

WINTER 2017/18

wave length

csc magazine

Storming
Icicle

2018
calendar

Horse race
success

Tested on
the Fastnet



Red Alert

near miss with
Cowes ferry


www.channelsailingclub.org



Wavelength
Simon
Worthington

Welcome to the latest edition of Wavelength. Many sailors have had close encounters of the Red kind with ferries in the Cowes environs, but CSC members Ian and Trish Emery came closer than most. Read about their hair-raising experience in this issue. Linda Varney describes an idyllic journey to Venice on a 50ft cruiser, but Lisa Phillimore had a tougher time on the Fastnet. Events covered include the Pursuit and Passage races, the latter to Shoreham, a first time club venue, but one with a very warm welcome.

Simon

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Beddoe

wavelength

The Channel Sailing Club magazine

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PLEASE SEND ANY LETTERS AND PICTURES TO
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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

PHOTOGRAPHS TAKEN AT CLUB EVENTS 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 possible.

THANKS to the RYA for permission to use material from their handbooks

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All's well, that ends well

There are some things I always look forward to in a sailing season: the challenge and relaxation of an overnight passage; the glorious sight of the spinnaker against a blue sky; some friendly but competitive racing around the cans in the Solent; boisterous good company in a pub after a day on the water; and a dish of fine fresh seafood, probably in a small French port with a glass or two of wine. For me, this season has once again ticked all these boxes and several others as well, and I hope your own year has been equally rewarding.

New Sussex venue

Our racing programme resumed in September with an ambitious weekend of passage races to Shoreham and back. This was a new venue for many of us including myself, but we needn't have worried. The reception we got from the Sussex YC was simply overwhelming, from the members on the pontoon to take our lines to the lively club house, everyone made us feel very welcome.

The Navigators race and the traditional end of season Pursuit race were both popular. White Knight achieved the feat of setting off last and finishing first in the Pursuit, while the championship overall went to Caressa, who are to be congratulated on sailing a consistently good series.

In the classroom, all of our Day Skipper candidates completed the course and passed the

test, some with very high marks, reflecting great credit on our instructor Ken Fifield.

On the social side, it has also been a busy end to the year, with talks including the return of Tom Cunliffe, a very successful first "Race Night", and an even windier than usual Icicle Rally.



It has been a busy end to the year, with a very successful first "Race Night", and an even windier than usual Icicle Rally.

An extended holiday meant that I missed these last social events, but my own highlight was a trip to Patagonia, which included a passage through the Beagle Channel and a landing at Cape Horn. In the middle of such awe-inspiring scenery, I was impressed by the courage and navigational feats of Captain Fitzroy in the 1830s, while trying to imagine the feelings of the many single-handed and other sailors who have passed this way.

Committee changes

This year there will be several changes to the committee; Phil Martin and Debbie Wiffen are both standing down after many years of service as Treasurer and Social Secretary respectively and our sincere thanks are due to them both. Please refer to the AGM papers for details of the replacement candidates who were elected at the meeting.

Our sailing and social schedule for 2018 has already been published and I hope that you will find lots of events to participate in. Better still, organise an event for the club; there's lots of help and advice available. I look forward to your company both on and off the water.

Alick

A Channel Sailing Club couple have been cleared of blame after a dramatic near miss involving their yacht and a Red Funnel ferry outside Cowes.

Ian and Trish Emery were sailing their Moody 36 Dragonfly from Lymington to Portsmouth on October 15, 2017, when the incident happened.

An investigation by Red Funnel blamed the near miss on an “error of judgement” by the bridge crew on the ferry.

The 99m-long Red Osprey had left East Cowes at about 1430 and was heading towards Southampton when the incident occurred in the outer approaches to the river Medina.

Constant bearing

Dragonfly was one of three sailing vessels Red Osprey passed close by, the other two passing safely in front or behind her.

The report said: “However the third vessel, later identified as Dragonfly, on the port side of Red Osprey appeared to be on constant bearing on a crossing course with a risk of collision.

