation will be paid off by savings in fuel consumed in just 9 years. Makes you wonder!

John Mimpriss, Commodore

My Half Century Milestone

By Nigel Barraclough

We occasionally think of “milestones” in our sailing: first cross channel, first watch, first time we put the sails up and switched the engine off, first 10 000 miles – that sort of thing. Well how about this one: first 50 boats.

I know the obvious joke: “only sailed on the boat once - he has never been allowed back”! So far as I know that has never happened – I would be very sad if it was.

The smallest, a Tabasco 17 called ‘French Mustard’, would hardly be appropriate for crossing the Irish Sea but for four adults and two Labradors and a bar-b-que at East Head she is ideal.

One skipper thought Sigma 38 racing was a contact sport!

In one “race” in very benign conditions we didn’t know whether to hoist the big boy or the spinnaker so we hoisted both on one halyard and went like a bomb past everyone until we had to gybe – then the two of us were left with a cabin full of ropes and sails, everyone sailed past us and we came in last!

Another yacht, a Contessa 32 is a classic design if ever there was one with superb sea keeping qualities – on the wall above my desk is picture taken from one of the sea coming back from Cherbourg in a F8. I was glad to be on ‘Czar’ that day and the Contessa 32 is admired by many, many people, me included. ‘Czar’ had another quirk – the sink had a hand pump to drain it rather than the more usual plug.

Some yachts handled differently, some liked going backwards and would do so in a line as straight as a ruler others, a Rustler 36 for example almost seemed to have a mind of their own – at least in that respect! That said the Rustler 36 has many other excellent qualities.

Some liked being sailed upright but unless you had a GK29 at the proverbial 45 degrees and washing the windows you weren’t really trying very hard!



If you want a dry foredeck a Longbow is a good choice. We went over St Alban’s ledge once, soaked the canopy, helmsman and lookout but the foredeck was dry – at least the blood from my finger tips which I had caught on the anchor chain a little while earlier was still there!

If you want to serve breakfast, then can I recommend a catamaran, for example a Catabac 9m, Christchurch harbour on a sunny day in spring? Plenty of space to sit, practically in arm chairs and enjoy it!

GK29’s – for many reasons I lost myself to them years ago! One, because it was the first time I went sailing for real and where I learnt the pleasure of switching the engine off and finding the boat sailing by wind alone. Another reason because I nearly brought one myself (a share to be precise) and then came across the same boat in CSC years later!

Inevitably there are quite a few Westerlys – GK29s being the most numerate.

Some boats I sailed under more than one owner and others under several skippers (at different times of course!). Others I have been lucky enough to Skipper myself.

If I have written about boats as characters with their own personalities then that is what I intended because “if only they could talk” what stories they could tell – some of which are probably best left unsaid! One of my friends was



retelling the tale of a trip to Ireland and how I had said "there were 8 of us" – it took her a while to realise the "8th person" was 'Fizzgig' herself; by all means regard me as being nuts if you wish!

50 boats – it is not a bad record! It is certainly a long way from my first encounters with things that floated on water: dugout canoes at Nabagabo in Lake Victoria (kept bilharzia free by pollution from the copper mine) and the school dingy also on Lake Victoria. Rumour has it that I expressed the view (aged 8 at the time) that getting dunked in boats was a "silly game"!

I have mentioned a few boats, some by name but that does not mean I have forgotten or am ungrateful to the others. Also I am certainly not going to pick one favourite – it would be impossible and miss the point of this piece.

Inevitably a tale like this one isn't just about the yachts it is also about how, when and where they were sailed. Different boats have different personalities (and crews) and as I have said, "if only they could talk" they could tell a story or two!



Basically most of the yachts were similar, mostly one mast (only a couple of ketches), one keel, one hull and one rudder but that is where the similarity ends. It has always quite amazed me just how different yachts can be. All, apart from one made of metal were GRP. This leads me to express one drawback to all this variety so can I voice a plea to all the other skippers on boats I hope I sail on in the future: if ever any of us non-boat owners ask "how you would like

something done", a bit of rope work perhaps; it probably isn't a case not knowing how but just we would like to do it your way and not like the last boat – especially if it was different!

I said I wasn't going to pick a favourite – nor have I listed the boats but I would like to make the last word one of thanks. In sailing I have been very lucky; through various clubs I have been given the opportunity to sail on 50 different boats so to all those boat owners I hope you also take pleasure in my "half century"!

Thanks very much for the opportunities you have given me!



Racing News

The Long Race (Nab Tower)

CSC's racing season started with the Long Race out to the Nab Tower.

The race started from the Mary Rose with a short beat to Gleeds, then through the barrier to Langstone Fairway Buoy followed by the long down wind leg to the tower.

With wind over 20 knts most boats opted to keep on whites, but 'Knight's Challenge' opted to fly her kite.

After the Tower the course headed north to Winner before finishing at West Poole.

'Eagle' took a commanding lead from the start and maintained it throughout the race, taking the honours at the finish.

The evening was spent at Hayling Island Sailing Club where a good value meal was served and an enjoyable evening was spent.

Sunday started bright and sunny but this did not last and two inches of snow fell in less than two hours. Those boats that left early had an interesting sail with near blizzard condition.

Results

Event: The Long Race (Nab Tower)
Date: 5 April 2008
Weather: N-NE F5-6
Organizer: Alan Pryce
Entrants: 8 boats
32 crew

Results
1st Eagle
2nd Pell Mell
3rd Gilken
4th Knight's Challenge

Check the website for all race results

Lifejacket Survey Results



Thank you to all members who responded to the Club Survey on lifejacket use. The results matched those announced by the RNLI - all respondents had a life jacket and with one exception, members said they would use the lifejacket at night and in poor conditions but not necessarily during the day or in light winds.

