

# WAVELENGTH

The official publication of The Channel Sailing Club

Spring 2009



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## The Nav Table

2009 already! I don't know about you but last year seemed to flash by and I did not get enough sailing in, so I am hoping that this year I can get out on the water more.

Certainly the Club programme has something to offer everyone whatever size boat and however experienced the sailor.

If you only come to the clubhouse once a year, make sure it is on Tuesday March 17, when the Club will be holding a new event Catch the Tide which will review the seasons events and provide an opportunity for people to ask questions and sign-up early. Further details on the back page.

Our 2008 season ended in style - see page 10 for a report on the Icicle Cruise.

Dressing up seems to have been a bit of a theme in 2008, because on page 15 there are more costumes, this time from the Foxhunt.

This edition's photograph was taken by a club member on the Navigator's Race. We feature photographs of club events on the club website and I am looking for pictures for our front cover. When sending us pictures, it will help our archive project, if you can record the names of those featured and the location, (if it is not obvious). We will also be holding the photographic competition this year - awarding a Trophy to the best photograph taken at a club event - so make sure you take your camera whenever out with the club.

For those of you puzzled by the way in which the racing handicaps are calculated, John Kirby has tried to clear the fog in an article on page 5, just before the report on the year's racing results on pages 6 and 7.

Introduced in this issue is a new feature called The Interview. Thank you Cally Stilwell, for agreeing to be our first 'victim'! Her answers to our quick-fire questions are on page 13.

*Diana*

Diana Coman

## Word Search

Find the names listed below in the grid.

E	R	T	E	G	A	L	L	E	Y
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O	P	I	F	F	U	L	K	L	E
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Galley  
Sole  
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Winch  
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Genoa  
Batten  
Main

Sheet  
Engine  
Spinnaker  
Luff  
Leach  
Reef  
Fid  
Fuel

No Prizes, its just for fun!

Thanks to  
Peter  
Denning for  
this edition's  
quiz.



### Club Regalia Available

**Penants and burgees, also shirts, fleeces, caps - indeed anything can be ordered with the Club logo embroidered on it - including your boat name, if you want to build a crew strip or record a sailing event.**

**Catalogues and prices available from  
Bosun, Janet Sainsbury.**

**Call 07971 681 777  
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### **Club Night**

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

You can receive an **e-**  
**sailing brief**, if you are not  
on the list - get in touch with  
Tony Sparling.

Check out the **Club's**  
**Website** for more information  
and pictures of events.  
[www.channelsailingclub.org](http://www.channelsailingclub.org)

**Photographs** are taken at  
club events and may be used  
in Wavelength or on the  
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photographs please inform  
the Club Committee and the  
person taking the  
photograph if that is  
possible.

### **Cover photograph**

'Celestine' photographed by  
Nigel Barraclough on the  
2008 Navigator's Race

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contributors to this publication are not  
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such views and opinions.



## **The Commodore's Cabin**

At the last AGM I said that I was looking forward to a period of consolidation so, your committee has been focussing on four key areas.

**Long term financial stability** with the objective of keeping membership fees low whilst absorbing increasing costs. Our largest outgoing is the fee we pay to Epsom Sports Club (ESC). Last year we faced the renegotiation of our agreement to use the facilities against a background of operating problems at ESC. We now have a three-year agreement but the annual cost has increased and will do so year on year. Surpluses produced by our clubhouse social events will continue to be important in subsidizing ESC charges.

**Returning to our roots as a training organization.** This year has seen investment in people and equipment in order to improve our training facilities and expand the range of courses available to members at subsidised rates. The Club has benefitted from the enthusiasm of our instructors and their willingness to give their time free of charge.

**Increasing membership numbers.** Our membership is increasing and your committee continued to focus on the issues raised by members including affordable training, a better range of sailing and racing events and ensuring we are a friendly easy-going club. I hope that we deliver on this, but to do it we need your help - because if you don't tell us - we'll never know!

**Effective and Economical Communication processes.** I hope that you have all noticed the new look Wavelength and that you approve. I congratulate Diana Coman for having the vision and for the hard work that she has put in.

We have also moved our web site up another notch in order to make it ever more user friendly. Interestingly a good 25% of our new members first heard about us through the Internet and only nine members require non-electronic communication. We have also taken the opportunity to purchase another CSC web address so that it could not become available to other users and also to ensure that all genuine visitors were re-directed to our official site.

Lastly we have further developed the e-brief to ensure that we can keep members up to date with our monthly programme. Not only does it make life so much easier for us and saves the club money.

In conclusion I am mindful that all of this has been achieved by team effort. I would like to give my heart felt thanks to all of you who have given time and effort in the running of this club over the last year and in particular I want to thank my colleagues on the committee who have tolerated my quirky ways with such patience and good humour.

John Mimpriss, Commodore



# The Porthole

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

## 2008 - A Real Icicle

Returning from Cowes on Sunday, as 'Morning Light' emerged from the lock we beheld the sight of Chichester Marina frozen over. The short journey to the pontoon was quite noisy as our 'ice breaker' crunched its way through the ice.

The probable explanation is that with some fresh water streams flowing into Chichester Marina and with a few boats movements at this time of year the fresh water doesn't mix but being lighter flats on top of the sea water.

I understand that 'Whisper' and 'FizzGigg' have on occasions had to resort to a boat hook to break ice to get off the pontoon.

**Peter Horat**

## Harness in Fog

I read with interest in The Porthole, the comments about whether one should be 'in harness' and especially so when in fog. About two years ago in rough weather I went forward to reef the mainsail. Because of the conditions I was wearing a life line attached to the harness that was built into my lifejacket.