“As a give way vessel in this situation, Red Osprey was required to take avoiding action, however, she did not take an effective avoiding



Red Osprey was the give-way vessel and as required by the Colregs should have taken early and substantial action to resolve the risk of collision*

FERRY CLOSE!

CSC sailors cleared in near miss
Simon Worthington reports

action in ample time and delayed the alteration of course.

“The potential collision with the give-way sailing vessel Dragonfly was avoided by a large alteration of course to starboard by the sailing vessel.”

Skipper Ian was forced to make a dramatic last minute turn as the Red Osprey car ferry came within metres of his bow.

At the time of the incident, Red Osprey was on a heading of 350 degrees at a speed of 11.9 knots.

Red Osprey had 362 persons on board, while on Dragonfly Ian Emery was in the cockpit and Trish was

down below.

Dragonfly did not have AIS fitted so did not appear as a target on the ferry’s electronic charts system, but the yacht did show up on the ship’s radar.

Too little and too late

Analysis of Red Osprey’s track showed she did make an alteration to starboard to avoid Dragonfly, but it was too little and too late.

The closeness of the two vessels prompted the skipper of Dragonfly to make a broad alteration to starboard to avoid making contact with Red Osprey.

The report noted that the central Solent is an extremely

busy area with commercial traffic and leisure craft passing close by each other.

It said: “The size and density of commercial and leisure traffic in this area together with strong tides makes navigation very challenging and demanding.”

Risk of collision

In conclusion, the report said: “The direct cause of the close quarter situation between Red Osprey and Dragonfly was the ineffective assessment of risk of collision and delayed avoidance manoeuvre by the bridge team on Red Osprey.

“In this situation Red Osprey was a give-way vessel and as required by the Colregs she should have taken early and substantial action to resolve the risk of collision and developing CQS with the stand-on sailing vessel Dragonfly.”

The report said Red Osprey should have either altered course earlier or slowed

down to let Dragonfly cross her bow at a safe distance.

Ian repeatedly radios Osprey on VHF ch16

While Dragonfly tried to contact Red Osprey on VHF ch16, the report noted that the ferry was maintaining a radio watch on ch12, the working channel of Southampton VTS.

Port authorities advise yachtsmen to listen to VHF ch12 in Southampton water and its approaches.

Red Funnel’s report concluded: “This incident highlights the potential dangers associated with the repetitive task of bridge navigational watchkeeping duties and repetitive collision avoidance manoeuvres, with respect to the potential degradation in perception of navigational risk of bridge watchkeeping officers. This further endorses the need for extra vigilance and full compliance with Colregs and SOPs.

“Red Funnel ferries

routinely encounter and safely navigate through a large number of commercial and non-commercial vessels during the routine passage between Southampton and East Cowes. They particularly encounter high concentration of pleasure crafts in the vicinity of the incident. Passing vessels at relatively close range in congested and busy waters of Solent is not unusual phenomena for navigational watchkeepers of Red Funnel ferries. However, the combination of the regularity of passage and the confidence of bridge watchkeeping officers in their role and their familiarity with the repetitive operations can create the potential for a reduction in safety/situational awareness.”

Action taken

Red Funnel said action aimed at improving the performance of bridge teams and safety of navigation had been taken after the incident.

John Eversfield was hoisted up the mast at 4am in a bosun's chair in strong winds



Tested on every level

Lisa Phillimore recounts her first Fastnet

I never actually asked to go on the Fastnet last year... it just evolved and I suddenly found myself committed to three qualifying races and the Fastnet itself! I hadn't a clue what I was letting myself in for and I can honestly say it tested me on every single level: physically, mentally and emotionally.

Challenging

The initial qualifying race on Keith Gibb's boat Change of Course was challenging to say the least. My first experience of night sailing in a Force 7 - although Keith would probably disagree and call it 'a

bit of a breeze'. Three of the six crew were very sea sick.

