

WAVELENGTH

The official publication of The Channel Sailing Club

Winter 2009



Foxhunt Creative Challenge

Page 10 & 11

Nominate a club member for a club trophy

Page 14

2010 events pull-out

centre pages





The Nav Table

Well, the boat is out of the water and ahead of us is the prospect of work aboard.

My contribution to 'Christopher Robin' is to make new covers for the cushions.

I am a bit daunted by the prospect to be honest, but I have had a quick lesson from a friend who makes soft furnishings for a living, so hope that I can work out all the tucks and folds OK.

As regular readers of *Wavelength* will know, the major job aboard 'Christopher Robin' this winter is the removal of the engine again. Wholesale repair is needed and as I write this, the Skipper, is in the engine compartment preparing the engine for lift-out. That, and the construction of a Nav table, are the two big jobs on the list this winter. But we also need a new sink in the heads, a new hatch and an upgrade of the galley there will be no rest for the wicked this winter!

Being a boat owner means that you always carry with you a list of 'jobs to be done'. Many of us enjoy events because other people make their boats available. So, if you have been on a boat regularly this season, why not offer a day to the Skipper to help with the maintenance list. There is always something to do aboard, however skilled (or unskilled) you are.

This issue of *Wavelength* is a bit of a potpourri. We have another leg of the Canaries trip from Caroline Watson, The Fastnet from 'Change of Course', creative contributions from the Foxhunt and more on flares and lifejackets.

Do check out the Club News on page 14, as it features important news on Club Trophies, and how you can get involved.

I hope you enjoy this latest issue of *Wavelegth*, and do keep sending in your contributions.

Diana

Word Search

Find the names, all associated with Langstone and Chichester Harbours on the grid. No prizes - it's just for fun!

- Langstone
- Hayling Bay
- Mallard Sands
- Rod
- Russells Lake
- Sweare Deep
- North Binness
- Chichester
- Northney Marina
- Stocker's Sands
- Sinah
- Verner
- Bosham
- Itchenor
- Copyhold
- Stocker
- Rookwood

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

Editor Diana Coman

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Epsom, KT19 8RS

Club Night

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

We issue an **e-sailing brief**,
which reminds members of up-
coming club events and **emails**
are also sent out with Club and
member information. If you want
to receive these, please give the
Membership Secretary your email
address. Don't forget, to inform
the club if you change your email
account.

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

taken by Diana Coman from
Christopher Robin.



Thank you to the RYA for
permission to use material from
the RYA Day Skipper and Watch
Leader course book 2007/08.

The views and opinions of the
contributors to this publication are
not necessarily those of Channel
Sailing Club. Accordingly
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responsibility for such views and
opinions.



The Commodore's Cabin

On the Committee we have been working on
preparations for the AGM for some time -
there are statutory duties to perform and lots
to get organised. But looking ahead means

that you need to look back, and it has been a time for me to
reflect on my second year as your Commodore.

We have had a packed programme this year which ended
with the traditional Icicle Cruise - a chance to get out of normal
sailing attire and don something a bit festive, and at the time of
writing, we have our mince pie evening at the Club House to look
forward to. This a free event, organised by our social team as a
thank you to club members for their support throughout the year.

A strength of our Club is its social programme. There are
some popular events held at the Club House which will be on the
calendar for next year. Chief amongst them is the Barbeque,
which is a personal favourite of mine. But they are all well
organised and worth putting in your diary for next year. As I write
this column, I note that it is National Curry Week, and our Curry
Night is always a hit.

Without the volunteers who organise our club events, the
social and sailing programme would be poorer. The continued
investment into our training programme is encouraging new
members and I hope to see this branch of our club activity
developing further over the coming years.

So, looking forward, the plans for 2010 look exciting. The
committee has agreed the programme based on feedback from
members, so I am hoping there is something in there for
everyone. And the committee is always keen to hear what
members think about events and receive ideas for new activities.
you can tell us at any time, but there is a formal opportunity at the
Feedback session, which takes place each September.