Because of the boat's movement I placed myself forward and very close to the mast whilst I lowered the mainsail and took in a reef.

On completion I tried to return to the cockpit only to find that I was well and truly secured

to the mast by the D-ring of my harness which had hooked itself on to the top part of the vertical mounted cleat. Even more frustrating was to discover that I could not raise myself high enough on my toes in order to lift the D-ring up and then off the cleat. So there I was - stuck - until John Lindsay came forward to release me! Thankfully he did not leave me hung out (to dry) for too long!

**John Mimpriss**

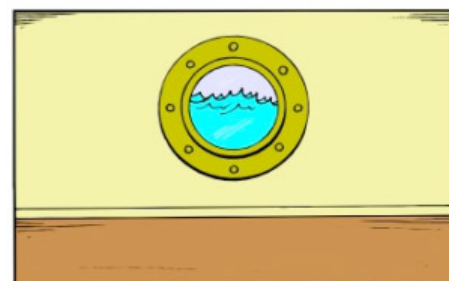
## EPIRB Channels to be phased out

I picked up news that from February 1 this year, the 121.5/243 MHz frequencies will no longer be monitored by satellites which will affect older EPIRB and PLB units.

The move away from the 121.5/243 MHz has been prompted by the large number of false alerts, mainly caused by yachtsmen accidentally switching their EPIBs on and not realising they were transmitting. This has evidently contributed to the Global Maritime Distress and Safety System having a 96% false alert rate and putting undue strain on the Search and Rescue services.

The advice seems to be that if you have an old style EPIRB, you should replace it with a 406 MHz version.

As always, there is a website to visit to check out the facts which is [www.cospas-sarsat.org/Beacons/](http://www.cospas-sarsat.org/Beacons/)



**121bcns.hmt.** You need to check the red box at the bottom of the page.

**Roger Roberts**

## Harbour Authorities could become law makers

The RYA is concerned over the proposed Marine Navigation Bill published in the summer of 2008. The Bill would empower harbour authorities to make 'General Directions' for navigational and non-navigational purposes.

Gus Lewis, RYA Legal Manager said: "The RYA's primary concern is that harbour authorities are not currently law making bodies but such a power, without any of the safeguards usually imposed on these bodies. Even a local authority does not have the power to introduce bye-laws without the approval of the Secretary of State, but the Bill would grant unelected harbour authorities, arguably greater power to criminalise lawful activity, than a democratically elected local authority has. The power to make General Directions might be exercised to remove the public right of navigation and could be used to exclude public access to any part of a harbour that is currently used by recreational craft and which may be needed or valued by them."

**Picked up from the RYA Magazine.**



## Racing News

John Kirby, the Club's Racing Officer, explains how handicaps are calculated. Check out the 2008 Racing Results on pages 6 and 7.

I have been asked to write a few words on the handicap system used for the Channel Sailing Club racing series.

Where you do not have a fleet of one design boats some form of handicapping is required so different classes of boats can to race together.

This is the situation within Channel Sailing Club.

The club has for many years used a progressive system. This is a system that goes a step further in trying to equalize the sailing abilities of the competing crews and the differences in the level of investment in the boats. For example a boat that has new state of the art sails, equipment and is sailed by an ace crew does not have too much advantage over one that has only received modest investment and is sailed by an ordinary crew. But before you can start this you require a base handicap value for each boat.

There are various systems available like the ISC and IRC values. Unfortunately to be assigned one of these values you have to have your boat measured and there is a charge incurred for this.

Not all club boats have, or wish to do this. However the Irish Sailing Association publishes their Echo values for no charge. These are very similar to the IRC values so Channel Sailing Club adopted

these as base values some years ago.

There are many ways of making the progressive adjustments. As we do not have a large number of races in the series I make the adjustment after each race ready for the next.

There is an excellent programme called Sail 100 which is in the public domain. I use this to do the calculations; this is also used by the Royal Ocean Racing Club for calculating some of their race results.

There are many settings in the programme but the adjustments I make are as follows. From the last race results I establish the median boat position and then adjust all

the other boat's handicaps to this value limiting the change to a set percentage.

When the system was first introduced this value was 10% but over the years, as the system has settled down, this has gradually been reduced and is now at 2.5%. This new handicap value is then averaged with the previous race's value to give the value for the next race. This averaging helps to dampen and reduce swings.

No handicap system is perfect and I do not pretend that ours is. However during the passage race to Poole last year after seven hours of racing only three minutes forty five seconds separated the first four boats.

This, I hope says something for the system.





# 2008 Racing Series Results

Racing results page 6 and Handicap Analysis page 7.

Entries: 16, Races Sailed: 7, Races to Count: 5

Series Place	Sail No	Boat	Boat Type	Handicap	Series Points	Long Race	Sprint Race 1	Sprint Race 2	Passage Race	Wooden Spoon Race	Navigators Race	Pursuit Race
1	3	Eagle	Bavaria 36	0.979	10	1	3	5	17	2	2	2
2	40	Aragorn	Mystery 35	0.99	11	17	2	2	2	1	17	4
3	22	Knight's Challenge	Sigma 33	0.919	14	4	7	3	5	7	1	1
4	7	Gilken	Sigma 36	0.971	28	3	6	9	3	7	9	17
5	42	Jambo	J109	1.027	44	17	17	17	4	3	17	3
6	10	Pell Mell	Maxi 33	0.935	48	2	17	17	6	17	17	6
7	24	Vikla	Nauticat 321	0.869	49	9	17	17	7	7	9	17
8	32	Pappilion	First 31.7	0.948	52	5	4	9	17	17	17	17
9	41	Change of Course	C&C 115	1.066	56	17	1	4	17	17	17	17
10	2	Cochise	Flush Poker	0.86	57	17	5	1	17	17	17	17
11	39	Emily	Island Packet 27	0.815	58	6	9	9	17	17	17	17
12	44	Celestine	Dufour 34	0.924	59	17	17	17	17	17	3	5
13	31	Get Kool	GK29	0.944	61	17	17	17	1	17	9	17
14	35	Caressa	Lotus 32	0.921	63	17	17	17	8	17	4	17
15	38	Nocturn	Trapper 500	0.856	67	9	17	17	17	17	17	7
16	9	Morning Light	Fulmar 32	0.861	77	17	17	7	17	17	9	17

