

# WAVELENGTH

The official publication of The Channel Sailing Club

Summer 2009



Is your head in  
the clouds?

Page 12

Coping in  
strong winds

Page 6

Kites fly over  
Dieppe

Page 18

Icicle Cruise

see back page





## The Nav Table

In this issue of *Wavelength*, Peter Horat tells readers about 'Morning Light's' trip back on the 2008 Mid-Week Cruise providing a lesson to all.

Ron Hunt's feature on his delivery trip from Scotland to Somerset (page 16) included a couple of pictures of Dolphins, which were taken from the boat. As they would not come out well in the publication, we have them on the website.

Wet weather gear seems to be exercising this issue's contributors, as both Caroline Watson and John Futchter make reference to finding and using kit in challenging conditions.

And dolphins make another appearance in the first part of a feature on Caroline Watson and Robert Jollye's trip to the Canaries (page 14).

Another new feature 'Fantasy Crew'. Our Treasurer, Peter Denning, has agreed to revealing his inner-most feelings.

The 'Meet the Committee' event at the beginning of April provided some helpful feedback for me. One issue raised was the length that articles should be. If you are thinking about sending in a story or article - please bear in mind that 500 words is about as much as we can get on a page - and that will only leave a small space for a picture. In order to keep the content as varied as possible, I usually try to keep features to no more than two pages - so if the story comes in longer, I will spread it over two editions of the magazine if I can find a natural break in the story.

The 'Catch the Tide' pre-season event proved popular and I am sure will become a regular slot in the programme. I would like to thank everyone who helped me get this organized. If you did not make it to this year's event, watch out for it on the programme for 2010 and book it in your diary.

Happy sailing, and as you are out there enjoying the challenges the sea has to offer, I hope you have your note book and digital camera handy to record funny or interesting events you can share with club members through the pages of *Wavelength*.

*Diana*

## Word Search

Find the names, all associated with Lymington River, on the grid.

L	P	I	E	R	P	I	L	E	H	P
Y	E	R	M	O	O	B	E	G	A	C
M	S	E	R	T	O	I	L	E	R	O
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L	O	N	G	R	E	A	C	H	S	T
C	R	O	S	S	B	O	O	M	T	C

Lymington

Pier Pile

Harper's Post

Cage Boom

Cocked Hat

Tar Barrel

Cross Boom

Pylewell

Long Reach

Nash Point

No prizes, its just for fun!



## 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 or speak to Janet on club nights.**

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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 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 that is possible.

### **Cover photograph**

Taken on the 2008 Mid-Week  
Cruise.



Thank you to the RYA for  
permission to use material from  
the RYA Day Skipper and Watch  
Leader course book 2007/08.

The views and opinions of the  
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opinions.



## **The Commodore's Cabin**

Before putting pen to paper for this edition's  
Commodore's Cabin, I talked to our Editor about  
possible themes. We agreed that focussing on  
lessons learnt not only focussed our minds on a

key objective of the club - to improve sailing skills - but also acts as  
a guide for club member contributions to *Wavelength*.

Getting through a challenging event could be put down to  
'good luck' and at other times as 'good judgement'. In my old  
industry there used to be a saying that 'there are old pilots and  
bold pilots but never old, bold pilots'. I guess that infers that as  
you get older you also become less adventurous and therefore  
learn always to play it safe. But that is not so, as taken to its  
logical conclusion, you would never put to sea unless the forecast  
and conditions were absolutely perfect and then there would be so  
little wind that you'd end up motoring.

So I suspect that the inference is that your 'old pilot' in the  
nautical scene would be one who has learnt to read the situation  
and to then judge what is best for him, his crew, his boat and to  
then have a plan which will enable them as a team to handle  
whatever may possibly happen during the course of that trip. It  
also suggests that experience has taught one to do a number of  
'what if's'. By that I mean 'what if the rudder jammed', or  
'somebody went over board at this moment' or 'my engine does  
not start just when I really need it'. Such quiet rumination just  
sometimes equips the skipper for dealing with the unexpected or,  
more importantly, mitigating against it.

So I guess I'm suggesting that we should not loose the spirit  
of adventure but that we should also not commit ourselves to a  
course of action where there is no way out in the event of some  
spanner being dropped into the plan.

And of course, don't forget your responsibilities as crew. You  
are a great source of information and knowledge and often you see  
things develop which the skipper might have missed. Yours is the  
responsibility to gently pass that information to the skipper so that  
he/she instantly accepts such wise counsel; and if you are  
particularly clever he/she may end the day thinking it was his/her  
own idea!

I can see I've made a rod for my own back here as no doubt I  
am preaching what I fail to practice and  
no doubt I'll be well and truly reminded of  
it every time I sail this year by those  
around me.

Safe and enjoyable sailing!

A handwritten signature in black ink, which appears to read 'John Mimpriss'.

Just before going to print, we received  
news that Deanne White had passed away peacefully in her sleep,  
at the Princess Alice Hospice, with her husband, John, at her  
bedside. John and the family are in our thoughts at this sad time.  
A tribute will be published in our next edition.



# 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.

## The Buy of Biscay

That Old Sea Dog Keith Gibbs had been planning to compete in the Royal Ocean Racing Club races to and from Madeira for some time but he had made it quite clear that he was looking for a crew of fit, young, strong, experienced members and as I didn't meet any of those criteria I had no chance of being included. So there! While having a drink at the club on Tuesday the 5<sup>th</sup> of August 2008, I was surprised to be invited to join the crew. A selected crew member had withdrawn and Keith was now scraping the barrel. Pleased to be invited I accepted the shilling and Keith agreed to collect me from home on Saturday morning, the 9<sup>th</sup> of August.

Now my sailing jacket had been purchased three years before, for the Fastnet race and was now letting in water. If I had planned to do an ocean race I would have bought a new one. On the crossing from Portsmouth to Cowes I got absolutely soaked. Those who tracked us on the RORC website know that we dropped into Plymouth. I took this opportunity to visit the chandlers, Yacht Parts, and purchased a Henri Lloyd HP2 BISCAY JACKET, seemed appropriate as we would be crossing the Bay of Biscay.