It is worth remembering if sailing around Ireland, that under Irish legislation, an appropriate personal floatation device (lifejacket or buoyancy aid) must be carried for everyone on board all vessels. If you are planning to go in that direction, best to check what

you need to do. Some useful contacts are listed on this page.

The last feature stimulated a debate about lifejacket use and 'The Porthole' features another letter on the subject. If you have any views on lifejacket use, experiences of using one in anger or comments on the issues raised by other members, write to 'The Porthole' c/o Wavelength Editor (see page 3 for contact details)



Useless unless worn

Useful Contacts

Irish Coast Guard

Leeson Lane, Dublin 2

Tel: 01 678 2000

www.safetyonthewater.ie

Irish Sailing Association

3 Park Road, Dunn Laoghaire, Co Dublin

Tel: 01 280 0239

www.sailing.ie

Email: info@sailing.ie

Irish Water Safety

The Long Walk, Galway

Tel: 01 890420202 (LoCal)

www.iws.ie

Email: info@iws.ie

Fire Safety is everyone's concern

Boats must carry fire extinguishers and fire blankets and these must be checked and maintained in line with manufacturer's recommendations.

Skippers should make sure they are stowed correctly and fully accessible and that every crew member knows when and how to use them.

If you find yourself crewing on a new boat, ensure you know where the fire extinguishers are located and if you don't know how to use them, ask the Skipper.

Test your knowledge

A vessel should be fitted with an automatic fire extinguisher in the engine space or an opening to make it possible to fire an extinguisher into the compartment.

- A) Why?
- B) What type of extinguisher is suitable for this?
- C) Do fire extinguishers require servicing?

Answer below

Answer:
A) Lifting the hatch into the engine space will introduce air, exacerbating the fire.
B) Gas extinguishers are most effective in a confined space like an engine room. Halon replacement extinguishers are available. Dry powder or CO2 could be used.
C) Yes, annual servicing and replacing when they are time expired.

Questions provided courtesy of the RYA, taken from the Day Skipper and Watch Leader (Northern Hemisphere) exercises and course information 2007/2008.
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

It's in the genes

by Derek Higham

After reading the account by John Mimpriss of his seafaring ancestors in the Autumn 2007 edition of *Wavelength* I was moved to write a piece about the genealogical research of one of my three daughters from official records which give tantalizing snapshots but not the full picture.

She has discovered that I have a grandfather and two great grandfathers who were professional sailors.

My welsh-speaking grandmother, Sarah Griffiths, was born in Quay Street, Carmarthen, in 1859. Her birth certificate shows her father, William Griffiths, to have been a "seaman, merchant service". Carmarthen, on the River Dovy, was a sailing port in the 19th century.

Sarah Griffiths married William Disbrey in 1881 at Penarth near Cardiff. He was a merchant seaman born in Woodbridge, Suffolk, in about 1848. His father, also William Disbrey, from Woodbridge, was master of a (presumed) sailing vessel "Queen of Woodbridge" which we know from a fascinating census return taken on 2nd April 1871 on a form issued to vessels at sea. The census form shows the following list of persons on board:

- ♦ William Disbrey, Married, Master, Age 44, born Woodbridge, Suffolk.
- ♦ Charles Orsbourn, Married, Mate, Age 50, born Boyton, Suffolk.
- ♦ Charles Martin, Married, AB Seaman, Age 20, born Ipswich, Suffolk.
- ♦ George Middleditch, Unmarried, AB Seaman, Age 27, born Boyton, Suffolk.
- ♦ Robert Cooper, Unmarried, AB Seaman, Age 19, born Hollesley, Suffolk.

The position of the vessel is given on the

form as "Portland bearing NW. Distance 13 miles" Whether it was sailing east or west we do not know but these are familiar waters to CSC members and he was obviously navigating to the south of the Portland race! William Disbrey senior died of pneumonia at Woodbridge in 1873, still a man in his forties, and was described on his death certificate as "master mariner".

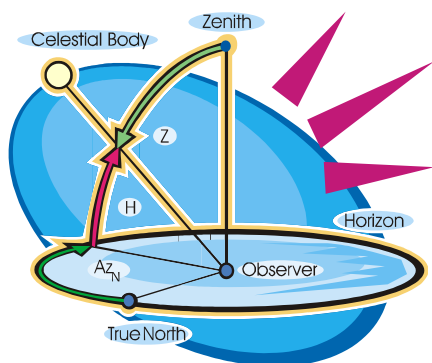
After my mother, Lily Disbrey, was born in 1897, her father William Disbrey Jnr was at sea and had apparently deserted his wife Sarah. My daughter has, however, traced a U.S. Government immigration document of crew lists for ships arriving in the port of San Francisco. On 30th April 1907 the steel-hulled sailing ship "Blackbraes" arrived at San Francisco having left Antwerp on 15th December 1906 with a crew of 31 of various nationalities: 9 Germans, 8 Scandinavians, 8 English or Scottish, 1 Peruvian, 1 Russian, 1 Lithuanian, and 1 US citizen. The master, Peter Shand, did not disclose his nationality. William Disbrey, age 61, born England, is shown but his position in the crew is undecipherable. The ship must have rounded Cape Horn as the Panama Canal did not open until 1914. The photo of Blackbraes is from the Victoria State library in Australia which was the destination of some of its voyages. William Disbrey entered the Royal Alfred Institution for merchant sailors in Belvedere, Kent, in 1914 and died a few months later. Interestingly, the Royal Alfred is now at Woodmansterne, Banstead, and one of its buildings is named "Belvedere House".

I joined the Pirates in 1980 when I was working as a chartered surveyor and have had some marvelous experiences with the Club and some of its members.

