

WAVELENGTH

The official publication of The Channel Sailing Club

Winter 2010/2011



New York New York

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The Nav Table

Veteran contributors to *Wavelength*, Janet Sainsbury and John Fitcher, have been working overtime on this issue. Articles on the

Round Britain challenge (page 5) and a cruise to New York (page 16) from Janet and a nostalgic piece from John on his time on *Scorpio* (page 7) and another quirky piece on soap flakes on page 17. Nigel Barraclough, another regular contributor, also features in this issue and a new column from him, will be appearing in each 2011 issue.

If you want to send in a story idea, or write something for *Wavelength*, don't be shy. You don't have to write an opus (indeed it would be better if you didn't), but some interesting

observations about a club event, or comments on issues affecting the club or fellow sailors, are always welcome. You can make short comments and contributions through the letters page 'The Porthole'.

This issue sets out the draft sailing, racing, social and training programme for 2011. There are still details to confirm and the final programme will be available at the Catch the Tide event. This is the Club's annual pre-season reception and event showcase. If you have not taken part in a club event before, or want to get out on the water more in 2011, this is the event to go to, so put it in your diary. You will be able to meet event organisers, talk about the event and sign-up to take part.

Happy sailing in 2011.

Diana

Message from outgoing Commodore John Mimpriss

Last year was a busy one for me and the committee, however although we face difficult times in the years to come I'm hopeful that our bank balance and organisation are well placed to deal with such eventualities.

It was always my intention that our finances would be kept on a sound footing and the last financial year has been no exception with us showing a surplus of nearly £2000 between income over expenditure. However, that good news should be tempered with the understanding that this year's accounts only reflected the cost of 3 editions of *Wavelength* rather than 4 and that training for autumn winter 2009/10 returned an exceptional profit.

Although we have arranged an extensive training programme for the autumn and winter months of 2010/2011 the uptake on these courses has been disappointing – with a number of courses now being cancelled at a cost to us. Not only will this result in a loss in the next year's accounts it does leave us slightly puzzled why we have experienced such a downturn in interest. Having asked around outside of the club we

understand that most similar training organisations are experiencing a similar trend.

We have also seen a downturn in the number of new members and have lost a larger number of existing members on a year on year basis. This is the first downturn in membership numbers for about 5 years and will need to be addressed over the next few months.

Maybe both are a result of the downturn in the finances of UK Ltd with everyone feeling the pinch.

So as I hand over the helm to Diana I think that its fair to say that she inherits a good bank balance which I trust will assist her and the Committee to see through this blip in our fortunes and that we will come out the other side without the need to increase our subscription in the foreseeable future.

I give my thanks to the many helpers within the club who have so tirelessly given their help and support. As I end my term of office as your Commodore, I would like to thank everyone for the personal support I received and wish you all good sailing year in 2011.

Editor Diana Coman

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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.

We issue an **e-sailing brief**,
which reminds members of up-
coming club events and **emails**
are also sent out with Club and
member information. If you want
to receive these, please give the
Membership Secretary your email
address. Don't forget, to inform
the club if you change your email
account.

Check out the **Club's Website** for
more information and pictures of
events.
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

Lerwick, photographed by Janet
Sainsbury during the Round
Britain and Ireland Race, 2010.

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

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opinions.



The Commodore's Cabin

Firstly, can I thank John for his service to the
club during his time as our Commodore..

Unlike the country, the club is in reasonable
financial shape, as John mentioned in his piece. so we are
perhaps better placed to face the challenges ahead.

The existing team of club committee members will be joined
by Roger Roberts, Mac Keight and Donna Anderson, whose
appointment was confirmed at the recent AGM. I am sure they
will bring a new perspective to committee discussions and I am
looking forward to working with old and new colleagues alike.

At the last two (or it may be more) AGMs, a question has
been raised about the using club funds to support a charity. This
suggestion prompted by the club's surplus funds. Whilst it is not
within our constitution to use club funds for charitable purposes,
the idea stuck with me and I have (with the support of the
outgoing committee) come up with the idea of The Commodore's
Charity.

The charity will be chosen by the Commodore and will be
working in the area of sailing or maritime activities of one sort or
another. Throughout the year, events will be identified as charity
events, with funds raised going towards the fund.

I have received one suggestion so far, but am open to further
ideas. I have also received one offer of help in getting the charity
programme going, so if you would like to be more involved in
organising event at the club that support the Commodore's
Charity, please get in touch with me.

Establishing an annual charity will not only enable the club to
support a charity, but perhaps that involvement could lead to other
links, either visits or talks, or even joint activities. I am hoping that
this initiative will open new doors for the club and members.

As I write this, the first committee meeting awaits me. It is
clear that, as a team, we face some challenges in the year ahead -
increasing participation in training being the most pressing,
followed by membership. Some good ideas were put forward at
the AGM and I am sure, while contemplating the infinite over a
glass (or two) of something while moored up somewhere, you may
have a brilliant idea for an event, to bring in new members or to
increase participation in our training events, and if you do, please
send them to me, acknowledged or anonymous, I don't mind!

Thank you for giving me the opportunity to serve as your
Commodore. I am looking forward to it and to working with you
all.

Diana Coman

Caribbean evening brought a bit of sunshine to a cold October evening



A packed clubhouse enjoyed curried goat, BBQ chicken and rum punch at the Club's Caribbean evening. Jay Johnson, or JJ as everyone knows him, led the organisation, and Trish Heywood and Julia Riffin, photographed sorting out the array of tropical puddings, were part of the team organising the event.

JJ put in a lot of effort into organising the food, and there was a good team of volunteers in the kitchen cleaning-up.

A steel band entertained members during the evening and the music was so sunny, a few people got up and danced.