The front zip was two way but didn't go to the bottom of the jacket by about 100mm (WHY?) and was therefore very difficult to engage. It proved

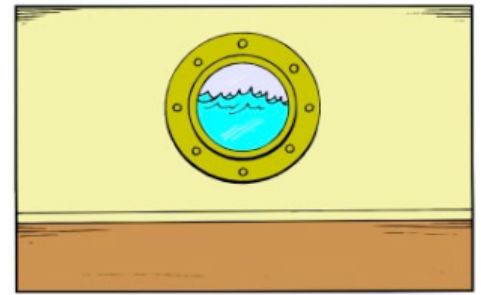
almost impossible to engage in the dark, below deck on a heaving yacht. Having engaged the zip it then jammed at the top where a pad had been sewn in to protect your chin and required assistance to do up and undo, "thank you", Carol. This was great fun on the nine days there and nine days back while doing three hours on and three hours off or just going to the heads. It was not fit for purpose. On my return I noticed that, in Cowes, they were being sold off cheap so I was not the only one to find them less than satisfactory.

I contacted Yacht Parts and whinged and moaned about the jacket and they told me to return it to them. Some time later I had heard nothing and thought it had been lost in the post or some such so I e-mailed them for an update. They replied that they had credited my account to the full amount and were awaiting my instructions. So, I had an account! I replied that "I would like the MUSTO MPX OFFSHORE JACKET SM1511 Gold but I can get it from another supplier for £280 and you want £325, if you can match this price I will have it from you and put the £140 towards it".

This was immediately agreed so I now have a new Musto jacket.

I would like to congratulate Yacht Parts for the excellent way they handled a disappointed customer.

**The Decrepit Mariner - John Frederick Fletcher**



## GPS Jamming

GPS signals apparently go haywire in the vicinity of military vessels on occasions. There are also deliberate jamming exercises as evidenced by the following message. The MoD has informed Ofcom of the following GPS jamming exercise:  
Dates: 6 July to 16 July 2009.  
Times: limited periods between 11:00 and 15:00 hrs  
Location: To sea westwards from N58° 57.4' W003° 13.9' (60 nautical miles west of Kirkwall). Contact: Duty Officer on 01309 617857 or 01343 817428

**Bill Swindell**  
**CSC Training Officer**

## Club's Age Profile

I want to pick up on some of the feedback from the April 8<sup>th</sup> session of 'Meet the Committee'. Embarrassingly having applied a three line whip I found (24 hours before it was due) that I was unavoidably required elsewhere and could not therefore attend. But the committee team stood in and filled the gap and my absence, so I'm told, was not a problem; and so it should be!

I understand that a number of interesting comments were made from the floor regarding our membership profile and in particular concerns were expressed that we had a rather senior age profile.

That set me thinking as, in my view, a club is only as good as its membership - so if we want to attract more youngsters into the club we will have to ensure that we offer what the younger people want. Maybe the racing scene is a possible avenue as it suits the busy person who only has time to spare at weekends.

Its just a thought and I'd be interested to hear your views.

**John Mimpriss**  
**Commodore**

### **Have you missed out?**

I had a moan early in the year about small boats and long distance cruises.

Then the Frostbite Cruise came along and a good turnout of boats made it a good weekend. So what happened to Easter? Only two boats and 5 crew signed on. What went wrong? Easter was later this year and the Frostbite showed we had boats in the water ready to go sailing. A 4-day cruise starting with a short hop down the Solent, then two longer trips to Poole and back and a short trip home. To me this is an ideal way to go sailing, meet new skippers and crew and go out on different boats large and small, and include 3 destinations.

The next cruise was the 4 day cruise to France, not wanting to miss out on the gourmet meal that John (Commodore) had promised us and the wine tasting as well, I signed on with Ken Wright on Gilken.

Have you missed out!

**Ron Hunt**  
**Nocturne**

## **Obituary**

**Jim Parish**, founder member of Channel Sailing Club, died on March 11 2009. Aged 86, he was brought up in Worcester Park. During the War, Jim was in the Navy where he studied at Marconi on radar developments, so from an early age, water played an important part in his life.

On leaving the Navy Jim's great wish was to join the civil service. His reason? He had read 'Riddle in the Sands' and was so impressed at a job which allowed six weeks holiday a year to go sailing that no other career would do. Jim stayed with the Civil Service all his life, retiring as Principle Establishment Officer of The Office of Fair Trading.

Jim will be remembered for his endless appetite for fun and ability to make the most of whatever means were available. In this he was well matched with his wife, Olive. From their early days together they enjoyed motorcycling touring holidays in France and holidays in a skiff rowing along the Thames and erecting the tent over the boat to sleep in.

Olive and Jim had two children and as a family they would travel round Europe in various camper vans. It was during this time that Jim enjoyed diving and the family travelled far and wide in pursuit of clear water and good compressed air.

As diving gave way to sailing, the small kit built mirror dinghy enabled the family to learn the ropes. Jim's first yacht was 17ft and repaired in the back garden. Over the years his boats got bigger until he acquired his pride and joy 'Novamity'.

At the time he had the boat, the Royal Naval Sailing Association finally allowed non-commissioned officers to join and fly the blue ensign. Jim flew the blue ensign with great pride and amusement.

He was a very good navigator, crossing the channel with great accuracy long before GPS technology and using a tennis ball and string as a log. He was a good steady yachtsman and very cool headed in difficult situations.

He was an Ocean Yachtmaster and Yachtmaster Instructor and at one time was offered a job to skipper a schooner. Friends, family and club members alike enjoyed sailing with him and learnt much from him.

Jim never saw age as a barrier to having fun and at 70 he was driving and stoking the old steam engine Sir Nigel Greasley and climbing aloft on the tall ship Lord Nelson in bad weather. At 80 he was sailing in the Med, setting out in an easterly gale and at 83 he was jumping off a family boat in the Canaries into 15m of water to swim.

Always active and mentally alert right till the end, he made the most of any situation. Doing things thoroughly and being generous when it came to passing on his sailing knowledge he shared his love of the sea to his family and friends and there are many sailing today who benefited from his experience and knowledge.

# From calm to Force 9 in 15 minutes

The 2008 Mid-Week Cruise provided a few challenges for the crew of 'Morning Light'. Peter Horat tells Wavelength how he and crew Richard Brodie, Trevor Barker and Mike Roshier got on.

'Morning Light' joined 'Whisper', 'Lonk Avel' and a new boat to a Channel Sailing Cub event, 'Parity', on a trip from Chichester and back via Fecamp, Honfleur, Courseulles and Arramonches.

The trip started on a Sunday evening in July and on mostly smooth moonlit seas, it was motoring for most of the 16½ hour crossing.

After a day in Fecamp, the fleet set off for Honfleur, not before a visit to the fuel pontoon where Richard Brodie finally managed to get his credit card accepted in the DIY pump - sadly 'Parity' was not so lucky!

