

wavelength

csc magazine

ALICK FRASER

Likes a quiet pint

PAUL WYATT

Has an exciting
Channel crossing

LEON BARBOUR

On sailing in Sardinia

We're still

High and dry



www.channelsailingclub.org



Free
Channel Sailing Club
car sticker



Wavelength
Marion
Tempest

Welcome to the latest edition of Wavelength.

As the lockdown is dragging on and on, this issue concentrates on some lighter moments from last year's occasional outings and memories of sailing past. We also have included a **free gift of a car sticker** for our members suggested and

organised by Bosun Rich Murfitt, as hopefully you might be able to pop out in the car even if you can't go sailing. Please keep on digging out those memories and sorting those photos, it's the only thing keeping some of us afloat in these strange times *Marion*

CHANNEL SAILING CLUB COMMITTEE MEMBERS 2020



Commodore
Dick
Beddoe



Vice-commodore
Simon
Worthington



Treasurer and
racing
Simon Davey



RYA
Training
Ken Fifield



Talks
organiser
Bill Rawle



Social events
co-ordinator
David Surman



IT and web
Teresa
Hemingway



Bosun
Rich
Murfitt



Bookkeeper
Jane
Beddoe



Cruising
secretary
Leon Barbour

We have a couple of vacancies, which at present are being covered by other committee members. If you would like to be part of the committee and are interested in any vacancy please contact Dick or any other committee member

Vacancies:
Membership secretary
Company secretary

wavelength The Channel Sailing Club magazine

EDITOR
Marion Tempest
Deputy editor
Simon Worthington

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 on-
line. Check out the club's web-
site for news and information
www.channelsailingclub.org

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Cover photo: Leon Barbour

We say farewell to 2020



Well thank goodness 2020 is over. There is light at the end of the tunnel. The vaccination program is now well under way, so hopefully by the late spring and early summer we will all be "done". As one of the committee members pointed out, given the average age of our membership most of us will have had the "jab", at least the first one if not both. On a personal note, I cannot wait for that little prick as our trip to the Baltic in May is a bit touch and go, and as for my maintenance trip in March – well, I know "I'll be lucky". Ironically, Estonia has been very lightly affected by the pandemic, but they are vigilant on who may enter the country. The UK citizens at present are definitely not allowed in. So as far as Channel Sailing Club is concerned, be assured that the committee meets (Zoom of course) and does discuss our program for 2021. The web site is gradually filling with proposed events (see

table below) including a selection of long and short cruises and races over the summer season. I do urge you to log on and check out this year's program. As always, we are very keen to sign up new Organisers for the events. The task is not onerous, but we need individuals to be the coordinator for races and cruises. A point to bear in mind, being the Organiser of an event does not necessarily require your attendance. The cruising calendar is looking healthy but many of the races still require that person to "Organise" the event. So please contact either Simon Davey (Racing) or Leon Barbour (Cruising) and volunteer – you know it makes sense. Finally let me say to you on behalf of the committee and myself a heartfelt "Happy New Year" and thank you for your continued support of our precious club in these challenging times. I look forward to joining you at the bar (without plastic barriers and hand sanitiser) and enjoy your good company for a chinwag about that most magical of subjects – "Sailing".

All the best, *Dick*

Month	Racing and or Rally		
April	2nd to 5th April rally Chichester Marina CYC	17th to 18th April rally or Race 1: West Cowes ISC/RLYC	
May	1st to 3rd May Race 2: Sparkes Marina HISC	15th to 16th May Race 3: River Medina Folly Inn	29th to 31st May Rally Bembridge, Pilot Boat
June	12th to 13th June Races 4-7	12th to 27th June Summer cruise, West Country	26th to 27th June Races 8-9
July	10th to 18th July Bastille day cruise	10th to 11th July Race 10	
August	7th to 8th Aug Rally Bealieu BBQ/MB	21st to 22nd Aug Rally Port Hamble, RSnYC	27th/28th to 30th Aug Rally Cherbourg, L'Equipage
September	4th to 5th Sept Races 11-12 Rally Marchwood, MYC	11th to 12 Sept Wooden spoon Race 13 Rally Littleton, Arundale YC	25th to 26th Sept Rally East Cowes, Lifeboat
October	2nd to 3rd Oct Pursuit race 14	9th to 10th Oct Rally Southsea Bombay Bay	23rd to 24th Oct Rally Is Harbour, The Breeze

NB Please check CSC website as all dates are provisional and maybe subject to alteration or cancellation

In Covid times

Leon Barbour has chosen to sail in warmer waters off Sardinia

For me, as with most of us, sailing in 2020 was the Covid year for getting (or not) 'out on the water'. I was pleased to re-launch Patara (45' Sun Odyssey) in September, still sat in a Sardinian boatyard, having been towed and lifted out for July & August on instruction by 'email' (no flights available).

It pays to be out of the marina during peak months, if only to save up to €3-400 per day!

Patara hadn't been boarded since the previous September, after sailing up the East Sardinian coast from Cagliari (Sardinia's capital city) to the north-eastern port of Olbia - gateway to the Aga Khan's Costa Smeralda.