This themed evening was part of the club's annual social programme and feedback on the event means it will be in the 2011 schedule too.



Don't miss out on the next Caribbean Night and put 20th September 2011 in your diary.



The first food-fest for 2011 will be Curry Night, fixed for 15th February 2011. Another date in the diary for all you food lovers!



Round Britain, dejas-vu

by Janet Sainsbury

In June this year Knight's Challenge once again took part in the Shetland Round Britain and Ireland race, run by the Royal Western Yacht Club in Plymouth. Starting and finishing there it takes place every four years since 1966, some 40 odd boats going Clockwise round the British Isles, leaving all land to Starboard and with four 48 hour stops at Kinsale in Eire, Barra in the outer Hebrides, Lewick in Shetland, and Lowestoft; 2000 miles of endurance, self-sufficiency and seamanship. We were required to carry an AIS transponder as well as a tracker, oars and a dinghy, and sufficient anchors for a rough anchorage. John Futchter (pictured on page 8) very kindly agreed to join me on this adventure after my previous partner pulled out at the last minute., and he bought a computer for use with the AIS.

Also taking part were Change of Course, Keith Gibbs and a RWYC member, and Comedy of Errors which used to belong to Alan Waldrup.

We took clothes for all weathers, but while people at home were basking in a heat wave, we did not see the sun from Kinsale to Lowestoft., when the butter eventually softened.

We had plenty of breakages: the tiller pilot packed up before the Needles, but we got on very well with Mr. Stringfellow, made of bailing twine and a bungee, which is excellent for

steering to windward. Before we got to Kinsale, one of the lower shrouds started to unravel and I taped it up and put a halyard alongside in case it broke, and it lasted till Lowestoft. The Boom fell off the mast just after Kinsale, but we managed to fix that without stopping and then the outhaul broke, but we had to heave-to for that. Our No. 2, the biggest foresail we took, split in the first strong wind, and we had to rely on old faithful, a 13 year old racing sail which should have been retired years ago. Later when we hoisted the spinnaker, we couldn't get the no.2 down, it was jammed in the luff groove, so we sailed with both up for a while but eventually had to cut the luff tape, and eventually found a good cheap sailmaker in Lerwick to repair it..

The trouble with the West Coast of Ireland is that the Atlantic swell bounces back off the land causing disturbed seas. But the weather was kind, no storms like last time I went to Barra. We suffered more from lack of wind, a 24 hour calm before we reached Ireland which meant we and the other slower boats were separated from the main group, which made our stop-over parties a little too exclusive. Barra had a superb hotel with a breakfast to die for, and BATHS. There was one single room left when we arrived but John persuaded the manager to let us have it with a spare mattress on the floor.



Keith lost his dinghy in Castlebay, he asked us to look for it, and a couple of days later one of the RNLI guys saw it floating past his window, so we had to travel on with that under our table.

At Lerwick, local families from the boating Club take us in to do our washing and give us a meal and a bath, which is so welcome. The mid-summer race from Norway to Lerwick had finished a few days earlier but we missed the party, and also the gale they had before we arrived. Gerry Moore was up there at that time, and called us on the radio. There is plenty to see in Shetland, and they sponsor this race to get publicity for their tourism. John and I were too late to book in at the best restaurant, so ended up in the "Grand" a relic of the glory days, all gold leaf and mouldings but threadbare carpets. From the upstairs restaurant, we watched a family with baby seagulls nesting on the roof opposite. The only other place I have seen seagull chicks is on the Isle of Tatihou off St. Vaagh.. The best thing about Lowestoft is the Royal Norfolk and Suffolk Yacht Club, who's Commodore and Lady made us very welcome, even though the race officers had already departed!

Being mid-summer it was virtually daylight all the time up North, which saved on battery power, only using nav. lights when in sight of another boat, but even so we had to use the engine to charge the battery a lot.

Our watch pattern was two hours sleep and four hours on, in which to do cooking, navigating and sails changes and sailing the boat. We carried enough water for the whole trip as K.C. has two big tanks, and we shopped for fresh food for 4-5 days at each stop and also had tinned food. We threw nothing away, and I even made a bread and butter pudding. We lost lots of weight, which was good for me. We only drank alcohol when ashore except for a bottle of wine consumed during two periods of anchoring. Approaching Lowestoft, we and our competitors were completely stopped by the tide so we decided to anchor as close inshore as we dared, and both turn in to wait for the tide. After a couple of hours I woke to see our course going straight down the rolling road on the GPS at 3.9 k. I looked over and John was still in his bunk, and the boat had set off on its own complete with anchor, between the sandbanks.

The AIS was very useful for keeping track of our competitors and for checking on larger ships

which we could call up. Most were very considerate apart from the pilot of the Balmoral who would not give us room, even when asked, as he said we were only a pleasure boat. We had the last laugh as the Dover harbour master made him wait outside the Harbour while all the other craft came out! The tracker system meant that people at home had much more idea of what was going on than we did, we had to wait till we were in telephone range for people (especially Jo) to let us know how we were doing. On the last leg from the Owers to Plymouth, I went south towards France to avoid the tides round the Isle of Wight and thought I had blown it when we were becalmed again, only to find that those who had stayed North fared much worse. I knew we could often outsail the others in our little group but we usually lost on tactics.

We arrived in Plymouth with a bang! We finished at 2 am and a club official came down to the finish to greet us; I reversed away from the Harbour wall with no problem as we got our sails down, and John cheekily asked him if he was going to take our lines for us. We motored round to the area indicated between one yacht broadside to us and one to raft up to, and when I put it in reverse, nothing happened, just T-boned the one broadside on to us. The Official said "Good job I stopped you!"

