

AUTUMN 2014

The Channel Sailing Club Magazine

WAVELENGTH

D-DAY LANDINGS

Clive Hall aboard Orcella

Astronomic tides
are heading our way

John Richards sails on a 51,000-tonne
CARGO SHIP!

No burgers at
our gourmet BBQ

Mark Hitchin tries
(unsuccessfully) to find
his own back garden



www.channelsailingclub.org

EDITOR'S NOTE

Welcome to the autumn 2014 edition of Wavelength, which comes after a trying summer sailing season of becalmed seas and storm force winds.

Talking of braving the elements, I have taken on board comments about my first edition of Wavelength, and hope you like this edition even more! We have features on the club's D-Day cruise, homemade astro-navigation and 'holidaying' on a giant cargo ship. Thanks to everyone who contributed and keep the articles and pictures coming in.

Thanks Simon

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Wavelength The Channel Sailing Club magazine

EDITOR
Simon Worthington

ART DIRECTOR
Marion Tempest

PLEASE SEND ANY LETTERS AND
PICTURES TO
wavelength@channelsailingclub.org

CLUB NIGHT
Channel Sailing Club meets every
Wednesday at The Old Freeman's
Clubhouse, City of London
Freemen's School, Ashted Park,
Epsom, Surrey KT21 1ET. Doors
open at 8pm. Prospective
members welcome.

THE CLUB SENDS OUT EMAILS
on a regular basis to remind
members of upcoming events.
Don't forget that if your personal
information changes you can go
into your personal account on
the website and update it online.
Check out the club's website for
news and information about events
- www.channelsailingclub.org

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A WORD FROM THE COMMODORE

"Cruising along"

Well, summer's nearly over but what a busy year it is turning out to be! The move to the Old Freeman's seems to have gone well; I've received only positive comments, which is good news. The BBQ was excellent helped by the new surroundings, so, thank you Debbie and your great team.

Unfortunately, only one of the summer's cruises reached its destination intact and you can read my report on the Bastille Day cruise further on. The D-Day cruise became 'scattered' and the 'Fireworks' cruise to Plymouth turned out to be a bit of a damp squib with the weather forcing most the flotilla to seek shelter in Weymouth. However, not to be defeated, they met up later in Yarmouth and still had a good time.

There is, still one more cruise to go; the Royal Corinthian at Cowes has been booked for December 6-7th for what I hope will be another splendid Icicle Cruise. As most of you will know, it's traditional for this event to have a pontoon show and this year will be a World War I theme. It will be fun, with crews dressed appropriately and decks looking like trenches or dug outs or anything else you can think of. A prize will be awarded to the best and each yacht will be invited to serve up a 'rum' ration before going 'over the top' to take the 'enemy's' clubhouse! May I invite you to register your interest by visiting the club website's Events Section, either Social or Cruising. Don't forget, you can keep fully up to date by regularly looking at the website.

The House of Lords event in June of next year is also generating a lot of interest, registration and details of which can, again, be found on the website Events Social section.

On training, we have to re-think our Experience Weekends. Although we have people prepared to assist in training, it is not easy to find skippers who are willing to let their yachts be used for the purpose. I shall be seeking your committee's support to re-establish the club's Contingency Fund which may go some way to helping the situation. Also, it may be better to time these days immediately after the Shorebased training courses finish so that students can put into practice what they have learned while it is still fresh in their minds.

Steve Cole and David Surman are arranging the Yachtmaster and Day Skipper courses to take place from November through to March, hopefully, in the clubhouse on Sundays. Other courses will follow - keep an eye on the website please.

Finally, and very sadly, I have to report the death, after a long illness, of our old pal, Bill Cox and our hearts and thoughts go out to Ianthe and her family. You can read Nigel Barraclough's tribute in this issue.

Good Sailing

Trevor Barker

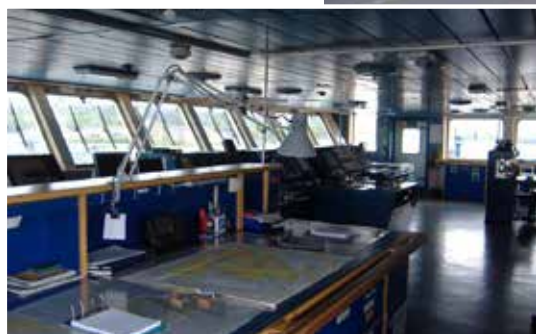
HOME FROM THE SEAS

In May CSC member John Richards was the sole passenger on a 51,000-tonne vehicle-carrying cargo ship for a week. Here he recounts his experience

Before joining Gran Bretagna I thought she was the ugliest ship afloat but after 8 days sailing in north European waters, I found there were lots like her and some even uglier!

