

SPRING 2016

The Channel Sailing Club Magazine

WAVELENGTH

**KEN YOU
BE AN RYA
INSTRUCTOR?**

Shiney
briney

why we need to
safeguard the
ocean's habitat



A joint BMF and RYA initiative

**HEAVY
WEATHER
ON THE
FASTNET**

www.channelsailingclub.org





Wavelength editor
Simon Worthington

EDITOR'S NOTE

It's been a long and stormy winter and I hope all club boats have survived intact. Most people's boats have been out of the water for winterisation so we don't have as many features from members on club events, but we still have an interesting issue for you. Ken Fifeild recalls his RYA instructor course and David Surman tells how he fared on the 2015 Fastnet. Hope you all enjoy the warmer spring weather and some fine sailing if so do drop me a line and tell us all about it.

PS Please note the new email address for articles:
wavelengtheditor@channelsailingclub.org

Simon

CHANNEL SAILING CLUB COMMITTEE MEMBERS 2016



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Alick Fraser



Vice-
commodore
Clive Hall



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Wavelength The Channel Sailing Club magazine

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PLEASE SEND ANY LETTERS AND
PICTURES TO
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CLUB NIGHT
Channel Sailing Club meets every
Wednesday at The Old Freemen'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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THE COMMODORE'S COLUMN

'COME ON BOARD'

How do you like your sailing? Fast and furious, relaxed and leisurely, or better in retrospect with something to eat and drink? Maybe all the above. Whatever your choices I hope that this year's programme will contain many things for you to enjoy, particularly in the sailing events.

In my first few weeks as Commodore it was not a surprise to find that there are some things about the club that are working well and others that need some attention:

- The club has a core of enthusiastic sailors but the number of active members has continued to decline
- There is a huge base of knowledge in the club but recently we haven't done much training.
- We have strong financial reserves but we are currently running at a loss.

These then are my first priorities

I want to start by getting more people - existing and new members - onto the water. We can all help to make this happen; we have a great programme of cruises and races and if there is something you'd like to do that is not on the schedule let us know. You could even offer to organise it yourself; there's lots of help about. We will launch several new initiatives to grow the membership, but word of mouth remains the best way to do this and I ask for everyone's

help in attracting new members to our club.

If training is to be more than a matter of proud history then we need to do more training ourselves, rather than using third parties. We will also schedule some events on the water with a training bias.



On the subject of finances, the club has a healthy bank balance for the immediate future, but in the longer term our current levels of income and expenditure are not viable. The club needs to operate financially on a more sustainable level and I expect to propose a rise in the membership fees at the next AGM. Committee meeting minutes are available on the website and if you would like to know more please ask any of us.

My season got off to a very enjoyable start in mid-March, when Eagle and Matambu sailed down to Yarmouth, watched some rugby in the luxurious surroundings of the Royal Solent YC, dined in a pub and had a fine sail home on the Sunday morning in bright sunny weather. The boat seems to have survived a very wet and windy winter and spreading the start of season chores over a few weekends (and a few people) has made it less of a burden.

I look forward to cruising and racing in company with as many of you as can make it onto the water. Have a great season!

Alick

Feature

FASTNET CONDITIONS CHANGE – OF COURSE!



John drives us to Rampion

David Surman recalls the 2015 race campaign

There were great highs and great lows, not least during the The Myth of Malham race in May.

Janet Sainsbury, Garry Mackey and I crewed while the boat progressed smoothly in perfect conditions. When the wind died it seemed unlikely we would reach the Eddystone Rock lighthouse. Millpond conditions forced a tussle with two other boats, just under the Portland Lighthouse, the revolving beams defined in the thickening

mist.

After Portland we were enveloped in thick fog. In breaking morning light we slipped out of its rolling edge.

The wind picked up to force 4/5 and we rounded the Eddystone Rock that evening in beautiful twilight - a highlight of the whole series. The Channel race kicked off on August 1. A spectacular sunset greeted us as we approached the enormous Rampion mast. John Eversfield and I struggled with tide and light airs to pass Rampion on

port, prompting skipper Keith Gibbs to emerge unhappy from his bunk. The tide had forced us very close and clearing it was a huge relief. We viewed the twinkling lights of Littlehampton, Worthing and Brighton in one beautiful clear night panorama.

The Fastnet race

Janet's tragic death and Frank Gibson dropping out reduced the crew of seven to five. Janet's death had an enormous impact on the

We rounded the Eddystone Rock that evening in beautiful twilight

whole campaign and the race looked very doubtful. After much debate, we decided to go.

