

wavelength

csc magazine

**Bastille
battering**

Easter
bunnies

**New Day
Skipper
course**

Beddoe up
the Baltic

**Tall ships
victory**



www.channelsailingclub.org

Marina safety

Welcome to the summer 2017 edition of

Wavelength. We've got a hive of Bs in this issue - the Balearics, the Baltic and the Bastille. The 'Easter bunnies' visited Majorca, Dick Beddoe took his boat to Scandinavia and the Bastille cruise to Honfleur was enjoyed by all. You can also read about James Ainsworth's brilliant Tall Ships adventure and we all wish him every success in future. Norman Bowden questions marina safety after he takes an unplanned dip. And there is a new RYA Day Skipper theory course starting in October conducted by instructor Ken Fifield, so sign up early to secure a place.

Simon

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Worthington

wavelength The Channel Sailing Club magazine

EDITOR

Simon Worthington

ART DIRECTOR

Marion Tempest

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

CLUB NIGHT

Channel Sailing Club meets
every Wednesday at Ashtead
Cricket Club, Woodfield
Lane, Ashtead, Surrey KT21 2BJ.
Doors open at 8pm. Prospective
members welcome.

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

www.channelsailingclub.org

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A successful summer

Our sailing season is in full swing and it's great to see our cruising and racing events attracting so many participants. The destination of the

now traditional Bastille Cruise this year was the beautiful port of Honfleur, where the local celebrations as well as some fine food and wine were much enjoyed. As I write this I am just about to set off on our other major cruise of the year, to Plymouth and the West Country. Calling in at Weymouth, Dartmouth, Salcombe and the River Yealm will be a bit like visiting old friends, and I look forward to adding new experiences to the many old ones. Both of these longer cruises would have attracted even more boats if there had been more crew available. The balance of boats and crew does change over the years, but this year more crew would certainly have been welcomed.

Skippers do it differently

One of the great advantages of the club is that it offers crew the chance to sail with a variety of skippers and boats, to find out that there is more than one way to do almost everything, and that different boats (and skippers!) are good at doing different things. As more skippers have at least some established crew who are familiar with the boat so the job of the event organiser is changing. He or she will still do his utmost to allocate any "available" crew to boats in an equitable fashion, of course only ever with the skipper's agreement.

Our racing programme continues to be

popular, offering some relatively light-hearted competition and lively social evenings. We try to patronise other sailing clubs and this year we have enjoyed the hospitality of Arun YC in



I am looking forward to the programme of talks and other entertainments which will brighten up our winter evenings.

Littlehampton, Royal Southampton YC at Gins Farm, Royal London YC in Cowes, and the Royal Solent YC in Yarmouth. As I have said before; you don't have to race to join in the event and share some good company overnight.

Over the last forty years we have raced Chichester Cruiser Racing Club annually for the Wooden Spoon Trophy and we share an equal number of victories with them. This year however, we were roundly trounced, and we will need to

up our game to win the trophy back next year. There are three

more race weekends to go, culminating in the ever-popular Pursuit Race.

Our Wednesday evening meetings have only been at the Ashtead Cricket Club clubhouse for five months, but already it feels like home. We are running the Day Skipper class again in the autumn, also at the clubhouse; see elsewhere in this issue for details.

At the end of the sailing season your committee will sit down to plan the schedule for next year. We will try to keep and improve the favourite events and to introduce some new ideas and venues. As we do so, your suggestions and feedback on this year's programme will be very welcome. Meanwhile whether you are cruising or racing, in home waters or abroad, enjoy the rest of this fine season and I wish you fair winds.

Alick



Tall order

James Ainsworth celebrates victory in the Tall Ships race

In April I was invited to take part in the first leg of the 2017 Tall Ships race with the Rona Sailing Project on their flagship yacht, Rona II, an Oyster 68.

We would be sailing from

Southampton to London for the Tall Ships Festival and then to Torbay for the start of the race and then down to our final destination of Sines, Portugal.