I joined her at Portbury, Bristol, not knowing the exact day and time to board until a couple of days before. My cabin was a good size - a wide comfortable bunk, settee, a chest of drawers which could be used as a writing desk and a wardrobe. In rough seas you could jam your left hip against the wash basin, your right foot against the shower tray and use the WC standing up!

We sailed that night for Cork, straight into a Force 7-8 gale - occasionally Force 9 storm. The officers said the seas were about 7-8 metres high. I was certainly pleased to be on a 51,000-tonne ship and not a Sadler 32.



Paper charts

I was the only passenger and could go on the bridge at any time. I had not been on a ship's bridge for 60 years and was pleased some things hadn't changed. A flag locker (although there were far more courtesy flags), an Aldis Lamp and binoculars.

The two radar screens and two GPS screens bore notices: "Not to be used for Navigation. Use Paper Charts"

One of the radar screens was linked to AIS, but the other was solely for radar in

case a ship's details blocked out small images like yachts.

There were three VHF radios - approaching the Nab Tower all three were on, Ch16, Ch9 for the pilot and Ch12 for VTS Southampton.

Italian and Filipinos made up the crew of 25, the latter speaking better English. The Filipino sailors stood watch on the bridge, while the Italians did labouring type tasks such as lashing down cars and scrubbing decks. They spent eight months on board and four months on leave.



PHOTOS JOHN RICHARDS

I now know I am not a great lover of Italian food. Vegetables were not in their vocabulary, but the fish dishes were nice. I was allowed a small bottle of wine each day, while the officers I ate with stuck to Coca-Cola.

Fiat cars were dropped off at Bristol, Cork, Wallhamn (Sweden) and Antwerp. At Bristol they picked up Hondas made at Swindon. In Sweden they took on board Volvos and tractors, Scania trucks, newsprint for ports in the Med and big sheets of

steel. In Antwerp they loaded Kia cars, Fords, Mercedes and badly damaged models for repair in Egypt. Used tractors, bulldozers, vans and old ambulances were going to UNICEF in Lebanon.

On to Antwerp

My 'safety briefing' was very short: "Luigi the steward will come and get you", I was told. In addition to a substantial lifejacket, there was a hard hat and a smallish survival suit in my cabin. On deck there were two enclosed lifeboats, both capable of taking 42 persons.

Approaching Wallhamn in Sweden we slalomed past small islands with massive rock formations. We went so close you could have hit some of them with a stone. At the end of the harbour

was a small marina as there were plenty of safe sailing waters.

Going into Antwerp, we had three pilots: a sea pilot who got us inside the river; the river pilot came aboard near Flushing; then a dock pilot. The ship had a massive amount of windage and all close manoeuvres were done very slowly, using powerful bow and stern thrusters. To leave the quay at Antwerp we did a 90 degree turn, taking over 15 minutes with no springs used.

On our return to Southampton we picked up a pilot about a mile east of the Nab Tower and then sailed a straight course outside the buoyed channel until Dean Elbow buoy. Yacht skippers should not assume big ships keep to the buoyed channel!

The cost of the trip was similar to that of a cruise liner but if you don't mind sharing an inside cabin the cost is about £400. Trips in the Med, Africa and South America are also available.

I enjoyed it and am pleased I did it. It was relaxing and I read five books. I also walked a lot, having the whole upper deck to myself. It may have been better with other passengers - she can take up to 12 and I took a pack of cards and a cribbage board in vain!



Obituary

Wonderful skipper

Long-standing CSC member Bill Cox died in July aged 71. His sad death came just a few weeks after he and his wife Ianthe celebrated their 50th wedding anniversary

Bill Cox

Bill and Ianthe joined CSC in 1994 and were active small boat members sailing their Tabasco 17 called French Mustard often being accompanied by their Labrador George. More recently they brought Pastoral – a Westerly Centaur which was moored at Emsworth. Bill took part in several Icicle cruises – one year dressed as a Teletubby and on another occasion as a 60s rock star.