Two Channel races and one St Malo Dinard race later, we were ready for the Big One.

Highlights included the start with so many boats so close together, tacking and gybing across each other.

We saw hundreds of dolphins. Always with us day and night, swimming alongside and weaving in and out in front of the bow.

A huge sea lion popped his head up in the Celtic Sea, just me and him in the early morning as I helmed.

Double rainbows, so bright and clear it was as if they had

been painted. And seeing weather fronts coming in and changing across the sea.

Five gruelling days

Lowpoints were alternate three hour shifts for five days, getting up at 3am on a boat at such an angle it was almost impossible to get across the wet cabin floor to the bottom of the companionway, to see waves, rain and soaking wet, cold fellow crew, knowing you must go up for three hours, as someone else needs their rest and your bunk.

Sleeping in my clothes, life jacket and boots because it was too difficult to get them

off and I didn't want to waste sleeping time.

Returning off the Scilly Isles, the spinnaker shredded, partly taken inside the mast. 4am in the breaking light, John Eversfield was hoisted up the mast in a bosun's chair in strong winds.

However, the experiences I learnt were great. I'm beginning to understand the art of sail trimming.

And I think I can anticipate a gust approaching and can feel how the boat reacts in different weathers on the helm.

In summary I had an amazing time. Would I do it again? Not sure...

But I am very grateful to Keith for the opportunity he gave me and for his fairness on a daily basis. And to my fellow crew for their support and good humour!

Social so good

Bonnie Brown reports on up coming events in 2018

The CSC's social events calendar is looking great this year. Here's a selection of events planned so far to put in your diary. NB Please check as some events start before 8.30pm

Invite friends and family for:
Mexican Night, March 28, 7.45pm for 8pm start

Tortilla chips and dips are followed by beef and vegetarian chilli (not too spicy) served with rice, sour cream, grated cheese, crisp salad, bread and a fruity dessert.

■ There will be a tombola to raise funds, so please search your cupboards for unwanted gifts, bottles etc and hand to Simon before the event or on the evening. **Organisers: Simon Worthington and Marion Tempest**

CSC Quiz Night, April 18

Pointless-UniMaster-EggHead Chase: This is no ordinary quiz night... It's a general quiz to match all those you have watched on TV. Wake up those little grey cells and scratch your heads at a range of questions, a few of which may relate to sailing...

■ Teams of four will battle it out for the CSC Quiz winner 2018. Book early to avoid disappointment.

Organisers: Dick and Jane Beddoe

CSC's Got Talent, May 23

Come out and show us what you've got! Singers, speakers, dancers, magicians, comedians and any other performers are invited to battle it out in front of a panel of expert judges to be crowned as the most talented members of CSC. Why not give it a whirl!

Organisers: Bonnie Brown and Jeremy John

Summer BBQ, June 20

A lovely summer's evening, with a delicious BBQ. Good food, good friends and good fun! **Organisers: David Surman and Lisa Phillimore**

Austrian Night, Nov 21

Got those lederhosen on for a night in the Alps.

Organisers: Bernadette and Christoph Friedrich

Mulled wine and mince pie evening, Dec 12, 8.30pm

Kick start the festive season with a complimentary mince pie and a glass of mulled wine. All club members welcome.

Organiser: Linda Varney

Orkneys awe

Nigel Barraclough ventures north

Something I never grow tired of is the sense of anticipation that comes with seeing land appear over the horizon – somehow it always brings a thrill. This time was special because it wasn't just land; it was a stretch of water within islands – Scapa Flow in the Orkneys.

Scapa Flow was home to the Royal Navy for most of the last century, a place I had read about nearly 50 years ago. In World War II German U-boat commander Gunther Prien sneaked in through a small gap to sink HMS Royal Oak and return home to a hero's welcome. We visited the now-closed gap and I would not have done it in a dinghy in daytime, never mind a submarine at night.