Having spent the first day stowing three weeks' worth of food and preparing the boat, we set sail in the evening and headed for Dieppe.

Start line

We then went to Boulogne and London where we spent five days in Woolwich, taking part in the Tall Ships Festival. After the festival had finished we sailed to Torbay, which is where the start line for the race would be.

We were all very excited as we woke up on race day and after a quick motivational talk from the skipper, we set out for the start line.

I was lucky enough to be on the helm as we started and helming a 68ft Oyster with about 15 other boats, including a 55ft racing yacht and the largest top sail schooner in the world, across the start line is not something I will forget anytime soon.

We had a great start and were comfortably ahead of the competition as the sun went down.

Winds up

Next morning there was more wind and we managed 10 knots for most of the day with a spinnaker up. Rounding Cap Finisterre into the Bay of Biscay the wind picked up to Force 6 gusting 7, so we had a dramatic mainsail reef, with waves picking up too. The wind was forecast to build through the night so we prepared a storm jib on the bow, in case it was needed quickly overnight.

We came on watch at



We left the Bay of Biscay and rounded Cabo Finisterre on Sunday evening, as wind and waves dropped considerably, meaning a much more comfortable ride.

As we approached the finish line early on Tuesday morning, it was almost flat calm, completely different to what we had experienced in Biscay.

We discovered that our main competitor was just 10 minutes behind us, which was quite amazing over a seven day race.

We put up as much sail as we could but it was tense as we could see the lights of the rival boat behind us getting bigger and brighter.

However, we managed to cross the line in first place - champagne was popped and everyone was ecstatic.

We then enjoyed a week in Sines, about 60 miles south of Lisbon, celebrating our victory, joining a crew parade and preparing the boat for the next race leg to Bermuda.

Sadly this meant our time aboard was over and it was



time to fly home.

The experience was three of the best weeks of my life. I met great people, had a lot of fun and completed my first ocean crossing. I hope to join the race next year as a watch leader for more of the same!

PICTURES: RICHARD SIBLEY/TALL SHIPS GALLERY



REFUGEE RESCUE

Martin McTigue volunteers for crisis role



According to the United Nation's refugee agency UNHCR the number of people currently displaced from their own countries has hit 45 million, the highest figure for 14 years.

This figure includes 15.4 million internationally displaced refugees and 937,000 asylum seekers, as well as 28.8 million people forced to flee their homes within their own countries. As many as 55 per cent of these refugees come from just five countries: Afghanistan, Somalia, Iraq, Syria and Sudan.

Additionally the number of people seeking refugee status in Europe has soared over recent years.

Perilous seas

More than four million refugees have fled Syria since the war there began in 2011. The UNHCR says nearly 1.8



million have gone to Turkey, more than 600,000 to Jordan and one million to Lebanon – a country whose population is just four million.

Refugees continue to make the perilous sea crossing from Libya to Italy and from Turkey to the Greek islands and mainland.

There are a number of non-governmental organisation charities operating across Europe supporting refugees

with rescue, housing, clothing, food and legal advice.

One such charity is the Atlantic Pacific International Rescue Boat Project, an NGO founded to provide emergency lifeboats and search and rescue crew training following the Japanese tsunami in 2011.

The charity operates from the stunning setting of St Donat's Castle in Wales which boasts some 60 hectares, 20 of which are woodland. Their other claim to fame being the development by Ronald Hoare of the first RIB prototype in 1969 whose patent rights were bequeathed to the RNLI.

I was made aware of Atlantic Pacific project following a stint working in refugee camps in Calais, Dunkirk and Thessaloniki delivering medical services such as vaccination centres and field clinics. I joined 300 people in applying for a position at their summer training camp and

was fortunate enough to be offered one of the 30 places.

From a boat-handling perspective, the course follows the RYA powerboat level 2 syllabus with helming, boat trim, launching, docking & MOB covered in some detail. Basic navigation and line handling techniques are also covered.