Sail No	Boat	Original	R2	R3	R4	R5	R6	R1 Median	R1 Average	R2 Median	R2 Average	R3 Median	R3 Average	R4 Median	R4 Average	R5 Median	R5 Average	R6 Median	R6 Average
22	Knight's Challenge	0.927	0.924	0.916		0.915		0.921	0.924	0.901	0.916	0.916	0.916	0.909	0.915	0.915N	0.915	0.938	0.919
3	Eagle	0.962	0.974	0.977	0.975			0.986	0.974	0.983	0.977	0.97	0.975	0.975N	0.975	0.975	0.975	0.999	0.979
7	Gilken	0.973	0.977	0.969		0.971		0.98	0.977	0.953	0.969	0.969N	0.969	0.979	0.971	0.971N	0.971	0.971N	0.971
40	Aragorn	0.962		0.974	0.982	0.985	0.99	0.962N	0.962	0.986	0.974	0.998	0.982	0.995	0.985	1.01	0.99	0.990N	0.99
24	Vikla	0.88				0.869		0.880N	0.88	0.880N	0.88	0.880N	0.88	0.858	0.869	0.869N	0.869	0.869N	0.869
32	Pappillon	0.96	0.948					0.936	0.948	0.948	0.948	0.948N	0.948	0.948N	0.948	0.948N	0.948	0.948N	0.948
41	Change of Course	1.055		1.068	1.066			1.055N	1.055	1.081	1.068	1.063	1.066	1.066N	1.066	1.066N	1.066	1.066N	1.066
2	Cochise	0.864		0.853	0.86			0.864N	0.864	0.842	0.853	0.874	0.86	0.860N	0.86	0.860N	0.86	0.860N	0.86
42	Jambo	1.032				1.036	1.027	1.032N	1.032	1.032N	1.032	1.032N	1.032	1.04	1.036	1.01	1.027	1.027N	1.027
39	Emily	0.825	0.815					0.804	0.815	0.815N	0.815	0.815N	0.815	0.815N	0.815	0.815N	0.815	0.815N	0.815
10	Pell Mell	0.933	0.943			0.935		0.952	0.943	0.943N	0.943	0.943N	0.943	0.919	0.935	0.935N	0.935	0.935N	0.935
31	Get Kool	0.936				0.944		0.936N	0.936	0.936N	0.936	0.936N	0.936	0.952	0.944	0.944N	0.944	0.944N	0.944
35	Caressa	0.941				0.929		0.941N	0.941	0.941N	0.941	0.941N	0.941	0.917	0.929	0.929N	0.929	0.906	0.921
44	Celestine	0.935						0.935N	0.935	0.935N	0.935	0.935N	0.935	0.935N	0.935	0.935N	0.935	0.912	0.924
9	Morning Light	0.861						0.861N	0.861	0.861N	0.861	0.861N	0.861	0.861N	0.861	0.861N	0.861	0.861N	0.861
38	Nocturn	0.856						0.856N	0.856	0.856N	0.856	0.856N	0.856	0.856N	0.856	0.956N	0.856	0.856N	0.856



# A Benedictine distillery and the seat of William the Conqueror

The military say that a plan never survives its first contact with the enemy and it is perhaps true to say that a passage plan often fails to survive its first weather forecast, as **Nick Hoskins** explains in the first of a two part piece on the club's Late Summer Cruise.

This, the last long cruise of 2008, was planned to run between Saturday 6th and Sunday 14th September. A briefing took place the previous Tuesday where cruise leader Steve McCarthy gave the assembled company a detailed

arrive in the Channel the following Thursday. The big question was "would the strong winds from this make returning to home difficult?" Sunday morning arrived and so had a 20 knot westerly. We're off!

At 1000 hrs contact was made with 'Vikla' who was passing through the Forts and to the surprise of all she announced that she was under power due to the lack of wind. This did not last long and when the Chichester draft crossed the bar around midday the reefed sails filled admirably in the 20 knot westerly.

An enjoyable, if uneventful, day was had by all as the last boat secured in Brighton marina at 1945 hrs.

Monday was ushered in with a good 13 knot breeze. The day began at 0600 hrs and, as if by magic, three of the fleet were all up and within minutes of each



outline of the trip to the French Alabaster coast. The plan was to take 'Vikla', 'Pell Mell', 'Morning Light' and 'Gilken' with their 16 crew across the Channel and back via Brighton and Eastbourne. However, on the Friday before leaving there were force 6-8 winds with similar forecast for the next day. After consulting the skippers a decision was made to delay the event for 24 hours. Saturday evening was convivial for the crews of 'Pell Mell' and 'Morning Light' who met up for dinner. Top of the conversation list was the deep low forecast to

other, cast off. The other boat followed an hour or so later, knowing that she would likely catch us up. By the time we reached the open sea dawn had come and the deep red orb of the sun appeared within a large patch of blue sky. The day proved varied with winds blowing from 5 to 20 knots but ended under blue skies and a light breeze. For a large part of the passage all four boats were in sight of each other and all passed very close to the big red Greenwich Light Vessel marking the Traffic Separation Scheme lanes.