We Sailed home from Plymouth in 22 hours, with the spinnaker up all the way from Start Point. We had planned to call in at Portland and Lymington, but we were just going too fast, even spinnakered across the Portland race. We mangled two blocks, but the spinnaker lasted till the next time I put it up! We were not sure whether we enjoyed it or endured it; can only tell in retrospect.



Scorpio

It is nearly 10 years since John Futchter took his first trip on Keith Gibb's Scorpio - The Netherlands Antilles (Aruba, Bonaire, Curacao) and Venezuela over 21 days in May 2001. Stories of times on Scorpio have been a regular feature of conversation at the Club-house. Sadly Scorpio is no longer afloat, but its name, and the adventures on it are still part of CSC legend.

Janet Sainsbury, John Cutler and myself were on our way to join Scorpio. We had flown out to Curacao only to discover that Scorpio was at Bonaire and John Cutler's baggage was? We knew not where! So we flew on to Bonaire with a promise from the airline that John's baggage would follow.

"There she is!" Cried Janet as we walked into the marina. "Where?" I questioned, as this was my first time on Scorpio. "There, the one with the rust stains running down her hull".

On board we met up with Keith Gibbs and his crew for their voyage to Bonaire, Duncan Daws. Over food and drink that evening stories were told of their sail along the Barbary Coast, with Duncan recounting the attack by Pirates. Ah Jim Lad.

Well out of sight of land with Duncan at the helm and Keith below sorting out the food (what could be used and what was definitely past it) Duncan noticed that an old boat was closing with them driven by a rather dilapidated Yamaha outboard spluttering out the stern that he wouldn't have trusted for a day out on the Serpentine. He then became aware that some of the crew were standing with grappling irons at the ready. "Keith" he shouted, "Get up here!". "What?" said Keith, climbing up from below. "Oh!" said Keith, "Hungry fishermen" and disappeared below to reappear a few moments later with his arms full of discarded food. "Here you are lads" he said, dropping the mouldy bread, brown cabbage, wrinkled carrots, etc into their boat. They were so surprised at being greeted in this unusual fashion that they dropped their grappling irons and chugged away.

"They were hungry fishermen" said Keith. "They were Bloody Pirates" countered Duncan.

The next day John's baggage arrived so we prepared to set sail. "Take her over to the fuel jetty." Keith told me as he started the engine and the others cast off. The fuel jetty was beyond the

remains of an old jetty and I could see the uprights clearly but the wooden decking had rotted away. I left it just to starboard and progressed with the intention of clearing it before turning to starboard to go alongside the fuel jetty. I was almost clear and about to turn to starboard when Janet looked up and saw the rusty iron piles towering above us for the first time and screamed "Turn to port!" This was the last thing I wanted to do as the stern would swing to starboard and hit the last pile. "Turn to port!" joined in John. So that was two skippers screaming instructions at me. When Keith joined in I obeyed and the stern swung and hit the rusty iron pile taking some paint off Scorpio but adding some more rust. "Now look what you've done!" Chorused the three skippers. "Typical", I thought.

We were sailing along the coast of Curacao some distance behind another blue water cruising yacht, I was at the helm, Keith was below and the rest of the crew were sunning themselves on deck. I noticed that there were some power boats about with multiple outboards on the stern and that every time the grey coastguard cutter approached them they turned on all the taps and sped away. Having failed to apprehend any really suspicious looking boats the coastguard cutter noticed us and could see that we had no chance of speeding away. As she was coming up to our port quarter I shouted down to Keith: "Keith, turn the radio on". "I'm making some sandwiches" replied Keith. "Turn the radio on" I insisted. The sound of muttering came up from below followed by a click and then the hiss of a radio which leapt into life: "Small yacht on my starboard bow, small yacht on my starboard bow, come in please. Over". Keith came leaping up from below and stood in the cockpit with his hands on his hips glaring up at the bridge of the coastguard cutter, "I'll have you know this is the largest yacht in our club!" Silence. Then the smartly uniformed skipper

came out and inquired what ensign we were flying pointing at the tattered remains of what had once been a Red Ensign. "British" replied Keith proudly. He then enquired where we were heading? "I don't know, do you have any suggestions?", replied Keith. There followed a conversation between the skippers with the coastguard pointing out the merits of a nearby harbour, 'Spanish Water' and indicating that the yacht in front of us was heading for it. We thanked him and followed the yacht into the harbour and dropped anchor close to Sarifundy's Marina which offered most services, such as showers, drinking water, washing machines, telephone, fax, e-mail and more importantly a very charming bar and restaurant with a pontoon for dinghies used by the visiting yachts.

Most of the visiting yachts were American and the talk in the bar was mainly about pirates and how to protect yourself, your crew and your boat. All the Americans said they carried guns, no surprise there then. One had even rigged his guard rail as an electric fence! So we decided not to visit him for drinks in the evening.

While relaxing on deck we noticed that a new yacht was joining us, a big ketch with a dark green hull. As she circled to find a place to anchor we noticed her South African ensign and the large white guy at the helm. Having anchored, the large white guy lowered a small black boy in a rubber ring into the water and he commenced cleaning the water line with a scrubbing brush. The smallest person on our boat was Janet, but she refused to be lowered over our side.

Every time we went for a sail an official of one sort or another would come and take a look at us. If it wasn't the coast guard cutter it would be a small military helicopter. It was a big plastic bubble on the front of a skeletal tail with big floats underneath. As it came up to my port quarter I would raise my gloved hand in a thumbs up salute, he would slide open his window and a gloved hand would appear and return the greeting before flying away like a big dragonfly over the azure blue water.