In addition to boat handling a number of rescue procedures are taught from single light boat rescue, which includes towing vessels to rocky shore, rescue techniques using an anchor for stability and scenario training in retrieving casualties from the water.

Support required

Significant focus was given to emergency first aid training, mass casualty events and triage, a system of prioritising the most seriously injured.

A number of NGOs are operating in the Mediterranean between Libya and Italy and Turkey and Greece. Atlantic Pacific are supporting Refugee Rescue, a charity based in Lesvos, Greece, offering lifeboat rescue for refugees. Students who successfully complete the course will be given the opportunity to go to one of these areas as a volunteer lifeboat crew in two week blocks.

If you would like to support either of these charities go online to:

atlanticpacific.org.uk and refugeerescue.co.uk

'I'M LARGER THAN A DUCK!'

Norman Bowden on MOB safety in marinas



Marina berths are supposed to be safer environments than swinging moorings. But how safe are they? I managed to fall off the pontoon at Royal Clarence marina in Gosport while helping to move a boat.

Thankfully I was wearing my lifejacket, which inflated leaving me floating with two large yellow balloons in front of me. What to do next! We have all done courses and read articles on man over board procedure, but you may never have tried it out for real.

I weigh 213lbs, plus the wet clothing, another 22lbs. I was too heavy and cumbersome with the inflated lifejacket to be pulled out. The obvious answer was to climb out using a safety ladder. But there was no ladder on my side of the pontoon, meaning I would have to swim round the hammerhead to a ladder on the opposite side.

The weather was mild when this accident happened. If the

conditions had been worse I could have been in trouble.

Fortunately I managed to get out by climbing up the boarding ladder of a cruise boat a few berths down.

On the way back from the showers I met the marina manager and told him that there were no ladders, to which he replied that they were in the storeroom, and he suggested I could swim under the pontoon as ducks do. I pointed out that I was rather larger than a duck and with the inflated lifejacket there was a good chance of getting stuck and drowning. He said he would make a report. The next couple of times I've been to Royal Clarence the ladders were still not there.

All sailors using marinas should as part of their safety instruction check where pontoon ladders and buoys are.

Appendix: My lifejacket was 3 years old and I had forgotten how to deflate it. The supplier advised that I press the valve in the blow tube as bursting the bags can release gas and may injure your face.

My insurance company told me that a claim for non-inflation of a life jacket could be rejected if it had not been serviced regularly.



Another Bastille battering

by Trevor Barker and Jeremy John



What a remarkable Bastille cruise! Every crew member and every boat, turned up at the right time and the right place - the delightful town and port of Honfleur. Everyone, that is, except organiser Clive Hall who unfortunately could not join because of lack of crew.

Unusually Honfleur was our only destination and it actually worked well allowing a leisurely three days for crews to tour the town and beyond.

For the second year running the channel crossing - both ways - was rough, with some seasick crew confined to their bunks.

Heavy weather

Matambu, Gilken and Jabberwocky left Gosport at mid-day on Monday, July 10, but what started as a comfortable broad reach in 15kt winds deteriorated to 25kt winds and very heavy seas.

A rather soaked crew on Matambu made the Bay of Seine at dawn the next day and waited for two hours for the flood tide to take them up the estuary to Honfleur lock.

Warnings about flood tides and hazards to beware were largely non-existent, however, the pilot notes issued at the cruise briefing were very useful with tips on navigation buoys/aids.

Moody Blue, Shibumi and Coral Moon joined Matambu on the visitors' pontoon outside the Vieux Basson.

After some jockeying for pole position, boats tied up and crews enjoyed a few hours sleep. It had been a fun, but tiring crossing, with a real sense of achievement.

Turning back

Jabberwocky and Gilken turned back when conditions made it unpleasant to sail. Jabberwocky spent the day in Yarmouth and sailed to Honfleur when the weather settled while Gilken ventured to Poole.

Firecrest arrived Wednesday from St Vaast after spending a few days sailing the French coast.