At the age of 81 I have reluctantly "swallowed the anchor" although, as recently as two years ago, I was flotilla sailing in the Ionian Sea.

To all Channel Sailing Club members I wish good sailing in 2008 and the years to come.





This is the first class to pass the Club's in-house Day Skipper (shore-based) course.

L-R: Alastair Wallace, 'Bob' Szabo, Ben Toogood, Diana Coman, Norman Bowden, Angela Walsh, Nick Hoskins, Jim Wilson & Carol Toogood. Sitting is Instructor Bob Gardener.

Training

First Day-Skipper certificates awarded



Six students successfully complete Diesel Course

In March six candidates completed the first diesel engine course of 2008 under the instruction of John Lindsay. Learning the intricacies of that much relied upon (but at times unloved item in the bowels of our sailing vessels) the auxiliary diesel engine, the course was held in the Epsom Clubhouse over two evenings. The course started by looking at the theory of diesel combustion and the

group had a lively discussion about Cetane numbers, red diesel and other items not included in the RYA syllabus! Next the students looked at the five major supporting systems on the engine and participants were able to "spanner" these on the classroom engine or handle the various components to understand their function. The aim of this part of the course was to give participants the

confidence to undertake a maintenance task, for example, change the oil, or fix a problem like bleeding the fuel system after running the tank dry. Once the syllabus was covered, there was time to discuss a number of personal experiences and individual problems. All participants were awarded their RYA Certificates for successfully completing the course.



L-R: Terry Page, Michael Baywater, Terrance Halfpenny, Caz Gascoign-Pees, Instructor John Lindsay, Roger Roberts & Mac Keight

Considering doing the course?

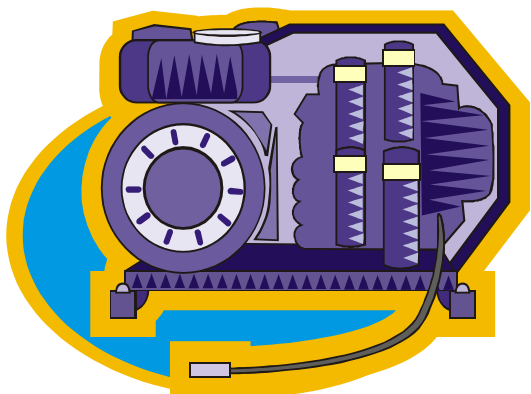
The course is practical and will provide basic knowledge of how the engine works and what can go wrong.

The Course is held at the Epsom Clubhouse and to comply with RYA rules is run over two evenings to achieve the minimum tuition time. Numbers are limited to six people per course to ensure hands-on experience.

The syllabus includes simple maintenance tasks, troubleshooting and 'get you home' fixes together with some background information on ancillary equipment and winterization techniques.

It is targeted at those who have little knowledge of this subject but would like to be better acquainted with the mysteries of the engine bay. Some participants on the recent course had some knowledge of diesel engines, but found the course useful as a refresher.

The Club engine is in the process of being replaced with a Perkins 3 cylinder model.



Diesel Course £50 for Club Members

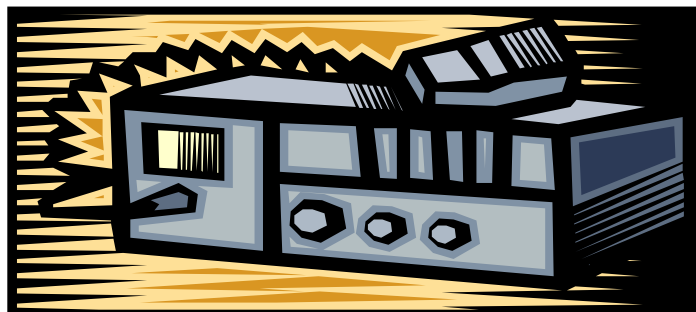
The Club is currently offering the Diesel Course at £50 per person, which is a significant discount on the rates at many of the RYA training centres.

It provides the opportunity to learn more about your "iron sail" in a relaxed, friendly and non-threatening environment and may *just* provide you with the information you need to get out of trouble on a dark and dirty night at sea!

Contact Bill Swindell on 01372 276642 if you are interested.

VHF Talk non-PC according to survey

According to an article in *Yachting Monthly* April edition, a survey conducted with more than 1400 marina users last summer found that 54 per cent of those questioned felt the existing phonetic alphabet is slanted towards an 'ageing middle-class customer base'. Evidently the survey says that the use of the words Golf for G and Hotel for H and references to ball room dancing, Foxtrot



and Tango for F and T, were not 'inclusive' enough. Fifty-six percent felt the phonetic words Zulu for Z and Yankee for Y could be construed as 'racist'.

According to the piece, this is being examined by the Department for Transport and the department will be reporting to the Maritime & Coastguard Agency (MCA) by 1 April, although when *Wavelength* called the DFT to find out progress, no one in the press office knew anything about it. At the time of going to press, feedback from the DFT is still awaited.

Not only did G, H, T, F Z and Y get a bit of a bashing in this report, but the use of Christian names: Charlie, Juliet, Mike, Oscar, Romeo and Victor was also thought to be confusing over a ship's radio - an astonishing 63 percent felt.

Sadly the report does not say who in the marinas were asked to comment on the phonetic alphabet, so we don't know who makes up this 1400 population - and with no confirmation from the DFT on the report they are supposed to be giving the MCA, we don't know how credible this story is, but *Wavelength* will continue to see what it can find out about this issue.

What do you think about this story? Tell *Wavelength* through The Porthole. Perhaps you have some ideas for new words that could be used, if so, tell *Wavelength* readers and if the DFT and the MCA decide to change the phonetic alphabet, *Wavelength* can be first in with some suggestions! Broadcastable ones of course!!



A spinnaker run, engine failure and a pile of lamb chops!