It was an exhilarating brisk sail to Le Havre with wind shifts in our favour as we followed around the coastline.

Motoring up the Seine Estuary 'Morning Light' was running close to a Dutch yacht which suddenly signalled he had a problem, which the crew thought might be loss of fuel.

'Morning Light' took him in tow, very slowly, for not only was he heavy but the sea was choppy.

Whilst waiting for the Honfleur lock to open, 'Morning Light' rafted the Dutch yacht alongside, on the basis that it was the easiest way to negotiate the lock. This was, of course, until a French coaster dashed past up close which caused a wash which banged the boats together and threatened to entwine the cross-trees. Back to towing followed by a bit of fun trying to lasso floating bollards on the lock walls and finally the Dutch boat, with its crew of two parents and two young children, were safely tied up on the harbour wall.

Byron Turner on 'Whisper' was 'entertainments officer' for the evening and organized a pleasant cruise dinner in a local



*'Parity's' crew David White (Skipper), Mike Upchurch and John Hoskinson (picture taken by Martin Hewitt).*

restaurant attended by all boats except 'Parity', which had gone into Le Havre for fuel. The only remaining challenge for the day was getting down the long thin verticle ladder down the harbour wall to get back on the boat!

After an expensive petit déjeuner ashore in the 'chocolate-box' inner harbour of Honfleur, the fleet set off for Courseulles. Richard justified his reputation as a fisherman when he caught two large mackerel in as many minutes. The only other catch of the day was a lobster pot, caught under the tiller which was freed by a boat hook which, in turn, was lost overboard.

To say the berths in Courseulles were tight would be an understatement and 'Lonk Avel' was squeezed between 'Morning Light' and a French yacht with the stay accompanied by the squelching sound of flatened fenders.

Before leaving the following day, a trip was made to Juno Beach, with memorials to the Canadians who landed there on D-Day, then off motoring over a glassy sea with a hazy sky to Arramonches where the fleet anchored for lunch close to the remains of the Mulberry Harbour.

That evening, as 'Morning Light' set off for the return trip to Chichester, the glassy sea gave way and a pleasant 5 knot sail took its place. The weather forecast sounded unlikely, after a week of good weather - gales in Plymouth and a front coming through with winds force 6-7. The more prudent put in two reefs and 'Whisper' changed to a smaller jib. 'Morning Light' decided to keep up the 5 knots and reef if and when necessary.



Unfortunately the front struck at night - with the sea going from flat calm to Force 9 in about 15 minutes. Putting reefs in, in the dark, with very strong winds, proved difficult and particularly as the sail was catching on the lazy-jacks. Then the jib furling failed and so it had to be left up. At this point, Peter Horat's life-jacked auto inflated!

The crew of 'Morning Light' then began a 7 knot roller coaster ride with first Trevor Barker and then Richard, struggling with the tiller. It was very noisy with things banging around and breaking off. The jib sheet was the first thing to go under the strain. At least the sail survived, albeit without its UV edging strips. Next, half the radar reflector disappeared, which may have been induced by maneuvering round a coaster in the shipping lane.

Eventually as dawn broke, 'Morning Light' reached the lee of the Island and things were a bit quieter. First the crew decided to go to Portsmouth, then, hearing that 'Whisper' had got into Chichester, the decision was made to follow and fortunately, crossing the bar was not a problem.

With the water too low for Chichester Marina, we tied-up at Itchenor for a few hours sleep. Nearby another storm casualty, a large yacht whose anchor had dragged and was now lying on its side in shallow water.

The crew finally got 'Morning Light' back into Chichester Harbour around 2230 hrs. The damage was not as bad as expected.

The boat was left moored up, with the French courtesy flag firmly attached to the cross-tree!

### What can we learn?

#### **The RYA advises the following when in receipt of a strong wind warning:**

- ✓ Get the crew in warm waterproof clothing, and boots
- ✓ Run on life-jackets
- ✓ Reef sails/reduce speed in motor cruising
- ✓ Consider diverting
- ✓ Prepare food and drinks
- ✓ Organize a watch system if possible
- ✓ Clip on harness lines
- ✓ Check all hatches are closed
- ✓ Check stowage
- ✓ Consider anti-seasickness tablets

As the crew of 'Morning Light' experienced, conditions can change suddenly. Whilst the preparations for strong winds may seem unnecessary when conditions are good, particularly if the boat is wizzing along OK, when the conditions change for the worst, it is always much more difficult to do the things that are needed to get the boat into a more balanced sailing position, or the crew sorted out, if you have left it too late. If you are trying to do all this in the dark and the boat under pressure - it makes it doubly difficult.



*Another enjoyable dinner ashore.*

# Why do we have a bird on the burgee?

Here is a little snippet for the Club Archive from **Brian Yeomans** explaining where the Club burgee design came from and why the Club is called the Channel Sailing Club.

Way before I joined the Club, a group of Epsom sailors had formed the Pirates Cruising Club. I understood the name came from the idea that pirates were the closest thing to a waterborne gypsy – having no particular home port or, in the case of our sailing club, no actual clubhouse. From there it was but a short step to choosing the Jolly Roger – albeit defaced with an anchor in the corner- as the Club's burgee.

This state of affairs continued into the mid 1980's but, thanks to some unhappy Frenchmen, things were about to change. A club cruise (to Le Havre I think!), had excited adverse comment from locals at the mass display of a death's head flag due to the connections with the Second World War. Compounded with a growing tendency for other small boats to hoist a "toy" Jolly Roger, it was felt to be time for a change to a classical burgee more in keeping with the serious purposes of the Club.

For a variety of other reasons, the next club AGM was to be concerned with formally incorporating the Club and possibly changing its name in the process. Debate on whether or not to have a new name was becoming somewhat emotive when Peter Nevard – a very long standing member of the original Club – interjected with a simple proposal to change the name to Channel Sailing Club. This proposal, I think, struck a chord both with those strongly in favour of change and those who reluctantly recognised the need for change but without formed ideas of a new name.

A vote in favour followed shortly thereafter but, I seem to remember, not soon enough – we did not get to the pub in time for a pint!