Bill was of North Devon blood and born within a few cables of the sea in Bideford. He did an apprentice as a shipwright, but more recently was a horticulturist and maintenance man at a local school for the blind in Redhill from where he retired a few years ago. An extremely practical man he was also an accomplished photographer. A very competent rower in his younger days, he won the south coast championship for the coxed fours in 1960. With Ianthe he travelled widely including South



America and Easter Island, but Kenya and Tanzania were particular favourites.

He was very much involved with the RYA sail-ability scheme and taking blind people sailing - often with Dave Norris on Whisper.

A quiet, patient manner and dry sense of humour, Bill was always willing to pass on his knowledge - be it showing someone the ropes or the best way of filleting a fish; he was a wonderful skipper. *Nigel Barraclough*

Bill Cox, born on October 25, 1942, died on July 5, 2014.

Welcome new members

The Channel Sailing Club would like to welcome the following new members this year: Gill Allen, Andras Toth, William Chalker, Catherine Ford, Francis Gibson, John Harding, Steven

Hughes, Rafal Kabacinski, Chris Morris, Martin Murch, Ken Owens, Lukas Port, Daniel and Jane Race, James Shepherd, Diane Sutton, Simon Tuke, Peter Tibbetts, Michael Whyatt and Jonathan Milroy.

Sorry if anybody has been missed off as Wavelength went to press.

These new CSC sailors bring the total membership to nearly 200. We hope they are able to join forthcoming races and rallies either as boat owners or valued crew.

If not, make sure you at least buy a committee member a pint at the bar!

Cheaper boat insurance

Club members with a yacht might like to look at this website www.porthcawl-insurance.co.uk

I was a Lloyd's insurance broker for a mere 38 years and for the last five years I insured yachts.

I have owned my 1987-built Moody 28 for 14 years and a couple of years

PHOTO BILL CALLAGHAN



OVERHEARD

Got something to share with other members of the club? The Overheard column is where you can do it. Contributions welcome

ago the Moody Owners Association asked members how much they paid to insure their vessel.

It was amazing for us all to see that amounts varied by up to £150 and that nobody realised what was around the corner.

Porthcawl Insurance brokers have a policy underwritten by the AMLIN Syndicate at Lloyd's and as long as you start insurance with them before your vessel is 30 years old, then no further survey is ever required - quite a consideration!

For a couple of years (following above survey and even I was found to be paying far too much with Admiral) I was insured with GJW who claimed to be the largest and

best. When I told them what was within Lloyd's they were shocked and amazed to learn that better IS available. Plus it was quite a few pounds cheaper.

Just a thought for members who own a yacht in the same age bracket as mine.

Mike Price

Lancaster flyover

While motoring back to Port Solent I suddenly looked up to see two Lancaster bombers fly overhead, their first tandem flight in 50 years as one of the giant aircraft is usually based in Canada. It was certainly remarkable to see these two magnificent aircraft flying so close together. *Simon Worthington*



Hello sailor!

Can you identify this mystery man? Answers should be written on a piece of paper, popped in a bottle and dropped in the Solent!



PHOTO NICK WYLLIE

David Surman, John Futcher, and I departed Port Solent marina on the evening of Sunday, June 1, and headed for the Normandy port of St Vaast, approximately 90 miles away.

We arrived in the little French harbour the following morning to be greeted and have lines taken by friendly crews of RNSEA boats who thought we were with them.

Parachute drop

The next day we collected information from the visitors' centre on what D-Day events were happening locally, before breaking the bank on the last hire car in Normandy.

When the car was delivered



PHOTOS DAVID SURMAN

Clive Hall tells us about his D-Day cruise to Normandy aboard Orcella

ered we drove to Carentan to see a massed parachute drop. Everyone else had the same idea and we spent 90 minutes at a motorway junction with crowds of US Airborne re-enactors to witness a flypast of eight

Dakotas. Unfortunately, the parachute display was called off because it was too windy.

Afterwards we had a late lunch in Carentan and got chatting to a US documentary film maker from Texas. He and his family were dressed

in 1940s civilian outfits, with the ladies looking very cool.

Then we went to St Mere Eglise whose town square is famous for The Longest Day film. There we met up with some real current day US service personnel outside a bar – US Air Force, also US Army & Airborne – helicopter assault troops. They were really enjoying the re-enactment and were pleased memories were being kept alive.