On one occasion we sailed to a desert island complete with a rusting wreck, white coral sand, palm trees and some decaying bamboo huts. Having dropped anchor I swam ashore to realise a boyhood dream of being on a desert island but there was no woman Friday to complete the dream.

One evening we set sail due West for Aruba and I watched a beautiful sunset on our bow. Some hours later I noticed that the sky ahead was getting light again. I checked the compass but we were still sailing West. As we got closer to Aruba we could see that the glow in the sky was emitting from the enormous oil refinery there.

Keith called in on the radio and they told us to tie up in the dock with the cruise ships. We chose a space in front of a huge cruise ship and I stepped ashore and tied our warps to the biggest cleats I'd ever seen. We were then visited by an immigration officer and then a customs officer as if we had been a cruise ship, that's the only time that's ever happened. Having completed the official entry we relocated to the marina, scurried up the pontoon to the bar and ordered rum punches.

Having been told of a small bay with a sandy beach we set sail to find it. Suddenly there it was with a few small yachts and motor cruisers at anchor, people sunbathing on the beach and children splashing about in the shallows. In we went but our keel dug into the bottom so Keith turned on the power and went round in a circle and out again. We looked back to see that we had turned the azure blue sea into a rather less appealing colour, small children were scrambling out of the water and running to their parents, their parents had sprung to their feet and were looking horrified as the muddy waves crashed against the beach; sunbathers on the small boats were hanging on for dear life as their boats lurched wildly at their anchor chains and the whole place looked a lot less welcoming than when we had first approached, so we decided to go somewhere else.

We arrived at an anchorage below some cliffs next to some moored fishing boats, Keith circled to see where the bottom was clear of coral so we could choose a spot to anchor. Having chosen a clear area we approached again and dropped anchor. When we got ashore we visited a bar that overlooked the sea. The locals congratulated us on our considerate anchoring and bought us a drink. A much better welcome than we would have got at the previous bay.

Janet had run Keith ashore and was still messing about in the dingy when I noticed a small fishing boat approaching the moorings. "See if he has any fish" I suggested to Janet. She returned with a large fish and came aboard and

started scraping the scales off. “Whoops! I’ve dropped it over board” she cried. “And it’s sunk to the bottom”. I could see it about 12 feet down in the clear water, so I donned my mask and snorkel and dived down and recovered it, handing it back to Janet on Scorpio. All this was watched by the rather bemused fisherman who must have thought it was some strange religious ceremony. Keith prepared it that evening for yet another wonderful meal.

We decided to go and visit a beach along the coast for the day. Keith attached a large fender to the bitter end of our anchor chain, disconnected it from the boat and cast it off turning it into our own mooring buoy. He then prepared the 2nd anchor and chain for use at the beach. This time we anchored off and went ashore in the dingy so as not to frighten the children. I was delighted to see our ‘mooring buoy’ was still on station when we returned.

The time came for us to set sail for Venezuela. Janet flew home leaving the three of us to get on with it. We set up a three watch system of one on, two off and set sail for a night passage. The wind vane was helming so all I had to do was adjust it for the best course and then reset the sails. By the time I had set the mizzen, the main and the Genoa the wind vane required altering again so it was quite hard work. When Keith relieved me he was always critical of the course I was on and the course I had taken!

On my own at night I became very aware of unlit boats creating white foam as they used their engines to manoeuvre, an engine would start up somewhere close in the dark, the boat would move, either closer or further away and then stop again. I kept reminding myself that they were only fishermen but I couldn’t stop thinking that they were Bloody Pirates!

During the day the sky was so clear you could see the bridges of oil tankers that were beyond the horizon and see which way they were going by the relative position of their superstructure.

On arrival Keith & John set off to get some cash and I visited a ramshackle bar that was set up on the beach by the shanty part of town. They got mugged and their attackers ran into the area where I was drinking but they had been stopped by the locals from pursuing them into such a district!

On our last night, before flying home from Caracas, we went ashore for a meal. The restaurant staff said it was not safe for us to walk back to the marina at night and that they would call a taxi for us. John and I insisted that we should walk and Keith gave in but he drew the line when we wanted to visit a Girlie Bar on route and insisted we hurried back to Scorpio for our final Rum Punch.

Thank you Keith and Scorpio for these and many more wonderful memories.





Social programme

This is the draft programme for 2011. Updates and reminders will be issued in e-sailing briefs and a full pull-out published in the Spring Edition of *Wavelength* and handed-out at Catch the Tide on 1 March 2011. Training events taking place at the Club-house can be found on page 12.