Past Pirates' Commodore Colin McKinley Clark was asked to form a sub-committee to come up with a burgee design for the "new" Club and I was invited, along with several others, to participate. The first meeting proved that it was going to be a long process – probably because the committee was far too large and each of us had a different opinion as to how the flag should look. After this inconclusive meeting, I volunteered to play around on my office computer – where I had access to a colour inkjet printer- to come up with a variety of designs for the Committee to review. I probably put together about 40-50 variations of colours and shapes – all the time having to bear in mind the need for a unique

design, for it to be distinguishable by both shape and colour of the individual grounds and for it to have some demonstrable logic. It took about three sub Committee meetings to finalise the design that was eventually adopted, with discussion proceeding on such

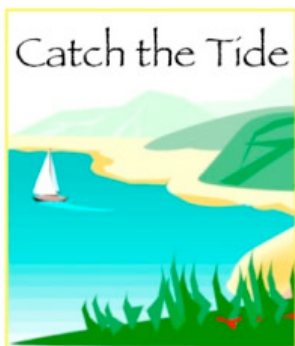
fine points as the choice of colours, shapes and emblems- and everybody had their say!!

So what is the logic of the burgee? It is simple really – green for the Downs, black and white echoing the original Jolly Roger burgee and the dividers (not a bird as some wag had it!) to reflect the Club's roots in the Epsom navigation classes. The relative size of the green, black and white stripes were chosen to maximise contrast. We might have chosen to have blue and white grounds between the green areas to represent the Channel but it did not look so "classy" as the black and white option. You might say that the black and white more accurately reflects the state of the Channel when most of us are planning to cross it anyway!!

So there you have it – a potted "history" of the burgee – but very much as I personally recollect from around 20 years ago so please forgive any errors. Better still - if you do have any corrections why not feed them into the Archive?







# Club's events' showcase proves an attraction

Members attending the Club's first pre-season reception and presentation were greeted at the Flag Officer's Reception by rum punch 'Man overboard' and canapes made by club members.

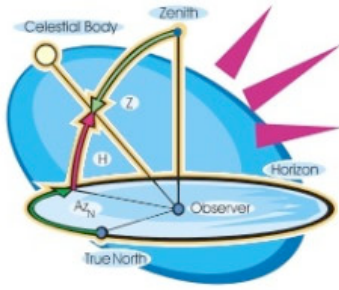
A packed Clubhouse listened to a presentation from Rear Commodore Steve McCarthy about the season's programme and then went round the freshers-fayre style exhibition where they met event organizers.

*"It was a great evening and a very good way for new members like us to get an idea about what is going on. Everyone has been so very welcoming."*

Sarah O'Donnell







## Training

# Day Skipper Course the class of 2009



*Back Row: John Johnson, Peter O'Donnell, Daniel Armitage, Andrew Thornhill, Ed Winter, Nick Pannell (Instructor), Simon Williams Front Row: Sarah O'Donnell, Caroline Bailey, Sarah Bland, Rachel Thornhill*

Channel Sailing Club's (CSC) training programme is proving popular with another tranche of members signing up for the Day Skipper (shore based) Course.

The course was held in Ashted over several Saturdays, so it is a real commitment for those who take part. Ten Club Members (photographed above) took part in this year's programme, under tutor Simon Williams.

CSC re-established its commitment to training a few years ago, introducing a RYA qualified trainer to the Club. Since then, two Club Members, Bill Swindell and John Lindsay

have gained accreditation as RYA trainers and are offering training to Club Members.

The training offer from the club is growing with both paid for and free training sessions proving popular.

You don't have to have sailing qualifications to take part in sailing events within the Club, but developing skills and acquiring accredited qualifications is encouraged.

Even the most experienced sailor can find a refresher course useful as regulations and practices change and it is easy to get into bad habits.

# Poppadums and Puddings at Club Curry Night



The Club's annual Curry Night attracted about 75 people. With cooked contributions from club members, everyone left well-fed.

No social event is complete without a good pudding and as usual, a marvellous array of options was available.

A raffle held on the night raised money towards club funds.

A big thank you to Diane Fox who organized the event and to everyone who contributed food, pitched in on the night serving food and clearing up.

## **Peter Denning's** *Fantasy crew*

Below is my fantasy crew and the reasons why. Whether they would all get on together is another matter and possibly even an article in its own right. My job would be to get them to work together, though Nelson may be taken aback by Gordon Ramsay's language. Hopefully the food will win him over though!

Ellen MacArthur (need someone to climb the mast)

Pete Goss (perseverance)

Gordon Ramsey (Chef)

Nelson (tactics/leadership - getting the crew to do what I want)

Sarah Ayton, Sarah Webb and Pippa Wilson (Women's Olympic Yngling crew. (Need some more girls on board and as they can sail and look good .....))

**Peter Denning** is Skipper of 'Redouble'



# Can you read the skies?

Following an interesting training session at the Club on clouds, members asked for more information. With Keith Bater's agreement, we publish fuller details.



Although sailors can use weather forecasts from many possible sources, looking up at the clouds, combined with reading the barometer, can yield a lot of useful information. It has the benefit of being both local and immediate.

So what can we tell from clouds? First it's useful to know the basic shapes. At the simplest level, there are two types – flat stratus cloud, and puffy cumulus cloud. Stratus cloud occurs in layers at various heights, and indicates that the atmosphere is stable, with little vertical air movement. Cumulus cloud occurs when there is a vertical movement of air, and the

atmosphere is unstable. Small cumulus cloud can occur at any height. Glider pilots and soaring birds look for the up-currents under large cumulus cloud. A large cumulus cloud with a dark base is likely to cause strong up-currents with large wind shifts around the base. They are best avoided by dinghy sailors, and sometimes by bigger boats. Our boat once tacked itself under a cloud like this, with no movement of the wheel we were heading at 90 degrees to the original course.

Clouds are also defined by height – cirrostratus is a very high sheet of thin white cloud which can form a halo round the

sun or moon; altostratus is high layered cloud; altocumulus is a high layer of small cumulus, sometimes forming ripples, known as a mackerel sky.

Cirrus cloud is the high, white, curled, streaks of cloud known as mares' tails. With a falling barometer, this usually indicates the approaching warm front of a depression with associated veering wind and rain. It can be followed by lower levels of altostratus, stratus and nimbostratus cloud. Usually this brings rain; nimbus just means bearing rain. After the warm front there is broken cloud, sometimes with light rain and poor visibility. Then comes the

cold front, which at worst may be thundery cumulonimbus with heavy rain and squalls. Finally after the cold front we are back to cumulus, with clear skies and showers, and stronger veering winds.

### **Low-level clouds (base 0 - 2 km high)**

**Stratus (S)** - extensive, featureless, shallow cloud sheet, can yield drizzle or light rain

**Stratocumulus (Sc)** - shallow cloud sheet, broken into roughly recurring masses of cumulus, may drizzle or snow

**Cumulus (Cu)** - separate, hill-shaped puffy clouds, with level bases. Usually fair, but may bring showers after a cold front.