On Thursday we headed to Foucarville where we saw a fantastic parachute drop right over our heads. We then headed to Utah Beach to see the synchronised firework display at 28 different locations along the landing sites..

On Friday, dinner was

at Sarl la Crie du Tomahawk, probably the best fish restaurant in St Vaast. Parked outside was a 6x6 REMV and John got chatting to the French RE (US 82nd Airborne) from near the Swiss border, at the next table. We ended up in the back of their truck for a lift round the marina to Orcella. In fact they drove us down onto the beach and gave us a thrilling ride across the sand, before joining us for drinks aboard.

The end of the trip

On Saturday blocked roads scuppered our chance to see the British landing areas at Arromanches. We ended up in pretty Port-en-Bessin where we came upon a car park full of British RE

& REMV. We also saw the Battle of the Somme Pipe Band, who had played for royalty the day before at Arromanches.

I enjoyed comparing accents with British veteran Ken 'Pixie' Parker of 47 Royal Marine Commando, from my home town of Bristol.

On Sunday the wine we had ordered was delivered and packed aboard. We cast off at about 1700 and set sail for Port Solent, but had to roll away the jib and motor-sail home with the wind on the nose.

While it was a fun trip, it was a real privilege to have been there and taken part in some small way in honouring those young men from 1944.



STAR WOES

Mark Hitchin on his quest for latitude using a home-made sextant

It's a question we've all asked ourselves - where exactly is my garden?

As the nights drew in I found myself pondering the question and a solution soon came to me. I'd make myself a sextant and find out.

Simple to make

The sextant was easy. A protractor taped to a ruler with a bit of play putty hanging from a cotton thread. After looking online at how others had done it, I added a drinking straw as a sight.

I'm not sure if my angle measuring device which uses a plumb-line rather than a visible horizon is technically a sextant but for the purpose of this article I shall use the term sextant, right or wrong.

In a state of frenzied excitement I stood on my patio pointing my device at the Pole star. Lesson 1: The straw at night is not an effective sight. In the dark you can't see it to focus your eye on the star - it's just black. Un-

daunted I pointed the sextant at the Pole star. I say pointed, I mean waved. I couldn't keep it still, I couldn't stop the plum line shooting all over the place. It was also clear that taking a sight was a two man job. The wife was delighted at the chance to come outside in the freezing cold with a torch and write down the angle for me. The maths didn't need a pen

Fired up with enthusiasm I rushed for the sextant and got a pretty good measurement on Jupiter.

and paper. I wrote down 51 degrees.

51 degrees meant very little to me. It sounded about right for the channel but I had to check a chart to work out where it was. Astounding. 51 degrees corresponds with the northern edge of the South Downs, I live in Chichester, just south of the Downs. I was 18 miles off.

Clearly there's some luck here. Living 18 miles off a line of latitude and measuring with a device that doesn't cater for fractions of a degree helped a lot.

Gentle reader, it never got better than that.

Phase two was to read up on 'proper' astro nav and try to plot a lat and long. I still wouldn't bother with any fine corrections but I would accept any advice/technique the RYA Astro Navigation Handbook could offer.

The next night I was ready to take a couple of sights and try with real numbers. But the weather set in and night after night of storm and cloud followed. Very soon I forgot to look out for clear nights, lost interest and forgot all about the project. The sextant sat on a window sill for months.

As spring got under way I was driving home from work and spotted Jupiter unmistakable in a sky that was still pretty blue. Fired up with enthusiasm I rushed for the sextant and got what seemed a pretty good measurement on Jupiter. Now I had a problem. The only clear patch of sky was directly around Jupiter. The

three stars around it would have been so close as to be useless for a fix, and anyway I had no clue what they were. As luck would have it one bright star appeared in the south. I didn't know what it was but it was low in the sky roughly where Orion ought to be. The fact I could see it suggested it was pretty bright. It had to be Sirius.

Do I live in France?

A bit of simple maths on these two sights gave me a position near a town called Redon in northern France. A look out of the window gave me cause to question this position. I was 240 miles off. My first suspicion was that I'd miss-identified Sirius or perhaps even Jupiter which I had been certain of. Using a PC package called Stellarium I was pretty certain I'd guessed the objects right and the error was due to careless measurements.

I decided to have one more go the following night. This time I attached the sextant to a camera tripod, as I was certain errors were caused by shaking and poor reading of the angle.