Whilst some of you will have boats out of the water, others
will still be taking advantage of good sailing days to get out on the
water - even if it is a bit chilly.

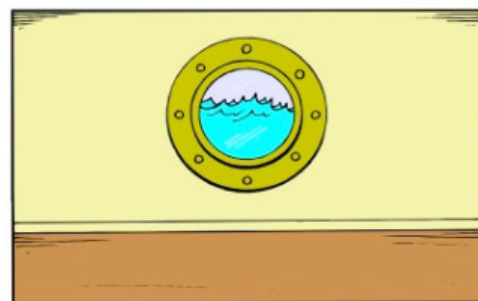
I for one will be sailing through the winter and look forward
to having club members with me - so if you are up for a good sail,
with lots of thermal underwear, get in touch with me - and if I have
a full boat, there is always another boat owner who will welcome
additional crew.

Happy sailing!

A handwritten signature in black ink, appearing to read 'Diana Coman'.

The Porthole

Highlight an issue that you think the Club or fellow sailors should be thinking about, or get something off your chest, through The Porthole. Send your letters to The Editor. For contact details check out page 3.



Check your lifejacket

In the summer, the sailing club where I moor 'Christopher Robin', organised the RNLI to do boat safety checks. We've done it before and it is a good discipline; it keeps you on your toes. This time round there was greater emphasis on the lifejackets and I inflated the one I've used over the years, to see how long it stayed up. Despite all other inspections seeming to suggest that the lifejacket was OK, it slowly deflated over the following 24 hours - proving that it now needed replacing.

I'd recommend everyone checks their lifejackets this winter. A lifejacket can look OK but you just don't know till you check it.

I also picked up a press release about a man rescued in a river having fallen in from his tender. The Coast Guard said the fact he was wearing a life jacket made all the difference to his survival. It is easy to think you know the water so well and it is just a short trip that you don't need one. Better safe than sorry!

Roger Roberts

Club Archive

In a previous edition of 'Wavelength', we announced that we were developing a club archive. Work still has to be done on the digital format we will use, so in the meantime, we are

collecting physical material and storing that.

If you are sorting out at home and uncover old issues of Wavelength, photos, AGM papers or press cuttings please don't throw them away, pass them over to the club.

If you don't want to part with your memories yet, perhaps you can bequeath them to the club in your will. If that is the case, it would help us to know that you have certain material, so that we can keep track of what we have between us.

Everything except photographs speak to me about. If you have photos, speak to Diana Coman, who is building a photo library. Since we can scan pictures into a digital format now, we can borrow your pictures and return them to you.

Trevor Barker

Director of Communications

Lost and Found

Since retiring I've indulged in an interesting and lucrative little sideline, punctuation trading; you'd be amazed at the number of people who always seem to have more marks than they can use - mainly texters - and others who can't get enough.

I came across a particularly fine specimen the other day, a finely-turned and beautifully-proportioned apostrophe, not too large, not too small. I

intended to sell it to my local greengrocer, who has a particularly large collection, but it disappeared. I originally suspected one of my cleaners - you can't get the staff these days - but now I realise that I must have dropped it at the Club, as when I opened my autumn Wavelength there it was, staring out at me in "celebrate's" on the front page! If the finder gets in touch I'll buy him (surely it can't be her?) a drink.

Must dash, I've got some wilting colons that need irrigation before I can sell them on ...

Martin Hewitt

Membership renewal

Thank you to all who have renewed their membership at the start of the membership year, 1st October.

If you have not yet completed the renewal form, a copy can be picked up at the Club House on a Tuesday, or downloaded from the Club's website. A copy was included in the last edition of *Wavelegth*.

Subscription rates are £25 for single and £40 for joint membership.

Completed forms and cheques should be sent directly to me; my contact details are in this edition's pull-out section.

Thank you.