With Martin's phone now charged, David Crossan completes the story of Diamond Life's summer cruise.

Now on this part of the journey the longest leg was 90 miles, but most were around 50 miles. Most of the ports are open all of the tide. The distances on the return trip were planned in the main to be less than 30 miles, some less than ten miles. We had to motor sail 60% of the way down, but sailed most of the way back. This was as well because our engine gave us a few problems.

From La Rochelle we went to Ile d'Aix, which is a lovely island with no cars you have to drop anchor and row but well worth it. This was Napoleons last stopping place in France. The only hotel was very nice to eat in.

Our next port of call was St Martin De Re on the Ile De Re, only accessible 3hrs each side HW. Then you are locked in to a basin, the harbour master gives you a berth, it will get crowded but there are places to raft up. We arrived early and were given a finger berth.

We had a drink in 'Martin's Bar'. This place was just like St Peter Port but I thought it was better. We enjoyed the market 9 to 1 every day and there was a medium-size shop both situated

behind the quay. Everything was close at hand; it is a holiday place so a little expensive but very good place to go to.

After a 30-mile spinnaker run we arrived at Bourgeny. After St Martin this was a let down. It is a new man-made marina with restaurants around it, no shops and a bus once a week. No town only a 'Butlins' type set-up. The marina is new, the approach is like Brighton, and it did have a fair swell. In all best summed up by the position of safe watermark, which was sitting on the harbour wall (not much use to anybody).

We left the next day in 30knts of wind and went six miles up the coast back to Les Sables D'Olonne and we were pleased to be there. As I have already said we stayed on the fuel pontoon, close to the town and river ferry, the best place to be. We arrived in St Giles Croix Ville the following day. This is where Benjamin Beneteau started boat building in 1886. He started on fishing boats and three generations later they were the first manufactures to build plastic yachts. As they say the rest is history. This is a good-sized town with the visitors berth at the top end of the river. Can be shallow at low water, with the ebb running at 5knts. A very large supermarket is 15 minutes up the hill, look for the water tower with the compass painted on the side. This water tower is in the car park of the supermarket. On the way we passed a shop called 'Sun Sex and Sea' we didn't go in so I don't know what they sold. I am sure readers can speculate! The market is only five minutes walk away but only open on Wednesday and Saturday. It is beside the Railway Station so easy place to exchange crew. There are plenty of little local shops within easy reach.

Our next stop was L'Herbaudiere on Ile De Noirmoutier, a good marina but not much of a town. There were plenty of restaurants not a great deal of shops.

From there we crossed the River Loire and the approaches to St Nazaire aiming to go to Le Pouligen-Baule. On arrival we decided not to wait for HW but went on to Pornichet, which is only three miles down the beach. This is a modern marina built off the beach. The town is over the connecting bridge with a morning market every





day. There is a fair-sized supermarket and plenty of other shops. If you wish one can walk towards Le Pouligen-Baule beautiful sandy beach, hotels all along the front with shops three streets behind. A very easy fuel pontoon, but despite what they said it would not take British credit cards at the machine by the pumps (the staff did say the machine had just been changed and they were told that they would take our cards). We could not use our cards at any fuel pontoon in France

We left Pornichet and set off for Port Du Crouesty, which is at the entrance of the Golfe Du Morbihan. We had a brisk sail in a fair amount of wind averaging six and half knots. It has five big basins full of pontoons; there were 25 British boats on a club cruise staying there. We were given the last finger berth. This is like Port Solent (David stated it has gone very upmarket since he was last here) restaurants and overpriced shops. The village is about 15 minutes away. There is a supermarket by the south basin (at least ten minutes walk around).

From there it was a short hop to La Trinite. The marina has large visitor's pontoon, a little bouncy at HW but very close to everything. There is a fish market that opens every day at the end of the pontoon. Large supermarket within 100

meters opens every day, but only Sunday mornings. This would be the place to seriously re provision.

Port Haliguen was the next port of call, apart from one small shop there is not a great deal here. The visitors pontoon is right beside the breakwater, if you go between the breakwater and the pontoon you will have no one on the outside of you. It was Belle Ile the next day where we locked into the inner basin at Le Palais. You can take a buoy inside or outside the harbour. They raft alongside on the buoys while tied to the quay. If you go into the lock try to take the North side where there is electricity and water, there is nothing on the other side. Here you are right in the town with all services close at hand. There is a bus station from which you can go around and view the island. Not a bad place to be storm bound.

It was then off to Lorient where we had a four meter swell on the approaches which kept us on our toes. The plan was to lock in to the basin in the town centre, but with engine difficulties we opted for Kernevel Marina on the west side of the harbour. We telephoned for an engineer, who arrived within twenty minutes; he did enough to get us home, a very good service. However it resulted in us cutting down our return program. Kernevel had a boat ferry going to L'orient but it only operated in the afternoon. Apart from one restaurant there is nothing else there.

Most of the club know the delights of cruising to Brest so we decided to concentrate on past the Raz de Sein. We had a good time, a lot of wind and swell with some fog mixed in. We dined out much of the time for half the price of that at home. Martin's best meal was at Treguier, turn right at the road go past the first hotel, 60 meters it is the restaurant before you go up the hill to the town. He had a huge amount of beautiful lamb chops.

Now we are now planning where to go this year.



Crossing a Tidal Channel

A simulation by Bill Swindell

Introduction

In a recent Wavelength article, Steve McCarthy queried as to which is the better of two commonly used strategies for crossing a tidal channel. The first, the RR (Rolling Road) method, is to continuously adjust the boat's heading so as to stay on a straight course-line. This is equivalent to following the centre-line of the GPS rolling road display. The second, the CTS (Course to Steer) method, is to estimate the overall tidal set for the trip by summing hourly tidal vectors, and then apply this sum in a single course-to-steer calculation. This results in a fixed heading to be followed all the way across. The boat is swept back and forth from the course line by the tide, but eventually returns to it at the destination.