Partly for maintaining airport convenience but mostly for access to the rather exotic Maddalenas and the Bonifacio Straits between Corsica and the north Sardinian coast. We had been based in the southern part of the island (Marina di S't Elmo) over the previous two seasons and it was time to move on!

Stunning and pricey, the

Above Patara, and far left the Marina di Olbia in Sardinia

Aga Khan's Costa Smeralda lives up to its name - but sailing doesn't, of course, come cheaply (nor does golf, haha). And what an island!

Sardinia offers the best sailing I've so far experienced in the Mediterranean (Greece, Turkey, Spain, France, Malta, Gibraltar and Sicily) - which is why we've chosen to stay there a little longer.

Boat issues

Since sailing in Sardinia we have discovered a few unexpected boat issues to resolve that could be worth sharing with you - if only to be forewarned!

1 Overheating - when pushing above 2500 rpm the engine water temperature would start climbing above 85-90°C

and beyond causing us to keep the revs low. After much ado checking potential blockages affecting the water inlet sea-cock, raw water strainer, raw water pump impeller etc. we eventually removed the heat exchanger end caps to shine a torch through the inside (sea water side) of the exchange tubes and found ourselves disappointed to see them entirely clear - no build up of salts!

2 However, on sliding the tube stack out from its engine casing (aka radiator casing) we found a soft 'eggshell-like' deposit coating the outer aspect (fresh water side) of the exchanger tubes.

3 We mechanically washed away (jiggled!) The deposit with soapy water and reassembled the stack. For another twenty minutes or more we also pumped a mix of freshwater and descalant through all of the engine water channels, before flushing throughout again with clean fresh water. Bingo! - It turns out the previous owner had changed the coolant brand, presumably without flushing with fresh water, resulting in a chemical reaction between the new and the old. A noted hazard on the sailing forums. Be warned!

4 Anode disappearing from our Max Prop feathering propeller. It turns out the recommended (pricey) anode was secured to the propeller hub by three peripheral bolts with only a very short distance between the outer bolt hole and edge of the anode. After very little erosion the bulk of the anode would simply spin off. Fortunately an engineering company (Darglow) in Dorset offered an adapter plate with anode secured through a single central bolt - Hey Presto!

5 Head-linings drooping. Within eighteen months the head-linings in both stern quarter-berths drooped heavily, eventually to collapse. The sponge padding had disintegrated and trying to re-glue the lining whilst lying on one's back proved quite impossible. So a thin sheet of marine ply from the local DIY store was cut into panels to fit the quarter berth ceilings, new padded linings were glued onto the panels and stapled over the edges before screwing the new panels into place. Shazam!

6 Perished lazy bag with old patchwork repairs. A new stack pack was obtained from Sanders

sail-makers of Lymington, with a separate mast cover. On their recommendation it proved a good idea to have new bilateral flat battens rather than use the old circular poles. This prevented sagging and tabs were added to secure the pack under the boom whilst sailing with retractable lazy jacks - no more inefficient and inconvenient 'wizard's sleeve'!

7 Next, teak side decks. The staples are showing, the caulking is proud and the seams are oozing when wet from rain or seawater. PVC look-a-likes seem a reasonable alternative replacement, ecological and efficient, but with some mixed reports. Advice welcome!

This year

So what about my sailing year? Two weeks in Sardinia after launching the boat showed just how Covidly sparse were boats on the water - the area was much less congested, especially around those beautiful anchorages. In many ways quite an advantage, but far fewer onshore opportunities for eating, drinking and socialising. Covid spread had been virtually unheard of in Sardinia until September - when a rowdy party at the Yacht Club Costa Smeralda

A rowdy party at the Yacht Club Costa Smeralda in Porto Cervo during August was allegedly responsible (or irresponsible) for an outbreak of Covid brought in from the Italian mainland. Guests included Sergio Berlusconi

in Porto Cervo during August was allegedly responsible (or irresponsible) for an outbreak brought in from the Italian mainland. Guests included Sergio Berlusconi (hospitalised in a Milan before his eventual recovery). We put our nose into Porto Cervo on sailing by and found it understandably deserted. Our destination at La Maddalena, by contrast, was busy and completely open with plenty of opportunity for gathering together in groups. We had a good two weeks in glorious weather, although curtailed from our planned three weeks as the EasyJet return flight was cancelled in favour of an option to return sooner or later. We opted for the former, in case we might never get back!

So what of Shibumi, our 40' Contest based in Haslar, Gosport.

I managed an early season motor-sail to the Hamble for anti-fouling on the RAFYC scrubbing berth, a modest day trip to Cowes (so pleased to be on the water again) for lunch only to discover a leaky rudder top bearing at the end of the day. So our next

trip was for a haul out at East Cowes boatyard to have the bearing seal replaced, some gel coat repainting, some rusty keel spots grinding out and re-coated plus an ongoing electrical polarity issue resolved. Ahh yes, always jobs to be done! Final trip of the season was yet another motor job to Cowes, but for the very entertaining RLYC Annual Trafalgar Night Dinner. A posh black tie 'do' with 60 members & guests in round tables of six - no mingling but none-the-less very successful event!

What next?

What else did I get up to? Renovating an old property for a return to residential use; land based, local, creative and consuming - no time for lounging in lock-down blues!