Jane Shott

Membership Secretary

Club Boat in Two-Handed Race

The 2009 Fastnet Race saw two club boats take part and both crewed two-handed. *Wavelength* editor, Diana Coman, talked to the second of the two crews about their 2009 Fastnet.

Back in 2002, Keith was brave enough to let me join his crew in a race to Spain. That trip was becalmed in the Bay of Biscay and had to be abandoned, but despite the disappointment of not finishing the race, it was replaced by a very enjoyable time spent in Brittany. The serendipitous confluence of good weather and regional festivals of food and dance, made the whole experience something I shall always cherish.

As well as having a cracking good time, I also learnt so much from being part of Keith's crew. Keith is a fantastic teacher - his thoughtful balancing of sailing activity throughout the fortnight, provided everyone on the boat with something to stretch them. In circumstances I have found myself in since, I've often asked the question 'what would Keith do'.

So, you can gather from that introduction, that I am a bit of a fan, so it was a personal as well as professional pleasure to meet up with Keith and hear about his latest sailing adventure.

Keith Gibbs met fellow sailor, Tim Barnet, last year. They sailed together a few times and found that they worked well together - so when Keith started planning for this year's Fastnet, it was natural to team up with Tim and enter the race two-handed.

'Change of Course' is a C&C115 - an American fast cruiser - 38ft and berthing six, it is Keith's latest boat and the third he has sailed in a Fastnet Race.

Keith is one of the Club's sailing veterans. He has sailed thousands of miles and constantly challenges himself. Keith has been sailing for about 40 years and his friend, Tim, although much younger, was brought up on boats, so was sailing from the moment he could walk. Competing in the Fastnet two-handed was another first for Keith, however I sensed in talking to Keith, that the race did not pose the sort of sailing and emotional challenges that he had hoped.

At the pre-race briefing organised by RORC, it was said that the Fastnet participants were probably the only 3000 people in Britain who were not looking forward to a high pressure system hanging over the country.

Winds were light - easterly at the start of the race, so they left under spinnaker. Before approaching Hurst, they noticed that the leading boats were dropping spinnakers and that warned of the 180° windshift that was to come.

The wind died before Portland Bill and they had to anchor in 45 metres of water. The tide was 3.5 knots against.

Keith admitted to using the autohelm (allowed for two-handed crews) more than he would have liked "it does not sail the boat as fast as if you sail it, but we used it because the wind was so light, it just got boring".



The lack of wind was a marked contrast to the 2007 Fastnet. Competing in his then boat, 'Farthing', conditions were very challenging and many boats pulled out of the race because of the strong winds and heavy seas, "it is always easier to sail with more wind ... although 2007 was rougher it was easier to control the boat".

Keith and Tim left on Sunday, arriving at the Rock Wednesday evening in heavy drizzle and poor visibility. They sighted Ireland when they saw surf through the mist, discovering they were 100 yards off the beach - this meant short-tacking along the coast till they reached the Rock. Although they had not seen another boat for a nearly two days, they joined another six boats rounding the lighthouse.

Keith thinks that they could have made better tactical decisions. Crossing the Celtic Sea, the initial decision to go north, rather than west, meant that when the weather shifted, they were too far east. For more than 400 miles they were faced with headwinds so it was beating all the way. Sailing conditions did not really improve till they were approaching the Scillies when the wind stayed SW and they were able to get the

spinnaker up again. It was a brisk sail for the last 120 miles.

Some race stats: Top speed 11 knots and they crossed the line at 1745 hrs on Friday, taking just over five days.

This year's sailing has been a bit of a disappointment, with gentle weather conditions all summer. Not many opportunities to test skills or challenge the sailing spirit.

Keith is looking forward to next season. He wants to use the season to prepare for the Azores in 2011 and he intends to sail the Atlantic on his 80th birthday which in spirit is a long way off, but which chronologically is somewhat closer.



Photographs: Page 5 - Keith's previous boat 'Farthing' competed in the 2007 Fastnet and Above: 'JLS', in which Keith also competed in the Fastnet.



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.