The simulation

I have written a computer simulation that analyses a general model of crossing a tidal channel by both methods. The model consists of a parallel-sided channel of width D , a constant boat speed B , and a sinusoidal tidal flow of peak strength W (which must be less than B if the boat is to stay on the course line for the RR method.) Tidal period T is the duration of a full cycle of ebb and flow. For present convenience, T is set to 12 hours. The boat can depart at any state of tide by specifying a variable, the starting phase F , to be anywhere between 0 and 1. $F=0$, indicates departure at slack water turning to flood. $F=0.25$ indicates departure 3 hours into the cycle at peak flood flow and so on. Flood flow is from right to left, equivalent to leaving the

Solent for France. The destination point can be positioned any where along the distal channel coast with respect to the mark directly across from the starting point. This determines the course angle A , which can be set between $+90$ deg and -90 deg. $A=0$ corresponds to a perpendicular crossing. I can also vary a parameter to control relative strength of the tide as a function of distance from mid channel toward the coast. It is assumed that the boat's heading H , and the water-track angle are the same i.e. leeway is implicitly set to zero. The programme computes a new heading or position every minute and can print out any parameter involved at any interval of time during a simulated trip.

Aim and scope

For both strategies, the aim is to gain insight into how trip times and speeds depend on variables such as boat speed,

trip distance and angle, and tidal parameters. Due to space limitations, only a brief sample of the available scenarios can be presented here and only for a perpendicular crossing and uniform cross-channel strength. But the essential differences between the strategies will be made clear.

RR method

perpendicular crossing

Any RR trip can thought of as a whole number of consecutive segments of duration $T/2$, in our case 6 hours, with a final residual part-segment of less than six hours. For a short trip, there may not be even one full segment. For each full segment, the boat will travel a certain distance L directly along the course line. Depending on the departure phase of tide, the boat will have been headed to port, or to starboard and in general to both sides of the course line to offset the cross flow as needed. The

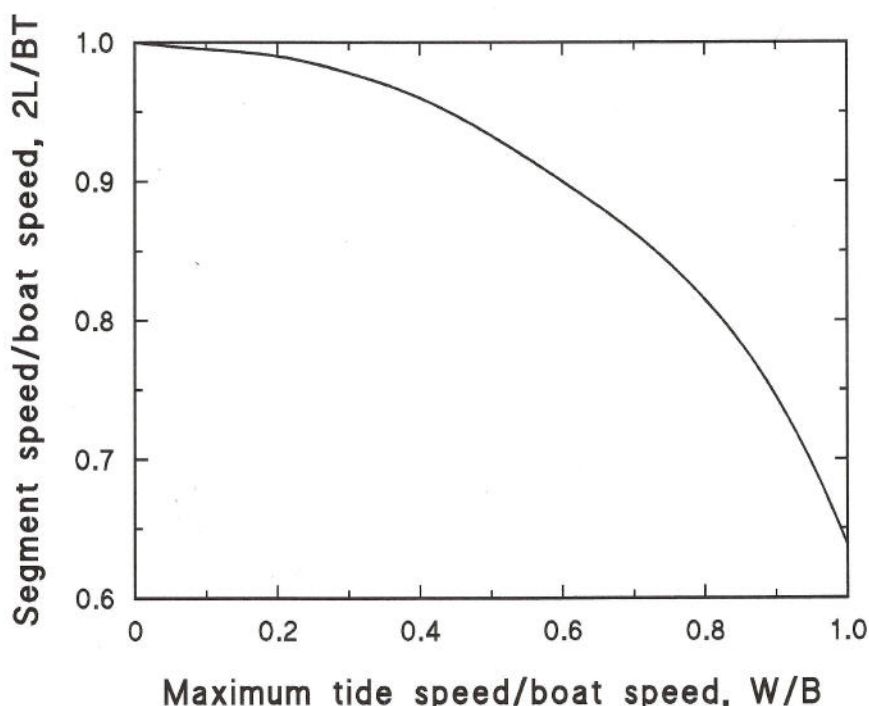


Figure 1

significant point is that L does not depend on the tidal phase at departure. Over any continuous 6-hour period, exactly half of the full range of heading angles will be encountered. It does not matter that they could be all to port for one departure time, or say one third to port and two thirds to starboard for another. In terms of affecting the speed over ground, SOG, port and starboard headings of the same magnitude, but to opposite sides of the course line, are equivalent and the order of encounter is unimportant. So we have an immediate result. In the

bracket the time of a slack tide. This will maximise the SOG in the residual segment, minimise the residual-segment time and give the fastest crossing. A start time that positions the residual segment around the peak flood or ebb will produce the slowest crossing.

Every full segment will be traversed at the same average speed, $2L/T$. Only the residual segment will have a different average speed, which will be somewhat higher or lower than $2L/T$. Over long trips therefore, the trip average speed will be effectively $2L/T$ with just a minor

and a moderate boat speed of $B = 5.5\text{kts}$.

CTS Method perpendicular crossing

The overall tidal set S is found by summing the tidal vectors over the trip duration. For any CTS trip distance it is always possible to choose a departure time that will result in no net tidal set, $S=0$. For example, if the boat is in slack water when exactly half way across, then all of the offsets in the first half will exactly cancel the offsets in the second half. The overall trip speed will be the same as the boat speed B since the boat will always be headed parallel to the course line. This will happen twice in every 12 hours. On the other hand, if the boat experiences peak flood or ebb flow at the mid point then the net tidal set will be greatest possible for the particular values of W , B and T . In this case the overall trip speed will have its lowest value. In the special case where the trip time is an exact multiple of T , S is always zero, and the overall trip speed is B irrespective of tidal phase at departure time.