Garry, John and Chris Friedrich continued as they had throughout the campaign. Keith moved between watches and from his chart table shouted orders, planned

PICTURES: DAVID SURMAN



A fog bank enveloped the boat





Garry helming off Irish coast

strategy and completed Sudoku quizzes.

Our class struggled across the Cowes RYS starting line, inches apart, before a breeze arrived.

Fastnet Rock seemed impossible in the light airs. We eased along at 0-4 knots in smooth sea and beautiful hot sun along the south coast. Out in the Celtic Sea speed increased.

It took more than 10 hours to round the Rock, made difficult by breathless airs, tide running against us with a large Atlantic swell. Afterwards, Keith opened a bottle and we toasted Janet.

Conditions change

From the Rock conditions changed dramatically. Force 7 and the nights were black, no moonlight, driving rain and visibility reduced to 30 metres. In a lumpy sea, we fought with a Sigma 36.

John struggled to cook while we were wedged in our wet bunks. We covered more than 80NM at an average speed of 8.6 knots and finally went for the finish line at Plymouth, crossing at about 11am on Friday, after five days at sea.

We were allocated to the winners' enclosure, alongside Jester, winner of our IRC3,

French yacht Night and Day which won in 2013 and Courier du Leon, the overall race winner.

We enjoyed refreshments, showers and shore leave in Plymouth before setting off for Portsmouth fuelled by the skipper's traditional full English. My log book racked up 1,350NM during the campaign.



Fastnet race team

RED FUNNEL MYSTERY

Ferry 'lands' in Milton Keynes

Residents on the Isle of Wight rely on ferry companies like Red Funnel to get to the UK mainland.

Its ferry crossings are regular, but just under a decade ago, finding out when a boat was delayed or not running was a challenge. Red Funnel had no effective mechanism by which customers could easily find out.

One of its customers, IBM programmer Andy Stanford-Clark, decided to do something about it.

He worked out that all big boats, including his own regular commuter ferry run by Red Funnel, use AIS (automatic identification system).

AIS is essentially a radio beacon that transmits the latitude and longitude, speed

and direction of boats and is data used to help control marine traffic around ports.

With the right computer software, you can zoom in on any rectangle on the Earth and see which boats are in it.

While waiting for a

He posted an update that said 'RedJet 4 has arrived in Milton Keynes'

delayed ferry one day, Andy Stanford-Clark had a eureka moment. He wrote a programme to retrieve regular updates to data relating to the ferries, operated by Red Funnel, to and from the Isle Of Wight.

His code was able to identify when a boat was in or near a port, and then send

out a message on Twitter. Each of the ferry routes was given their own feed. As a boat leaves a ferry port, it sends a tweet, and when it arrives, it sends another.

But where does Milton Keynes come in?

One day - April 1st, oddly enough - Stanford-Clark was looking up times on the Red Funnel website and discovered that his tweets were being used to officially update the status of the site.

Surprised that he hadn't been asked, and feeling a little mischievous given the date, he logged into his system and posted an update that said 'RedJet 4 has arrived in Milton Keynes'. Which in turn became the official status update on the Red Funnel website.

A meeting with Red Funnel soon followed and the system was properly adopted shortly afterwards. Customer satisfaction has been boosted and Red Funnel users can even now get enquiries about the ferry service answered via Twitter.



PICTURE: © RED FUNNEL GROUP

Report

CRUISE CONTROL



Ken Fifield passes the tough RYA instructor course and reports back



Whenever we are on the water, most folk assist newcomers to get to grips with the huge subject that is yachting. But I wanted to do more and get qualified to teach and share the invaluable nuggets passed down to me. So a while ago I found myself on the RYA cruising instruction course.

There is a pre-course test to check your practical and theory skills are that of a high standard of Yachtmaster Offshore across all areas of the syllabus. So no pressure then! Plus some desk work, including understanding how people learn and process information, is done beforehand.

Over the five-day course candidates are assessed or instructed in the following areas:

- Sailing ability (assessed)
- Motoring ability (assessed)
- Theory (knows it and can teach it) (assessed)
- Observational skills (taught and then assessed)
- Teaching ability (taught and then assessed)
- Debriefing skills (taught and then assessed)
- A suitable role model for

the RYA (taught and then assessed)

To start there is a short period in a classroom to cover some of the theory required and then the four of us were living on board a Sigma 38 for the rest of the time.

We were asked (as potential instructors) to set up short practical sessions to coach the others who were role playing as day skipper or competent crew trainees in a variety of lessons and then rotated round.