The following night was clear, but only Jupiter was visible. I got what I considered to be a perfect measurement. For the first time I used the straw sight as intended with Jupiter bang in the middle.

As it got darker, I spotted a lone star where I reckoned Polaris should be, next to my chimney. I was never very comfortable with the sight, it was very difficult to make out stars in the night sky.

Once again I was scratching my head looking for something else. Orion, my banker for easily identifiable stars, was hidden by cloud. In the end I stared at the cloud and through sheer willpower dissipated it long enough to get a sight. I wasn't happy with Polaris, but I now had two good sights. Enough.

The result is a bit of a damp squib. Not good or bad enough to be interesting. 40 odd miles off to the north-west. So if anybody asks where my garden is I can give them the very latest information - it is seemingly near Swindon. Handy for the M4, but a bit of a hike from my back door!

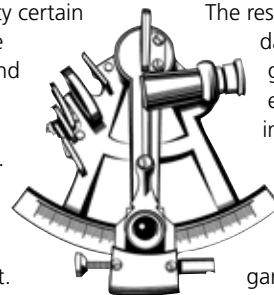


PHOTO MARK HUTCHIN

Channel Sailing Club Sailing Events 2014

13 - 14 September

Fox Hunt Rally
A sailing treasure hunt picking up clues around the Solent with a deadline to hand in answers. Joint event with Ashdown Sailing Club. Destination possibly Bembridge. Berthing and meal, TBC Janet Sainsbury

27 - 28 September

Wooden Spoon Race
Annual race against Chichester Cruiser Racing Club (CCRC). Berthing Port Hamble and meal ashore at the RAFYC Alick Fraser

11 -12 October

Two Handed Race
Race in Solent area with boat crew of 2 people only. Berthing & meet ashore in the evening - venue TBC

25 - 26 October

Pursuit Race, and Rally
Pursuit race - boats have individual start times based on their handicaps. Berthing & meal ashore in Cowes

15 - 16 November

Experience Weekend
Practical boat skills weekend. Location TBC

6 - 7 December

Icicle Rally
Social event to Cowes. Dressing up of boats with awards for the winners followed by dinner. Venue TBC



LOOKING IN THE WRONG DIRECTION!

Organiser Simon Davey on the July passage races to Lymington and back

With a forecast of light winds backing west, the first race was from Gleeds buoy to Lymington via the Solent

rather than south of the Isle of Wight. All seven boats - Knights Challenge, Petal, Caressa, Myst, Matambu, Jabberwocky and Papillon - had reasonable starts, drifting round the first marks before heading to Calshot, driven by tide and a northerly wind.

Knights Challenge was out in front, while Jabberwocky decided to peel off for lunch at anchor in Osborne Bay.

Papillon pulls away

After Calshot, Papillon pulled away and headed towards the next mark of Salt Mead, about 5.5Nm away. Our strategy was to get into the stronger west-going tide off Gurnard.

Right on cue the sea breeze kicked in from the west, meaning a beat to Salt Mead and the final mark of Berthon.

On Papillon, we thought we had pulled off a good lead as we couldn't see any club boats behind us. But we were looking in the wrong direction! As we looked back at Peel Bank we suddenly saw Knights Challenge and Myst closing on it from a much more westerly direction than the route we had taken. We also saw Matambu coming up at even greater speed and overtake them.

We made it past Berthon at about 1641 to take line honours, but alas not in a good enough time to beat almost all the others on handicap. Honours went to Matambu (1st), Myst (2nd) and Knights Challenge (3rd), with us fourth.

Berthing at Lymington's Dan Bran pontoon

there was just time for a shower and a drink on the Royal Lymington Yacht Club's terrace before supper.

Next day and with some groggy heads we started the race back at Berthon at 0910. Wind was a reasonable north easterly and we had a favourable tide for three hours. Matambu enjoyed a good start and she pulled away on the first reach to Salt Mead. We then headed into tide and up to West Lepe, followed by a beat to Lepe Spit, which we rounded with Knights Challenge, with Matambu still well ahead and Petal, Myst and Caressa just behind. Next was a leg of five miles to Peel Bank across the top of Cowes and we were still making no impression on Matambu's lead, while Myst was closing on us. At Peel Bank the tide was still with us but down to half a knot and we headed north to East Bramble finish mark.