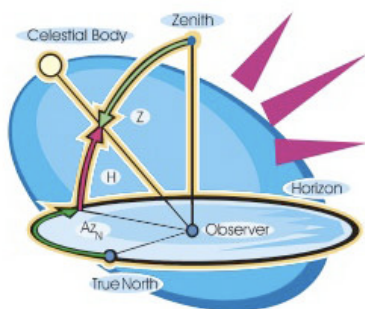
Date	Event	Details
18 Jan 2011	Club AGM	2000 hrs.
15 Feb 2011	Curry Night	2030 hrs - details of ticket prices to follow
1 Mar 2011	Catch the Tide	2000 hrs - find out about the full 2011 programme and meet event organisers. FREE.
8 Mar 2011	Event Briefing	2100 hrs - Frostbite Rally briefing
22 Mar 2011	Event Briefing	2100 hrs - Long Race briefing
5 Apr 2011	Event Briefing	2100 hrs - Sprint Races briefing
12 Apr 2011	Event Briefing	2100 hrs - Two-Handed Race briefing Jumble Sale
26 Apr 2011	Event Briefing	2100 hrs - May-Day Cruise briefing
10 May 2011	Event Briefing	2100 hrs - Sprint Cruise briefing
31 May 2011	Event Briefing	2100 hrs - Passage Races briefing
14 Jun 2011	Event Briefing	2100 hrs - Father's Day Rally briefing
21 Jun 2011	BBQ	2000 hrs - ticket prices to be confirmed
28 Jun 2011	Event Briefing	2100 hrs - Mid-week Cruise Briefing
5 Jul 2011	Event Briefing	2100 hrs - Littlehampton Rally briefing
19 Jul 2011	Event Briefing	2100 hrs - BBQ Rally briefing
2 Aug 2011	Event Briefing	2100 hrs - Summer Cruise briefing
23 Aug 2011	Event Briefing	2100 hrs - 4-day cruise briefing
6 Sep 2011	Event Briefing	2100 hrs - Foxhunt Rally briefing
13 Sep 2011	Event Briefing	2100 hrs - Wooden Spoon briefing
20 Sep 2011	Caribbean Night	2000 hrs - ticket prices to be confirmed
27 Sep 2011	Event Briefing	2100 hrs - Navigators Race briefing
4 Oct 2011	Feedback meeting	
11 Oct 2011	Event Briefing	2100 hrs - Bembridge Rally briefing
25 Oct 2011	Event Briefing	2100 hrs - Pursuit Race briefing
15 Nov 2011	Quiz Night	2030 hrs - tickets TBC
29 Nov 2011	Event Briefing	2100 hrs - Icicle Rally briefing
13 Dec 2011	Mince Pies Night	2030 hrs FREE



Sailing programme

This is the draft programme for 2011. Updates and reminders will be issued in e-sailing briefs and a full pull-out published in the Spring Edition of *Wavelength* and handed-out at Catch the Tide on 1 March 2011.

Date	Event	Details
12-13 Mar 2011	Frost Bite Rally	Beginning of season shakedown rally going to Ocean Village, Marchwood or The Folly.
26-27 Mar 2011	Long Race (race 1 in the season)	Race from Portsmouth area going to Nab Tower and then into Chi Harbour. Berthing & dinner venue - Sparks Marina & HISC
9-10 April 2011	Sprint Races (races 2 & 3 in the season)	Two short races likely to be outside Portsmouth. Berthing and meeting ashore in the evening.
16-17 Apr 2011	Two-handed Race (race 4 in the season)	Race in Solent area with boat crew of two people only. Berthing and meeting ashore in the evening.
29 Apr - 2 May 2011	May-Day Bank Holiday Cruise	Long weekend cruise possibly to Portland/Weymouth. Organiser: Diana Coman
14-22 May 2011	Spring Cruise	Nine-day cruise - cross channel or Channel Islands. Organiser: Richard Brodie
4-5 June 2011	Passage Races (races 5 & 6 in the season)	Race from Portsmouth area going to Nab Tower and then into Chi Harbour. Berthing & dinner venue - Sparks Marina & HISC. Organiser: Ken Wright
18-19 June 2011	Solstice Rally	Location TBC. Harold Hales Yarmouth & Royal Solent YC or Gins Farm, Beaulieu.
25 Jun 2011	Round the Island Race	Saturday race round the Isle of Wight. Organised by the Island Sailing Club. CSC team to be entered.
4-8 July 2011	Mid-Week Cruise	5-day cruise - Guernsey and Sark. Organiser: Trevor Barker
9-10 July 2011	Littlehampton Rally	Details to be confirmed. Organiser: Ken Wright
23-24 July 2011	BBQ Rally	Rally with BBQ to Bucklers Hard. Organiser: Donna Anderson
6-14 Aug 2011	Summer Cruise	Nine-day cruise going east and/or France, Baie de Seine, etc. Organiser: Mac Keight
26-29 Aug 2011	August 4-day Cruise	Long weekend cruise to Swanage/Portland. Organisers: Tony Sparling & Bill Swindell
10-11 Sept 2011	Fox Hunt Rally	A sailing treasure hunt picking up clues around the Solent with a deadline to hand in answers at a selected location. Berthing and meal in the evening TBC. Organiser: Mark Hawkins
17-18 Sept 2011	Wooden Spoon Race (race 7 in the season)	Annual race against Chichester Cruise Racing Club. Passage Race from Chichester to Cowes with meal ashore at Royal Corinthian YC. Organiser: by John Kirby.
1-2 Oct 2011	Navigators Race (race 8 in the season)	Special race to complete a specific course using the crew's best navigational skills. Destination TBC
15-16 Oct 2011	Bembridge Rally	Rally to Bembridge. Meal ashore at Brading Haven YC. TBC. Organiser: Martin Shott
29-30 Oct 2011	Pursuit Race (race 9 in the season)	Boats have individual start times based on their handicaps. Berthing meal ashore TBC
3-4 Dec 2011	Icicle Rally	Rally to somewhere in Solent. Dressing up boats with awards for winners. Followed by Commodore's Dinner. Venue TBC.



Training programme

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Date	Event	Details
25 Jan 2011	Winter Educational Lecture	2000 hrs - Weather Systems - Session Leader: Bill Swindell
8 Feb 2011	Winter Educational Lecture	2000 hrs - Boat Handling - Guest Speaker Paul Hart
12 Feb 2011	Training Event	Diesel
22 Feb 2011	Winter Educational Lecture	2000 hrs - Collision Avoidance - Session Leader; Bill Swindell
15 Mar 2011	Winter Educational Lecture	2000 hrs - Safety Considerations when sailing - Session Leader John Lindsay
29 Mar 2011	Winter Educational Lecture	2000 hrs - Elements of Rope Handling - Session Leader: Bill Swindell

What training do you want?

We want to build the training programme and would like to hear from club members what they want to see on the schedule.