Nearby is a chapel built by Italian POWs – a remarkable place in the form of a nissen hut painted so cleverly that what looks like stone carvings is actually smooth concrete.

The Orkneys are a collection of islands. The largest which

must be about 50% of the total area is the mainland containing the two principal towns, Stromness and Kirkwall.

By land they are just eight miles apart, but by sea it means a 40-mile trip through Atlantic swells.

Stromness has a remarkable history. It was the departure point for ships sailing for Arctic waters, including explorer John Franklin and you can visit (but not drink from) a well where he filled fresh water casks.

Few trees

There are some oddities about the Orkneys - it is incredibly difficult to buy fresh fish. It all goes to the mainland and comes back on a lorry. And there are only 12 trees – I counted them - all in the grounds of Kirkwall cathedral.

Winds are variable and

sometimes unpredictable and tidal streams flow through the islands roughly NW on the flood and SE on the ebb. They cause strong eddies and whirlpools are not unusual. At one point we hit 14kts.

It's not a place for inexperienced sailors and buoyage is relatively absent, but there are more lighthouses than anywhere else.

Few visitors

Getting there by yacht is difficult and takes a decent day. The best stepping off point is Wick and crossing the Pentland Firth between Scotland and the Orkneys is a passage to be treated with respect. We saw less than 10 boats do the same as us and Kirkwall marina reckoned they got no more than 300 visitors a year but very few UK boats.

At times they are wild and exposed, but one of the friendliest and enjoyable places I have ever been. A place that has been on my 'go to list' for many years.

Sadly going back there may be difficult which means I have probably set my furthest north in the UK waters: 59°09.5'N – only 18 miles south of Stockholm.

MYSTY EYED

Nine boats and 39 sailors took part in the CSC's exciting annual Pursuit

Race on Saturday, October 14.

With an 1159 start time at the Royal Yacht Squadron buoy, the course zig-zagged across the Solent, finishing with as many runs between Southampton Solent University and QXI International buoys as we could manage.

The race was to finish at 1600, each boat starting at a time dependent on their handicap, so in theory we should all have finished at the same place at the same time - but we didn't!

And they're off!

I love the chaos of the starts. Firstly we ensure we can hear the VHF announcements and have pencil and paper ready (not always the case).

On Myst we heard the 1130 announcement, but not the 1145. Caressa was sporting enough to tell us of the change of frequency. Then we judge what the other boats will do compared to what we are planning, getting the start timing slightly wrong and crossing the line 30 seconds after we wanted to.

Then the 'joy' of seeing Orcella sailing TOWARDS us, having to restart for an

John Harding reports on the Pursuit Race

infringement. So off we went, as usual all in different directions, alarming us in case we were going for the wrong mark or had misunderstood something.

The day was overcast with sunny intervals with a light breeze to none at all, and neap tides, with a forecast of 9/10 knots of wind from S/SW and 18 degrees, dry with a small chance of rain.



We returned to the marina and attempted to sink Caressa for winning this year's championship

The wind dies

Well we just made the third buoy Mackley as the wind virtually disappeared. We remained in the vicinity as the 'neap' tide pushed us hard eastwards and we struggled to steer uptide of Browndown, so we finished the race between the two. As for identifying the boats in

front and behind, well that's a matter of opinion as the participants seemed to cover most compass points, even if we could identify them!

Change of Course, Eagle, Felix and White Knight - the winner - made it round the fourth buoy. We were frustrated at our lack of progress, although it was a lovely day this late in the season.

Off we motored to East Cowes Marina and had some lemonade before walking to The Lifeboat pub for the awards presentation.

The race organiser struggled successfully against the background noise to give

out the results to cheers, claps and groans, and later amended the results by email! (It's all part of the fun).

We returned to the marina and attempted to sink Caressa for winning this year's championship, by getting as many members as possible into their cabin, cockpit and coachroof, but to no avail. It had been another successful and surprising race weekend.