**Cumulonimbus (Cb)** - very large, high (up to 10km) cumulus, with dark bases and anvil shaped top. Can bring thunder, lightning, squalls and heavy rain

### **Medium-level clouds (base 2 - 4 km high)**

**Altostratus (Ac)** - shallow cloud sheet with roughly regular patches or ripples of small rounded clouds. Usually fair weather

**Altostratus (As)** - featureless, thin, translucent cloud sheet. Usually fair weather.

**Nimbus (Ns)** - extensive, very dark cloud sheet, usually yielding precipitation

### **High clouds (base 5 - 15 km high):**

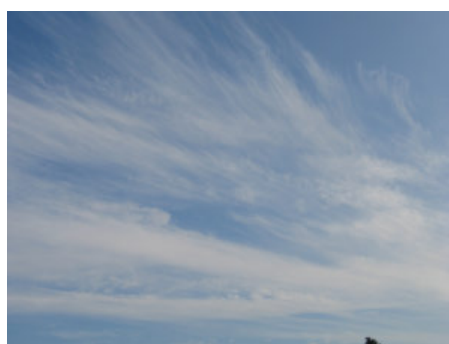
**Cirrus (Ci)** - streaky, white, feather-like cloud. Indicates an approaching depression

**Cirrocumulus (Cc)** - shallow, more or less regular patches or ripples of cloud. Fair weather.

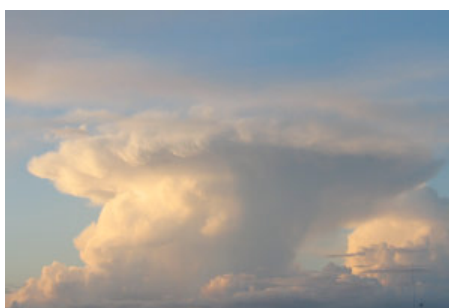
**Cirrostratus (Cs)** - shallow sheet of largely translucent cloud. Fair weather.



Stratus



Cirrus



Cumulo nimbus



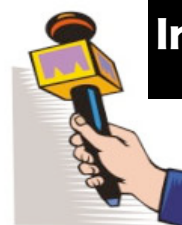
Cumulus



Nimbostratus

Previous Page: Altostratus

## **The Interview**



Peter Thomas, former Commodore and long time member of the club says that Channel Sailing Club is "the best club in the world". He told *Wavelength* that "it is a brilliant club - fantastic". Now more likely to be cruising than racing, Peter has taken part in the club's racing programme.

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

Five to Six Racing and  
Three to Four if Cruising

### **Foredeck or helm?**

Helm

### **Cruising or Racing?**

Cruising

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

Edward Heath

### **Favourite meal aboard?**

Any sort of meat stew

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

Having come out of the pub in Mullaig in Scotland to find 6 inches of snow on the boat.

### **Favourite Club Event?**

Foxhunt

# Our trip to the Canaries

Caroline Watson tells *Wavelength* about her trip, with fellow traveller Robert Jollye, to the Canaries. In this first feature, we hear about the first three legs of the journey.

## Leg 1: Gosport to Plymouth via Cowes 12<sup>th</sup> –14<sup>th</sup> November 2008

First stop on our journey was to Cowes to get a lift out to replace the prop anode.

However it turned out that the prop anode was fine and it was the sail drive anode that was much more corroded. So the propeller had to come off. The guys at the lift-out were very helpful and had almost got the blades off before we had got our tools. So two hours later, with new sail drive oil and new anodes in place we were back in the water berthing overnight in East Cowes as we had another mission – to get new ocean wet weather gear. We had pre-arranged to get some SLAM gear rather than Musto and what a great decision. In bright yellow, we wore mid layer and tried the gear on with as much underneath as possible to ensure they were comfortable - and they were.

Well they were about to get tested and (jokingly) we thought we could always take them back if they failed to live up to all the recommendations and accolades they were getting. Anyway the following morning, we set sail for Plymouth. As expected we had southwesterly winds on the nose, so it was hard going. We tried to sail as much as possible, but went a bit too close to Portland and ended up with about 3 knots of tide against us and only about 5 knots of boat speed as the wind was light overnight, so resorted to the motor from time to time to make some progress.

We enjoyed a beautiful moon but a temperamental starboard navigation light required some midnight attention. We arrived in Plymouth around lunchtime having motored the last 30 miles just to get there. So a chance to re-stock, re-fuel, visit our favourite pub and landlady Ronni in the The Fareham Inn and get some sleep before setting off south.

## Leg 2: Plymouth to Camaret – 15<sup>th</sup> & 16<sup>th</sup> November 2008

We were up early to get going, as we needed to be at the Chenal Du Four around 1000 hrs the following morning to get the tide with us. A nice constant westerly wind was perfect for crossing the channel and it was nice to cross during daylight hours as you can keep an eye on the tankers. Having AIS (Automatic Identification System) is very re-assuring as you can not only detect them and monitor their approach, (you hope) they will see you and hopefully keep an eye out for you. We did get three dolphins come and visit in the afternoon- nice to have company, but we expected to see lots more as we headed south.

The passage through the chenal was quite calm and we arrived at Port Vaubon in Camaret at lunchtime. Straight onto our list of jobs which is never ending. The main aim was really to try and get the boat dry. We decided that this time despite all our efforts trying to seal the back lazarette locker we would just seal it up for the next leg. Was that a good thing or a bad thing to do .....? We will find out.

Camaret was dead at this time of year. The shower block was locked up as was the harbour master's office but he found us later to collect his dues. However we did find one restaurant open, which was just as well as there was no supermarket in sight. So a bit disappointing especially as we were just about to go across Biscay – good job I had provisioned well in the UK!

## Leg 3: Camaret to Portosin – 17<sup>th</sup> – 20<sup>th</sup> November 2008

We were up bright and early to get going on the big leg. Funnily enough I was less worried about this leg than the previous two, I guess it takes time to get your sea legs and sea confidence back again. It all started off quite calm, 10-12 knots with a few dolphins to say hello, all was good. The wind started to build as night came, so we reefed down early which was good. Overnight it was breezy with 20-25 knots with gusts up to 30 knots as the drizzle came in – urgh.

Our new wet weather gear was now going to get tested. The real test is when you come off



watch for a snooze. The old gear was so cold, wet and heavy that it was a struggle to put it on. The new gear – wow what a change. Yes, the outside was still damp, but it is so much lighter and drier on the inside - what a difference!