On Wednesday evening Moody Blue threw a pontoon party complete with cocktail sticks of cheese and pineapple and platters of local meat and cheese served on tables provided by the yacht club.

Jabberwocky arrived the next day racing through the lock and swing bridge with minutes to spare.

Crews enjoyed a fabulous cruise dinner at the L'Homme Du Bois restaurant with a menu that included

Participating boats:

SHIBUMI,
JABBERWOCKY,
MOODY BLUE,
CORAL MOON,
FIRECREST,
MATAMBU
with 21 participants.

l'escargots, oysters, bouillabaisse soup with skate wings, steak and crayfish - followed by isle flotaine, ice cream, banana splits and coffees.

Clive was toasted for organising such a good event

and all lamented that he was unable to take part.

On Friday, Bastille Day celebrations began with a parade and the town was buzzing in anticipation of the pole walk competition and fireworks. The pole, which resembles a bow sprit, is positioned about 30ft over the water and coated in slippery tallow, which men try to run along to retrieve a French flag from the end.

A crowd of about 10,000 watched as many challengers tumbled into the harbour until eventually one managed to secure the flag winning 500 euros and free drinks all night.

New day

After the brilliant fireworks our boats left the inner harbour to get an early start next day. The return crossing started like the trip across with good winds and moderate seas, but built to 30-plus kts with choppy seas, giving crews another soaking.

It was good to observe other boats on AIS, knowing they all got back without incident.

CHANNEL SAILING CLUB, SAILING AND SOCIAL EVENTS CALENDAR 2017

This calendar is designed as guide only. Events may be subject to alteration. For full details of events and latest information see channelsailingclub.org

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1	1 Talk	1	1 Long race	1	1	1 Round island	1	1	1 race	1	1
2	2	2	2	2	2	2	2 Cruise brief	2	2	2	2 Icicle cruise
3	3	3	3	3 Briefing	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4 One pot	4	4
5	5	5	5	5	5	5 Briefing	5 West country	5	5	5	5
6 Boat show wk	6	6	6	6 Two-handed	6	6	6 cruise	6	6	6	6
7	7	7	7	7 race	7 Briefing	7	7	7	7	7	7
8	8 Greek night	8 Briefing	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9	9	9
10	10	10	10	10 Quiz night	10 Regatta	10 Bastille cruise	10	10	10	10	10
11 Talk	11	11 Frostbite	11	11	11	11	11	11	11 Race briefing	11	11
12	12	12 rally	12	12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13	13 Rally brief	13	13	13 Mulled wine
14	14	14	14 Easter	14	14 BBQ	14	14	14	14 Pursuit race	14	14
15	15	15 Welcome night	15 cruise	15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16	16 Passage races	16	16	16
17	17	17	17	17 Briefing	17	17	17	17 and rally	17	17	17
18	18	18	18	18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19 Experience	19	19	19	19
20	20	20	20	20	20	20	20 weekend	20 Briefing	20	20	20
21	21	21	21	21	21 Briefing	21	21	21	21	21	21
22	22 Catch the tide	22	22	22 Midweek	22	22	22	22	22	22	22
23	23	23	23	23 cruise	23	23	23	23	23	23	23
24	24	24	24	24	24 Wooden	24	24	24	24	24	24
25 CSC AGM	25	25	25	25	25 Spoon	25	25	25	25 Briefing	25	25
26	26	26 BST times	26 Briefing	26	26	26 Briefing	26	26	26	26	26
27	27	27	27	27	27	27	27	27 Briefing	27	27	27
28	28	28	28	28	28 Briefing	28	28	28	28 Experience	28	28
29		29 Briefing	29 Experience	29	29	29 Yarmouth	29	29	29 weekend	29 Briefing	29
30		30	30 weekend	30	30	30 race	30	30 Navigators	30	30	30
31		31		31		31 Cowes week	31		31		31

Up the Baltics

Dick Beddoe recalls his trip north

Last year was dismal for Singapore Sling, mostly because she sat in the marina while we concentrated on getting our house extension built and fitted out. So at the end of the year we decided that a proper trip was in order, the question was: Where to go?