Fecamp was our destination and it is a charming town and, for us, plenty of berths at the end of the season.

Tuesday 9th September presented a glorious morning, sun shining, light winds and for many breakfast in the cockpit. For a couple of the crews a trip to the Benedictine distillery was a pleasing and alcohol stimulating pastime whilst others meandered around the town and coffee shops. Fecamp has strong links with Norwich, Steyning and Rye and William the Conqueror had his seat of power in Fecamp for a short period after taking control of England.

After a leisurely luncheon, interrupted by rain, the fleet set off for St Valery en Caux, a short 15 mile hop. Engines were in full evidence and those that tried to sail achieved a racy 1 to 2 knots. (I am not sure if that included the following tide or not!).

'Morning Light' seemed to be stopped in the water so, in true club spirit, 'Gilken' motored over whilst 'Vikla' raised the crew on the radio. Luckily there wasn't a problem, they were fishing. This inspired 'Vikla' to join in with the result of one small mackerel and Marilyn horrifying the crew by hitting it on the head with a winch handle and then gutting it. The spoils were proudly displayed to all when 'Vikla' invited all on board for drinks that evening. Thanks again to Marilyn and Steve.

The entrance to St Valery was not quite as expected from the Almanac and pilot book - rather than a lock there was a gate with a lifting bridge above which only opens every half hour circa two hours each side of HW, so some hanging about had to be done by the early boats.

The day ended on a positive note after an excellent meal in the town. The plan had been to stay in St Valery for a rest day on the Wednesday. Although guides say it is a very pleasant resort (much of it rebuilt after it was flattened during the war), the temporary facilities for yacht crew, although perfectly clean, were not to everyone's liking and a preference to move on to Dieppe was expressed.

*Photo on previous page: Gilken with Ken Wright and crew.*

**In the next edition of Wavelength, Nick Hoskins completes the story of the late summer cruise, when north westerly winds changed plans again.**



## For Sale

Put your boating items up for sale in Wavelength. Send details to the Wavelength Editor, email pictures as jpeg files.

Advertising is free to Club Members.

### **Knight's Challenge**

Sigma 33, cruiser/racer. Has taken part in CSC cruises, club races, JOG and RORC races, the Fastnet and Round Britain and Ireland races.

Sound, open to any inspection, trial and survey.

For sale to dissolve a partnership, either as a whole for £25,000 o.n.o. or to start a new syndicate of up to 5 people at approx £5000 a share. Lying Gosport. For further information contact Janet Sainsbury on 07971 681 777 or Mac Keight.



### **Genghis Khan't**

Westerly KT24 cruiser/racer. Ideal first boat. Successful in club racing. Sound but needs TLC as has been semi-retired. £3000 for quick sale. Call Janet Sainsbury on 07971 681 777.



### **1986 Moody 34**

In very good condition. New rigging and furling gear, chart plotter, Navtex, Navman log and depth, wind instrument, fridge, hot and cold water and heating, all less than 5 years old. Liferaft and all safety equipment. Very well maintained and lightly used. Can be viewed at Chichester Marina. For full spec. contact Pam on 07743 930541 or 01372 721 963 with email address.



# Batman and Robin make an appearance at Icicle Cruise

Two boats chose a Batman theme for their Boat Shows at the 2008 Icicle Rally. 'Lonk Avel', skippered by Commodore John Mimpriss and 'Champers' owned by Mike Kirkham & Hilary Tyler, brought the dynamic duo to life, defeating arch villains Riddler, Penguin and Catwoman.

'Whisper', on loan to Trevor Barker, put on a Pirate show, capturing the Commodore. 'Diamond Life' chose a classic theme, plotting the story of Jason and the Argonauts.

A relief to all spectators was the event held by 'Vikla', as it involved going aboard. It was freezing cold standing on the pontoon and even the audience participation was no enough to keep everyone warm.

'Whisper' won the Topside's trophy, who did not lose points for kidnapping the Commodore and best actress to Donna Anderson for her portrayal of Catwoman. 'Vikla' provided spy pens as a prize, in keeping with their James Bond theme, and this went to Cally Stilwell for the best mask.



*Top: L-R: Mike Pelling as Robin and Hilary Tyler as Batman and Mike Kirkham as The Riddler.*

*Left: L-R: Margaret Laker and Calley Stilwell taking part in one of the two games organized by 'Vikla'. Overseen by Skipper Steve McCarthy and Nicky Painter, who, having completed the tasks, enjoyed a Gin Martini shaken, not stirred, in true 007 style!*







Above: L-R: 'Lonk Avel' Skipper John Mimpriss as Batman, John Lindsay as Riddler, Colin Stevens as Robin, Donna Anderson as Catwoman and Tony Sparling as The Penguin.



Above: 'Diamond Life'. L-R Back Row: Steve Kennedy as Jason , John Futchter as Poseidon, Martin Owen as the Dragon that guarded the Golden Fleece, Front Row: L-R: Trish Heywood as The Gorgan(zolla) and Diane Fox as Harpy.

Left: 'Whisper': Back Row L-R: Gerry Roper, the late Richard Laker and Chris Mamby. Front Row: L-R: Martin Thomas and Trevor Barker.

