

WINTER 2016

The Channel Sailing Club Magazine

WAVELENGTH

HELP!


Bill Rawle
comes unstuck

LOWDOWN ON
HIGH WATER

BONNIE
GOES WEST

From Bard to worse

DAME DAVID
MAKES A SPLASH


www.channelsailingclub.org

EDITOR'S NOTE

Welcome to the winter 2016 edition of Wavelength, which I hope proves a riveting read over the coming long, dark nights. There's a mix of hilarity from Bill Rawle's West Country cruising, information on high water times from Norman Bowden and advice on engine speed from Clive Hall. There's also a top tip from Nigel Barraclough to make chart table work less cumbersome. Leon Barbour recounts his VAT nightmare and Jane Beddoe takes galley cooking up a notch or two. There's also a selection of entertaining photos from the brilliant Icicle rally in December - well, I say brilliant because Zhivili won the topside trophy!

Simon

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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 The Old Freeman's
Clubhouse, City of London
Freemen's School, Ashted Park,
Epsom, Surrey KT21 1ET. 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 about events
- www.channelsailingclub.org

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COVER PICTURE BY MARION TEMPEST

THE COMMODORE'S COLUMN

'MEMORABLE MOMENTS OF 2016'

What is your favourite memory of sailing in 2016? For me there have been many moments to savour. I always like going to a new destination, and our club visit to Lake Yard in the further reaches of Poole Harbour was a great pleasure. Lake Yard was hospitable, they laid on a ferry to take us to and from our moorings and we only went aground a little bit. I also like to revisit old favourites, and the three Saints Malo, Peter Port and Vaast certainly fall into this category.

It's always nice when the spinnaker goes up as it should and you feel that extra surge of speed. Surprisingly, perhaps my most memorable moment was turning out of my bunk at 02:00 to take my watch in the middle of the Channel and finding a magnificent starlit night with a Force 5 on the beam. It's how it's meant to be.

This autumn we have had a few more landmarks. We have run our first Day Skipper class with our own instructor for several years. We have also introduced a paid celebrity to our talks programme. Tom Cunliffe proved to be a hugely popular speaker with a sell-out audience.

The sailing season has ended with some of our best-loved events, including the Pursuit Race with its unique format, which was once again the series decider, and of course the Icicle, this year with deck shows commemorating 400 years since the death of

the immortal Bard. Those who witnessed the performances will, I'm sure, remember them for many years. Next year it will be 50 years since the Summer of Love, or 100 years since the Russian Revolution. The mind boggles!

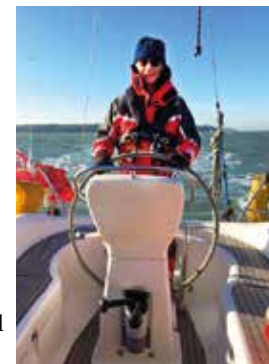
As I mentioned in my last column, we will be moving home next year. Our last Wednesday meeting at Old Freeman's is on March 1, 2017, and we will then make a short hop to the very pleasant surroundings of Ashted Cricket Club, which we hope will be our base for many years to come. Meanwhile, our AGM and a series of talks and social events through January and February will still be at Old Freeman's. On the subject of the AGM, please come along and share your views; your vote will count.

As for next year, we are planning to continue with the most popular events both on and off the water; we will visit some new places and some that we have not been to for quite a while;