In the majority of cases, i.e. with arbitrary tide phase at the start, there will be an overall tidal set, but it will usually be much less than the trip distance. So the required heading with respect to the course line will be quite small. The required CTS heading H , given by $\tan(H) = S/D$, will oscillate around zero, due to S , but will nevertheless get smaller and smaller as the trip distance increases. Correspondingly, the overall trip speed will be less than B by a factor $\cos(H)$. For example, if the required CTS heading H is 10 deg away from the course line, then the trip speed will be decreased by just 1.5% from the fastest speed possible since

Continued on page 14

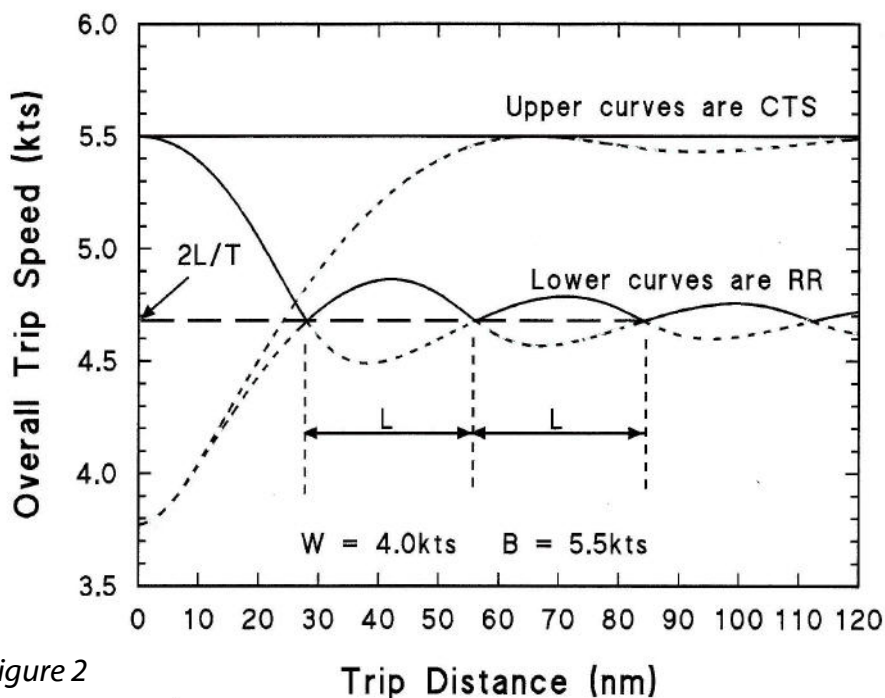


Figure 2

(unlikely) event that the trip time is exactly a multiple of six hours, or equivalently that the trip distance is an exact multiple of L , the trip time does not depend on the phase of tide at departure.

Generally, there will be a residual distance to travel and now the starting tidal phase will be relevant because not all of the six-hour range of tidal flows will be encountered. A judicious choice of start time will enable the residual time to evenly

variation due to the influence of the residual segment. Figure 1 shows the segment speed $2L/T$ as a fraction of B . The ratio depends only on W/B . Over shorter trips the residual segment will have a more pronounced influence on the overall trip SOG. Figure 2 shows how the fastest (—) and slowest (---) overall trip speed for different trip distances. In order to clearly demonstrate the effect, I have chosen a strong peak cross-tide speed $W = 4\text{kts}$

Crossing a Tidal Channel continued

$\cos(10^\circ)$ is approximately 0.985. Even a large CTS heading of 20 deg off course would decrease the overall speed by only about 6%. The fastest (---) and slowest (- - -) overall trip speeds for differing trip distances are also shown in Figure 2.

Discussion

perpendicular crossing

All of the following are discernable in Figs 1 and 2. 1) Both methods have fastest and slowest trip times depending on the tide phase at departure. 2) The CTS method is superior if time-to-destination is the criterion. 3) The fastest and slowest overall speeds for the CTS method are always greater than the equivalent speeds for the RR method over all trip distances. 4) For CTS trip durations greater than T, the overall trip speed is virtually the same as the boat speed even for strong tides and all departure times. 5) For CTS trips, there are always two departure times per tide for which trip speed equals B. 6) For other than short trips, the RR method restricts the trip speed to about $2L/T$, the segment speed, or $0.85B$ for the strong cross-tides considered here. For weaker cross tides the average trip speed penalty is not so great as shown in Figure 1.

Although the model predicts optimum departure times for fastest crossings, in reality, departure times are more likely to be influenced by the weather, the time you can get off work, the road works at Hindhead, etc. etc. The model does not mimic the English Channel all that closely so it would not be of use for actual passage planning. But it does show certain trends, which may be useful.



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.

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.

Genghis Khan't



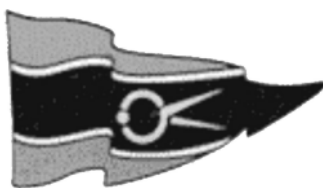
Westerly GK24 cruiser/racer ideal 1st boat, successful in Club racing, sound but needs TLC as has been semi-retired. £3000 for quick sale. Janet Sainsbury 07971 681 777

Buoyancy Aid

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

Lift-jacket for a Dog

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



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.

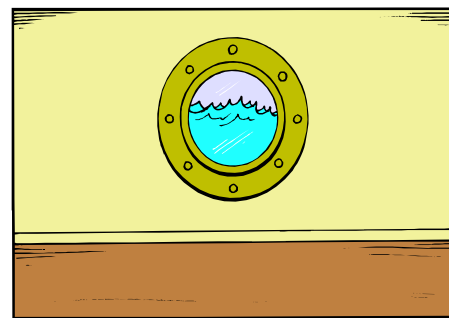
Catalogues and prices available from

Bosun, Janet Sainsbury

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

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.