Right: L-R: 'Vikla' Skipper Steve McCarthy with Marilyn McCarthy (far right) and contestants Margaret Laker, Cally Stilwell, Janet Sainsbury, Steve Kennedy and Jane Norris.





# Four Rallies and Murphy's Law

## - Part II

By John Mimpriss

In the morning the forecast for the Solent was not all bad. The wind was expected to be south east, veering to south west which was fine but instead of force four there was the chance of it becoming north west and increasing to force seven. A check of some synoptic charts downloaded two days previous lead me to suspect that what had been forecasted might actually happen and so we curtailed our visit to Arromaches and departed on the channel crossing earlier than planned.

For the first 12 hours of the crossing the wind stayed light and from the south east and we comfortably motor-sailed making nearly 6 knots. At dusk I was so confident that I had beaten the

easy task when caught out in the middle of the night like that. Fortunately we were able to lock the boom fully out and then turn the boat cross wind – thus taking the load off the system so that the sail could be hauled down and reefed. Of course, that amount of wind neatly dumped a lot of water across the boat so that everyone became thoroughly soaked.

Once back on course we enjoyed an eventful and windy passage into Chichester with the wind continuing to gust to the high 30's until after we had crossed the bar. Once inside the harbour we picked up a buoy and maintained radio contact with 'Whisper' as she followed us into the harbour.

Needless to say we enjoyed a stiff drink and I



expected forecast that I put away the smaller headsail and de-rigged the inner forestay. I made the assumption that Murphy was on my side. Fool that I am!

At around 0100hrs we could see some thunder activity somewhere ahead over the South Downs of UK – in itself not a problem. Just as we passed abeam of the Owers with the wind still from the south east at about 12 knots - it suddenly started to veer and increase. As it went through the stern I quite fortunately decided to furl the genoa. In the next 5 minutes it then veered another 40° and increased to 39 knots.

With a full mainsail up we enjoyed a wet and energetic period taking in three reefs. Never an

offered one to the old sod Murphy just to show that there were no hard feelings.

'Morning Light' had a more difficult time of it as she was further away. Like us she suddenly met this veering and increasing wind but suffered at the vital moment a genoa furling gear failure resulting in some damage to both the sail and the rigging.

A week later was the Navigation and Skills weekend to Littlehampton. Having recovered from our epic arrival into Chichester I was sure that the weather must surely be good for this event. I'd certainly earned it! Indeed on the Tuesday I looked at the forward forecast and it did indeed appear to be a 'soldiers wind' from the west on the Saturday



and light winds for the Sunday. At the briefing that night I confidently expressed the view that the weather would not be a problem.

Obviously Murphy was listening!

Come Saturday morning we had a forecast for both days for south-west four to five gusting to six.

Despite that, a number of the participating boats put their noses out of harbour. Both 'Whisper' and 'Lonk Avel' had a comfortable passage past Selsey Bill with a nice force four and then we heaved-to while having coffee waiting for the required water at Littlehampton.

Needless to say the wind started to increase and at the allotted time the Harbour Master advised that we should not try an entry because of a nasty chop off the pier, which is why we ended up diverting to Shoreham.

'Champers' and 'Moody Bleu' were somewhat later and succeeded in getting into Littlehampton as the sea had moderated. Meanwhile we were a further 12 miles downwind with the wind now up to 32 knots. Entering downwind into the lock with that amount of wind certainly refreshed our knowledge of backward ferry gliding techniques. Despite the weather 40 people sat down to an excellent meal at Arun Yacht Club and most participants left by car.

Come the morning we were delayed by the lock and did not get away until 0730hrs. The wind was a mere south west force five with, initially, a sea with quite a comfortable long motion. By routing outside of the Pullar and inside of the Owers on a passage through the Swashway we managed to stay in deep water, so although the waves were large it was not necessarily too uncomfortable and we were able to keep our speed up. However it was a long and frustrating journey as we had adverse tide from abeam Littlehampton.

Meantime dear Old Murphy was living up to his reputation and the wind had slowly increased to force eight.

The worst part was the passage to the west of the Pullar where we enjoyed gusts of 41 knots, large seas and a certain amount of green water. Once we approached the West Pole the IOW gave us protection so that the waves were somewhat smaller and the wind had moderated to force seven.

Back in the Harbour we enjoyed our first hot meal of the day. Of the other boats, 'Champers'

and 'Moody Blu' left Littlehampton at 0700hrs and enjoyed the tide until past the Bill.

Old Murphy obviously was looking for other innocent folk to hassle and thus 'Moody Blu' experienced an engine failure whilst going through the Looe - which concentrated their minds exceedingly. It appeared to be an engine cooling problem which fixed itself after Simon had checked a number of options in the system – how and why nobody is quite sure but there it was. A strong suspicion was that the water inlet was not always in the water. I know for sure that it was something else. It just had to be dear Old Murphy having his fun!



## The Interview

Cally Stilwell has been a member of Channel Sailing Club for many years and regularly takes part in club events. She has 'great fun', thinks all the events are 'marvellous' and best of all, the 'people are nice'.

### **Force 3-4 or 5-6?**

Five to Six.

### **Foredeck or helm?**

Helm.

### **Cruising or Racing?**

Racing.

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

Ron Blundell, because he was a good sailing tutor.

### **Favourite meal aboard?**

Fresh mackerel paté, made from ingredients aboard and fish caught off the boat.

### **Most memorable sailing moment?**

Sailing in the Fastnet Race.

### **Favourite Club Event?**

Navigator's Race.



## Committee Report

# AGM well attended

A well attended AGM took place at the Clubhouse in Epsom.