John Kirby, who oversees our racing programme, summarises the year's events.

The CSC Racing series is now over for this year and I can say with confidence that it has been another very successful season.

We organised eight club Championship races of which five were to count towards the Gliding Kestrel Trophy. These were held over seven race weekends. The average turnout was nine boats per event with thirteen for the Passage Race and sixty crew. This race was planned to go south of the Isle Wight and on to Poole but resulting from the weather conditions on the day the course was changed to a run down the Western Solent and then on to Poole. As last year, the evening was spent at Parkstone Yacht Club where an excellent carvery was provided. This proved to be one of the most popular and best supported sailing events of the year. Unlike other recent

Racing News

years there has been good wind for most of the races and on several occasions too much.

The Round The Island race saw a good entry of nine CSC boats although this is not part of the CSC Racing Championship there is a trophy for the best performance by a club boat in the ISC class. This year the CSC Round the Island Trophy goes to 'Cochise'. For the first time we also entered two teams in the ISC Rating System Overall Team Race. A total of thirteen sailing clubs entered this and Channel Sailing Club's A team came sixth (we won't mention the B team).

The Wooden Spoon Race against Chichester Cruiser Racer Club was well supported by both clubs. This year the course was to Littlehampton and in a brisk North Easterly force five gusting six it was a hard sail. However a very pleasant evening was spent at the Arun Yacht Club where we continued to hold the Wooden Spoon Trophy.

This year was a Fastnet Race year and two Channel Sailing Club boats Change of Course and Knight's Challenge entered. Not only did they enter the race, but in

the two handed class. This was no easy feat and well done to both of them.

We have been running the ECHO handicap system now for a number of years where small percentage changes to each boat's handicap are made after each race. This seems to be working well so it is not planned to alter this for 2010.

Finally I would like to thank all the race leaders for the time and effort they have put into organising and running the club's racing events during 2009. It would be good to see some new names coming forward to organise some of the 2010 events. It is not difficult and full support will be given. Why not give it a try.

I hope everyone enjoyed the racing this year and I thank you all for participating.





Left: The trying conditions during the Channel Sailing Club's (CSC) annual Pursuit Race didn't seem to dampen the spirits of these two old campaigners.

CSC member, Tony Gill, and ex-Commodore Trevor Barker (front), seem to have found the funny side of being blown away during the gale-force gusts. Jerry Tagg's 'Caressa' can be seen in the background. (picture taken by Alan Pryce)

Don't forget to take pictures on Club events and send them to the Wavelength Editor, they can be used in the magazine, on the website or for other Club events and promotion.

The Interview



Roger Roberts joined the Club from an evening class, which was the traditional way of joining in those days. He's taken part in many club events and now sails his own boat 'Christopher Robin'.

Force 3-4 or 5-6?

Don't mind 5-6 when racing but am getting a bit old for that game so it is more like 4s now.

Foredeck or helm?

Either - but I usually find myself on the foredeck hanging off the pulpit getting soaked.

Cruising or Racing?

Both

Person you would like to sail with (can be alive, fictional or historical)?

Robin Knox-Johnson

Favourite meal aboard?

Fresh mackerel caught off the side of the boat. It doesn't get better than that!

Most memorable sailing moment?

First Fastnet Race in 2001. We had everything from a gale to flat calm and it was just a great race - and the thrill of getting round the Fastnet Rock was brilliant. There was a real competitor spirit too - listening to the radio chit-chat going on and hearing a chap who was celebrating his 80th going round - it was absolutely fantastic.

Favourite Club Event?

Icicle Cruise - I love the whole evening - wandering on the pontoon, seeing the boats decorated, singing, visiting boats and then getting dressed up for the dinner. Marvellous!

The case against flares

by John Mimpriss

I've carried flares in various roles for 47 years; yet only used them once – that was in 1963 after a helicopter ditching and on that occasion I suspect that it was fired more in a sense of 'joie de vivre' rather than out of necessity - as apparently my rescuers saw me in my small dingy before I saw them!