Are you looking for accredited training or just some informal refreshers to update your skills?

Do you want to see more practical training on the programme, and if so, what would you like to do? We have held a sailing skills weekend in the autumn, would you like to take part in an event like that?

Participation in our training programmes has declined. We need to reverse this trend. The Committee will be looking at training and as part of that discussion, is keen to hear the views of members. If you have taken part in a programme, what did you think of it? If you have not, what has prevented you. Send your comments to the Committee via the *Wavelength* email address on page 3.

Other dates for your Diary

6-14 August 2011 - Cowes Week
14-20 August 2011 - Fastnet Race



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.

2500hp and 30knots along the Thames

by Nigel Barraclough

Ever wanted to go down the River Thames at 30 knots with 2500hp in your keel? See the sights along the way? Well it is possible, what is more it is cheap. £12.50 cheap!

How?

By accident rather than by design some of us decided to add to the celebrations of a friend's 50th birthday by taking a river trip - we had already enjoyed a tour of the Globe Theatre. The drawback was all bar one of us wanted to go west but one wanted to go east. We solved the problem by doing both trips.

We made one mistake: we paid for the trips separately when we could have had a rover ticket for £12.50. Part of the reason for this was the person in the ticket both had definitely not heard of "customer service" and was two marbles short of a brain cell. She could not seem to understand the reason why she could not read my oyster card was because it was in front of her and she was trying to read the holder I carry it in! Incidentally it is cheaper for Oyster card users but make sure there is enough credit on your card. Everyone else we met was very friendly and helpful.

Our first trip was from Tate Modern, through the centre of London to Tate Britain and back again. There

we changed boats and went the other way past (amongst other things) Greenwich to the O2 area and back again. It was on this trip they hit the 30 knots.

The boats are the normal river buses that go up and down the Thames as a means of public transport but they also make an excellent tourist trip! They do stop along the way and if you want to see a demonstration on how to lasso a bollard – just watch and admire the skill.

The boats are comfortable with an aft deck which can be a bit noisy but is an excellent place to take photos from. Going west we didn't really have a great deal of spare time whereas going east there was time to have a coffee – normal prices.

All told it took just under 3 hours including a bit of waiting.

They don't run that late so check your times. We were very lucky: it was very clear, dry and sunny. We enjoyed an excellent sunset and finished the trip in the dark – seeing HMS Belfast set against Tower Bridge is a sight I am not likely to forget!

I made one other mistake: my camera ran out of battery power – but go and enjoy it, it a really enjoyable trip and very good value for money.

News in Brief

Quiz Night

Winners of the Quiz Night, held in November included Mac Keight, Gerry Moore and Martin Hewitt. The quiz evening is a popular event and is on the 2011 programme.

Time Talks

On 9 November, speaker, Commander Peter Linstead-Smith OBE, MBA, RN gave a presentation on chronometers. Following the life of the instrument, this technical talk was attended by around 40 members.

The Commander's personal Naval charity is the Greenwich Hospital, and usually accepts donations to this charity in lieu of any speaker fee. However, he suggested that donations should go to the club's chosen charity and just over £80 was collected on the night to go towards the RNLI.

The Commander was originally advertised as giving a talk on the life of a submariner, which he has agreed he will return to deliver.

Correction

The article on the French Regulations was prepared by John Mimirriss after he and John Kibble managed to get hold of an 'Official' English interpretation of the published French Regs. *Wavelength* apologises for failing to acknowledge this when the article was published in its Summer/Autumn 2010 edition.

Snow nearly stops Icicle Cruise

There were doubts that this year's Icicle Cruise would take place as we struggled with terrible weather conditions. But the Gods were clearly watching over us, as the weekend of the event saw a bit of a thaw and slight improvement in temperature.



Eight boats made it across the Solent to Cowes, with others taking the ferry. Trevor Barker, who organised the event, set up a question for each boat. Participants had to visit each boat, try-out the local brew and guess the answer to the question. The first letter of each answer was then used to create a nautical word.

The winner of the competition was Jo Brady who correctly guessed the answer 'Sheetbend'.

No choir this year, but a good round of 'A Partridge in a Pear Tree', involving each table singing a verse, with some performing better than others.

Once again, a good sail, song and end of year celebration.



Top: l-r John Futchter and Andy Lear

Right: l-r Tony Sparling and John Lindsay

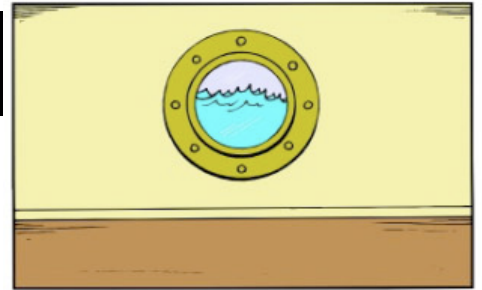
Left: Markin Owen, who made a toast to his partner, Trish Heywood, for all her hard work running the social events.

Below: centre: Angela Watson and Mac Keight



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.



Dear Club Members,

I would like to thank all the club members who wished me well after my mishap on Saturday 16th October 2010.

And those on the cruise to Littlehampton who had taken care of me - namely Dr Dave Brody, Janet Sainsbury and Steve McCarthy who made the 999 call, although I did not know much about what was going on.

Thanks also to Gerry Roper who stayed with me from the time I left the Arun Yacht Club till I was discharged from the Worthing Hospital at about 0400 hrs on Sunday - his company was most welcome.

These few words do not express how much I appreciated all their support in the awful experience I had - thank you all again.

Fred W

waterproof and have singularly refused to help me.

So sailors beware, forget the top end of the deck shoes market or buy only deck shoes with the aforementioned lining.