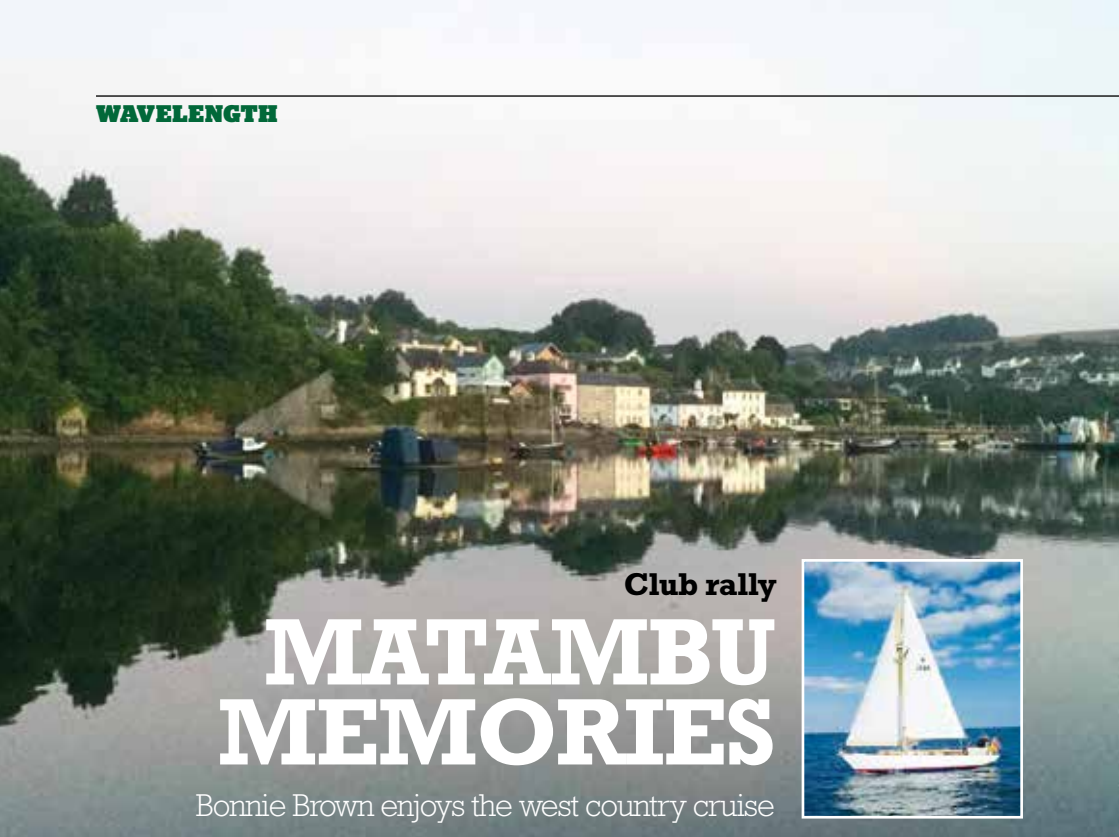
we will do some more training and I hope we will have a lot of fun together. I would like to close by thanking everyone who has taken part in a club event this year, especially those who have had any part in organising one or more of them. You are what makes us tick and it would not, could not, happen without you.

Best wishes for 2017 to you all.

Alick



We will be moving
home next year.
Our last meeting
at Old Freeman's
is on Wednesday
March 1, 2017



Club rally

MATAMBU MEMORIES

Bonnie Brown enjoys the west country cruise



As the white sails of Matambu pressed against the blue skies of Cowes, it was clear a wonderful week was to unfold. Leaving behind the exhaustion of Cowes Week, I looked forward to lazy lie-ins, dolphin watching and a bilge full of bonkers.

Well, two out of three wasn't bad. The tides, so I'm told, wait for no-one, even sleepy heads happy to negotiate.

So it was Saturday when seven CSC boats carrying 22 salubrious sailors, headed for Weymouth.

Sadly, Moody Blue suffered electrical gremlins causing her to turn back, leaving

Firecrest, Coral Moon, Jabberwocky, Redouble, Gilken and Matambu.

Next morning we crossed Lyme Bay under blue skies and warm airs, taking time to sing to playful dolphins that were largely unimpressed by our efforts. Our overnight



berth awaited in tranquil Dittisham. It is home to an isolated shower only reached by tender, then a trek along a beach followed by a hike through a field. But the oscillating boiling hot to freezing cold shower experience was well worth waiting for. Seemingly, if you have a degree in physics, you can tweak it to perfection.

Warm welcome

A dinghy launch at Dartmouth Town marina enabled us to get a haircut, eat a pasty and enjoy a five-mile walk before a wonderful dinner arranged by Bill Callaghan at Royal Dartmouth YC.

Tuesday saw a glorious sail

to Plymouth with fantastic winds. Gilken gave us a warm welcome having berthed at Brixham the evening before. All boats enjoyed a fabulous club dinner at The Bridge restaurant before walking to Mountbatten Beach to watch the fireworks.

Mist and haze

A forecast of gales coming up from the Scilly Isles prompted the fleet to depart early the next morning for home. Beautiful sailing through mist and haze finally delivered us into the hands of Salcombe YC's roast dinner night – kindly arranged by Richard Brodie.