In answer to a question of why do we need them I would respond by saying that we carry them in order to alert people of a predicament and also to enable location by would be rescuers. Whereas flares may have been the solution 45 years ago (yet in truth they met neither of those needs for me in 1963), I consider that there are now better ways to achieve those aims in the 21st century.

I already carry onboard a good DSC radio that I know has considerable range, (able to be instantly connected to an emergency aerial) and I also have in my grab bag a handheld VHF radio and a PLB transmitting GPS position data – so I would hope that I at least achieve the same if not a better method for alerting the coastguard of a 'worry' and also the rudimentary gear for enabling my location. However I agree that maybe there is still the need to further improve your chances of swift location by the rescue services.

Recently in USA I was interested to look at a rescue laser reputedly capable of being seen from 30 miles and also of reflecting off the reflector tapes



on a life jacket up to 3 miles away – which would certainly assist in the location of a MOB. However, as a lifetime aviation person I'm also aware of the concern that a highly focussed laser beam can do serious damage to a person at considerable range.

The flare that I looked at does not appear to offer such a risk as the instructions clearly advise that it should not be pointed at a person closer than 13 feet. I operated the device against a wall 6 feet away and noted a beam spread of about 2 inches ... which would suggest that this is not a highly focussed beam.

I just hope that a possible very good idea is not discarded before its potential and / or its dangers have not been properly analysed and reported on. My personal view is that flares are unreliable, difficult to operate (especially as there seems to be no common standard operating methodology used by the manufacturers) and on occasion have been shown to be dangerous – which is why MCA and other organisations do not

want to be responsible for their disposal. I also dislike having flares in my pre-packed dingy as I think there is a good risk that in the dark I'll fire the device incorrectly with the potential of damage to other persons or even to the fabric of the dinghy. Moreover having flares in a dinghy necessitates the dinghy being sent away for an expensive repacking every 3 years; yet it might just be safer if that dinghy was actually only disturbed and checked on a longer time span between inspections.

With the data available to me it would appear that the hand held laser is light, easy to operate and if handled correctly should be a definite advantage to the luckless casualty.

I'm told that domestic French regulation still requires boats in their waters to carry some flares (orange smoke) and I'm making enquiries to determine whether this is true and, if so, whether their domestic regulation is applicable on a UK registered vessel when in their waters.

Foxhunt Creative Challenge

There once was a skipper called Ron
Who entered the Foxhunt with aplomb
He knew with his crew's average IQ
There wasn't a chance that he'd won

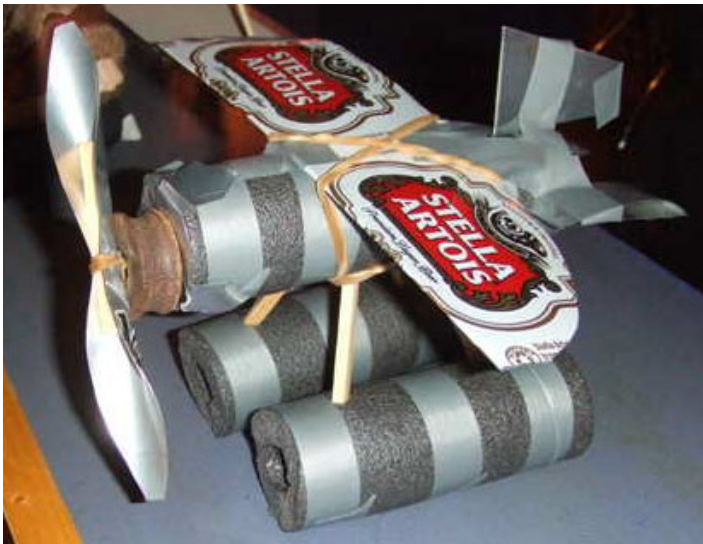
Nocturn

There one was a skipper called Mac
Who threatened his crew with the sack
Come up with a song
But get the answers all wrong
Just make sure we don't have to come back

Knight's Challenge

The Foxhunt commenced prompt at nine
Wishing for calm seas and sunshine
A sudden break through
Cheered up the whole crew
Let's celebrate now, with some wine

Sylvia Dawn



The 'Stella' plane from Gillken's crew won the plane making competition.