Matambu heads for Portsmouth

With wind dropping we were able to beat up on port tack to almost lay the finish and we reckoned on the turning tide starting to help. We were pleased to see Matambu apparently heading for Portsmouth on this tack (!) but

'As we looked back at Peel Bank we suddenly saw Knights Challenge and Myst closing on it from a much more westerly direction than the route we had taken'

then fretted they were cunningly sailing faster and would also start to benefit from the tide pushing them back to East Bramble. As we neared the finish Caressa's Jerry Tagg called to say they were going backwards in very light airs and retiring. We finished about 12:15 just behind Matambu with Myst third.



Club rally

BASTILLE DAY, A RIGHT SPLASH!

Commodore Trevor Barker salutes Honfleur cruise



PHOTO BILL CALLAGHAN

With eight club yachts and 35 members and guests 'invading' Honfleur to celebrate Bastille Day, the Channel Sailing Club once again pulled off a great fun cruise.

Rudely awoken by six thunderous canon blasts on the morning of July 14, we crowded round the harbour to watch some well-meaning, but daft locals trying to reach a French flag perched on the end of a greasy pole.

Honfleur is one of the most delightful towns on the Normandy coast with its Vieux Bassin surrounded by restaurants, cafes and bars.

Its back streets are steeped in history as the town was one of the few along that coast not to have been flattened during WWII. First to arrive on the 11th was

Orcella with skipper Clive Hall, closely followed by us on Coral Moon, skippered by cruise organiser Bill Callaghan, Gilken skippered by Ken Wright, Richard Brodie's Jabberwocky, Firecrest with skipper Margaret Andrews making her maiden Channel crossing, and last but not least Knights Challenge skippered by Janet Sainsbury.

Dinner time

It says something about passage planning and navigational skills of CSC members that so many boats arrived so closely together following the 115m crossing.

Steve and Marilyn McCarthy on Vikla and Chris Freeman's Tucana arrived on Saturday having cruised the French coast earlier.

The dinner was held at Le Hamelin restaurant and

included three courses, an aperitif, wine, coffee and a digestif for 31 euros.

After the fireworks Coral Moon and Firecrest locked out at 05h30. But the passage along the Chenal de Seine was not without incident. A combination of low water and being outside the main dredged channel meant Christine found the mud - a Cambria Ball candidate methinks! To cap it all, we received a distress call from Firecrest allegedly with "engine trouble" which ended with us towing her into Le Havre. I say 'allegedly' because, while she was parked in the Bassin, Margaret was worried that she was very low on fuel.

A great sail back with a SW 3-4 most of the way. Hats off to Bill for yet another successful cruise.



MUCK, RHUM AND EIGG

—THE JOYS OF SAILING IN SCOTLAND

I have always enjoyed three things: the proverbial getting away from it all, sailing and mountains. For the last two years I have been able to enjoy all three at once – I went sailing in Scotland's Inner Hebrides.

Scotland is a little different. A lack of boats for one thing. In both of the two week trips we went to the more popular locations, but if you counted all the boats we saw I suspect you could fit the lot into Haslar.

The weather can be mixed. You will hear many stories of being storm bound as we were last year so be prepared to read or play cards.

This year we had a new destination each day except a planned stopover in Portree to visit the Talisker distillery on Skye. The wind influences where you go and the long term forecasts are as useful as the inshore.

Dolphins!

Then there is the wildlife. When you are sailing along at a gentle 5 knots don't be surprised if a seal happens to pop up and say "hello" or you happen to see a pod of dolphins. Bird life is interesting and you can see all sorts of birds from eagles to shearwaters. Unfortunately there is also another very irritating form of biting life called knats (or "noseeums" as they are

sometimes called). Take insect repellent with you. However, when we were at anchor they hardly bothered us.

Get used to rowing the dingy or make sure the outboard works – if you want to get ashore for provisions or facilities then it might be your only way. Talking of shopping and facilities, they don't exist everywhere so you may have to go without a shower and have to stock up in main harbours.

Wi-fi is remarkably widespread but on one or two islands there is no mobile phone coverage at all!

If you like rocks then they are plenty of

them and not all of them will be marked so keep an eye on the navigation. Buoys are not as numerous as in the Solent and some could do with a lick of paint so can be hard to see.

The locals may speak with an accent but are very friendly, the local seafood excellent and I can recommend the local brews – beer and whisky!