Tom Cunliffe gave an inspiring talk at the CSC last winter and at the end of the evening I asked him: "I have a yacht on the south coast, next year she has to go south, where do I go north or south?" Without missing a heartbeat he replied "Go north. It's beautiful and unspoilt, you won't regret it."

So the decision was made, and from there we planned the trip. It fell into three separate legs: Gosport to Vlissingen, Vlissingen to



Amsterdam and Amsterdam to Fehmarn, a small island on the north German coast 30 miles east of Kiel).

I need help

Next problem: Who would help? In the end I cajoled Ken Fifield, David Surman, and Lisa Philimore to come aboard for the first leg and slum it aboard Singapore Sling on the promise that the gin would run freely and they wouldn't die a horrible death in the English Channel.

Now I could give you a blow by blow of our sailing from Portsmouth to Brighton to Dover to Dunkirk, to Bresken, to Middleburg and to

Bruinisse but that would be stunningly boring, so I have jotted down a few notes with reminders from the crew (particular thanks to Lisa!) about the trip. Suffice to say, the

sailing was generally good (a steady 7 knots), the Channel benign and the Dutch customs boat friendly, so all was well.

However the trip was interspersed with a few incidents that remain in our collective memories. For instance, Dover Harbour. This is a controlled area, not surprising since there are some very large floating lumps of iron going in and out about every 10 to 15 minutes. Travelling in from the west was easy, we were instructed to enter the western entrance and proceed to the marina on the western end of the harbour. Going out the next morning was more



interesting as we had to exit from the eastern entrance between ferry movements. We left the marina and entered the outer harbour. After an instruction on the VHF to maintain a position near the lighthouse on the inside wall we watched as a large ferry entered the harbour, then turn directly towards us. Your head says they will stop, but when you see the whites of the captain's eyes on the bridge your heart says "I'm going to die! Crushed by a ferry in Dover harbour". Fortunately he stopped short and as he started to reverse, we were instructed to exit through the eastern entrance as quick as possible.

Ken keeps on fiddling

Crossing the Channel was easy, the only frustration being the traffic separation scheme that meant we had to go across at 90 degrees to the shipping traffic. It was almost

Regrettably David had let himself go on the trip, not shaving, growing his hair into a pony tail, so Lisa locked him into the forward head

deserted in the shipping lanes which meant a stress free crossing on a lovely beam reach. Ken really made his mark with sail trimming and generally fiddling with ropes and stuff which did make us go faster. I just settled down to a gin soaked crossing with Lisa and David slumped down in the cockpit generally slurring and bemoaning the fact that we had run out of cold beer. (This if course is an out and out lie but it does conjure up the vision of a Daily

Express 'Giles cartoon like' sailing expedition).

Dunkirk spirit

After stopping at Dunkirk, we travelled on northwards up the coast. Belgium is a no-no for British yachts these days after their clampdown on red diesel so we sailed past their 60 miles of coastline and stopped at Breskens on the south shore of the Zeeland estuary. As we entered Dutch waters a customs cutter saw our red ensign and came to investigate. At this point we decided to hide David. Regrettably he had let himself go on the trip, not shaving, growing his hair into a pony tail, and donning a cheese cutter T-shirt just looked, well how can I put this,

dis-reputable! Luckily



Lisa locked him in the forward head and the rest of us stood on deck and smiled sweetly at the customs man. Communication was easy, I found that

the traditional shouting very loudly in English clearly worked as he appeared to understand everything. He asked us about our trip, ports we had entered and where we were going. After that we were free to go, but not before we asked if we could take a picture of his boat. Clearly impressed, he preened >



his hair and posed for the photoshoot.

The estuary stop of Bresken is just opposite Vlissingen and we were now a couple of days ahead of schedule so we decided to press on into Holland. We then entered the Dutch canal system through a sea lock. If you are used to the swirling waters of, say the Port Solent lock or something similar, these were civilised and benign. A gentle tug on the lines, a fall of maybe 2 feet, no stress, and then the doors opened to the first of many many canals.