The Foxhunt this year got creative juices going with a challenge to make a plane and write a song, poem or limerick about the day. Avoiding first place seems to have been a theme for some of the boats!

Heads up you suckers and listen to the buzz
We're the Gillken crew there's four of us
We're a number one, We're top of the tree
Without us baby, Your history

We sailed the Solent chasing for clues
Didn't get many but that's old news
Nigel and John take it all seriously
Not as you imagine, Ken and me

Discussing, brainstorming ,the order of the day
How to come second, there must be a way
We plotted and toiled on the clues and a plane
But us four together didn't work one brain

So that's the end of this little ditty
Please let someone else win
And show Gillken
Some pity.

Gilken

There once was a boat called Get Kool
The skipper of which was a fool
He had a bit of bower
Getting the name of the hover
He sailed too near
To the Fawley pier
So the crew said 'we're off cox and we don't
give a flying fox'

Get Kool

As we set sail one sunny morn
Twas just a short while after dawn
Alas, no wind, but never mind
The sky was clear and sea state kind

To Lee-on-Solent for a look
Didn't find an answer in the book
A sailing club we did e-spy
Under the blue and cloudless sky

The weather was truly an Indian Summer
But for sailing this was surely a bummer
The engine muttered in fine fettle
So it was time to boil the kettle

We tackled all the clues with gusto
There was no need to wear a Musto
We sailed past Vikla, eating their lunch
They really are a chilled-out bunch

And to the Hamble and our mooring
Whilst the skipper wine was pouring
Thanks to Marilyn and Steve
For organising this splendid eve

Kismet

A Foxy Day

They sailed and peered on the Solent
And for ten paused for a moment
The sun shone on down and they put on a frown
As they wressedled with questions that vexed them
They stared at fine houses, jetties and towers
And Oh! what a nice way to pass blue sky hours
A boat passed by - the 'Flying Fox'
Was this a clue? What a to-do!
Stuck on a sandbank but not for long
Off like a fox after a chicken long gone
The vision of Fawey became etched on their minds
The beauty of Hamble would put it behind
Thoughts of a beer and a good time ahead
Answers to puzzles and fun times ahead
Berthed at long last, the hunt's in the past
Out-foxed but un-phased, Spartan Lady's not last!

Spartan Lady

To the tune of 'Those magnificent men in their flying machine'.

The Illustrious crew
Of a boat called KC
Caught the tide from Hardway
For the Hamble to see

Stocked with pasties and tea
With light wind in the sails
First stop Browndown to see
Where the nudists prevail

Chorus:
Up, down, scanning the ground
Reading the chart, bearings flying around
They're all frightfully keen
Going to see for the Foxhunt rall-ee

Base to sky's anagram
Marked the start of the test
Spotting buoys and land marks
Meant the crew had no rest

They all scanned the horizon
And all did their best
What they just didn't know
They were forced to just guess



Knight's Challenge

Our trip to the Canaries

Caroline Watson continues her trip story, Travelling with Robert Jollye, to the Canaries in this feature, we hear about leg six.

Leg 6: Cascais to Santa Cruz, Tenerife 2nd – 7th December 2008

This was the big leg, over 720 miles. It meant crossing part of the Atlantic to get to Tenerife and was of course the longest time we had done two handed. OK great practise for the Fastnet but once you set off

there is no real going back. So it was with a bit of trepidation that we set off in sunny weather and fair winds. Our trepidation was not helped by this boat that pulled in the day before ... we still don't know how on earth the