Results:

- 1 White Knight
- 2 Change of Course
- 3 Eagle
- 4 Felix
- 5 Tippy
- 6 Caressa
- 7 Myst
- 8 Matambu
- 9 Orcella

CHANNEL SAILING CLUB, SAILING AND SOCIAL EVENTS CALENDAR 2018

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 Bank Hol	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2 Easter Monday	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3 Cowes week	3	3 Briefing	3	3
4	4	4	4 Briefing	4	4 Midweek	4 Briefing	4	4	4	4	4
5	5	5	5	5	5 cruise	5	5	5 Briefing	5	5	5 Briefing
6	6	6	6	6	6	6	6	6	6 Pursuit race/	6	6
7	7 Event meeting	7 Talk	7 Long race/rally	7 Bank Hol	7	7 Round Island &	7	7	7 rally	7	7
8	8	8	8	8	8	8 CSM cruise	8 Briefing	8 Practice	8	8	8 Icicle rally
9	9	9	9	9 Briefing	9	9	9	9 weekend	9	9	9
10 Talk	10	10	10	10	10	10	10	10	10	10	10
11 Boat show	11	11	11 Briefing	11	11	11	11 West country	11	11	11	11
12	12	12	12	12 Navigators	12	12	12 cruise	12	12	12	12 Mulled wine
13	13	13	13	13 race/rally	13 Briefing	13	13	13	13	13	13
14	14	14 Briefing	14 Race	14	14	14	14	14	14	14	14
15	15	15	15 practice	15	15	15	15	15	15	15	15
16	16	16	16	16 Briefing	16 Regatta	16	16	16	16	16	16
17 Talk	17	17 Frostbite	17	17	17	17	17	17	17	17	17
18	18	18 rally	18 Quiz night	18	18	18	18	18	18	18	18
19	19	19	19	19 Practice Race	19	19	19	19 Briefing	19	19	19
20	20	20	20	20	20 BBQ	20	20	20	20	20	20
21	21 Talk	21 Talk	21	21	21	21	21	21	21	21 Austrian night	21
22	22	22	22	22	22	22	22	22 Passage races	22	22	22
23	23	23	23	23 Talent night	23	23	23	23	23	23	23
24 CSC AGM	24	24	24	24	24	24	24	24	24	24	24
25	25	25 BST starts	25 Briefing	25	25	25 Briefing	25	25	25	25	25 Xmas Day
26	26	26	26	26	26	26	26	26	26	26	26 Boxing Day
27	27	27	27	27	27 Briefing	27	27 Bank Hol	27	27	27	27
28	28 Catch the tide	28 Mexican night	28 Two-handed	28 Bank Hol	28	28 Yarmouth	28	28	28 BST ends	28	28
29		29	29 race/rally	29	29	29 race/rally	29	29	29	29	29
30		30 Good Friday	30	30 Briefing	30 Wooden Sp	30	30	30	30	30	30
31 Burns night		31		31		31	31		31		31

SHORE-SOME WELCOME

Reece James reports on the Passage Races

Seven CSC yachts and crews had an early start outside Portsmouth in September for the first ever Passage Race to Shoreham.

A breeze helped the fleet round the first mark at Horse Sand Fort, but a breathless wind zone awaited those avoiding tide by staying close to shore, while those who risked the deep water channel with spinnakers flying sailed into the distance.

Formula One

The fickle wind left yachts just feet from each other, while others waiting 20 minutes to catch air sped off.

It was the order of the day: grab a puff, leap forward and watch your competitors catch up, a bit like Formula One, if at a much slower pace.

With the tide against the fleet, organiser Peter Thomas



reluctantly abandoned the race before any yacht reached the second mark, the Looe channel buoy, as the wind died.

All skippers took their lat and long at the prescribed time and motored to Shoreham.

While rain dampened the fleet, colourful rainbows appeared before each shower.

The majority of the fleet grouped together at 1830 to pass through Shoreham harbour lock.