One disadvantage of the bigger seas and rain, was that our plan to keep the back locker sealed misfired as the gaffer tape came off and hence even more water got into the lazarette than usual causing the fridge to die yet again! Not a problem in the colder climes but critical when we want chilled wine in the Canaries!

Anyway as we progressed southwest, the bottom dropped away from us as we got into water 4km deep and hence we saw no sign of wildlife i.e. dolphins across the Bay. Even the AIS did not pick any ships – great for collision avoidance, but it does make you feel quite isolated if anything should happen. However nothing happened and our passage across Biscay was fast, averaging over 6.5 knots the whole way. A bit of gibing to keep on the rhumb line was about the only event, OK and a couple of inadvertent gybes to keep me awake. We discovered that “George” our autohelm was actually not bad downwind, so he started to do a lot more helming.

Our last night at sea, heading towards and past Finisterre, was a lovely clear moonlit night with millions of stars. Just as well as we started to encounter many fishing boats and it is difficult to work out which way they are going. In fact on the entry into the Ria de Muros, there were probably over a dozen of them going in all directions making navigation quite a challenge.

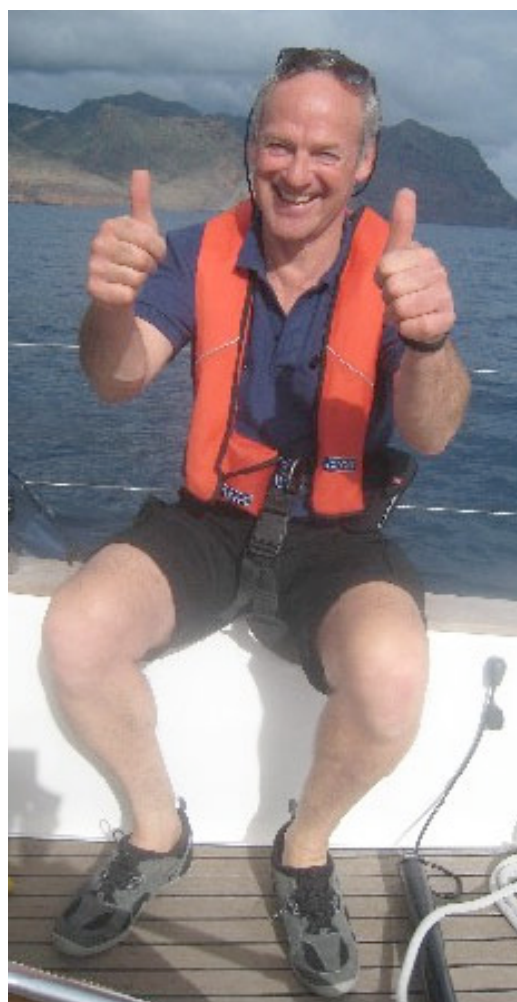
As the light got up and the sun spread round the bay, it was easier to see what they were doing. In the end we forgot our tiredness and watched one of the trawlers haul in its catch of sardines. Quite amazing and we were even offered some fresh from the net, but declined.

We then pottered (having had our bowl of porridge) into the harbour and having phoned up on channel 9, they were going to meet us and allocate a berth. However we did not realise the welcoming committee was going to be a bottlenose dolphin. It was amazing as the dolphin came right over to the boat and like a dog checking out another, it looked like it was having a “sniff”. It also seemed to be helping nudge the boat towards the pontoon. Robert was reluctant

in putting on any power for fear of getting the dolphin, but all was OK. It was pretty magical having “Gaspar” (as we found out he was called) come so close. In fact the dolphin stayed around for the rest of the day, playing with a rope from the tender of the fisheries protection boat. Its all on video, but pretty impressive and made it very special.

The people at Portosin, especially Carmen were very helpful. In fact she organized for us to get a replacement compass bulb from a car shop – where they soldered the wires on and gave us two for free. OK we had to cycle there up a pretty steep hill, but that was all part of the adventure. We had a great picture conversation with the receptionist who has a cousin in Wimbledon, about our journey down and where we were going. It was brilliant fun. The added advantage being on our bikes was we could stop, we had a lovely tapas lunch in the Church square. Well deserved for all the cycling!

One job we did get done was the back lazarette locker – creating a better water irrigation system that hopefully will deposit the water back in the sea and not in the back of the boat as it has done for the past four years.



# Dolphins joined delivery trip

**Ron Hunt, the Skipper of Nocturne, tells Wavelength readers about his trip to deliver a boat from the west coast of Scotland to Somerset.**

On Tuesday 17<sup>th</sup> June 2008 I met up with Gerry Phillips along with three others Maurice, (Owner Skipper) and land lubbers Stewart and David at Gatwick Airport and boarded the 0730 hrs Easyjet flight to Glasgow - the first leg of our trip to bring a Moody 44 from Rhu on the west coast of Scotland down to Watchet, Somerset. At Glasgow we hired a people carrier to take us to Rhu Marina where we loaded the boat and then Gerry and I did the shopping followed by an hour's drive to take the car back to Greenock then we were taken back to the boat to join the others.

We set off in the late afternoon under low cloud and rain showers for Troon. Motor sailing against light winds the skipper could get no more

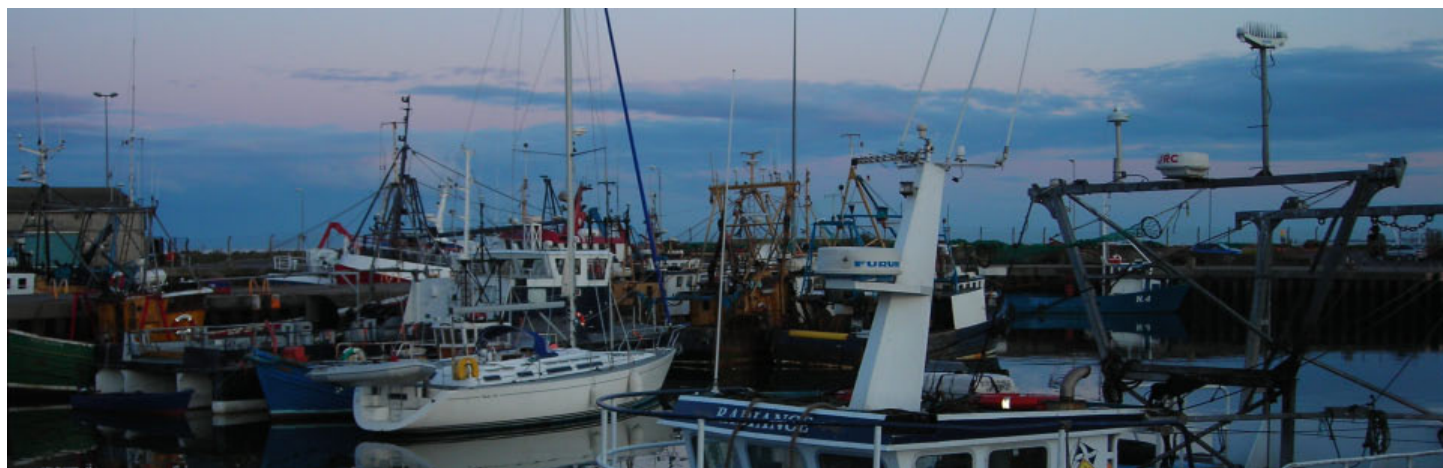
elbow grease from the crew her bottom now clean, she was put back into the water. Cost £375 + fuel £135!