Forgotten training

This was the Staande Mast or Mast Up route through to Amsterdam (and beyond). In front of us the first lift bridge which was down so we waited. The canal traffic lights showed a single red light. My CEVNI training came to the rescue, well it should have done but I had forgotten it all. Anyway two red lights for "Bridge closed", one for "Bridge open but wait", red and green lights for "Get ready", and a single "Green" to get your arse into gear and



get through.

We found out there was an hour wait as the next five bridges opened in a sequence every couple of hours. When we got a green there were four other yachts all passing through. The speed limit may be 4.8 knots and there is little point going faster as the next bridge is timed to allow boats to arrive. But we still jockeyed for first place.

The first canal took us past Middelburg.

This stunning city is the jewel of Zeeland. The idea was to stop for lunch and then press on but as we had a delightful mooring in the city centre we stayed overnight and wandered round this ancient city, finishing off the day with a traditional Dutch dish of...pizza. This is a great city and well worth a visit.

More canals, more inland shallow waterways, and lots of large, fast modern barges. These are notable in that they clearly regard yachts as cannon fodder and you really do need to keep out of their way. After winding round the network of canals and inland waterways we finally arrived

at our revised destination for leg 1, Bruinisse. The marina is stunning and was where we tested our mooring skills by going into a box berth. These comprise of two poles sticking up out the water a boat lengths away from the pontoon onto which you attach lines. With 15 knots of cross wind going in backwards proved interesting.

Loosing the plot

The tension was palpable and I confess to shouting to one and all crew members questioning their parentage and generally losing the plot! Fortunately no offence was taken and the friendly banter continued as Lisa cracked a boathook across my knees and David stamped on my toes. Most importantly no damage was done and the (now) cool and collected team managed to berth Singapore Sling pointing outwards, ready for the next leg which Jane and I would undertake a week later.

Finally I must just thank the marvellous crew for their patience of Captain Dick 'Bligh' on a first class week's holiday.

VHF channel switch

The VHF channels used by HM coastguard to broadcast maritime safety information (MSI) and conduct radio medical advice are changing.

From mid-morning on September 6 the coastguard will no longer broadcast on VHF 23, 84 and 86. It will instead use channels 62, 63 and 64. The use of channel 10 for MSI and pollution control (back up) is unchanged.

It will also be possible to consult information in advance on which aerial will broadcast on which channel. Final testing of the new regime is currently being completed, but the information detailing which aerial will broadcast on which

From mid-morning on Sept 6 2017 the coastguard will no longer broadcast on VHF 23, 84 and 86.

channel will be published by the RYA on www.rya.org.uk/go/msi-channels as soon as it is released by the Maritime and Coastguard Agency.

Not sure?

If you are out on the water and unsure of what channel to listen to, MSI broadcasts

will continue to be announced on channel 16. This announcement enables the mariner to establish which channel to monitor to receive the broadcast.

Following feedback from members that they have had problems receiving the coastguard's MSI transmissions, the RYA met with the coastguard to discuss the issues.

As a result, the RYA will be gathering data on issues with MSI broadcasts and an online reporting form has been developed (www.rya.org.uk/go/msi-vhf-feedback).

RYA Day Skipper Theory Course

The Channel Sailing Club is teaching this comprehensive introduction to cruising over six Sundays this autumn at the bargain price of £280 for members.

The course takes place at our club house at Ashtead Cricket Club and is lead by RYA instructor and CSC member Ken Fifield.

It covers the basics of seamanship, coastal navigation and pilotage, weather, tides and collision regulations.

This is the RYA shore-based classroom course which is

Want enough nautical know-how to navigate around familiar waters by day? Do you want to read charts, plot a course to steer and know if its going to be sunny or windy on a forthcoming sailing trip? If so, this invaluable course is aimed at you.

required to take the practical day skipper qualification, invaluable if you want to charter a yacht or join a flotilla sailing holiday.