So there you are, a little flavour of what it might be like. Just expect deserted hills, many with strange but wonderful names (where else can you visit Muck, Rhum and Eigg?), lots of small islands and many little anchorages – magnificent!

Nigel Barraclough



Club Event

More than 60 members and guests tucked in to a gourmet BBQ at one of the most popular social events of the year. A starter of shell-on prawns and crusty French bread was followed by a main course of fillet steaks and sausage perfectly cooked on the BBQ by 'chefs' David Surman and Phil Martin.



The meat was accompanied by a wide variety of delicious salads, kindly provided by Debbie John, Julia Riffin, Linda Varney and Marion Tempest. A finale of trifle, strawberries and cream were provided by Linda Varney and Evon Hall.

The wine and conversation flowed during the evening as members made the most of the gathering.

Thanks also to Peter Denning, Biz Brodie and Paul behind the bar for their help on the night.

Healthy profit

A total of 62 tickets were sold, with more last minute

SUMMER BBQ SIZZLES UP A PROFIT



Members enjoyed an evening of delicious food at the annual BBQ night held in glorious sunshine at the Old Freeman's clubhouse in July

enquiries coming in to organiser Debbie Wiffen after the deadline had passed.

Ticket sales for the meal made a healthy profit of £180 while the raffle made an extra £121 surplus.

Organiser Debbie said: "There was very positive feedback from all those who attended with people telling me it was a great night with great food."

Debbie said she was delighted by the demand

for tickets and encouraged members to book early for forthcoming events in order not to be disappointed because the deadline for tickets had passed.

She said: "We had lots of people enquiring about tickets right up to the night of the BBQ, but in order to cater for everyone in future I would ask people to book early. These events are proving quite popular and I don't want to disappoint people by



turning them away."

Debbie is looking for a few volunteers to help set up and dress tables at future events, so please get in touch with her if you can spare half an hour to move furniture around before an event.

Curry night

Our next social event is the curry night on October 15 in the clubhouse from 8.30pm. There will be a selection of curries, varying from mild and creamy to fiery hot all served with rice, naan breads and pickles, plus other tasty treats. If you are able to help or want to buy or reserve tickets contact Debbie Wiffen.

FUSS FREE FARE

Emergency rations, made in half an hour from easy to stow ingredients, which go down well with a glass of red or two

Here are a couple of meals that could be put together in one large frying pan, from storecupboard ingredients for those occasions when after a hard days sailing, eating ashore is not an option.

The first recipe is with corned beef, long a mariners favourite, the second uses a good storecupboard standby: vacuum packed gnocchi

Chilli beef hash

Serves: 4

1 large red onion, chopped
340g can corned beef
2 x 567g cans new potatoes
330g can sweetcorn
400g kidney beans
½ x 20g pack parsley, finely chopped (if you have it)
1 tbsp hot chilli sauce
2 tbsp olive oil
salt and pepper
Jar of pickled red cabbage

Heat half the oil in a large frying pan, add the onion and cook for 5 mins until soft but not browned. Drain the potatoes, sweetcorn and kidney beans, tip into a mixing bowl. Add the onion, parsley, chilli sauce and seasoning and stir together. Heat the remaining oil in the frying pan; add the corned beef mixture and cook, stirring, over a medium heat until the mixture starts to brown and the potatoes crisp

up. Pat the hash mixture in the pan down into a flat-cake shape and fry over a high heat for a couple of minutes. Then place the pan under a hot grill for 3-4 minutes to brown the top. Serve with peas and pickled red cabbage

Cheese and tomato gnocchi

Serves: 4

1 tbsp olive oil
1 onion, chopped
1 red pepper, deseeded and finely chopped
1 garlic clove, crushed
500g carton passata
2 x 500g packs vacuum packed gnocchi
1 vegetable stock cube
1 teaspoon mixed herbs
125g ball mozzarella, (or other suitable cheese) torn into chunks

Heat the oil in a large frying pan, then soften the onion and pepper for 5 mins. Stir in the garlic, fry for 1 min, tip in the passata, gnocchi, stock cube and herbs, then bring to a simmer. Bubble for 10-15 mins, stirring occasionally, until the gnocchi is soft and the sauce has thickened. Taste and season, then scatter with the cheese chunks. Pop the pan under the grill for 5-6 mins until the cheese is bubbling and golden. *Marion Tempest*

Check your nuts!