Rising before dawn, we set sail for Weymouth. Yoga was

Yoga was the theme of the day



the theme of the day – some rather precarious positions were maintained while the boat tossed and turned in the waves. A call on the VHF from Jabberwocky alerted us that we had missed a large pod of dolphins pass by as we were engrossed in a group downward dog.

After rafting alongside Gilken, we explored Weymouth quay to find ourselves laden with three monstrous portions of fish and chips that went down a treat!

Time for a wonderful week to end as we departed Weymouth at 0530 for a magical sail back to Royal Clarence. Strong winds and a broad reach saw us sail through Hurst making 11.5 knots on the final leg of our 340 mile adventure. We managed Weymouth to Gosport in eight hours.

As always, the wondrous week of sailing the seas stole our thoughts, minds and hearts.

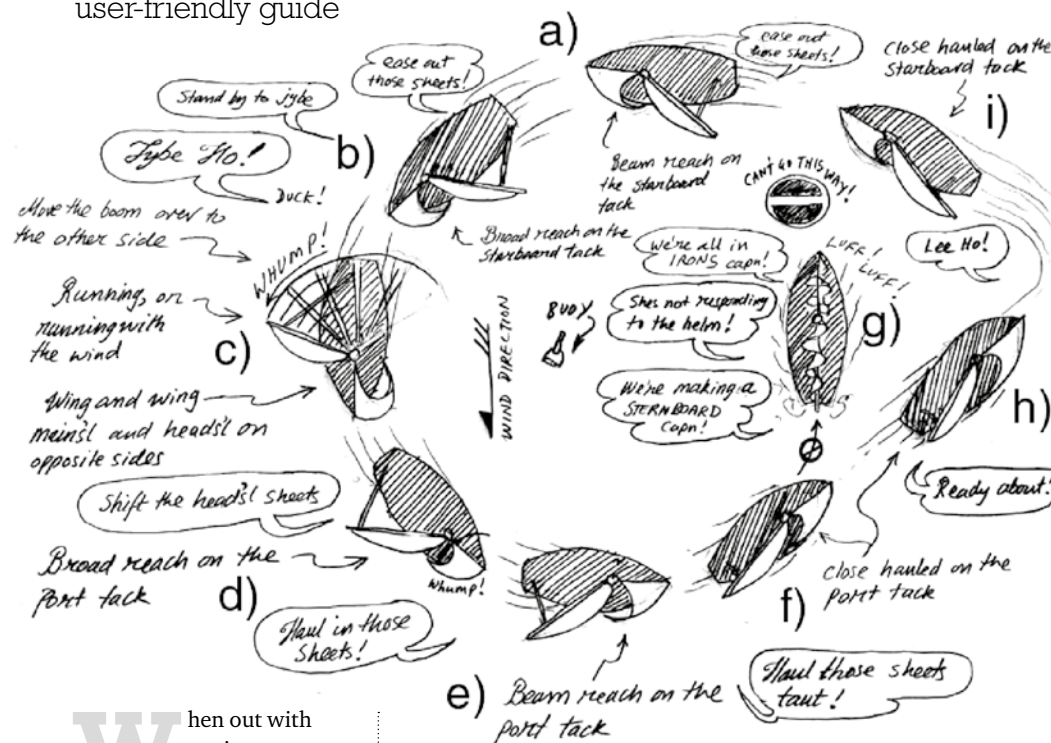
Until next time....

Dick Beddoe on the perils of laundry duty at sea

So what happens to washing on yachts? I searched high and low but could not find a washing machine. I was informed that washing clothes

Now I do not actually take a great deal of interest in clothes. They are essentially functional, required by society to avoid embarrassment at a young age and mutual admiration at an older age,

Jeremy John shares a user-friendly guide



a) Beam reach- when a boat has the wind on its side. Sails as far out as possible. Sailing at right angles to the wind (90 degrees off) is for many the most comfortable point of sail.

i) Close hauled- on starboard tack. Sails tight in to centre of boat.

Report

RAWLE PLUGGED

Bill Rawle's summer plans go awry

After nearly 30 years of sailing holidays, there had to come a time when things did not go quite to plan. Little did my wife Pat and I know that one incident was the portent of an eventful holiday - for all the wrong reasons.

Things started to go wrong when we got a fishing net caught on the prop off Poole.