Our hosts Sussex Yacht

Club (SYC) provided a lively evening with some spritely CSC members dancing the night away.

The race results based upon distance to the second mark and handicap saw Gilken, Caressa and Eagle clinch the top positions.

The second race home on Sunday saw another early start as the CSC fleet cast off along with many SYC yachts, just before 8am to make the lock.

Dodgems

Only the Shoreham ship lock was in use, which quickly filled with three fishing boats, the CSC and SYC fleets. A new sport of yacht dodgems was seen as a few SYC yachts struggled to match the calm boat control of CSC members.

Once out and the wind strength taken, Peter Thomas delayed the start and we all motored to the Owers buoy,

given the likely lessening of the wind later.

The race started with a good breeze under whites with spinnakers and asymmetrics quickly being flown and crews busying themselves to make the changes as fast as possible.

Progress was slow and favoured the lighter spinnaker flying yachts, with the notable exception of Caressa.

This race also unfortunately didn't run its full course, with only Eagle finishing, having raced well into the distance.

Skippers were told to take their times their times at each mark, with the race ending at Puller buoy, the last mark that all yachts passed before the wind died. A challenging weekend, if slower across the water.

The top three boats on the second race were Eagle, Caressa and Petal.

Fun and a flutter...

Race night raises £524

FIFTY members and guests enjoyed the club's first horse racing social night, raising an impressive £524.

The money from the event in November was split evenly between the club and the commodore's charity.

The evening centred on eight televised horse races, with a tongue-in-cheek introduction from 'pundits' Dick Beddoe, Norman Bowden, Oleg Lebedev, Clive Hall, Peter Thomas and Simon Worthington.

Members and guests were invited to place bets on their favourite horses with winners getting cash prizes.

The £10 entrance ticket included a fish and chip supper supplied by the Blue



Event sponsors

- Blue Marlin fish bar, 9 Craddocks Parade, Ashtead 01372 275914
- Ink Plus, printer inks and toners info@inkplusashtead.co.uk
- Scarlett PR & Marketing, brand building www.scarlettpr.co.uk
- Two Suns Digital, web and digital design www.twosunsdigital.com

Marlin restaurant in Ashtead, one of the evening's generous sponsors.

A musical quiz kept members entertained in between races with prizes for the winners.

The evening was judged a great success by all those who attended.

Organisers Bonnie Brown and Jeremy John were both warmly congratulated on the great success of the evening at the club's committee meeting the following week.

Other helpers included John Durbin, Teresa Hemingway, Jane Beddoe and Marion Tempest.

It is hoped to repeat the event in future.





Peter panned!

Fun on Icicle rally

Dozens of CSC members braved the cold to attend the annual Icicle rally in Cowes in December, with the theme being Peter Pan.

With just a handful of boats making the journey, many people came by ferry to enjoy the pontoon productions put on by Myst, Matambu and Zhivili.

As usual crews dressed their boats with twinkling Christmas fairy lights making a real spectacle at Cowes Yacht Haven.

Zhivili retained the Icicle trophy for the best production despite stiff competition from Myst and Matambu.

A black tie dinner at the Royal Ocean Racing Club in Cowes, complete with DJ, saw members dance the night away.

Cobwebs were well and truly blown away with storm force winds gusting 50 knots testing boats returning home the next day.

Many thanks to organiser Trevor Barker.



PICTURES: JUREK SOLARSKI

RYA CEVNI Course May 2 & 23, 2018

CSC member Gerry Roper is offering to run a CEVNI inland waterways course if there is sufficient demand

The course will be held over two Wednesday evenings in May, at 8pm to 10pm at the CSC Clubhouse. There is some homework to do in between classes.

Cost just £20 including all course material.

CEVNI stands for Code Européen des Voies de la Navigation Intérieur.

The inland waters endorsement for an International Certificate of Competence (ICC).