The committee remained unchanged, except for Jane Shott who volunteered to become Membership Secretary, a role which up to now had been performed by the Commodore, John Mimpriss. The handover will take place over the next few weeks.

Flag Officers gave presentations about the year's sailing and racing programme and the Treasurer, Peter Denning, presented a relatively healthy financial report to the Members.

Membership fees remain unchanged for a further year and the Club will continue to invest in training.

Commodore, John Mimpriss, presented the following Trophies. Each winner also received a certificate to commemorate the event.

Commodore's Trophy - Bill Swindell

Panic Trophy - Richard Brodie  
Seamogs Trophy - John Futchter  
Gliding Kestrels Trophy - 'Eagle'  
The Wooden Spoon - 'Aragorn'  
Fizz Gigg Trophy - Steve Morris  
Sally Jennings Award - Diane Fox  
The Genghis Trophy - 'Cochise'  
Miranda Trophy - Robert Jollye  
Flag Officers's Trophy - Ben & Carol  
Toogood

Le Harlequin Trophy - 'Aragorn'  
Round the Island Trophy - 'Aragorn'  
Turner Prize - 'Knight's Challenge'  
Jacqui Sillance Trophy - Patricia Heywood  
Icicle Trophy Topsides - 'Whisper'  
Canbria Ball - Jane Shott

Congratulations to all our trophy winners! For more information about the awards, check out the Club's website.





# Foxhunt competitors rose to the challenge



*Left: L-R: Alex Parker and Dorri Parker with Marilyn and Steve McCarthy, the winners of the 2008 Foxhunt.*

*Below: L-R: Eagle crew Jeff Rogers, Cally Stilwell, Calvin Evans, Bernadett and Frederick Balen.*

Amongst the challenges presented to entrants to the 2008 Foxhunt Rally, was to bake a cake from food on board.

'Vikla' triumphed by melting four fun-size Mars Bars in a non-stick pan and adding chopped dried apricots, raisins, crystallized ginger, some porridge oats and coffee. Mixed up and put in the freezer bit of the fridge. The creation had to be cut out of the plastic container in which it was frozen, but it was clearly worth the sacrifice. Chef and creator Marilyn McCarthy warns, if you try this aboard, it can get a bit gooey when it warms up.

The other boats were equally creative, digging out whatever they had in the galley.

'Gilken' produced a flapjack from porridge oats.

'Eagle' came up with a chocolate cake with berries and chocolate buttons with the outline of a boat carved on them.



'Diamond Life' presented a trifle with custard, and 'Nocturn' produced a Jaffa Cake Sandwich. 'Caressa' produced a cake with a twist - using breakfast cereal and a fried egg.

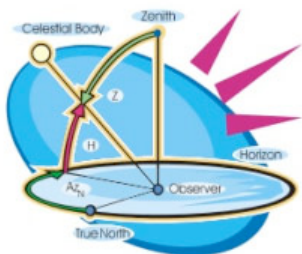
Nocturn Skipper Ron Hunt told *Wavelength*, "We thoroughly enjoyed the event and the hog roast at the end made the evening."

Commenting on the event and the cakes, Christine Shelton-Smith said: Amazing ingenuity was shown by all and it was a great weekend, and for once the weather was nice!"

'Get Kool', the 2007 Foxhunt winners, organised the event (each year's winner organises the following year's event).

**BOOK  
YOUR  
PLACE  
NOW!**

This year's Foxhunt will take place on 26-27 September. A sailing treasure hunt, picking up clues around the Solent, this is a sailing, intellectual and practical challenge. Get in touch with the organizers, Steve and Marilyn McCarthy to book a place. Call 01932 843574 or email [steve.mccarthy@virgin.net](mailto:steve.mccarthy@virgin.net)



## Training

# Safety Law for Pleasure Craft

Parts of Chapter V of the International Convention for the

Safety of Life at Sea contain the maritime law that applies to skippers and crew of privately owned pleasure craft. The following, extracted by Bill Swindell, from MCA publication MCA/098, SOLAS V for Pleasure Craft, summarises some important aspects of this law. Remember, it's not just advice, it's the law.

### Voyage Planning

Regulation V/34 'Safe Navigation and avoidance of dangerous situations', is a new regulation. It concerns prior planning for your boating trip, more commonly known as voyage or passage planning. Voyage planning is basically common sense. As a pleasure boat user, you should particularly take into account the following points when planning a boating trip:

- weather: before you go boating, check the weather forecast and get regular updates if you are planning to be out for any length of time.
- tides: check the tidal predictions for your trip and ensure that they fit with what you are planning to do.
- limitations of the vessel: consider whether your boat is up to the proposed trip and that you have sufficient safety equipment and stores with you.
- crew: take into account the experience and physical ability of your crew. Crews suffering from cold, tiredness and seasickness won't be able to do their job properly and could even result in an overburdened skipper.
- navigational dangers: make sure you are familiar with any navigational dangers you may encounter during your boating trip. This generally means checking an up to date chart and a current pilot book or almanac.
- contingency plan: always have a contingency plan should anything go wrong. Before you go, consider bolt holes and places where you can take refuge should conditions deteriorate or if you suffer an incident or injury. Bear in mind that your GPS set is vulnerable and could fail at the most inconvenient time. It is

sensible and good practice to make sure you are not over-reliant on your GPS set and that you can navigate yourself to safety without it should it fail you.

- information ashore: make sure that someone ashore knows your plans and knows what to do should they become concerned for your well being. The Coastguard Voluntary Safety Identification Scheme (commonly known as CG66) is also free and easy to join. The scheme aims to help the Coastguard to help you quickly should you get into trouble while boating. It could save your life.