Aground

We advised Poole Harbour Authority of our predicament and intentions. Big mistake! You must use your engine to pass the Sandybanks ferry. So we sailed slowly into harbour with the engine in neutral.

PHA directed us to a nearby



buoy. So intent were we on getting the mainsail down, we went aground. But at least we didn't have to worry about drifting away while we packed the sail on the boom.

The pleasure boat Maid of the Isles pulled us off.

We had contacted a diver who told us PHA requires all manner of safety and risk assessments to dive in the harbour. As this attracts an eye-watering bill, he suggested we anchor in Studland Bay. But the windlass was completely seized.

The diver attended the following morning. It turns out that to snorkel under the boat (with no actual means of breathing), requires no safety assessment at all! So the offending netting was finally removed.

We sailed into Weymouth



and moored up. Big mistake! Contact the harbour master first - we got a telling off.

At a certain age, one tends to carry a small pharmacy around. And we'd forgotten to bring prescription gout tablets. Weymouth Hospital, however, has a walk-in service. But how to convince the doctor I might need these tablets? I enjoyed

Things started to go wrong when we got a fishing net caught on the prop off Poole

a small portion of mussels at dinner and, as luck would have it, had developed gout the following morning. Problem solved!

So off to Dartmouth. Decided to fix the windlass myself and in the process, got firmly

stuck headfirst in the anchor locker. After 30 minutes of struggling, Pat hailed a passing tender who realised that two legs flailing above deck was not normal. The good captain of the Cardiff Castle and his bosun eventually hauled me out, but in the process I tore a thigh muscle. Totnes Hospital, however, has a walk-in service. I walked in unaided, came out on crutches and had three weeks of physiotherapy at Dartmouth Hospital (which has no walk-in service). The windlass was replaced by Stephenson's Engineers in Noss Mayo at a very competitive cost.

Trousers

Finally escaped Dartmouth and got to North Brittany, via Guernsey. But within 2 weeks in Tréguier I'd developed a nasty bladder infection. Within two days I'd lost so much weight if I did anything on deck, it was essential Pat accompanied me to hold up my trousers.

My French medical vocabulary being limited to that published in Reeds, we headed north and arrived back in Weymouth two days later. Weymouth Hospital has a walk-in service . . . We had never been happier to see Chichester bar beacon. Roll on 2017!

SILVA SAVER

Many years ago club member Peter Thomas convinced me that Bretton plotters were much better than the parallel rulers I used on my day skipper course.

Never was I more convinced when during a race, I had just finished working out the next course, when we bounced off a wave and the contents of the chart table went everywhere.

I found the Bretton plotter behind the cooker still showing the course I had just spent 10 minutes working out.

The trouble is that Bretton plotters come in only one size: too big.

Often what is needed is something a bit more handy with a few extra features like a magnifying glass and a compass (so you can keep a check on the helm and see when he is telling porkies!).

So here I am asking for the impossible again! Well actually I am not because I have carried one around my neck for days and it has helped me off the fells more than once. I am of course referring to the humble Silva compass. And what's more they only cost about £10.

Nigel Barraclough



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

Info

TWIN PEAKS

Norman Bowden on the double HWs facing Solent sailors

On the Bastille Day cruise I was asked to work out a passage plan. As I do not have an almanac, I used the UKHO EasyTide website.

I looked at Cherbourg and had tide times for Portsmouth and Dover as some almanacs use these as standard ports.

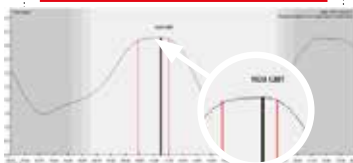
Owing to poor weather, our departure on Orcella was delayed, so I had to do a new plan. I used the boat's almanac and was surprised to see HW time was different by nearly an hour. I put it down to a mistake converting UTC to BST.

On returning home I re-checked my EasyTide predictions and noticed there were two HWs listed twice a day!

I asked UKHO and got a reply from Christopher Jones, head of tides, who said that in September 2015 anomalies came to light in the predictions for Portsmouth where confusion was caused over the progression in time of HW, specifically over the 10th – 12th September. Instead of the usual 'approx 1 hour' advancement in the time of HW from day-to-day, the automatic identification of the time of HW was affected

by the HW stand. So the seemingly odd progression in time of HW was affected by where the peak of the tide was identified along the flat portion of the curve.