Taking the CEVNI test is the only way to get an 'Inland Waters' endorsement on an RYA certificate.

email: gerryroper@blueyonder.co.uk

Charity Event

SIGHT for Surrey

Childrens events and activities

Gala fund raising concert

Saturday March 3 at 7.30pm

Menuhin Hall, Stoke D'Abernon KT11 3QQ

Join Sight for Surrey and the pupils of the Yehudi Menuhin School for a fund raising concert. Tickets £25 include wine and canapes from 6.30 to 7.15pm, Grand raffle. Contact the box office after Feb 9 on 08700 842020 or go to www.boxoffice@menuhinschool.co.uk. For more details speak to Diane Fox.

Even a Yachtmaster Ocean ticket & xxx years of experience does not count. NB - All "boatmasters" (a CEVNI term) are required to have an ICC endorsed for 'Inland Waters' when using the European inland waterways.

Anyone interested in taking the CEVNI course and learning more about travelling on the canals and rivers in Europe please get in touch ASAP.

PS - For those who have already taken the test don't forget your ICC needs renewing every 5 years - no need to be retested - just apply to the RYA

When friends suggested a trip to Venice from Croatia on their 50ft Broom motor cruiser I eagerly accepted.

We arrived in Punat on Saturday in early September and the heavens opened. The next day set fair and Monday was favoured for departure.

It was still breezy as owner Dom Rouse guided Suero VII out of harbour, fuelling at Krk Town. Our route took us north up the coast of Krk with the island of Cres on our port side until we nearly reached Rijeka. We rounded the top of Cres and kept close to the coast to avoid a traffic separation zone.

Eventually we rounded the Point of Medulin and crept through a gap in the inner channel where the depth dropped dramatically to 9ft.

Amphitheatre

We worked our way up the Istrian peninsula towards Pula where holiday resorts were plentiful and we stopped for swimming and lunch.

Pula has a complex entrance - cruise alongside a causeway, through a narrow entrance, between marker posts and



Istrian idyll

Linda Varney motor cruises to Venice

round the harbour to the marina. The harbour gives a view of the magnificent Roman amphitheatre.

A quick visit to the old town the next morning revealed narrow streets, old churches and lots of cafes.

That afternoon we set off to Vrsar further up the coast. It was a joy to see a dolphin flip and leap in front of us. The town is up a hill, topped by St Martin's Church and gave beautiful views of the Istrian coastline and islands.

The next day we set off for Venice. But we had to call at Porec for legal formalities as we were leaving a non-Schengen country for one that had signed up to the treaty.

Formalities over, we headed out into the Adriatic Sea.

The expected passage time was about 4.5 hours at an average 16 knots. It was a beautiful calm day with very little traffic until we approached the Italian coastline.

Finally Venice

At last we saw buildings - Lido de Castello - and made our way along the coast to Venice. On our approach, we called the marina for directions. "I'll come and collect you" was

We bobbed in the middle of something like Bedlam awaiting our guide

the response. So we bobbed in the middle of something like Bedlam awaiting our guide, watching other boats pass by. Waterborne police, buses, taxis, fire brigade, ambulances, a hearse, cement mixers, trip boats, cruise liners and hundreds of small speed boats. Finally we could follow the marina launch.

We moored on the beautiful island of La Certosa and spent enjoyable days exploring areas away from Venice's main tourist drag, but also visiting places near St Mark's Square - the Doge's Palace, St Mark's Basilica, the Correr museum and the Biennale. There are worse places to spend seven days!

Sad death of Mike Pelling



Mike Pelling was born in Bristol where he, his parents and two brothers lived before moving to Leeds and then Ewell in Surrey, when he began a career in banking.

In 1964 Mike married Val and they set up home in Epsom, where they had children Mark and Sarah. In later years, they welcomed into the family their daughter-in-law Ulli and grandchildren Lilly and Hazel.

The family enjoyed happy times on holiday in West Wittering with fun in the sand dunes and sea and exciting country walks. While on the beach, Mike would always wander over to East Head to watch the sailing boats.