### Radar Reflectors

Many large ships rely on radar for navigation and for spotting other vessels in their vicinity. So, whatever size your boat is, it's important to make sure that you can be seen by radar. Regulation V/19 requires all small craft to fit a radar reflector 'if practicable'. If your boat is more than 15m in length, you should be able to fit a radar reflector that meets the IMO requirements. If your boat is less than 15m in length, you should fit the largest radar reflector you can. What ever size your boat is, the radar reflector should be fitted according to the manufacturer's instructions and as high as possible to maximize its effectiveness.

### Life Saving Signals

Regulation V/29 requires you to have access to an illustrated table of the recognized life saving signals, so that you can communicate with the search and rescue services or other boats if you get into trouble. You can get a free copy of this table in a leaflet produced by the MCA. You can also find it in various nautical publications. If your boat is not suitable for carrying a copy of the table onboard (because it's small or very exposed), make sure you've studied the table before you go boating. Large boats should keep a copy on board.

### Assistance to other Craft

Regulations V/31, V/32 and V/33 require you:

- to let the Coastguard and any other vessels in the vicinity know if you encounter anything that could cause a serious hazard to navigation, if it has not already been reported. You can do this by



calling the Coastguard on VHF, if you have it on board, or by telephoning them at the earliest opportunity. The Coastguard will then warn other vessels in the area.

- to respond to any distress signal that you see or hear and help anyone or any boat in distress as best you can.

### Misuse of Distress Signals

Regulation V/35 prohibits misuse of any distress signals. These are critical to safety at sea and by misusing them you could put your or someone else's life at risk.

## Radar Course proves popular with members

This event was so popular it was run twice, with 21 people attending overall.

*Below: L-R: Peter Pringle, Martin Owen, Alan Pryce, Tony Sparling, Martin Thomas, Nick Russell, Mike Roshier, Tony Eakin and David Toogood.*



## Obituary

### Mrs Chippie's Last Postings.

As many readers will remember I have entertained you in *Wavelength* over the years with the exploits of my master, Rodney Butcher and his shipmates Ian and Byron in 'Sand Dollar'.

Together we have ventured afar, losing our wheel in Arromanches, being the smallest and only boat to reach Honfleur in appalling weather, sailing up the Dart to Totnes and being abandoned by my shipmates under the bar on the Icicle Cruise. One year I even won the prize for the best article in *Wavelength*.

My biggest adventure was in crossing the Channel,

proceeding up the Seine to Paris and then through the French canals to the Mediterranean and on to my final home in Denia, Spain. Here Rodney and my mistress Ineke took me out for day sails enlivened periodically by longer voyages when Ian and Byron came to visit taking me round Ibiza, Formentera, down to Cartagena and into the Inland sea, the Mar Menor.

Last Autumn Rodney decided to sell 'Sand Dollar' so I returned to England with Ian.

Sadly my master, Rodney, died in Spain

on Monday, 17<sup>th</sup> November 2008 after a year long battle with cancer. He will be a sorely missed shipmate and friend. He will remain in our thoughts as I have agreed with the CSC Committee to become the annual Rodney Butcher Trophy.



## Bon Voyage

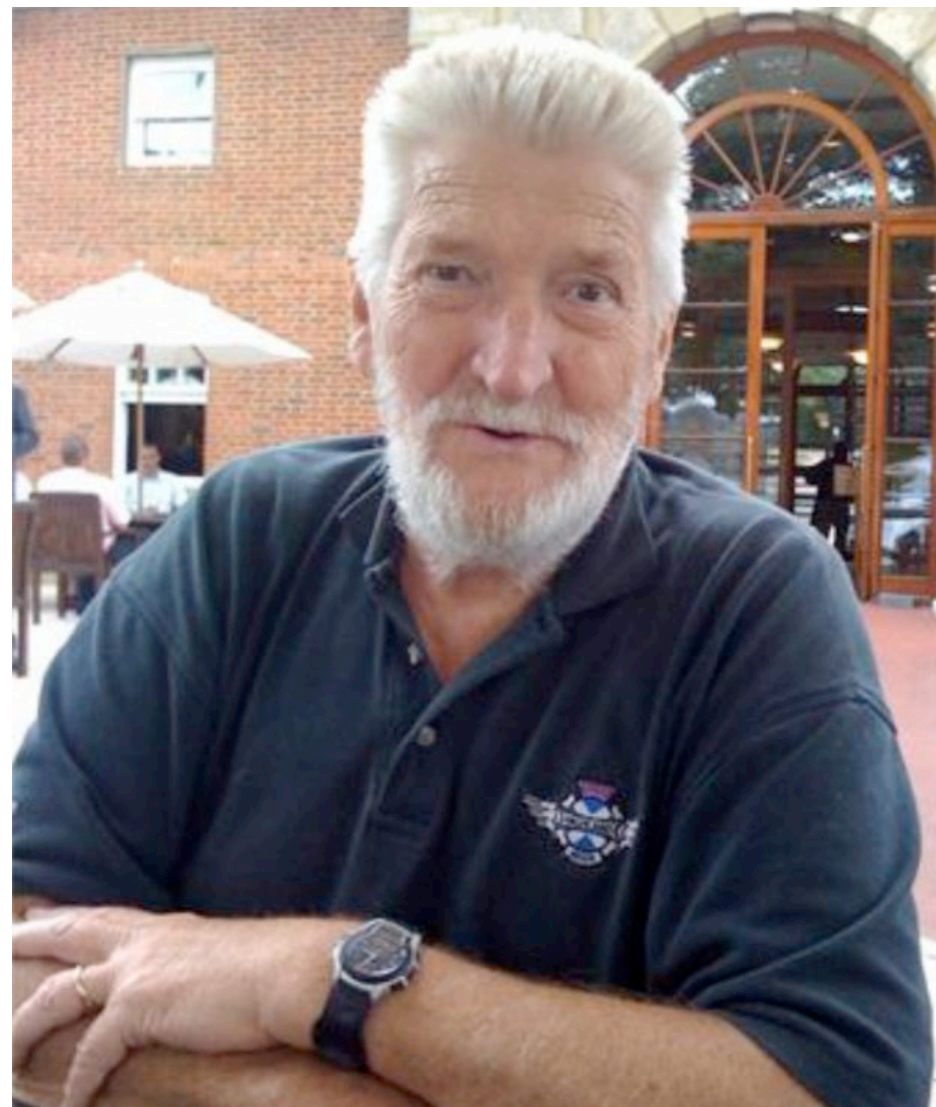
“I suppose that, if we are honest an individual can count the number of true friends he or she has on one hand. RICHARD LAKER was a true friend and a real friend to the club. He showed no malice, if he had any he kept it well hidden, He had the ability to talk to anyone who would care to listen and, many did, and was generous to a fault.