Well, that's it from me - let's hope for better opportunities in 2021.

The proposed Rally Programme has already been published and hopefully a distinguished group of Rally organisers are available to make it happen. Come aboard and get involved!



Watch out for storm Veronica..

..because if it comes before Easter we will have had a lousy winter-spring sailing season with Veronica being the 18th storm of the season and all this after the Covid year!

Covid has meant various things this year but some people will have spent it suggesting names for storms for the 2020-21 season and the Met Office have just issued the list so if you want to see rest then visit: www.metoffice.gov.uk/about-us/press-office/news/weather-and-climate/2020/storm-names-2020-21

The names are actually issued in partnership with the meteorological offices of Netherlands and Ireland and reflect the diversity of the three nations. Incidentally don't bother to look for names beginning with Q, U, X, Y and Z because there are none, to comply with the international storm naming conventions.

The idea behind naming storms is to aid the communication of storm warnings to the

public and businesses and it is a relatively new practice for the Met Office having started in 2015. A storm will be named when it has the potential to cause an amber or red warning be it wind or rain.

Anyone can suggest a name of storm and the Met Office invites you to do so via social media or email tonameourstorms@metoffice.gov.uk

So how about it? What are your suggestions for 2021? Why not: Storms Thomas, Simon or Beddow? My choice would be "Storm Turbo" - after my friends' cat who was perfectly named; no squirrel, racing pigeon or cat was safe within his territory - but he HATED storms!

Nigel Barraclough

The RNLI came to the aid of 13,000 recreational boaters in the UK in the past three years.

Latest figures show that more than half of call-outs between 2017 and 2019 were for the same five reasons.

The Royal National Lifeboat Institution - to give the lifesaving charity its full name - is now urging sailors to avoid running into trouble on the water by carrying out checks which will prevent trouble at sea.

The most common problem responsible for 4,125 call-outs, was **mechanical failure**.

Frequent causes were for engine overheating, contaminated fuel, faulty or blocked filters and worn or improperly tensioned drive belts on engines.

The RNLI says mechanical issues can be reduced before they arise by carrying out an engine and machinery check before setting out, including water inlets, filters, belts, coolant and sea cocks. Fuel and oil levels, gear linkages and throttle should be regularly checked too.

Vessel equipment failure was the second most common problem, responsible for 1,973 call-outs.

Common causes of equipment failure included loss of power, steering or rudder defects and failure of a halyard, shroud or the mast.

The RNLI said: "Good maintenance is essential for preventing gear failure. Crew should also be instructed in the proper use of vulnerable gear.

"Sometimes things just break, but regular checks before and during passages can stop a potentially damaging situation before it escalates."

Boaters are advised to follow recommended service schedules and carry spares for critical parts and get-you-home repairs.

Going aground or being stranded in shallow water was the third most common problem, with 871 call-outs.

Common causes were missed tidal gates, misread charts and 'misfortune'.

Proper planning, with particular attention to tides, weather and navigation, will prevent most groundings, said the RNLI.

Less common causes of running aground include a wrongly calibrated depth gauge or not knowing if it's calibrated from the water line or keel, while poor boat handling and lack of lookouts are also factors.

Human error was responsible for 500 call-outs to the RNLI in the past three years, with common causes being navigation mistakes, poor trip planning and lack of experience for the conditions.

The RNLI recommends preparing a proper passage plan for the conditions and crew experience. RYA training courses will help develop skills.

Sinking was the fifth most common reason for an RNLI call-out, responsible for 200 emergencies from recreational boaters.

Common causes were leaks associated with the propshaft, stuffing box, seals, exhaust and skin

fittings.

Skin fittings should be checked regularly, while hoses should be inspected and double clamped. Keep soft wood plugs close to hull openings and check for water in the bilge regularly, either visually or with bilge pumps.

The RNLI and RYA has produced a new series of 'how to' videos with advice on staying safe on the water. It includes topics such as electronic navigation, rules of the road, the shipping forecast and best practice for personal watercraft. The videos are available online at www.rya.org.uk/go/safeboating

RNLI TO THE RESCUE

RNLI's top tips on preventing problems before they strike
by Simon Worthington

In this picture shot by David Surman an emergency call to the RNLI was made to help an injured crew member. Change of Course's Joe Scantori was unfortunately hit by the mainsheet during a gybe and broke his arm. He was taken to Worthing hospital for treatment.



Top 5 reasons for RNLI call-outs:

1 Mechanical failure	4,125
2 Equipment failure	1,973
3 Grounding or stranding	871
4 Human error	500
5 Sinking	200

In the shortened post-lockdown last summer and with reduced options for cruising, Eagle made numerous journeys out West. We ploughed a furrow which included just about everywhere on the South Coast West of Portsmouth, and most places several times. One passage was particularly memorable...

The high-pitched whine and rattle of the rigging in Haslar Marina seemed to substantiate the Met Office's forecast of wind force 6-7 occasionally 8. So it was with some apprehension and two reefs that we set off with the 09:00 tide from Portsmouth one bright Saturday morning. At least the wind is in the North, so the water will be flat, and if it's too bad we'll just go to Cowes, or maybe Yarmouth.