Helicopter rescue

The lessons covered the day skipper curriculum, which in summary covers: preparation for sea, deck work, victualling, engines, yacht maintenance and repair, handling under sail, handling under power, night cruising, navigation, pilotage, passage planning, IRPC Colregs, meteorology, emergencies, man overboard, life raft and sea survival.

We even experienced a helicopter rescue training session in order to explain to students what is involved.

We were encouraged to set out lessons in the following structure:

- Explain the skill or task to be trained
- Practical demonstration of how it should be done
- Get students to have a go and ensure they are safe
- Correction and feedback on their efforts
- Produce a plan to build up their weak points
- Final summary of the exercise and what they had learnt.

The week was very challenging, learning new skills, especially translating sailing knowledge into teaching packages. It's all very well doing something out of experience and instinct, but when it comes to explaining and mentoring, it can be difficult.

Of four who started the course, I'm happy to say I was among two who passed. If you are thinking of going for the course, I recommend spending about four weeks beforehand refreshing everything on Yachtmaster to ensure you have a full breadth of knowledge. One of the guys who failed did no preparation. He assumed as he had been sailing all his life and ran a yacht charter company that was enough, but sadly not.



SOME KNOTTY THOUGHTS...

Nigel Barraclough ropes us in

For me learning knots and rope work is not a chore of sailing, it is one of its joys.

Half the fun is not just the knot itself, but how it is used – that is the clever and satisfying bit; which is why I was happy to give a talk about knots at the club recently. Here are a few thoughts from that evening.

1. Practice makes perfect.

It is something you can do at odd moments – be it in front of the TV or sitting on the throne! Try to tie knots with your eyes shut – one day you may have to do it in the dark or underneath a sail.

2. There are lots of different ways to tie knots.

If you see someone being shown a different way then

don't jump in and take over – all you will end up doing is confusing the poor person.

3. Is this the right knot

The question and your thoughts must always be: is what I am doing fit for purpose and will it do what I want it to? Also, can it be easily undone if it needs to be? Do I really need to fill the cleat with eight figure of eights? If it is a stopper knot, have I left a long enough tail so that if it does jam I can tie another rope on the end to give it a pull?

There might also be the risk of chafing. If you are tying a mooring line to a ring using a bowline then why not go around twice or should you be using a round turn and two half hitches?

What to learn

Learn a few important knots and don't be afraid of looking in a book for the others. I doubt you will ever need to tie a Turk's Head or Monkey's fist in hurry, but a bowline, a stopper knot or a rolling hitch – that is different. Look after your ropes. Keep them tidy, off the deck out of water and check and wash them occasionally.

The one piece of advice I would give about ropes? Rope discipline and safety: they can have tremendous power so respect them and protect your hands and fingers when using them.

The following websites are useful:
www.animatedknots.com
www.yachtingmonthly.com/plus/530921/knots-to-know

CHANNEL SAILING CLUB CALENDAR 2016

This calendar is designed as guide only. Events may be subject to alteration.
 For full details of events and latest information see channelsailingclub.org

APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
1	1	1 Briefing	1	1	1	1 Navigators	1	1
2	2	2	2 Rnd Island	2	2	2 Race	2	2
3	3	3	3	3	3	3	3	3 Icicle
4	4 Briefing	4 Wooden	4	4	4	4	4	4 Rally
5	5	5 Spoon	5	5	5	5	5	5
6	6	6	6 BBQ	6 Cowes	6	6	6	6
7	7	7	7	7 week	7 Briefing	7	7	7
8	8	8	8	8	8	8	8	8
9	9 Midweek	9	9	9	9	9	9	9
10	10 Cruise	10	10 Bastille	10	10 Foxhunt	10	10	10
11	11	11	11 Cruise	11 Briefing	11 Rally	11	11	11
12	12	12	12	12	12	12 Briefing	12	12
13	13	13	13	13	13	13	13	13
14	14 Experience	14	14	14 West	14 Briefing	14	14	14 Social
15	15 week'd	15 Briefing	15	15 Country	15	15 Pursuit	15	15
16	16	16	16	16 Cruise	16	16 Race	16	16
17	17	17	17	17	17 Passage	17	17	17
18	18 Briefing	18 Sprint	18	18	18 Races	18	18	18
19	19	19 Races	19	19	19	19 One pot	19	19
20 Briefing	20	20	20	20	20	20	20	20
21	21 Double	21	21	21	21 Greek nt	21	21	21
22	22 handed	22	22	22	22	22	22	22
23 Long	23	23	23	23	23	23	23	23
24 Race	24	24	24	24	24	24	24	24
25	25 Quiz nt	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26	26
27	27	27	27 Briefing	27	27	27	27	27
28	28	28	28	28	28 Briefing	28	28	28
29	29	29	29	29	29	29	29	29
30	30	30	30 Yarm'th	30	30	30	30 Briefing	30
	31		31 race/rally	31		31		31



KEEPING THE BLUE GREEN

Environmental group celebrates first decade

Just thrown that banana skin or apple core overboard? You may be shocked to discover fruit can take up to two years to degrade in the sea.