A new way of presenting Sailing Weather forecasts

I have been following the development of weatherweb.TV and picked up that the site is trialling a new way of presenting the forecast.

Go to <http://www.weatherweb.tv> and let me know what you think. Only disadvantage I can see is the time taken to load the video files, but I am sure this can be overcome (suggestions welcome). The graphics should be much clearer.

Colin Jackson

Combined or Separate Harness and Lifejacket?

It is a club joke that I even sleep in a lifejacket! This follows on from 1: service in the navy 2: when I first joined the club (Pirates) in the 80s there was an unbroken rule that you wore a harness all the time you were on deck (including the cockpit) and at night or in fog you clipped on and also put on a lifejacket.

In 2003 when I returned to active sailing after a long lay-off, I deliberated and then purchased one of the 'new' combined harness and lifejackets. I also purchased a twin tape strap with ultra safe hooks. I soon discovered the hooks were difficult to use and the whole strap thing too heavy, so I discarded it and now use a single strap with adequate hooks.

The point I am slowly coming round to is you don't need a lifejacket until you are in the water (when your chances are a bit thin) it is better to try not to go into the water by wearing a harness and when necessary clipping on.

So are people not wearing lifejackets now because they find the combined type too cumbersome? Would it help if we reverted to a separate harness and actually wore it?

Peter Horat

PS: On the one occasion I took my lifejacket off on entering harbour before tying up, it resulted in me having a 10 minute dip in Bembridge Harbour in February! Mind you, the treble scotch after was rather nice!

Skype

Last year William Sandford spoke to me about Skype. Skype is VoIP, which as you know stands for 'Voice over Internet Protocol', or you can use your computer as a phone for nothing!

I installed it and my kids thought it 'really cool' and have also installed it.

Go to www.skype.com for a free download

One is currently in the States and another is going to Sydney for some months and since my other half can easily spend a hour, chatting – could save us some money. It should also save us with our third, who is in UK but uses a mobile as she has no landline.

I had to buy a microphone with headset, – bought one from Argos for £29.99 – son said I looked as though I was at a call centre - and was a pain as I had to install extra MS software that conflicted with Yahoo. Returned it to Argos and spent £9.99 on a simple Labtec mike. Magic. (I understand some laptops have a built in mike)

Now we can chat for free and have a 'conference'

Colin Jackson

Check before you buy

For mail order chandlery, I have recently saved significant amounts by using a less known firm at www.MarineScene.co.uk, telephone 02920706780.

Worth a try before you buy!

Keith Gibbs

What Knot?

We have had one suggestion for a knot to be featured in *Wavelength*, but we need more - please get in touch with the Editor and nominate a knot to be featured. Send your suggestions to the Editor.

Messing around on the canal

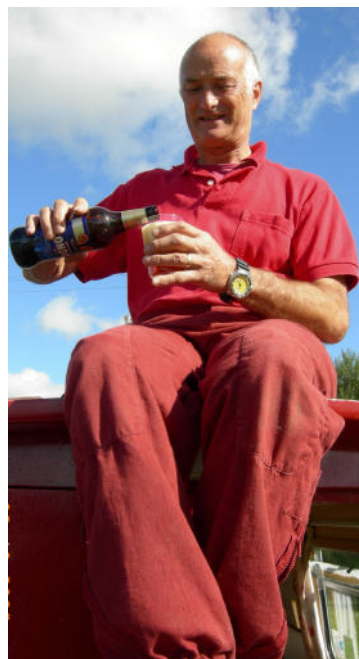
Two years ago, John Mimpriss swapped his yacht for a canal boat and spent a week on the Kennet & Avon Canal in early October where he learnt about canal boating etiquette.

Just for a change we hired a 68 foot canal boat for a week's break October '06. I have to admit that I was impressed with the facilities and set up on the boat. Two cabins with en-suite toilet & shower, a normal size gas cooker, microwave, coffee maker, television and DVD player with added bonus of radiator hot water central heating.

Of course all of this had to be powered. The central heating boiler ran off diesel, the cooker was supplied by two large propane bottles stored up in a bow locker and the rest of the equipment used either 12v or 220v electrical power.

Having taken the plunge to fit 220v on 'Lonk Avel', I was interested to see how all the electrical requirement were supported. A visit to the engine bay showed that there were two independent batter banks providing 220 AH worth of engine start and 440 AH worth for the domestic loads. The 43 HP engine powered two alternators

... provided you were heading in the correct direction it all seemed to sort itself out ...



John enjoying a cool beer at the end of the day.

pretty well useless. Later in the holiday circumstances dictated that I had to reverse down the canal, through a bridge and past some moored boats to reach a turning point.

Fortunately I had discovered by then that there was quite a significant 'paddle wheel effect' through the



- 55amps for the engine circuit and 125 amps for the domestic. The AC was supplied through a 2000 wall invertor.

As far as handling the boat was concerned, I was surprised - it was more sensitive to the effects of wind than I thought it would be. After my first attempt to come alongside, I discovered that unless the engine was in gear, the rudder was

propeller at low boat speed and that judicious use of ahead and astern could be used to my advantage and I was able to keep the overall track in the required direction

Sharing the locks with other boats required, on the face of it, precision helming to squeeze in along-side the other vessel with just inches to spare. In reality, provided you were heading in the correct direction it all seemed to sort itself

out. So my crew thought I was an absolute ace - whilst in fact I suspect pressure waves on the hull did it all for me!