The 8 miles to Cowes took just an hour and we arrived in time to confuse the start of a RORC race, who gave us some company flying down the Western Solent before they peeled off to go round North Head and on to who knows where. We stuck to the scenic route via the Needles, rarely slipping below 10 knots, and rounded SW Shingles to set course for Weymouth. It looks like we'll be in good time for a decent

session in the pub.

The wind settled down to a steady 6, and Eagle felt easy and controlled. With the reduced rig and the wind slightly aft of the beam, there wasn't much heel and nothing felt strained. Gradually, the crew started to form more ambitious plans. What about a blast right across Lyme Bay and all the way to Brixham, or even Dartmouth?

With five competent sailors on board, we each took an hour on the helm in strict rotation. At the hourly change-over, each retiring

helm sported wide eyes and a monster grin. On my second shift at 14:00 we rounded the Bill and I was astonished that we still had the last of the fair tide with us. Silly me; I always thought it was two tides to the Bill.

At some point in Lyme Bay, accompanied by a loud sixties soundtrack and the daily dolphins, the course was changed again to take us to the Helford River. Overnight, the watches were two hours on and three hours off, with everyone getting some rest on the flat water. As I finished my watch off Start

No particular place to go

Alick Fraser sails out of Haslar and on, and on...



Point, it was a bright moonless night of such beauty that I was tempted to stay up to gawp, but succumbed to my pit again and slept like a log.

When I was woken for my final turn at the wheel, the

sky was lightening in the East but the sea was still dark with magic-carpet phosphorescence. With the wind dropping below 20 knots we shook out a reef, and just 21 hours and 168 miles after set-

I like a quiet pint on a Monday afternoon.

ting off we coasted in to the Helford River. There in front of us a friendly boat was casting off a desirable mooring close to the landing stages. I shook my head in disbelief.

After a full day of indulgence at the Helford River SC, the next morning we rounded the Lizard and with a well-behaved Southerly force 4-5 we cruised over the Atlantic swells to anchor off St Agnes under the famous Turks Head pub. I like a quiet pint on a Monday afternoon.

Five get off to a flying start

Patrick Regnault joins the Wooden Spoon race on Tim'rous Beastie with a crew of five, or is it six?

One minute to Go. How the suspense mounted on deck on Tim'rous Beastie!

There was a very good navigator onboard. Tony instructed the skipper right on time, right along the start line, ready to bear away - Now!

And we were off to a flying start. Only we were pipped to the line by Brian and Peter on Pegasus.

I never saw a thing. I was trying to make sure, as I could, to release the port gib

sheet job, bang on time, on command. My first race perhaps, but that was no reason to let the side down...

Skipper issued a command: "Release that sheet a bit, Richard". "ahem, Skip, I'm Patrick, not Richard"

There was a Tony, a Daniel, a Charlie and a Patrick on board. Skipper was Bill. But Richard?

All right, one of those mistakes... or so we thought.

We were coming up on a close haul to the 1st mark. Pegasus was coming from far, far away to starboard,

we really were going to beat them to the tack, get in the lead position and fly off on the downwind leg. And as far as it can ever be said of a race, it was in the bag.

But the gib sheet got caught in the mast. Suddenly, we were hove to, dead in the water. We could only sit there, helplessly watching Pegasus sail by. What a majestic sight they were!

How could we lose?

How we could have stamped our feet in frustration. How had that faff happened? We had done almost everything right. We couldn't possibly have mistimed the coordination of the gib winches, surely! The instructions from the helmsman had been impeccably clear.

The crew quickly realised we had an ongoing problem. There was no other explanation, the skipper was under the delusion there was an additional (and malevolent)

crew member, stowed away on board. The Invisible Man, "Richard".

Who knew? Perhaps skip had briefly seen a glimpse of him earlier, just before he became completely invisible. It must have been he who was messing up our otherwise impeccable manoeuvres.

We were a valiant crew. Time after time, Tony the navigator's skilful tactics would bring us on the back of the tide snapping at the heels of Pegasus. Several times, we gained on them and, at one point, were even ahead. But time and time again the gib fouled the fitting of the foot of the mast, on transferring from starboard to port and back.

Invisible "Richard" again.

The approach to the finish line was a straight downwind run in light airs. And, we were still only a cable or so behind Pegasus, concentrating hard on optimising speed and line when, to add insult

to injury, a smaller, sleek J80 racing boat crept up on us, just pulling ahead of Tim'rous Beastie yards before the finish line.

This time, there had been no manoeuvre for Invisible "Richard" to mess it up. But we were still pipped to the post!

We finished 7th on corrected time. Not bad for the boat with the highest TCC, two first-timers; thank goodness for the laser focus of a skipper almost on the cusp of greatness...

Now, on the sail back to Itchenor, was there ever an invisible "Richard" on-board...

Skipper was graciously still adamant the crew could not possibly have mistimed the foresail coming about manoeuvres and generally fouled in any way at all. There just had to be an elusive sixth malign crew member aboard, a "Richard". Otherwise, frankly, how else could we explained that our impeccable boatmanship did not win us the race?

And who am I to voice further doubt, skipper's word is final.