The decision to show the two 'paired' HWs also relates to requirements from some port authorities and harbour masters. Some require two 'paired' HWs in their predictions for operational reasons,



The decision to show the two 'paired' HWs also relates to requirements from some port authorities

which then rippled down to other users who wanted to have a similar detail about the HW stand, particularly cross-Solent swimmers who reported difficulty when the tide started falling earlier than they expected.

Regarding the tidal streams and the association of which particular HW time to use in

tidal diamond calculations, UKHO says it is best to use the time of the first HW.

Stream rates

The stream movement over the HW stand has been analysed from observations of the tidal stream with respect to the tidal rise and fall at Portsmouth. So the table of stream rates and directions are already accounting for the prolonged HW period at Portsmouth. The first HW just identifies when the rate of rise of tide lessens to an extent so as to be near to the start of a HW 'stand' and the tidal diamond stream rates and bearings in the table reflect that.

Currently there are about 20 secondary ports with their standard ports Portsmouth or Southampton. In the Solent they include Cowes, Bembridge, Yarmouth and Bucklers Hard.

The UKHO is collecting feedback on the use of this HW stand approach at Portsmouth with the possibility of going back to the traditional display of a single HW time and height as some prefer.

He is happy to hear the views of CSC members which I will be glad to pass these on.

Advice

A TAXING SALE

Leon Barbour on the arduous of buying a non-VAT boat

Buying a 'dream' boat in the Med can be a great deal more challenging than you might think - almost too great for me. We were looking to minimise costs by forming a 'time share' between the two of us as co-owners. We found a non-Vat paid Jeanneau 46' on the internet via Yachting World. The owner was non-European, born and living in the Middle East, but owning a German passport 'inherited' from his parents. The passport allowed him to sail around Europe without the formality of customs but limited his stay to 18 months before either paying VAT on the boat's current market value or clearing out of Europe to re-enter and start the clock ticking again. This is routine for the many tax-efficient superyachts using nearby non-EU countries such as Montenegro and Tunisia. In fact Tunisia has developed a series of new marinas to attract lucrative 'tourist' business and Montenegro looks to be doing the same.

Unfortunately our vendor's boat appeared to have overstayed its welcome and



The owner was non-European, born and living in the Middle East, but owning a German passport 'inherited' from his parents.

we were not prepared to risk inheriting any possible tax penalty. This meant persuading the owner to pay the VAT himself which we would, of course, reimburse. However, the agent didn't want to be involved in drawing up a suitable contract and left us to negotiate direct with the vendor. After 18 draft contracts we almost walked away, but eventually agreed

we would meet in Sardinia, antifoul and service the boat, launch her for sea trials, clear into Tunisia and sail on to Malta, the cheapest place to re-enter Europe at a VAT rate of 18 per cent.

After spending a week on the Msida Marina breakwater in Malta (highly recommended) the VAT was paid and the deal completed. We left her behind before returning one month later to sail her, via Sicily, back to Sardinia where she now rests very nicely on her berth.

Moral of the story - don't go through the hassle of buying a non-Vat boat unless you truly love her and she's really good 'value for money'. (Oh and the sailing was brilliant!).

Report

WINNING WAYS

Oleg Lebedev reports on race season success in 2016

We look back at 2016 as a very successful year for racing at the Channel Sailing Club.

We saw an increase in the number of racing events, greater participation from both racers and cruisers, and, last but not least, winning back the Wooden Spoon trophy from Chichester Cruiser Racing Club.

We increased the number of races from 10 in 2015 to 12 in 2016 and managed to complete 11 with only one race cancelled due to lack of wind.

We are very pleased that racing events were well attended by both racing and cruising boats with the Yarmouth Race and Rally organised by Bill Chalker standing out as a great example of this.

With race events attracting seven-plus boats and a good mix of existing and prospective members, we should use our racing events in 2017 to attract new members. David Murch, on *Myst*, must

be congratulated for his participation in every race in 2016.

Myst also got the Turner Prize for winning the Navigators' race) and *Le Harlequin* trophy for the best improved handicap.