Dates are October 8, 15 and 22 and November 12, 19 and 26. The class will run from 10am to 5pm each Sunday.

The cost includes all training materials, including chart

plotter and dividers. Non-club members are welcome and are asked to pay a £30 annual joining fee which gives access to all club events for a year.

● *Places are strictly limited so please apply early to secure your place.*

Please contact training officer David Surman at dpsurman888@yahoo.co.uk

Feeling a Little Blu...

Malcolm Perry recalls his 156NM solo sail east

After many years of making annual sails from the Solent to Cornwall and back, I decided to base my boat Little Blu, a 19ft Newbridge Navigator, at Sutton Harbour marina in Plymouth.

That was in 2014 and we enjoyed several years of fabulous sailing in the West Country and beyond.

But having passed 'three score years and ten', I decided to bring her back to Chichester and in April this year I undertook the solo passage.

The trip was one 'needed rather than wished for' and I completed the 156.2NM over four passages.

Potential hazards

With only myself on board, I was forced to reflect on more than the usual range of 'what if' potential situations. Little Blu, for her small size, carries many modern items, but of course nothing can be totally relied on.

I still remember CSC member David Norris, one of my early mentors, saying: "Remember, the battery may go flat so what is your plan B?"

The first leg was 38NM from Plymouth to Dartmouth on



Doing a solo passage on a 19ft boat is very different to being part of a crew on a much larger boat

Sunday April 2, departing at 0930hrs and arriving at 1835.

Conditions were favourable but I resorted to motor-sailing to cut the overall time. I saw only three leisure craft until five miles off Dartmouth, but there was no shortage of poorly visible lobster pots. Off Bolt Tail, I spotted an empty water-logged red kayak. I attached a line and towed it while it performed eskimo rolls until I had to abandon it. After an enjoyable trip I had a relaxing evening in Darthaven marina.

Motoring along

Bad weather kept me in Dartmouth on Monday and Tuesday as I watched lots of lo-



cal boat crews preparing their craft for the new season.

At 0015 on Wednesday April 5 I set off on the second leg to Studland Bay arriving at 1915 and logging 71NM.

The north easterly wind dropped from a Force 4 to 2 by early afternoon so I had to motor sail again, mainly to satisfy my single-handed sailing insurance clause of 19 hours maximum.

I enjoyed good visibility during most hours of darkness, helped by back bearings on Berry Head light and the sea

bathed in moonlight. I was relieved to arrive 5NM south of Portland Bill as planned and continued keeping clear of Lulworth firing range before passing Anvil Point and then north to Studland Bay to anchor overnight.

On the third leg next day I used the north channel before rounding Hurst Point where a strong favourable tide helped me reach 8.7kts over the ground.

The east-going tide continued until shortly before I anchored in Osborne Bay, completing 29NM between 1300 and 1835.

For the fourth leg from Osborne Bay to Dell Quay in Chichester harbour I set off at 0300 and arrived at 0750, logging 17.3NM.

The moon lit most of the trip which of course was more pilotage than passage as I was in familiar waters, although the bright lights of the now commercial forts made finding their red and greens difficult as the moon set. Chichester Bar was a welcome sight and with the rising tide I made my way to Dell Quay to anchor.

I realised that doing a solo passage on a 19ft boat is very different to being part of a crew on a much larger boat, but I was pleased to complete it successfully.

PICTURES: MALCOLM PERRY

BOAT DRINKS

Marion Tempest has been reading a book!

Fiona Sims has written a book of boozy recipes, tips and facts, and as boating and boozing seem to go hand in hand, I had a quick leaf through the pages:

3 vineyards to visit near the south coast

Buy locally produced wine, just a short taxi ride away from a southern harbour

● For sparkling wine, the **Rathfinney Estate** is a ten minute drive from Seaford in the south downs of Sussex.