RACING INTO.. DANGER!

One day in 1995 when passing a pet shop in Kingston I noticed an advert in the window looking for new members interested in sailing. I had always been interested in taking up the sport after experiencing a day out to Southsea and taking the family on a trip on a Sunsail yacht around Portsmouth harbour a few years before. I went in to enquire and found out that it was the boyfriend of the young lady in there that was a sailing instructor and looking for new members.

The Phoenix Yacht Club

After a phone call I met him in a local pub in Kingston. David Bowden was an instructor for Sunsail but was also a member of a yacht club with two yachts moored at a marina in Gosport. I later found out that the Phoenix Yacht Club was formed when BP had to relinquish its yachts because of tax reasons or something along that line. Anyway during our conversation I learned that there was a place available on a boat the



Paul Wyart tells of his introduction to sailing and an eventful trip across the Channel some 26 years ago

following Easter weekend to the Channel Islands. Needless to say I jump at the chance and met up with the skipper and the rest of the crew at Gosport the following Good Friday evening. Dave was not taking part though I was already informed the skipper and second in command were very experienced sailors. However along with me there were two Australian girls who hadn't much more experience than me. The yacht was a Sigma 33 which I later learned was a racing yacht and 33 feet long.

All aboard

Once all five of us were on board we had a discussion with the skipper who informed us of the sailing plan and safety instructions. So we set off that evening to sail across the Channel in the dark. Two firsts for me! A watch system was agreed

so two could sleep while the rest 'manned' the boat. I found it very exhilarating racing along the water, watching the ships go by in their shipping lanes under bright stars in a very black sky and talking to my shipmates. We arrived at Alderney the following morning and had a walk around the small town. The weather was dry, bright and mild so we hired some bikes and cycled around the island exploring the wartime gun emplacements dotted around. Next day we sailed to St Peters Port on Guernsey and took the island bus tour and bought some duty-free booze.

Learning the ropes

I was learning every day with each person sharing the various responsibilities. First thing I learned is that there are no ropes on a yacht just lines that have different

names depending on what they are used for. I really enjoyed being on the helm or tiller/wheel depending on what steering method used on the boat. After a days rest we headed home on the Sunday afternoon. The water between the Channel Islands and France is called The Race. Because of the relatively narrow channel between the Channel Islands and France the water races through from one tide to the other so much so that if you wanted to sail against the tide you would be going backwards. So we set off for home but because of The Race we anchored in the shelter of the nearby island of Sark until the tide changed enough for us to join the Race. Although the boat was doing seven or eight knots through the water we were moving fourteen or fifteen knots over the ground. I took the helm at 8pm for a two hour stint and watched Alderney whiz past. I enjoyed the experience

I remember thinking "what are those lights up there?". Turns out they were from a tanker passing close by!

so much I volunteered to stay on for another two hours. By midnight I was tired enough to go below for a kip.

Disaster strikes

At about two am I was awoken by a big bang and our skipper shouting for all hands in deck. The mast had broken and it along with the main sail was dragging on the water. I think a Mayday was attempted but I understand it was unsuccessful because the transmitter was at the top of the mast which by now was under more than 20ft of water! We men got on deck whilst the girls stayed around the cockpit area to accept commands from the skipper.

Flares in hand

The boat was completely out of control in the middle of the shipping lanes and in the dark. Flares were at the ready in-case they were needed to warn other vessels. I remember thinking what

those lights up there are Turns out they were from a tanker passing close by! Eventually we managed to cut the mast away from its base and let it slide off the main sail. After dragging the sail out of the water and tying it up along with the loose ends of the cables we gained control and motored back to Gosport. After a while on the helm I went down below and was so tired I even slept through the noise of the engine. Next morning we did look a sorry sight motoring into Portsmouth harbour.

Still sailing

However, this experience didn't put me off sailing. I took part on some more sailing with the club on the repaired boat and on the other one which was a Starlight 39, a beautiful boat with wheel steering.

After a while I decided I needed to learn sailing properly and enrolled for an RYA sailing evening class in Epsom. It was whilst on the course that the instructor, John Alden, brought my attention to a local sailing club based in Epsom.

Simon Worthington promotes shared boat ownership

Sharing a boat can be an excellent way to get out on the water in your very own craft without shelling out considerable amounts of money.

Yacht sharing - or fractional ownership to give its correct name - has been taken up by thousands of sailors as a smart way both financially and psychologically to own a boat.

Not only does it allow you to part-own a boat, but it often means the vessel is used more often and maintenance is carried out more quickly.

But you have to be the willing butt of jokes such as: "Which bit do you own then?"

Syndicates

It's not just yachts that are increasingly falling under shared schemes - race horses and classic cars are often owned in this way.

Personally I have owned two boats under yacht share agreements, firstly a Moody 29 and currently a Beneteau First 32S5 and found the arrangements excellent.

Both have been in syndicates of three people, who I didn't know before I bought



a third share through the company Yacht Fractions.

Zhivili, the boat I share now, is moored at Port Solent and the syndicate has run smoothly despite several share changes.

Several Channel Sailing Club members have been on Zhivili and hopefully can vouch for how well she is run.