furler got wrapped round the topping lift. It looks pretty scary anyway. As we said cheerio to Cascais, we could see Lisbon Bridge behind us and a clear sea in front. After all the necessary phone calls, we concentrated on the job in hand – setting sails and getting into our watch system. In order to keep the boat manned, we each take it in turns to be on deck. We would each steer for about 2-3 hours allowing for change over, cooking & eating, navigation planning, log taking and looking at weather. The idea being that once off watch, we would each get two hours sleep before



getting up again. Its hard to get into the routine for the first 24/36 hours or so, but it gets easier, and of course it very much depends on the conditions. However, on the first night we were treated to our first visitor. Of all the places in all the world (well Atlantic Ocean) a flying fish chose the back of our cockpit to land. This area must be about 4 ft by 1.5 ft so it was a pretty amazing thing to land there and not to have whacked us in the face! Luckily it was around change over so Robert had the pleasure of releasing it back to the wild. A shame as some would say but we hoped that that was the first of many (hindsight knows that was the one

and only!). So after that drama we continued on in a cloudy night that was almost pitch black. You forget how much ambient light there is around on land, but at sea it is so dark and all you can do is feel and listen to the waves. Occasionally, they catch you as a rogue one hits the sides and gets you wet, but then we are in our new nice & snugly

SLAM wet weather gear, so it is not a problem. For the first time I had a tanker give way to ME!! AIS is great as it shows when there is a potential for a collision with another vessel. One assumes they see the same collision conditions, because the tanker, which was give way vessel, turned to starboard – brilliant but it confused the hell out of me as we are so used to the channel where they can't do anything other than full steam ahead. Still at night it's easy as you see the lights change and hence collision avoided!

The second day was much more windy than the first. We had to reduce sail area and reef down to the 2nd reef. In fact we had our greatest ever-recorded mileage in one day doing 174 miles in 24 hours – over 7 knots average and that is fast! We normally plan around 6 knots, which is quite quick for our size, but this was great and the conditions were manageable too. As we progressed towards Tenerife we got further from land being about 240 miles from land at our furthest point. Quite scary if you think it would take us a couple of days to get to land if we had any problems. However from time to time we did see ships, so that can be comforting as long as they give you a wide berth.

As we got into day three, the wind got noticeably warmer, so we were able to reduce the number of layers we were putting on, but also the wind died as we hit the middle of the high-pressure system. We spent the next 48 hours, putting sails up, taking them down and putting on the engine. Robert did have one encounter with a tanker who was stationary and just drifting. It said it was headed for Agadir and was due there 1/12/08, which if course was seven days previous. Needless to say we gave it a wide berth but then with no warning the destination changed to Willimington and it sped off to America! All very strange!

We had another challenge during our trip – our hob/stove top is diesel powered rather than gas. It decided to die This meant no hot drinks or hot food unless we used the oven. It turned out that it was not working due to a broken electrical contact. So repairs made and we were “cooking with diesel” again – phew! It is just amazing what can go wrong on any trip and what you have to be prepared for. So, after a slow night under engine, we finally arrived in Santa Cruz, Tenerife at lunchtime on 7th December having completed 745 miles in five days and two hours at an average speed of 6.05 knots.

It was a welcome relief to all on board, including our extended family of Ted, Pooh, Cheeky Chickie and Southern Ocean Ted, who were just as fascinated as us going down the coast. It really is quite rugged, but then I guess that's no surprise as it is a volcano.

We then spent two, lovely warm days in Tenerife to recover from the trip.



For Sale

Rustilaccio, Portable, Chord Organ. With introduction (instruction) book and sheet music. £45. Contact the Editor.

Classic Rival 32 "Troskala", £22000.

Built 1980, and apart from initial trials was not put into commission until 1987, when we purchased her. During this time and up until a few years ago, she has sailed regularly with the Channel Sailing Club. Fully equipped, including integrated GPS, Radar and DSC Radio.

Full details can be found on www.opalmarine.com She can viewed at Chichester Marina through Opal Marine

Tel: 01243 511381. Any further information please contact John Coates Tel:020 8394 2865



AGM Notice

The Club **AGM** will take place on 19 January 2010 at 2000 hrs at the Club House.