Trevor Barker

Recovery of a Lady Overboard

Wavelength vol 14 no 4 (2004) has a cover showing Anne King being hoisted from a dingy onto a yacht by means of a rope sling and line to a 'handy billy' on the end of a boom. This was a CSC exercise to supplement the usual Man Overboard. Anne gamely volunteered to be the 'victim' for a number of attempted rescues using different methods. Had she foreseen how battered she was going to get she would

have probably had second thoughts.

When it was our turn, I climbed over the side down into the dingy where Anne was lying face up. Anne said: "I am unconscious in the sea, what are you going to do first?". I replied "how about the kiss of life?". She retorted: "Try that matey and I could come to very quickly and smack you around the chops."

Peter Horat

Tall Ship caught in Gale

The picture below shows the damage done to the Polish Tall Ship, caught off the Scillies just before Christmas. Photo courtesy of Roger Roberts, who got the snap while at home in Newlyn.

Boot on the other foot

As informing as Peter Bridge's letter about DuBarry's boot refurbishment service is (Summer/Autumn 2010) I have to warn members that the service only extends to products which contain GorTex.

My wife bought me a very expensive pair of 'Yacht' slip-on deck shoes just over a year ago and both shoes have recently become porous at the toes.

DuBarry's say that only products with a GorTex lining are



New York New York

by Janet Sainsbury

Jo Brady and I returned from New York in mid-November after a trip on the Queen Mary 2, 3 days, 2 nights in New York and flight home with B.A.

QM2 is enormous, an ocean liner not a cruise ship, built to go fast even in bad weather so it can keep to schedule. Very comfortable even in a force 8, with enough flexibility to take a detour round the worst of the weather, although a few people did feel sick.

The décor is wonderful, very American, the food is great even in steerage, yes there is some segregation. The staff are great, the "state rooms" are very comfortable, especially the beds. When going West you get an extra hour in bed when the clocks go back on 5 nights. The whole trip takes under 6 days. I was warned by a previous passenger that the walking from one part of the ship to another is rather onerous. We packed our bags in the mornings as for a day out, and only came back to change into our finery for the evening meal. There is not always time to get from one activity to another, but I did brush up my bridge (American style)

It is so big you don't often bump into the same people very often, but we did meet a friend of Chris Freeman who was chief engineer at the

cocktail party. The weather was a bit windy and sometimes wet, but they did get the deck chairs out on one day which was very pleasant. They put extra taxes and service charges on everything that moves just to get us acclimatised to the U.S.

Jo kept a minute by minute account of our activities on her laptop, which nearly got us expelled from the trivia quiz! I think we were about ready to leave when we got to New York, had to get up at 4 a.m., banged my head 5 times before retiring as my body would have said it was 5 a.m. and we watched our ship go under the first low bridge and then pass the statue of Liberty all before breakfast, and away by 8 a.m. to take full advantage of the day.

New York is MAGIC! I did not expect it, has a great Buzz like Hong Kong. The buildings are so beautiful even the newer plain ones, it puts our cities to shame. The traffic moves steadily, pedestrians are very civilised but don't take too much notice of the walk-don't walk signs. People are very helpful but officials do seem to lack a sense of humour. We visited ground zero and indeed on our table on Q.M. was a lady who was very nearby on 9.11, and still had the sadness on her when talking about it. Nearby was Jo's

cousin's flat, overlooking the site and the river and yacht Club. She had previously won the non-stop round Britain race. I must thank Jo for the time and effort she put into arranging our hotel and our site-seeing schedule. And Central Park in autumn has to be seen. We also did city tours by bus and by boat, and took in Phantom and then a café where the waiters and lasses sing for us as they are definitely Broadway material. We certainly slept well at night, after inspecting for bed bugs!



Wears the Proof

by John Fletcher

I wash my sailing clothes with soap flakes and after quite a lot of sailing in the summer I needed some so I visited the local supermarkets and couldn't find any! Then I tried searching the Internet. While searching for a supply of soap flakes I stumbled across lots of reasons as to why I should use them and thought I should share this with you.

Sailing Clothes:

These clothes usually have a thin, porous fluoropolymer membrane with micro pore technology which keeps the rain and wind at bay but allows water vapour out. This membrane has about 14 million pores per square millimetre. Each pore is approximately 1/20,000 the size of a water droplet, making it impenetrable to liquid water while still allowing the more autonomous water vapour molecules to pass through.

Invariably sailing clothing is treated with a DWR "Durable Water Repellent", it's an invisible water-repellent finish applied to the outer fabric, preventing the fabric from absorbing water by making the water bead up on the surface and roll off. Most factory-applied treatments are fluoropolymer based.

The Porous Membrane and DWR Finish both work better when clean and regular maintenance will make your waterproofs last longer.

Washing Base Layers & Fleeces:

These could be treated like normal clothing, washing them in a standard washing powder, but detergents will leave a water-attracting residue and conditioners will prevent them from wicking. So if you want to get the absolute best out of them (even cotton garments) then you should wash them in a pure soap, such as Soap Flakes, Nikwax Techwash or Grangers Cleaner, which not only cleans the garment but also maintains the water repellent DWR finish.

Washing Breathable Waterproofs:

When you wear your waterproofs the tiny pores get blocked up with microscopic dirt and this stops them working effectively. Over time the breathability decreases and you start to feel clammy in them, this means that you sweat more and clog the pores up even quicker! At the same time oil and grease contaminate the DWR and

upset the inherent hydrophobic properties of the fabric and it can actually start to attract water not repel it.