Mike Price recounts an unfortunate episode on Moody Blue, his Moody 28

In May I joined 70 other yachts on the joint services D-Day rally to Ouistreham in France. We left Eastbourne early on May 30 in order arrive at Fecamp by supper. With 16 miles to go, the wind died so I started the engine, but it started to make strange noises, so I shut it down and headed back home.

You may well ask why – quite simply two years ago a friend was only three miles from Fecamp when he lost engine power, at night time and in heavy rain. He had no choice but to call for rescue. The French lifeboat crew demanded £1,250 CASH.

I attempted to contact Dover coastguard for some time until 2130 when we made weak contact. Next thing I knew the P&O cruise ship Azura kindly relayed messages to and from Dover for the next half hour.

Dover coastguard then launched the RNLI lifeboat from Eastbourne, despite us saying it was too early as we were now enjoying a pleasant evening sail.

The RNLI tow lasted a hair-raising four hours at 7.5 knots. We eventually tied up at 0115 – a very long day! The following morning a local engineer said one of my



engine mount nuts was an inch loose. This was due to a previous engineer who also 'forgot' to properly crimp an earth cable when he refitted the engine in 2013. That time I had to be rescued by Newhaven RNLI.

Six weeks in a yard and over £5,000 of work renewing engine mounts, distorted shaft, seal, cutlass bearing, plus second hand gearbox.

A valuable lesson learnt in getting the right engineer first time round.

noticed abnormally high tidal ranges of 4.6 metres at Portsmouth in mid-August and early September. Experts say high natural tides will also occur on October 9/10, then next year on January 22/23 and February 20/21.

On these dates, tidal forecasts are 17cm to 22cm higher in Sussex and 7cm to 14cm higher in Hampshire and the Isle of Wight.

Low pressure weather conditions could make these forecasts even higher.

Ollie Brown

Beware high tides

There's bad news for sailors planning to sail against the tide over the next year.

The Environment Agency warns sailors that astronomic tides will be at their greatest over the next 18 months, which means very high and very low springs.

This is because September 2015 is the point in a natural 19 year cycle when the sun, moon and earth align to exert the greatest force on tides round the UK.

An astronomic tide is the regular movement of water caused by the way the earth, sun and moon move in relation to each other. They are notably high during 2014 and 2015 because we are reaching the peak of the 18.6 tidal cycle in September 2015. This peak will exert a greater than normal force over the tides.

Sailors may already have

OFFERS

20% Discount on berthing in Port Chantereyne, Cherbourg for Channel Sailing Club members



Berthing in the marina in Cherbourg is based on length categories. Members will be charged two categories below their actual category, which is the equivalent of up to 20%

discount. No discount can be offered unless a valid membership card* can be presented

to the marina reception. Being the closest French marina to the Solent, Port Chantereyne is ideally located in the heart of the English Channel. A copy of the agreement is on the Club Notice Board. For more information about Port Chantereyne and Cherbourg, please visit www.portchantereyne.fr.

*If you do not have a membership card, please get in touch with Jane Shott, Membership Secretary, on 07812 415 939.



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and helping the ship to climbing aloft and taking a watch. Since the charity's inception 35 years ago our philosophy has been that life should be about equality, sharing and celebrating our individual differences and working together to achieve greater things.

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Caring for your lifejacket

As with all safety and emergency equipment, servicing your lifejacket is most important. Whatever type of lifejacket you use, it will need basic maintenance to keep it working properly.

General inspection and maintenance

At least every six months, all lifejackets should be inflated orally or by hand pump to avoid moisture build up inside the jacket, and left inflated for 24 hours to ensure they hold their pressure and to see if there are any leaks or damage. You can also check straps, Velcro enclosures and folded corners for wear and tear and check that the retro-reflective tape is firmly attached to the jacket surface. At three monthly intervals, check webbing and stitching, all buckles, zips and D-rings and ensure the whistle is securely fastened.

If the jacket is fitted with a light, check its operation and that the battery is in date – replace if necessary. Some lights are salt water activated and must be replaced after use.

The lifejacket should be repacked correctly, as per the manufacturers folding instructions. When not in use, lifejackets should be stored in a dry, well-aired area. Out of season the lifejacket should be opened up, partially inflated (to remove folds) and stored on a non metal coat hanger.



Call us for free sea safety advice and information on

0800 328 0600 United Kingdom

1800 789 589 Republic of Ireland



Lifeboats