Other racing awards were: *Eagle* - overall racing champion 2016

White Knight - Wooden Spoon

Caressa - Pursuit Race
Matambu - double handed race and was also the best club boat in the Round the Island Race

Myst - mini-regatta (four races held over two days in the central Solent)

Next year

The new 2017 racing schedule is out now and it promises to be a very good season, with new organisers stepping forward to manage race events going into places we as a club have not visited in the last couple of seasons.

Among them are Littlehampton, Shoreham and Ginst Farm on the Beaulieu River.

AN AC(E) FAMILY DAY OUT

Ron Hunt watches the America's Cup in style

The sailing holiday and charter company *Sunsail* was a major sponsor of the America's Cup racing held off Portsmouth in July.

My son Terry was the event organiser for the racing weekend and managed to get some of our family on to one of the stake boats.

This meant an early start with a briefing at Port Solent before departing on one of *Sunsail*'s impressive *Jeanneau* First 40 racing yachts.

On board was a crew of eight including myself, two grandchildren (Joshua and Charlie), two sons (Terry and Philip) and Terry's wife Adele, the skipper and her first mate.

We set off for our appointed position which was port side off the main fairway into Portsmouth Harbour, where a white marker buoy had been put down.

Our job was to keep the fairway open and keep the sightseeing boats away from the racing area.

Vantage point

The day was hot and sunny with a light westerly wind so the racing took place between Southsea and Spit Sand Fort, which was about half a mile away from our position.

It was a privilege to see Britain's Ben Ainslie and his talented team on the *Land Rover BAR* trimaran from such a brilliant vantage point.

As the crowds on the sightseeing boats behaved themselves, apart from a couple of cruisers that we had to chase away, we decided to have our picnic lunch then headed back to Port Solent.

In charge of the helm on the sail back were Joshua and Charlie with help from Terry and Philip.

It was a great family day out with smiling faces to end the day.

A TASTE OF LUXURY

Jane Beddoe serves a meal of steak and trifle to her hungry crew

It often falls to one person to prepare a meal for the hungry crew at the end of the day and that can be after they have helped with the sailing and feel shattered. Nobody wants to spend ages in the galley while the others are drinking and relaxing so here are a couple of easy recipes

Seared steaks

for each person:

1 Fillet Steak
1 large field mushroom
1 red onion thinly sliced
Red wine
Salt and Pepper

Fry onion and put in oven pan. Peel mushrooms, leave whole and take out stalk. Place on onion. Make sure frying pan is hot and sear the steaks.

Put steaks on the mushrooms. Pour red wine over the onions and season to taste. Cook in oven for 10 minutes on medium heat

Serve with green salad out of a bag and potatoes. (I often cheat and buy dauphinoise to cook in oven)

All good meals start with careful shopping

Rich sherry trifle

Serves 4 or 5

1 Swiss roll with jam
Jar raspberry jam
Punnet fresh raspberries
1 pint readymade good quality custard
Sherry to taste
Large double cream (or several pots of clotted cream if you don't have a whisk)
Toasted almonds

Slice Swiss roll into 1cm rounds (make sure you buy a roll without the cream!) and place in deep dish. Put several dollops of jam over the slices. Sprinkle the raspberries evenly. Pour sherry to taste. Because this is a quick fix you may need more than you think. Pour custard over the top and refrigerate. Just before serving whip up the cream and spread on top. Sprinkle with toasted almonds

THE ICICLE CRUISE

The Channel Sailing Club finishes the year in style with a fun packed rally to Cowes

Race

The boats of the CSC decorated with fairy lights in Cowes marina. Note Storm Dragon's Christmas tree at the top of the mast!



The theme this year was the 400th anniversary of Shakespeare's death and boat crews pulled out all the stops to impress those watching.



PICTURES: JUREK SOLARSKI AND MARION TEMPEST



It was a chilly night for all, especially for those in fancy dress. But the black tie dinner at the ROYC in Cowes certainly warmed up the atmosphere.

Equipment

WHAT IS WOT?

Clive Hall throttles back to explain all

Browsing around various diesel engine internet forums recently, I kept coming across the term WOT, which had meant nothing to me.

Further digging disclosed that it means 'wide open throttle', which apparently is to be strictly curtailed for most pleasure craft engines if you want them to last.

It was suggested you should use WOT for no more than 30 minutes in every six hours of running, which is about eight per cent of the total engine running time.

So, for example, no more trying to push against the Alderney Race for hours because you are late on the tide.