Papers will be issued electronically and can be downloaded from the club website.

If you are not able to attend, please send your apologies to Peter Denning, our Treasurer and Company Secretary.

Club members asked to nominate people for Club Trophies.

The committee is keen to get members more involved in awarding club trophies.

This year the committee has introduced a formal nomination process for people being put forward for trophies, other than those connected with racing.

Jacqui Silance Trophy

With the agreement of Jacqui's husband, Dave, the club value that this trophy celebrates, has been changed to recognise the best organiser of an event or cruise.

If you have been on an event that you enjoyed, that was well organised, that offered a good opportunity to develop your sailing skills, or

was just a fun event and a good opportunity to get to know club members, why not nominate the organiser for this trophy.

It is likely that you will be nominating someone who has organised an event afloat, but it could be for a shore-based event in the annual calendar.

Miranda Trophy

Awarded for good all-round skills as a skipper, this trophy recognises the skipper who is competent, manages the boat and crew with calm efficiency and who provides the most fun onboard.

Seamogs Trophy

Awarded for boat handling skills in exceptional or challenges circumstances, this is an opportunity to recognise a club member who coped in difficult sailing conditions.

It could be awarded to a skipper who got the crew through difficult weather conditions, or equipment failure while sailing, or a crew member who made an exceptional contribution to the crew.

Sally Jennings Award

Awarded for personal contribution to the Club, the Sally Jennings Award is an opportunity to recognise contributions to the club's shore-based activities.

Many people support the work of the club but are not high-profile - so, this is a chance to thank the unsung

hero or heroine, without whose effort, the life of the club would be diminished.

Cambria Ball

Awarded for the biggest blunders by a member who should have known better. A good humoured way of teasing a club member for doing something really stupid while afloat.

Who to submit a nomination

Use the form on the back page of *Wavelength*, to submit your nominations.

The Committee will be reviewing all applications at a meeting in January, just before the AGM. So get your nominations in as early as possible.

Shutter Competition

Have you taken a good picture on a club event?

If so, why not enter it into the Shutter Competition?

Send your photograph to the *Wavelength* Editor, digital format preferred, with a brief description of the club event during which the picture was taken and, if relevant, the circumstances that led to the picture being taken.

The best entries will be used for future front pages of *Wavelength*.

Entries will be displayed at the Catch the Tide event where the winner will be announced.

Anchor Watch!

What happened to that yacht?

by John Fletcher

We had set sail to make a night crossing to St Peter Port, Guernsey.

I had been off watch and fast asleep for three hours.

I was woken up and told I was on watch.

It was dark.

The off watch crew member, having woken me, was climbing into the berth vacated by the other member of my watch, the skipper.

There were two watches, two of us in each.

I pulled my jacket on and observed that the other member of the previous watch was at the chart table and the skipper was on deck.

I scrambled up on deck, there was still no wind, we were still motor sailing and the auto-helm was still steering the boat.

I stood in the cockpit facing aft and the skipper, who was facing forward, moved past me to the companion way where he stood beneath the spray hood talking to the crew member at the chart table.

I could see a large dark shape on our port quarter with two white lights and a green and I deduced she was overtaking us.

I rotated slowly clockwise noting other navigation lights and dismissing them in turn as of no immediate concern.

When I got back to the large dark shape it was much bigger, I could see the white of its bow wave, I could still see the two white lights but the green light had gone.

I expressed my dismay at this situation to the skipper and he had the presence of mind to shine the spotlight onto our sail.

The crew member at the chart table checked AIS and told us that it had altered course.

She passed across our bow.

So, the green had disappeared because we were too close.

Soon we would have been too close for them to see our illuminated sail.

No one would have known what had happened to us.



Club Trophy Nomination Form

Name of Trophy

Name of person nominated

Please set out in no more than 500 words, the reason for your nomination.

Nominated by

Membership Number

Please return your completed nomination form to the Commodore by the end of December 2009.