(rathfinneyestate.com)

● **Hambledon Vineyards** just near to Portsmouth is known for excellent chardonnay. (hambledonvineyard.com)

● **Nutbourne Vineyards** in Pulborough West Sussex makes award winning wine. (nutbournevineyards.com)

Isle of Wight beer

Since 2002 when the chancellor introduced beer duty relief for small brewers there has been a sudden rise in the number of craft brewers. There are several award-winning microbreweries on the Isle of Wight such as Goddards and Island Brewery. Goddard's seasonal Mocha

stout is a favourite.

Pink: gin and lady

Pink gin: The navy was a big purchaser of gin and officers visiting the Venezuelan river port of Angostura added a few drops of the local bitters to their gin creating pink gin traditionally served unchilled as there was little or no ice available at sea.

Pink Lady: Made with egg white and shaken until foamy. Shake 2 shots of gin, 1 egg white and a little grenadine over ice, strain into a glass.

Competition

To win a copy of The Boat Drinks Book answer this question: What 3 ingredients make up a Negroni? send your answer to wavelengtheditor@channelsailingclub.org by September 5. The winner will be picked at random from correct entries and will win the book.



Balearic bound

Gerry Roper reports on the Easter bunnies' cruise

As some of you may know, for the past 38 years a group of 10 to 12 guys have chartered yachts for 10 days over the Easter period, hence the name "the Easter bunnies" and the majority of the "bunnies" have been CSC members.

In 2017 after a large number of meticulous monthly planning meetings in the Barley Mow pub in Epsom, we decided to charter out of Palma and circumnavigate Mallorca and Minorca.

Book early!

To get the best deals, flights and boats were booked in September 2016 - we booked two Bavaria 46s "Brimisilin and Praslin" and had commitments from 10 crew which included club members Gerry Roper, Mike Ralph, Trevor Barker, Martin Thomas, Tom Ainsworth & Simon Tuke. Unfortunately we did not make it across to Minorca due

to the weather conditions – but we did manage a circuit of Mallorca calling at Porto Petro/Porto Cristo/Cala Ratjada/Port d'Alcudia/Cala Col Baix/Porto Pollenca/Port d'Andratx & Palma. We missed Port de Soller due to a bad weather forecast but managed to visit it by train from Palma on our last day



It really is a lovely island with lots of ports and anchorages to stop at, the north side is very mountainous with fewer ports and very attractive, but is more open to the prevailing N/NE winds.

Typical of the Mediterranean, the wind was either very strong or not at all during our time there – we ended up doing a lot of motoring but managed several good sails recording over 10 knots on occasions

There is a rotor system to our chartering – two crew members, one from each boat, become skipper of the day and plan our passage etc, and another two act as shore manager of the day, whose job it is to search out a decent bar and restaurant for the evening meal. All the crew take it in turn – this ensures everyone gets involved and that both boats agree on the same plan.

In addition each boat takes it in turn to cook twice during the week so we only eat



out every other day – great evenings on board with some great cooking, one or two glasses of wine and even a 'pub quiz'.

Counting the cost

Cost has always been a major factor as it's a boys-only trip – we came in at £440 each this year for flights transfers and boats (including all the extras) and spent another £285 each on general kitty while away, ie moorings/food/beer/fuel etc. According to our kittymaster Stuart the total was £725 per person for 10 days (8 days at sea) – I don't think our other halves can complain at that.

We flew with Jet2 from Stansted to Palma and



Norwegian Air back to Gatwick. What a difference in service. Jet2 were brilliant, the plane was great and everything went well. Norwegian Air had delay after delay and their customer

service afterwards was hopeless.

So not quite such a good ending to what was a brilliant trip, but plans are already underway for next Easter – and we won't be flying Norwegian Air.

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Port Chantereyne
50 100 Cherbourg-en-Cotentin
France
Tél : +33 (0)2 33 87 65 70
Email : portchantereyne@cherbourg.fr
VHF channel 9
www.portchantereyne.fr