Dick joined the family business of wine importing after school but had the daunting task of running the business following the death of this father when he was only 23 years of age. Dick spent the rest of his life in the business and there are very few people who know as much about wine as he did.

I only knew Dick for just over ten years but it goes to show the stature of a man that I feel I have known all my life.

Born in 1939, Dick met his wife, Margaret, when they were both bikers – some say they were the original Hells Angels. His interest in sailing began when he was a child and, at the age of six and, not being able to swim, was rescued only just in time by the RNLI when he fell overboard from a dinghy. He never forgot that rescue and his life-long commitment to the Institution – he was also a Governor of the RNLI - stands testimony to his gratitude and generosity.

This generosity though, was not just financial. When he and Margaret were holidaying in Malawi two years ago he heard about the plight of the local



fishermen who, to feed their families, go out on Lake Malawi – a lake as large as the English Channel – in their dug-out canoes with only rice or supermarket bags sewn together for sails. The annual loss of life on the lake is huge. Dick decided to try to do something about this and made an appeal to Channel Sailing Club members to donate their old sails. Dick saw they were packed and shipped out.

Dick was a great supporter of the CSC and there was hardly a club night he didn't attend and, he never missed a social event. Although far from well, he recently attended the Icicle Cruise and helped the crew of

'Whisper' to win the boat shows' award in the lead role of Blackbeard the Pirate.

Dick was not only a good friend but also a good drinking mate. A couple of times a week we would meet at the RAC country club at Woodcote Park and there was always arguments as to whose round it was but it didn't matter, he would, if one let him, always pay out of turn, he was that kind of bloke.

I will miss him dearly and my thoughts are now with Margaret, his children Kate and Michael and the grand-children.

Bon Voyage, Dick. It's been a privilege to have known you.”

Trevor Barker





# Poor man's bunting is just pants!

By Diana Coman

Pete Goss and crew were so eager to set sail from Newlyn last year, they left without their underwear! According to reports, it was completing a spin cycle at the local landerette. Whether you think this is true or a neat bit of PR to promote his latest venture, depends on your level of cynicism. Either way, if you are Pete Goss, a) it makes it to the news and b) there are people who would think of airlifting the underwear to you. Ordinary mortals would just have to suffer till they got ashore, or spend alternate days going commando.

Racing conditions provide particular challenges on the underwear front. A boat at full tilt going like the clappers is not the easiest of environments to get changed in. Added to which, even off-shift you are always on-call - no chance going down for your three hours off, changing into your jimjams and bed socks. Most of the time you just crash out fully dressed, in fact in some conditions, you should remain fully dressed, including wearing life jacket, in case you have to react quickly.

In a moment of indiscretion, one the Club's Fastnet veterans admitted to cutting off his pants after the race was over - having been stuck in them for the week because sailing conditions were so severe.

I am not sure what type of material would be best. I've tried them all. Cotton can absorb too much moisture and stay damp if you are unfortunate enough to get wet, but nylon can be a bit uncomfortable and irritate. There are some adventure/travel pants containing silver providing anti-bacterial qualities, but at about £30 a pop, they are quite expensive. But then if they keep you botty comfortable, they would be worth the investment.

Whilst cruising, some sailors will take advantage of marina facilities to freshen up their smalls, but using a strange washing machine can do damage, so if you are fearful of a washing cycle that turns smalls into tinies or whites into a delicate shade of grey/blue, washing aboard is the solution.

I rather enjoy seeing boats moored up with washing pinned to lines and rails - it looks like bunting and makes the place look cheerful. It is also an indication that the people aboard have been around more than the weekend.

For me, I will continue putting up my poor man's bunting and I think a trip to M&S to get a pack of new season frillies is in order.





## **March 17th, 2009 at the Club House**

Find out about Channel Sailing Club's annual programme at this new club event. **'Catch the Tide'** gives you a chance to pick up more details about each event, meet event organizers and sign-up to take part.

The evening will start with the Flag Officer's Reception at 2000hrs, followed by an introduction to the sailing and racing programme from our Racing Officer, John Kirby, and Rear Commodore/Cruising Officer Steve McCarthy, after which there will be an Exhibition and a chance to ask event organisers questions and book yourself a place. The exhibition will also include information about the Club's training activities and social programme.

Whether you regularly take part in club events, or are new to the programme,  
**this is an evening for you.**