We then set off for Troon (24 hours away) motor sailing at 7 knots at 2500rpm by this time the sun had come out and put a smile on every one's face except the skipper who was on his mobile trying to explain to his wife the hole in their bank balance.

Arrived at Troon that evening we walked into town as some liquid refreshment was needed and came upon a themed bar - believe it or not, "golf" serving Tai food. Unfortunately the kitchen was closed - it was 2000hrs and the crew were preparing to mutiny if food was not found.

Retracing our steps to the local fish bar and persuading the owner to feed us, we sat down to a fish and chip supper and at 2050 hrs back to the boat for a dram and a good nights sleep.

**Thursday 19<sup>th</sup>** We vitted the boat and set off at 1000 hrs for Portavogie, Northern Ireland,



than 5 knots out of the engine and thought that we had something around the prop. This caused a change of destination and 20 miles later we were entering Largs Marina amongst a Clyde 80 fleet. These 80 foot wooden classic boats with their gleaming brass and varnish were there for a national regatta. Alongside the local sailing club were busy racing. We had dinner in the club house – excellent value and the beer was "heavy!"

**Wednesday 18<sup>th</sup>** The boat was lifted out of the water and what a shock, nothing around the prop but you could only see the tips of the blades the rest of it and the keel were covered in barnacles. After a good jet washing and some

70 miles away. The forecast was NW 4/5 showers. We had SW on the nose, log read motor sailing at 6/7 knots. Arrived Portavogie 2100 hrs but to our surprise it was a tiny fishing harbour. We motored around the fishing fleet watched by a couple of seals when one of the locals told us that a boat in the corner would not be going out until 0600 hrs the next day and as it's deck was the same level as ours we rafted up for the night.

The lads couldn't wait to get ashore and sample the Liffey Water which I believe is the colloquial name for Guinness, and after a few pints and a meal we turned in to our bunks ready for an early start.

**Friday 20<sup>th</sup>** 0600 hrs we slipped our mooring and Gerry nearly slipped off the boat as he climbed ashore to remove the line. A heart-stopping moment, but fortunately we did not need to hoist him out of the water.

Next stop Dunlaoghaire in Southern Ireland near Dublin, 75 miles away. Weather forecast NW 4/5 - we had south variable, on with the engine and another day's motor sailing. David and Stewart was now asking questions as to why, as a sailing boat, we were spending so much time with the engine on!

Dunlaoghaire Marina is large by any standard 820 berths up to 23 metres+ but was let down by its facilities. The toilet block was a barge with four unisex shower cubicles (out of order most of the time) or a 400 metre walk to the shore. The lads were now wanting to try the native brew again as all agreed that it did taste better than anywhere else.

**Saturday 21<sup>st</sup>** saw a 1000 hrs start. Weather forecast SW 4/5 increasing 6/7 later including fog with the outlook storms. We still had a southerly, so on with the engine and motor sailing at 6/7 knots we headed south for our next stop 37 miles away at Arklow. At this point we all started to feel the gods were against us as we had been sailing for five days under engine power but we cheered ourselves up by opening another case of beer.

As we approached Arklow the wind started to increase as predicted and was showing 30 knots over the deck, so we were pleased when we saw the harbour entrance and the smooth water inside. Arklow is on the mouth of a river and has moorings for locals in the main channel, a marina for boats up to 35ft and a pontoon on the starboard side of the river for visitors with larger boats. We were met at the pontoon by the Harbour Master who handled our lines for us, then told us where the office and the shower block were located. After a wander around the town we went back to the boat where Stewart and David cooked up a spag-bol which was washed down with a carton of red wine.

**Sunday 22<sup>nd</sup>.** Next morning the sun shone the wind was now gale 8 increasing 9/10 SW. Maurice informed us that we would be staying another night so we went shopping at the local Aldi store and had a look round the new shopping mall then into the town. Back on board Maurice decided that we could make up our forced rest

day by doing a night sail from Arklow all the way to Watchet and with the tides with us and the SW wind we estimated an average 10 knots. Watches were organized Gerry and Stewart and Ron and David with Maurice on standby. As this would be our last night we hit the town for a meal ashore at an up-market restaurant and had an excellent meal.

**Monday 23<sup>rd</sup>** we slipped our mooring at 1400 hrs, fuelled up and headed out into the Irish Sea - next stop Watchet 185 miles away - only to find the wind was now SE force 3. On with the engine again! course SSE taking us just off Milford Haven then round the corner into the Bristol Channel. Wales was sighted 12 hours later but we now had a strong tide against us until we turned the corner into the Bristol Channel.

Shortly after turning the corner we were joined by Dolphins leaping out of the water and riding our bow wave those of us awake rushed up to the bow to look at the spectacle and what a spectacle it was, Skimming just under the water then coming up for air then down again their tails tapping the bottom of the hull, rolling over on their side and looking at us with that big black eye and the phosphorescence coming off their noses made the scene so special, then suddenly they were gone.

About 0500 hrs we were showing 7 knots through the water and 10 over the ground. Gerry had been asleep through the first Dolphin show and was delighted when a second group joined us for another early morning spectacular. What a wonderful way to end a 390 mile trip.

We arrived in Watchet at 1100 hrs on Tuesday 24<sup>th</sup> June and after giving the boat a good clean inside and out we hired a car and headed back to Surrey.

I enjoyed the trip and the boat is what you would expect of a Moody. I think we were ripped off in Largs, charging that much for an hour in the slings but, that's life.