The people who live and holiday on the canals were something different. We were amazed at the sheer number of people who live full time on the canal. Under the terms of their licence they are not allowed to stay in one 'hamlet' for more than 14 days and during the stay, will be expected to move on a regular basis. So, there is this mass of boats going hardly anywhere with all their belongings (kitchen sinks, gardens, bikes, fire wood etc etc) perched on their coach top.

Private owners come out of marinas or permanent moorings for weekends or holidays and seem to take great pleasure in watching out



for unsuspecting hire boats and then shouting at any vessel which they deem to be going too fast. (Fortunately I was not on the receiving end of one of these outbursts!).

Another bit of canal etiquette concerned mooring. Everyone, except hire boats, were sensitive about another boat mooring close. I also learnt to my cost that using the same fixed mooring cleat on the bank as another boat was not encouraged.

After 28 hours and 31 miles covered in a week, I realised just how fragile plans were. Before we arrived someone drove into a lock gate at Caen Hill (just west of Devizes) and rendered it unserviceable for the next month - so we had to go east. Then three days into our holiday somebody opened the wrong sluice and drained a whole section of the canal. In fairness the staff managed to refill it within a day but this occurred at just the wrong time - thus we had to turn round earlier than intended.

Mind you! In some ways that was much more relaxing even if it rained for most of the time - but I'm happy to say that sea boots and foul weather gear, although looking slightly out of place, did keep us warm and dry.

MID-WEEK CRUISE

28 July - 1 August

Going to Fecamp, Honfleur, Courseulles & Arromanches

Contact: trevorjbarker@hotmail.com

Tel: 01372 742793

AUTUMN CRUISE

6 - 14 September

A bit later than usual this year, we're intending to go east initially, Brighton or Eastbourne, then over the channel to Le Treport, St Valery en Caux, Fecamp

Full details in the next Wavelength, book the week off now.

Any ideas on restaurants for cruise dinner/shore based activities to marilyn.mccarthy@virgin.net

Word Search

Find the names of knots listed below in the grid

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

Sheepshank
Clove Hitch
Blimp Knot
Bowline
Reef Knot
Sheet Bend
Pole Hitch
Cat's Paw

Carrick Bend
Tom Fool's Knot
Mooring Hitch
Turk's Head
Oval Mat
Ichabod Knot
Fiador Knot

No prizes, it is just for fun and it might help you pick a knot to feature in our training section!

Sailing Club caught-up in murder at Epsom hotel



Bertie Fortescue's illegitimate son came back from South Africa to attended the reading of his father's will. Sebastian Fortescue, having learnt what his father's will meant for him, was found murdered. Nanny Goat knew something, but before she could reveal all, was shot dead. Was Lady Hortense Fortescue involved in her husband's death? Was she too close to Lawyer Justin Case or was she actually involved with gardener Doug Flowers? What did Maid Marian see and how did the exotic American woman fit in? And what did cook Betty Bakewell put in the dinner?

Chalk Lane Hotel was the venue for the Club's Murder Mystery Dinner, held in April. Organized by Trevor Barker, this was a departure from the usual social programme.

Thirty-five club members were joined by professional actors - each was given a part to play, everyone had to arrive in costume.

With a room full of clues and the whole evening to interrogate other guests, each table had to decide who murdered Sebastian Fortescue, the 13th Lord of the Manor, and deliver their verdict in rhyme.

Richard Laker, playing gardener Doug Flowers, won the evening's Best Actor award.

Described as "hugely successful" it was an evening where everyone could take part. This event is likely to become a regular on the club's social programme.

This grainy photograph is the only evidence of who attended the dinner where Sebastian Fortescue was murdered and Nanny Goat met a gruesome end.

Some eye witness accounts are shaky with characters involved unable to remember much about the night's events. Do you know something? Wavelength's investigative journalist, **Sore Throat**, is waiting for your call.



The 80:20 rule of sailing

by Diana Coman

Owning a boat seems to me to be 20% sailing and 80% maintenance. Keeping an older boat going often means running repairs or major jobs during the winter.

There are so many spares and parts to complete jobs 'if we get a few minutes on the trip' on 'Christopher Robin' that the boat's nick-name amongst her regular crew is 'The Floating Shed'. There always seem to be a few nuts and bolts lying around the galley, collecting on the table or in various pots dotted about the boat. 'Knight's Challenge' has a small bag hanging from a hook – anything that looks useful but has no natural home goes in there. It is probably a good system, because as a crew member, if you are in doubt about what something is or where it should go, you can always poke it in the bag.

I cannot recall a sailing trip that has not involved some sort of maintenance job including delays while parts were found. Although the objective is to be out on the water, and problems en route can spoil trips, there is for me something therapeutic and rewarding about solving a problem on the move, particularly if you have had to make imaginative use of something to get a result. I remember a wonderful hot day, sitting with John Kirby repairing a cruising chute which had been shredded in high winds the day before. (Mind you, we should never have had it up, but that is a subject for a future Anchor Watch!). And probably the best day on 'Farthing' during the 2003 Fastnet was the day we had to repair the steering using whatever we could find on the boat - it was our Apollo 13 moment and there was great crew spirit.

Are practical people drawn to sailing, or does sailing make practical people out of us?

The winter months see the big jobs done. This year I confess I have not done anything on 'Christopher Robin' and the list of things that I promised I would do is haunting me - but then I say that lying under the boat for the best part of 3 months, wet, freezing to death, and often literally working in snow, scraping off 20 years worth of anti-fouling down to the gel coat (to check for osmosis), the final stages of which required hours of rubbing with wet & dry sandpaper, was enough for a lifetime! No one will ever get me to do that again - I'd rather pay a boat yard to do it - it would be worth every penny.

But, if I am going to enjoy the 20% sailing, I should invest my 80% in the upkeep - let's find the list of jobs and start something ... I'll just put the kettle on and have a cup of tea first!