We run a boat calendar which starts in March and goes through to October. Sailing time is allocated by the syndicate manager on

a rolling weekly rota, with events like the Round the Island race being allotted on different years.

More recently we have started allocating a fortnight during the summer, allowing for longer trips either to the west country or France.

If you can't use your allocated week, there is always the opportunity to swap with another share holder.

In my opinion, the big advantage of this arrangement is that three heads are better than one.

The big advantage of this arrangement is that three heads are better than one.

One of us may be better at tackling maintenance jobs on the boat, for instance electrical work, woodwork or deck fittings.

Sharing and caring

Of course, we get professional help for anything we cannot do ourselves, but even then the cost is paid for out of syndicate funds or shared by the three partners.

The other practical advantage is the boat is generally left in a good state of repair by each user and that anything that needs fixing is attended to quickly.

I usually don't sail with

larly by email and Whatsapp and, of course, don our overalls for an annual spring clean and anti-foul weekend.

Each year one of us will take on tasks such as checking lifejackets, servicing the outboard motor or mending any leaks in the tender.

Even bigger jobs such as servicing the boat engine will usually be carried out by a pair of us on a wet winter weekend.

While I have owned yacht shares in the UK, the scheme is also popular abroad such as Greece and Spain, allowing share holders to fly out for a fortnight in the sun.

A company like Yacht Fractions will not only put you in touch with other people selling shares, but help draw up formal agreements advisable to keep everything running smoothly.

Other CSC members with yacht shares include Phil Martin and Leon Barbour and I'm sure both would be happy to pass on the advantages to anyone considering this way into boating.

Fractional ownership should not be confused with 'time share' boat clubs where a monthly fee gives you access to boats.

This type of arrangement is also popular and run successfully by companies such as Pure Latitude and Flexi-Sail among others.

5 TOP TIPS

for boat sharing:

- Look into history of the boat, including a previous survey
- Meet as many other share holders as possible
- Go for a day sail with another share holder
- Check out flexibility of the syndicate, ie date swaps
- Ask about maintenance, eg DIY v professional

my boat partners, going instead with friends and family, so it helps to have a minimum qualification such as day skipper or equivalent experience.

While accidents do happen, you won't be popular with your partners if the boat is repeatedly damaged through poor seamanship.

But we do meet up occasionally, communicate regu-

Redouble trouble...

Despite its shallow draught, Peter Denning's catamaran managed to make contact with the harbour bottom

Redouble had just been rerigged. On possibly the second or third sail we found that a clevis pin was catching a sheet and changing the clevis pin around would sort out the problem. Rather than anchor at Studland we decided to spend some money at Poole Yacht Haven on the town quay and visit a few pubs after sorting out the rig.

Everything seemed to be going so well

We were sailing through Poole harbour and taking short cuts to reach the marina mid afternoon. Everything was going well until the depth sounder started to indicate that the harbour bottom was coming up to contact the hull. The chart plotter did indicate that it may be a shallow area but mud in Poole is constantly moving we thought.

A rapid tack (by Redoubles standard), only seemed to put us further into shallow water. We then shortly stopped moving. I blamed the crew for not monitoring

the helms actions and the crew blamed the helm!

Low water was about two hours away and with Poole's extreme tidal range the water would possibly drop by another foot.

Once we realised that we were firmly aground, the sails were dropped, kettle put on and the marina notified that our arrival would be after the office closed.

The marina were more than happy with this as we had been there quite a few times before so they had all my details.

It was decided by then that we should be at anchor so the anchor ball was put up and the anchor let out, all 2 metres of chain so the anchor was not visible. I suspect that the locals and ferry boats knew otherwise.

Being nice and stable (aground) the rig was sorted

out which meant releasing tension in the cap stays and having a halyard in place for the stay to be totally undone, just in case we should move.

By late afternoon we were afloat and made our way to the marina to our allocated berth. Just after we had tied up the 'night watchman' came round and welcomed us, gave codes for the gate, showers, etc and said any problems let him know. He was a 'contractor' supplied by a security company for covering 'out of hours' and as this was early season meant 1800 hours onwards.

The night watchman was so friendly and helpful that the next morning we told the marina staff as we paid. We hope that he and the security company were given the feedback as his welcome made another visit to Poole Yacht Haven so pleasant.

It was decided by then that we should be at anchor so the anchor ball was put up and the anchor let out, all 2 metres of chain so the anchor was not visible I suspect that the locals and ferry boats knew otherwise.



A generic 'at anchor' picture from another trip I think that it is a bay near St Vaast and being aground was deliberate this time!

The Canvas of the Sky

A poem about single-handed sailing brought to us by Tony Sparling

In case anyone has almost forgotten about the joys of sailing in this peculiar year, I thought this poem below might be an emotional reminder. It was not written by me, I hasten to add, but by a friend of mine Charles Wylie based down in Gosport. Charles is a retired Royal Naval Commander, who sailed dinghies and yachts for many years. Poetry is a hobby together with many other interests. As a RN seaman he had visited all the Continents in ships by the age of 21 at over 50 ports and had survived his destroyer being bombed in the Korean War when only aged 17.