Washing waterproofs in pure soap, such as Soap Flakes, Nikwax Techwash or Grangers Cleaner not only cleans the dirt off, but actually restores the water repellence and breathability. You can hand wash or use a washing machine but you are strongly advised to clean the machine first. Most domestic washing machines have a massive build-up of detergent, softener and fabric conditioner so thoroughly clean the detergent drawer and then run an empty 90 degree boil wash. This isn't overkill it really does make a difference. Close all zips and velcro tapes to keep a uniform shape and stop the sleeves tying themselves into velcro knots. For best results, you should wash only one full-size garment at a time. If you put two jackets in a washing machine, there isn't much room for the cleaner to move around and there's abrasion on the jacket. A 30-40 degree synthetics wash cycle is suitable for most garments. Let the garment go through the full wash cycle, including rinses.

If your clothing is very dirty, has oil marks (etc) then you could use a detergent to remove the stains but you must then remove the detergent residue on the fabric and re-waterproof.

In basic terms what happens when you wash with detergent is that the molecules of detergent are attracted to the molecules of DWR and therefore they bond. With detergent being attracted to water the molecules of DWR on your garment no longer repel water, they attract it. Thus, your garment absorbs water and also has reduced breathability as the water-vapour cannot escape easily through the wet face fabric.

Water can remove some of the detergent residue that has attached itself to your DWR, but a pure soap, such as Soap Flakes, Nikwax Techwash or Grangers Cleaner will remove more of it.

Fabric conditioner blocks the pores in the breathable membrane rendering it non breathable and prevents the reproofing agent from coating the fibres properly so you end up

with a jacket that is sweaty and allows water to soak into the outer fabric making it very heavy.

Reproofing Clothing:

If after washing waterproofs they still don't seem to have a water repellent finish then it is probably because abrasion has worn off the layer of DWR. In this situation, you will need to reapply a thin layer of water repellent DWR finish, or 'Reproof' them.

Waterproofing outdoor clothing, such as Gore-tex jackets, is actually very simple.

You don't have to clean a garment before you reproof it, but the proofing agent will attach better and be more effective on clean fibres. Once you have washed it, and whilst it is still damp, you can then simply spray on a reproofing agent like Nikwax TX Direct or Granger's XT to the outside of the garment and, if needs be, use a sponge to spread the liquid evenly over the surface. You should pay particular attention to seams and areas of high wear.

You can apply a wash in version of Nikwax TX Direct or Granger's Extreme Re-Proofer, which work very well and are very thorough,

however they have the drawback of adding a DWR finish to the inside of garment. This means that any moisture that you produce actually gets repelled back at you instead of being absorbed through the fabric and allowed to evaporate.

Nikwax or Granger's can be used on a wide variety of clothing types, from a technical t-shirt up to a fully featured Gore-Tex jacket.

Tumble Drying:

A cool tumble dry should restore the DWR as heat can help to restore some water repellent treatments, but be careful as tumble driers can vary in their heat settings depending on age or model. Seam tape is applied using heat, as are bonding and heat transfers, and unless you are completely happy with the tumble drier being 'cool' enough, don't risk it. I know it's a bit more trouble but if the DWR isn't working so well after washing, give the iron a go, because at least you can avoid the tape, and bonding, and you can test the heat on a small area first, before you commit to ironing the rest of the garment.

Soap Flakes:

I found them in Boots.

Club AGM

The Club's AGM took place on 18 January. A full report on the event plus details of the Club Trophies given out will be in the next issue of *Wavelength*.

Papers for the AGM were sent to members by email and are also available on the club website.

For further information about the AGM, get in touch with the club's Company Secretary and Treasurer, Peter Denning.

Education Lectures

The education lecture programme has started. Watch out for the Sailing E-Briefs for details of each event.

For Sale

CONTEST 33 "Fleur"

In Southern Spain and ready to go. For full spec visit "Yes Yachting Espana" www.yesyachting.com or phone Mike Ralph on (020) 8393 0819





Anchor Watch!

He's fallen in the waaaater!

by Diana Coman

Have you ever fallen off a boat into the water? Is it something you are prepared to admit to, or was the experience just so embarrassing that, but for those who were on the boat with you, no one knows?

I admit, I've not fallen in myself, but I have lost my skipper over the side twice. Fortunately no injuries (other than dented pride) and once I was not actually on the boat at the time, I watched from the pontoon during the final stages of lift-out. Trouble is, that if you possess a banana-skin sense of humour, it can be funny, but should we be laughing?

I was talking to someone recently who said they did not get involved in sailing, because they could not swim. But many old Cornish Fishermen could not (I am reliably informed by one of our Cornish members) swim, indeed, they knew that if they fell off, there was no way the boat could come round to pick them up, so falling off meant death, certainly no laughing matter.

From the events that people are prepared to admit to, there are things that we could learn. Sometimes people do something reckless, sometimes it is a stupid mistake. But to be reminded that even in benign conditions, it can be difficult to move, fully clothed, in the water, is an important lesson.

So, this year, firstly do your utmost not to fall in, but if you do, once over the shame of it all, ask yourself if someone else could learn something, and if so, share it. You never know, it might just save someone else the embarrassment.

'A lifejacket buys you vital time – but only if you're wearing it.'

On average, RNLI crew members rescue 22 people a day. So they know what can make the difference to being rescued alive. The fact is, wearing a lifejacket will more than double your chances of survival in the water.*

Wearing a lifejacket can buy you vital survival time, but only if you wear it. Why not switch your way of thinking? Our advice is to put a lifejacket on the moment you board your boat. And should you want to remove it, think carefully about your decision.

For advice on choosing a lifejacket and how to wear it correctly, call us on 0800 328 0600 (UK) or 1800 789 589 (Rol) or visit our website rnli.org.uk/wearone

*Based on the findings of Professor Mike Tipton, world authority on immersion-related death.



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