It's just one of the disturbing facts environmental group The Green Blue is pressing home to marine users as it celebrates its 11th year.

The group, a joint initiative between the RYA and British Marine, was set up to help boat users, boating businesses, sailing clubs and training centres reduce their impact on coastal and inland waters.

With support from The Crown Estate's Marine Stewardship Programme, it raises awareness about harmful discharges and environmental disturbance as well as encouraging the use of eco-friendly products among mariners, such as phosphate-free cleaning materials.

According to The Green Blue figures, Kevlar rope, ca-



ble ties and fishing line take 500 years to degrade in the sea, plastic bags and electrical tape 450 years, boat hull stickers 150 years, drinks cans 100 years, cigarette butts five years, orange peel two years and apple cores

nine months.

Among its recent initiatives is the 'Check Clean Dry' campaign to help stop the spread of invasive non-native species.

Invasive Non-Native Species (INNS) are animals

and plants introduced on purpose or by accident by human activity to parts of the world where they are not normally found. These species can hitch a ride on boats and equipment and when unknowingly spread from one area to another, they can have a damaging impact on British plants, animals and ecosystems – by spreading disease, competing for habitat and food and direct predation.

Examples include the quagga mussel, creeping water primrose and the killer shrimp.

The Green Blue project manager Jane Swan said: "Awareness of environmental issues has increased over the past decade, so we have been able to capitalise on new generations of boaters who

It has not been a quick fix but rather a voyage of small but meaningful transformations

have grown up with a more willing understanding and acceptance of how important simple changes are, from turning off taps and switching appliances off standby to recycling and upcycling.

"But if you take a look around most sailing clubs and marinas today, it's clear that the boating sector has really taken to environmental change. You'll find LED lighting along pontoons, smart meters, waste management facilities with different receptacles for every type of boat waste, solar panels visible on many marina office roofs and

yacht decks, on board wind turbines, hybrid engines, inline bilge filters and even electric car charging points in marina car parks."

By working towards an environmentally self-regulating boating community, The Green Blue aims to make efficiency savings, avoid red tape, help boaters and boating businesses minimise their impact on the environment, and safeguard the waters and habitats we enjoy and rely on for the future.

Jane said: "Making the environment second nature has not been a quick fix but rather a voyage of small but meaningful transformations. A decade on and it's exciting to think how much has been achieved and what further changes might be possible by 2025."

FIVE TIPS FOR ENVIRONMENTAL BOATING:

- 1** Get rid of black water responsibly – use a pump out facility if your boat has a holding tank or empty the heads as far from shore as possible
- 2** Let nothing go overboard – even orange peel can take years to degrade in water
- 3** Install a bilge filter or bilge sock to absorb hydrocarbons from oily bilge water
- 4** Use phosphate free, environmentally friendly cleaning products on board
- 5** Keep a clean hull and remove weed from your anchor before stowing to stop the spread of invasive non-native species



Use the Check Clean Dry system to help stop the spread of invasive non-native species

Feature

STORMS WHIP UP HARBOUR HAZARDS

Mike Price on the difficulties faced at east ports

Recent storms have had a marked affect on some eastern ports in the English Channel.

The enormous wave-power of big seas has shifted tonnes of shingle from nearby beaches and dumped it near the entrances of ports and marinas, making entrances hazardous.

It's the second year running this has occurred and this year is far worse than sea goes have previously experienced.

Over 10 days authorities at Sovereign Harbour in East-bourne were forced to 'borrow' a pile of shingle from nearby beaches which they temporarily dumped in the entrance. This allowed them to remove the huge mound which had built up during the storms.

Once the harbour entrance blockage was cleared they had to put all the borrowed shingle back on the beaches, a project that cost a total of nearly £1 million.

The mammoth task was done over 10 days at springs because at neaps it would have



However, three times now a dredger has had to pump vast amounts from the channel back on to our beaches and each time it vanishes again when storms arrive.