The Canvas of the Sky

As my urchin yacht clears
harbour, and the bow lifts to
the waves
The landward woes die all
away and my mind finds all it
craves:
Oh the open sea breathes '
Freedom' and the wheeling
seagulls cry
While the masthead paints
rich patterns on the canvas of
the sky.

Although it's fun with family,
and a lot of laughs with
friends,
I'm single-handed for this trip,
to dare what nature sends.
The stem swings through the
wind with glee, the compass
needle steadies;
We settle on the starboard
tack and work the Spring Tide
eddies.

Eleven thirty, on the dot, the
sea-breeze starts to fill,
Presaged by gathering cumulus
on the far off inland hill.

The first time I conversed with Charles was in the Royal Solent Yacht Club in Yarmouth a few years ago when we were on a Hornet Yacht Club rally. We were in the RSYC clubhouse watching the Round the Island yacht race fleet tacking down to the Needles. One of our party asked what time was the evening social event starting. I replied 1930 HOURS and Charles immediately rounded on me telling me that only "the brown jobs" said "hours", sailors just say 1930!! The "brown jobs" are of course the Army. I kept my mouth shut for a while in such informed company!

A backing wind, as ever, sends
out a warning note
to beware of gathering fury
that the whipping sprays
denote.

Way, way astern, on distant
shores, the bow waves tease
the beaches
Or penetrate a river's mouth to
die on far-off reaches.
I eye the foresail's straining
luff: it gives a warning quiver;
The wind is up to eighteen
knots; I feel a spring-time
shiver.

The ribbons on the windward
shrouds are stretching out bar
taut
And the wavelets that were
ripping now are of a stronger
sort;
So it's time to take two reefs in,
and to roll the Genny small,
Lest a gust should heel her over
to a point beyond recall.

The lee gun'll may be under, but
she's riding like a queen,
And she's romping at her

fastest with her bottom
squeaky clean.
Now the wire rigging's
humming, like a harp that's in
its prime,
With a song to twang the
heart-strings, while the tell-
tales beat the time.

The kicker's like an iron bar
and the Cunningham's hauled
taut;
She's a ballerina's balance both
on starboard and on port.
She answers to a finger's touch
on the tiller's varnished wood,
And I sense her glad fore-
reaching as a feeling helmsman
should.

The keel is slicing through the
sea, and scatters it asunder.
The deck inclines to leeward
more; the toe-rail's going
under.
I ease the sheets an inch or two
and feel her mood responding.
Gone, gone are the shoreside
woes, and gone are all
despondings.

Charles Wylie

Comic Tales

Don't judge a book by its author
says John Horne

Big Wheel, Small Wheel
Broadloom Carpetting
Caribbean Island
Change the Boundaries
Cheap Literature
Christmas Music
Cowardly Custard
Dettol
Eat it Now
Electrical Power
Embossed Wallpapers
Fade Away to Nothing
Flying Dinosaur
Genuflect
High Explosive
Knickers round my Ankles
Know your Arboreal Colours
My Fat Bottom
Nearly Late
Is this Covid-19?
Press on Regardless
Quick Snack
Seppuku
Terrible Lizard
The Old, Old Men
The Tempered Wind
Through Great Difficulties
To Be on the Safe Side
What will happen?

by Farthing, Penny
by Wall, Walter
by Eke, Martin
by Mander, Jerry
by Dreadful, Penny
by Singer, Carole
by Livvud, Lily
by Septic, Anne T.
by Date, Justin
by Mowe, Dinah
by Glypta, Anna
by Out, Peter
by Dactyl, Terry
by Downe, Neil
by Might, Dinah
by Lastic, Lucy
by Green, Theresa
by Jarce, Hugh
by Thyme, Justin
by Orfukov, Ivan
by Vere, Percy
by Butter, Rowland
by Kirry, Harry
by Sore, Dinah
by Atrix, Jerry
by Lamb, Sean
by Highwater, Ellen
by Case, Justin
by Orwont, Willy

Did you know?

The origin of some sailing terms

Above Board Pirates often hid some of their crew below the deck. Ships that displayed their crew openly on the deck were "above board."

As the Crow Flies Before modern navigational systems existed, British vessels carried a cage of crows. These birds fly straight to the nearest land when released.

Fits the Bill A Bill of Lading was used to acknowledge receipt of goods. Upon delivery, the goods were checked against the Bill of Lading to see if all was in order.

Footloose and Fancy-Free The term comes from the foot of a sail, which must be attached to the boom. If it is not properly attached it may become "footloose" causing the vessel not to sail properly, and meander carelessly.

Pipe Down This originally meant an officer's whistle sound, to signal the end of a deck shift, and give permission to go below. now used to mean be quiet or keep quiet.

Mind your P's and Q's Sailors would get credit at the taverns in port until they were paid. The barman recorded their drinks with a P for pint or Q for quart. On payday, a sailor was forced to mind his P's and Q's.

Skyscraper This originates from the term for a small, triangular-shaped sail that was set above the others on the old square-rigged vessels. They were so high they seemed to scrape the sky.