You can run at between 80 per cent and 90 per cent of WOT for longer, but a general rule of thumb seems to be to run at up to 75 per cent of WOT for 75 per cent of the time. In other words, to exceed 75 per cent of WOT for no more than 25 per cent of the time.

On very long trips, for example motoring across the Channel, it is a good idea to

vary the revs a bit now and then.

And of course we all know the following:

● Not to run the engine under nil load for any time (so no charging batteries in neutral) which will eventually glaze the cylinder bores thus allowing engine oil past the piston rings with lost compression, difficult starting, etc.

You should use WOT for no more than 30 minutes in every six hours of running

● Don't rev up immediately on starting, before the oil has had chance to warm up and circulate - give it a couple of minutes at least, then keep the revs down to reasonable limits until the engine has warmed through thoroughly - the block itself as well as the water.

If buying a new boat or engine, it's probably worth finding out what horsepower is needed to drive the boat at hull speed in calm weather, then having an engine which can deliver that hp at 75 per cent revs to leave something in reserve.

QUICK QUIZ

Do you know your jib from your genoa?

It's time to test your nautical knowledge

1 Your disabled yacht has been taken under tow. When a fog bank rolls in, what sound signals should you make?

2 What is the origin of the phrase "son of a gun"?

3 What is the origin of the term "mayday"?

A packed clubhouse listened to celebrated author and sailor

Tom Cunliffe give a talk to members in November.

Tom's talk was entitled *Man is not lost* and centred on how modern sailors perhaps rely too much on GPS.

In an informative and witty 90-minute talk, Tom said sailors should trust their judgement on the water, using a range of factors to locate their position, rather than blindly looking at a chart plotter.

He recounted a number of interesting passages made

4 What percentage of ocean water is composed of dissolved salts?

5 Where on a yacht are you most likely to find an angel?

6 You have been sailing south through day after day of heavy overcast and fogband are unable to use your sextant to determine your latitude (and you have no GPS).

How can you tell when you have crossed the equator?

7 Few people with anacrophobia become sailors. Why? What are they afraid of?

8 Every mariner knows the difference between port and starboard. Hundreds of years ago, however, a different word was used to refer to the left side of the boat. What is it?

9 Is everything on your boat hunky dory? This phrase for feeling carefree does have a nautical origin, but it's not related to a small wood boat that is rowed. Where does the phrase originate?

10 Rum punch is a favourite drink of sailors the world over. Name the four ingredients.

hemisphere and clockwise a gun. 3 "Mayday" is said to have originated from the French phrase "M'aidez" - meaning "Help me." 4 About 3.5% dissolved salts. 5 An "angel" is another term for an anchor kelleet or city's red light district after a long time at sea. 10 Lime juice, sugar syrup, rum, and water or any light juice.

In the ship's log as a son of a gun. 3 "Mayday" is said to have originated from the French phrase "M'aidez" - meaning "Help me." 4 About 3.5% dissolved salts. 5 An "angel" is another term for an anchor kelleet or city's red light district after a long time at sea. 10 Lime juice, sugar syrup, rum, and water or any light juice.

Answers:
1 A vessel under tow in fog should give one long sound blast followed by three short blasts. Repeat at two-minute intervals. 2 Illicit childbirth at sea tradition - ally happened between cannon on the gun deck, and the child was recorded.

IT WAS A FULL HOUSE FOR TOM...

and more talks are scheduled for 2017



during his time at sea on a variety of boats and showed his love of astro-navigation.

Afterwards, Tom answered questions and signed copies of

his books bought by members.

Organiser Simon Davey judged the evening a big success and said he hoped to book Tom for another talk soon.

Future talks already scheduled for 2017 include club member Nigel Barraclough on his Scottish cruising adventures on January 11 and Nick Pannell of Pan Pan Sailing on first aid for sailors on February 1.

Nick's nautically-themed

talk will cover matters such as the essential contents of a first aid kit, CPR (cardiopulmonary resuscitation), the recovery position in confined spaces and how to deal with cold shock and hypothermia at sea.

If any club member would like to give a talk on a particular subject then they should get in touch with Simon Davey via his contact details on the website.



Channel Sailing Club

**FRIENDLY GROUP OF YACHT OWNERS AND CREW
BASED IN ASHTEAD SURREY**

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For details see channelsailingclub.org



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