It ends up off Deal or even Dungeness proving we sailors should never underestimate the power of the sea.

The situation at Brighton is just as worse and possibly more severe.

At the end of last year the harbour had to buy its own dredger to try and contain build-up at the western end of the outer breakwater plus areas within the marina itself.

More than 1,200 owners based there are not amused by the situation

Any club member venturing my way should contact the marina to ask if there are any shingle problems before setting out. Skippers should allow a minimum of two hours before/after LW before safely entering or departing.

These timings even apply to my boat Moody Blue which has a relatively shallow draft of 1.53 metres.

All the borrowed shingle was moved back to the beaches, a project that cost nearly £1 million.

been difficult for the East-bourne lifeboat - the largest in the UK - to even get out and back in again.

The costs, by the way, are borne by the Sovereign Harbour householders (3,500 of them) for locks and pumping out the water as it was so low in places and the entrances had to be kept clear at all times.

Each property pays £350 each year to pay for the pumps 24/7 keeping levels right. Before the outer walls were built (from Norwegian granite) no large amounts of shingle were 'lost' from town's beaches.

Feature

ENSIGN ETIQUETTE

Leon Barbour flags up correct colours



Flag etiquette is something we inevitably think about when we plant our ensign on the back of our boat and look around to see others' nationality, club membership, visitor status, etc. Rules around this are surprisingly long and complex, but here are some guidelines to remind us of the essentials:

The word 'etiquette' derives from the French word for 'tag' or 'label' and has come to mean politeness, good manners and a sense of tradition. The ensign must be worn during daylight hours whenever in sight of land or another vessel.

Defaced red

Red, white or blue ensigns date back to when the Royal Navy was split into home, Mediterranean and Caribbean squadrons with red the senior squadron. Today, the Royal Navy flies the white Ensign with only the Royal Yacht Squadron allowed to wear it in home waters.

Special ensigns such as the

blue (defaced or not) and the defaced red should be worn only in home waters. The red ensign is the proper ensign for all UK merchant and leisure vessels to wear abroad.

Ensigns should be worn as close to the vessel's stern as possible, the most senior position, with burgees flown from the masthead or, for the

Only fly the Cross of St George when an Admiral is on board!

sake of convenience, from a halyard on the starboard spreader of the main mast. Only one burgee should be flown at a time and no other flag flown above it.

Dipping, when passing a Royal Yacht, warship or one's own flag officer's yacht, is effected by slowly lowering the ensign to two thirds of the hoist or removing and holding it horizontally, keeping it there until acknowledged and the saluted vessel has started to re-hoist her own.

National courtesy flags and Q flags should be flown from the starboard halyard. No other flag should be flown above a courtesy flag, which therefore means moving the club burgee to the port halyard (in contravention of 'etiquette') when not being flown from the masthead. Courtesy flags should be flown within 12 miles offshore of the foreign country being visited.

St George

House flags may be personal or of an association, society or rectangular version of a club burgee and should be flown in order of seniority from the port spreader. The Cross of St George should be flown only when an Admiral of the Royal Navy is on board or a club member is on a vessel of the Association of Dunkirk Little Ships.

In conclusion, fly flags correctly to show good conduct, good manners and the right message. More details can be found on www.rya.org.uk/go/flags.

Bon voyage!



NEW COMMODORE VOTED IN AT AGM

2015 trophies awarded

A packed annual general meeting saw former racing officer Alick Fraser take up his new post as commodore of the Channel Sailing Club on January 27.

Thanking members for their vote of confidence in him, Alick said his and the committee's priority was to examine the club's finances as the club could not continue making a loss each year.

He said he aimed to implement a number of recruitment and revenue boosting initiatives over the coming year.

He also said he intended to have more dialogue on the sailing programme in a bid to get more members on the water regularly.

Alick told members he was open to suggestions and comments from members about the club's sailing programme, both cruising and racing.

He said the exciting social calendar - from functions to winter talks - continued to improve and reflected the lifeblood of the club off the water. He said more assistance at evening functions was always welcome.

Also at the AGM, a dozen trophies were awarded by outgoing commodore Trevor Barker, who has since been made an honorary life member for his contribution to the club over many years.



and finally...
Cambrian Ball
sailing blunder
Peter Thomas for grounding
on Hamilton Bank!