A Square Meal Originated from the square platters meals were served upon on ships.
Marion Tempest

Sailing stuff



DIGITAL YACHT WL50 LONG RANGE WiFi ADAPTOR
Ideal for boosting your WiFi signal when at anchor or in a marina.
Comes with all fixings, installation guide etc.
FREE to anyone willing to make a donation to the RNLI
Contact Penny Mills on 07802 610796 or email penny.mills@gmail.com



Sailing book and map

I have been given these Charts and Yachtsman's Pilot by my neighbour. He thought someone at the club might make use of them. Available free to CSC club members contact John Faulkner on email squirrelswood@hotmail.com

Tony Sparling wishes to thank Jeremy John for the £30 donation to club funds that he made for some of the last issues items for sale

Of Turks and monkeys, of heads and fists

And how I 'invented a new knot' by Nigel Barraclough.

Ask the average land-lubber what is the connection between this lot and the chances are they will not have a clue but to us sailing folk we know them as knots, sadly knots that are rarely tied these days.

I won't go into detail about how to tie them – that is for another time but here are some idle thoughts about them.

Monkey's fist

This is tied around a ball (often a hard one and I used a golf ball). Usually the cord is wrapped around 3 or 4 times over the 3 axis which means for a golf ball you need at least a yard of cord (or 12 times the diameter). The sheer length of cord is enough to cause trouble – the loops slip off the ball or the ball falls out (it only stays in place when the cord is tight) in short it is a pain and difficult to tie!

They were used at the end of heaving lines to throw lines ashore or as a weighted end when lowering a line down, perhaps from someone at the top of the mast, that said I

usually found an old mug or a spanner more convenient – especially if I wanted the former refilled.

They could also be used to get a line to a MoB but if you are using the golf ball then don't clout them on the head with it – it will not look good in the insurance report and if you miss then a weighted ball is liable to make the rope sink just as they are about to grab it!

I found that using a piece of sponge stuffed into where the ball would go much better, dip the end into the water, get it nice and heavy and



then throw it! It doesn't hurt (much) it floats and the knot is easier to tie too.

Turk's head

Some think these are only decorative knots to be tied around a wheel or a tiller but half the fun (and skill) of knot tying is what do with the knot that matters. So here are my Turks

head tips:

■ The knot is much easier to tie than the Monkey – once you get the routine but used a round object as a former (not your other hand) a rolling pin, torch or felt pen will do.

■ You will need to go around 6 times to get a knot that works but then why not feed another colour alongside it and have "two-tone".

■ For my wedding luncheon I tied all the napkin rings myself – Turk's Head of course! A mixture of colours and a keepsake unique to us, my wife was delighted! Each one took a yard of 3mm, the first few 10 minutes, last (number 97) about 5 – I was getting good by then. Need a novel birthday present for the "person who has everything" – well there you are!

My new knot

So now I come my "my knot". Pull the Turk's Head tighter and tighter and it will collapse into a ball – a bit like our friend the Monkey's Fist. There are any number of uses for it, can't reach the toggle on the mainsail bag? Put one of these in the end instead!

So, what do I call it, "My knot"? A Nigel's Head, a Collapsed Nigel – you will have your own suggestions. Personally, I favour a "Collapsed Turk".



Tie yourself in knots

Go online to www.netknots.com/rope_knots/monkeys-fist for an animated illustration, or try YouTube, where there are various video tutorials for either of the knots.

COL-REGS

An excerpt on how to avoid a collision at sea

The last place you want to start racking your brains about the COL-REGS is as a large tanker bears down on you.

Here is a handy refresher on *overtaking*:

There is a clear pecking order for vessels in open water, you must keep out of the way of anyone that is higher in the order:

Rule 13:

- a vessel which you are overtaking
- a vessel not under command
- a vessel restricted in its ability to manoeuvre
- a vessel constrained by its draught
- a vessel engaged in fishing
- a sailing vessel
- a power-driven vessel
- a seaplane

(a) any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that vessel but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall

assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

Yacht skippers

So far as the skippers of yachts are concerned, it means that a fast-moving sailing vessel may well be required to give way to a slow-moving motor boat – particularly in and around harbours, where powered craft maybe subject to speed limits.

The idea that the vessel which is overtaking has to keep clear is simple and familiar: you are regarded as overtaking if you are approaching another vessel from anywhere within an arc of 67.5° either side of dead astern.

Of course, as the overtaker pulls ahead, the relative bearing between the two vessels is bound to change, but paragraph (d) makes it clear that this doesn't alter their relative status: the overtaking vessel is still obliged to keep

clear of the other until she is finally past and clear.

This obligation does not give the vessel that is being overtaken the right to alter course into the path of the overtaker. the stand-on vessel, must maintain her course and speed.

This makes it important to get into the habit of looking astern before altering course.

A changing situation

In spite of the Rule 13(d), the fact that you are in someone's overtaking arc does not mean that you are bound to give way to them to the end of time.

The key factor is when the change from overtaking to crossing takes place, and how far apart the two vessels are. It is not enough to just miss the other vessel. Rule 8 specifies that any action taken to avoid collision should result in the vessels passing at a safe distance, especially in regards to wake. Particularly when a large vessel is overtaking a much smaller one, because it is under these circumstances that interaction – caused by pressure waves around their hulls – is likely to result in discomfort or worse.