Having the wind against us for eight days must be a record but as it was a delivery we could not do much about it. It was the middle of June and I was surprised how cold it was and we had above average rainfall as well. The autopilot came into its own as there was not much to do (no sail trimming). The company was good and we all had a good laugh together, the highlight of the trip for me must be the Dolphins, Oh yes! and Gerry trying to fall in whilst getting ashore in Portavogie.



# Kites fly over Dieppe

The conclusion of Nick Hoskins' two part feature on the Club's Late Summer Cruise.

Dieppe was another 15 mile trip and with the last opening of the bridge at 0900 hrs all were prepared for the leaving at 0830 hrs. 'Gilken', however, left at 0800hrs, concerned about its greater draught.

It was a lovely day with an open sea, sunshine and, what turned into, an enjoyable 15 knot broad reach. On the way 'Morning Light' caught two decent fish and so won the cruise fishing competition.

Everyone arrived by lunchtime having seen the marvellous spectacle of large numbers of fantastic coloured kites being flown along the seafront of Dieppe. Forecasts for the rest of the week were showing north westerly winds from Friday and so that boats had various options for returning, so it was decided to hold the cruise dinner in Dieppe that night.

Ken Wright, very kindly, offered to find a suitable venue. He did us proud and a most enjoyable repast was had in a restaurant with our own private dining room. Several toasts were offered. That to the crews by a fellow crew member was warmly greeted. A toast to the skippers by a crew member was met by questions as to what favours he was currying (said in good humour). Ken was thanked for finding such an excellent venue at short notice and Steve and Marilyn were thanked for the many hours of work and effort put in to plan the trip.

Being mindful of the favourable winds on the Thursday three of the four craft left that morning having already sampled some of the delights of Dieppe. Many of the crews had watched the displays at the international kite festival which was taking place all that week. A huge variety of kites from all over the world were quite amazing with such things as teams flying four kites in formation to music. Others visited the museum in the chateau with its large collection of ivory objects and nautical paintings.

The sail across to Brighton was enjoyable. A wind ranging from force 1 to 4 gusting 5 gave variety as did the westerly wind which veered to the NW for a time. 'Gilken' left first followed by 'Vikla' and then 'Pell Mell'. 'Morning Light' remained at rest and the three departed crews wondered if Richard would undertake his Tour de

Dieppe a la bicyclette as he had suggested the previous evening.

'Pell Mell' secured at Brighton an hour or so after the others who, by 2000hrs, were already sitting down to a feast at the Emperor of China restaurant. The quote of the week must surely be as follows. It arose during a conversation over dinner. We had been discussing a number of trivial issues and this pearl of wisdom came from one of our most respected, experienced and long established sailing members. He said "Give me 400 horsepower and I'll solve all your problems! Thanks are given to Mike Pelling for a yachtsman's answer to any issue.

Friday arose with blue skies and sunshine but a cold NW'ly force 2 to 3. 'Pell Mell' left for her home base after a full English breakfast. The only item of note was the challenge with the Looe channel off Selsey Bill. There was quite a race running through the passage and with wind and tide against us we were only making 1 knot for a time against the full flood tide (half way between Springs and Neaps). 'Vikla' and 'Gilken' stayed behind to enjoy a delightfully sunny day in Brighton. 'Vikla's' crew walked the length of the pier and then visited Preston Manor, a 'preserved' Victorian/Edwardian house given to the town and much visited by school parties. In the evening 'Morning Light' arrived at the marina and later on all three crews met up for a final cruise drink.

On the Saturday morning the three boats headed home, unfortunately under engine because of the light winds. The general view was that despite the several changes to the detailed plans the trip was a great success. Thank you Steve and Marilyn.



**This year's late summer cruise is planned for 29 August to 6 September. Find out more about the event on the Club's Website, [www.channelsailingclub.org](http://www.channelsailingclub.org).**



## Anchor Watch!

# I had some orange juice and then threw up on the skipper!

by Diana Coman

There is something about sailing that means you share the most unpleasant bodily functions with people you may only have just met on the pontoon. Another bar-side chat at the clubhouse revealed that one amongst us threw up all over his skipper. Skippers have to put up with a lot! One seasoned club skipper said he doesn't mind people being sick, as long as they miss the dodgers.

There are those who, no matter how rough the conditions, never gets ill. Sadly I am not so lucky.

On a race on JLS some years go I was pretty ill but managed to stagger on deck for my shift, although I was frankly pretty useless to my shift partner, just able to lift my head from time to time to check the horizon. My worst sea sickness moment was on another race. I cannot remember where we were going now, but I know where we ended up - Weymouth! It was F8 and rough seas with wind and tide all in the wrong direction for where we were going - there was a man overboard incident on another participating boat and most boats had to retire. I felt pretty grim on deck - two of the other four were also ill - one down below trying to recover. When we all agreed that we were all too ill and the conditions were too horrendous to go on, I went below to see if I could plot where we were and put a course into the nearest port. I have a vague memory of John Futchter putting his head through the hatch and then saying to Janet Sainsbury "she's sitting at the table holding the GPS". I was completely unable to focus on the chart, I knew what I had to do but I just could not mobilize my body to do it - all the energy had been drained from me. It revealed just how debilitating sea sickness can be.

It is not always rough seas that catch you out - sometimes a very slight roll on a fairly calm sea can set you off - in fact people who are able to handle roaring gales and waves the size of a small house, can be caught out in benign conditions.

Some past club members originating from France, told me that at sailing school, they were taught techniques to prevent sea sickness - and the mnemonic 3Fs and an S - Fatigué, Froid, Faim and Soif was a quick way of remembering what to do. Being tired, getting cold, not eating properly, and not drinking enough can all trigger a bout of sea sickness.

I am now a bit more careful with myself before setting sail - the morning ritual always involves a good cup of tea, a digestive biscuit and a banana - and of course, there are always ginger biscuits aboard.

Now, have I packed the Stugeron?



# THE EVENT

## ICICLE CRUISE

### ADVANCE NOTICE

THIS YEAR'S ICICLE CRUISE TAKES PLACE ON  
**SATURDAY 5th DECEMBER**

THE THREE-COURSE 'COMMODORE'S DINNER'  
COURTESY OF  
ROYAL CORINTHIAN YACHT CLUB, COWES, IoW  
ENTER YOUR YACHT INTO THE TRADITIONAL  
'BOAT SHOW'

DETAILS FROM TREVOR BARKER  
trevorjbarker@hotmail.com or,  
contact him on a Tuesday night at the club

**BOOK EARLY TO AVOID DISAPPOINTMENT**