Sailing was to become an important part of Mike's sporting life and he joined the local Pirates Sailing Club, now the Channel Sailing Club. In the 80s he bought his first boat, a Westerly called Blow Wave.

The family had many exciting adventures to France, the Channel Islands and cruising in

Mike had many talents, including being able to mend and sometimes make nearly anything needed on the boat and at home - a wonderful skill the family delighted in.

the Solent.

With the sailing club, Mike and his crew took part in many cruises on the French and English coasts, together with racing in the Solent - and even occasionally winning a race!

After selling his first boat Mike bought another called C'est Moi before buying Pell Mell, a Maxi 33. He enjoyed competing in the annual Round the Island Race as well as club events.

Navigation always fascinated Mike and he was beginning to study navigating by the stars just before he died.

Mike used to play cricket and tennis when younger, but it was golf that he eventually played every week - and of course, was determined to win!

As years went by, Mike

had a circle of good friends - some friendships of 40 years and more. Together with Val he holidayed and sailed with some of these friends - visiting memorable places in England and Europe. He also enjoyed the suppers on book club nights, bridge sessions and celebrations with friends.

Mike had many talents, including being able to mend and sometimes make nearly anything needed on the boat and at home - a wonderful skill the family delighted in. He passed on his skills to Mark and Sarah, both now good at DIY thanks to their dad's knowledge and teaching.

Mike was kind, quietly spoken, with a mischievous sense of humour, as well as being caring, well-informed and respected.

He is missed greatly by Val, Sarah and Mark, Ulli, Lilly and Hazel.

Mike Pelling
Born November 12, 1932
Died October 11, 2017

Yachtsmen are being warned about the danger of fishing nets in the Solent.

The warning came after CSC member David Murch's boat *Myst*, a Jeanneau 33i, was snagged by a fishing net that had been stretched across the channel for the inner swashway into Portsmouth harbour.

David said: "There appeared to be around 100 metres of netting which had been set below the surface, so was not visible.

"Apart from the one we snagged, there appeared another two separate nets. Our draught is 1.9m. Luckily it only went round the keel, but it took an hour to clear with the help of two local fishermen out rod fishing.

Predicament

"We understand from Haslar Marina that this is a regular occurrence as they went out to help another yacht in a similar situation last week.

"I know the inner swashway is not a recommended route, but at high tide there are a lot of boats that use it and while we were there at least three yachts coming out of Portsmouth, saw our predicament and turned away.

"We can't believe that net fishing would be allowed anywhere within the Solent."

FISHING NET WARNING

Mariners told to be on guard

David fired off an email to the QHM at Portsmouth asking if anything could be done to prevent such net occurrences.

In reply, Gideon Sherwood, the deputy Queen's Harbour Master, wrote: "Thank you for reporting this incident and sorry to hear about your experience with the net.

"Regarding fishing with static gear on the inner swashway, if this is within the no fishing area (marked on Admiralty Chart 2625 and within approximately 1/2 nm of the harbour entrance) then if we did see fishing gear there or have it reported, we would report it onwards to the Southern Inshore Fisheries and Conservation Authority and dependent on the situation, would remove it as we do elsewhere that fishing is not permitted.

"The area is covered by a CCTV camera and I have asked harbour control to monitor for this activity and the

MDP and Volunteer Harbour Patrol to keep a look out for fishing gear within this area.

"Personally I have not seen gear in this area before, but based on your report will remain alert to it in the future."

Mr Sherwood added that the inner swashway falls outside the recognised "no fishing area".

He said: "Many inshore fishing boats make their living within the Solent and fishing with static gear is permitted as long as it is not in the main navigation channels, approaches to terminals or anywhere that is marked as a no fishing zone on the admiralty charts."

Advice to yachtsmen and fishermen can be found online at www.royalnavy.mod.uk/qhm/portsmouth/regulations/fishing

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