THE 2015 TROPHIES WERE:

Mizzen trophy
for attending the most CSC
sailing events **Jeremy John**

Seamogs trophy
for long distance and
endurance **Keith Gibbs**
and **Janet Sainsbury**
(AZAB race)

Jacqui Sillence
Memorial trophy
for best organised cruise
Ron Hunt (spring cruise)

Le Harlequin trophy
for best progress in handicap
Eagle

Turner prize
for winner of navigators' race
White Knight

Pursuit trophy
for winner of pursuit race
Jambo!

Round the Island
trophy
for first CSC boat
Knight's Challenge

Ghengis Can't trophy
for winner of two-handed
race **Change of Course**

Gliding Kestrel trophy
for winner of CSC
racing championship
White Knight

Sally Jennings
Memorial trophy
for most significant
contribution to CSC 2015
Teresa Hemingway

Commodore's Cup
Simon Worthington
and **Marion Tempest**
for Wavelength editing
and production



GOOGLE CHROMING...

Dick Beddoe spruces up his winches

So my lovely yacht Singapore Sling has been with us for seven years and at the stately age of 18 her four large Harken winches (2 x 64 & 2 x 53) were looking pretty worn.

In a nutshell the chrome had worn off and no amount of polish made them look special. So I decided to have them re-chromed.

Harken had little advice to offer, so of course I looked on Google for chroming firms but I was nervous of entrusting them to just anyone. On yachting forums Andy Morgan's company AM Philpott got good reports and after a few emails I took the chromed winch parts to their Luton engineering works.

Andy is a keen yachtsman and owns a Moody 42 and he understands winches. When he examined the winch barrels he figured that the two large 64s were straightforward, but the smaller 53s had a black anodised aluminium skirt attached, with no apparent means of separation. As they are dipped in various noxious liquids you cannot leave anything attached to the winch barrel. "Leave it with us, and I'll see what we



A cost of £84 each compares well to replacement price

can do" said Andy. True to his word a few days later I emailed and he had managed to separate the two parts. They were actually an interference fit and a little heat on the 'ali' skirt allowed them to be parted.

Like new

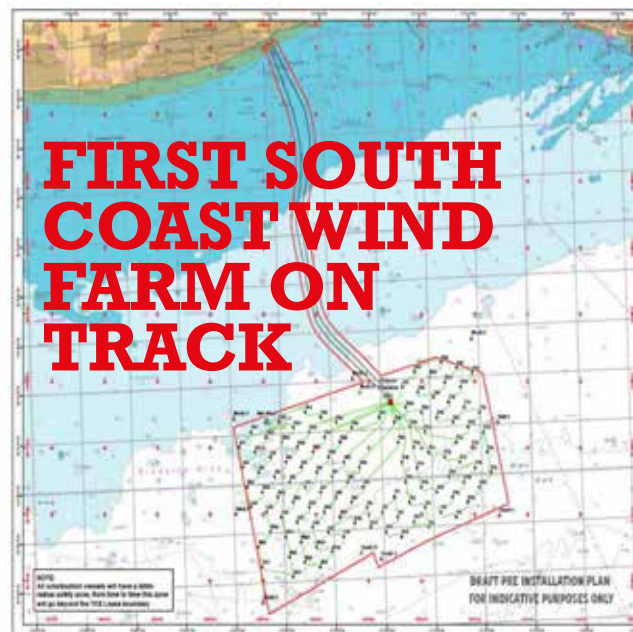
The winches were then stripped of the original chrome back to base bronze in a dip process. This was done on site, but the first electro-coating of nickel was outsourced to a specialist company. You can see that the nickel when polished reveals a slightly bronzy colour. But this is not the end of the process because the winches were then electro-coated with

hard chrome and once again polished to the 'like new' appearance they have now.

It's a terrific result and they look splendid assembled. The aluminium skirts of the two 53s pushed back on fairly easily. As to cost, each winch cost a mere £94 which I thought was very good value when new replacements would cost thousands.

In oven

This year I have taken the remaining four winches off, two 40s, one 32 and one 42 and repeated the process except this time I removed the anodised aluminium skirts myself by putting them in an oven at 175C. A cost of £84 each to re-chrome compares well to a replacement cost of around £900 per winch.



Work starts on 116 wind turbines

Work has begun on the construction, of the first offshore wind farm off the south coast of England.

Rampion wind farm is being built 13 kilometres off the Sussex coast between Brighton and Lancing.

The development is expected to supply the equivalent of up to 300,000 homes and to reduce CO2 emissions by up to 600,000 tonnes a year.

Work to prepare the seabed for the 116 turbines began in September last year and construction of the first foundation in the northwest of the site started in January 2016.

Chris Tomlinson, development manager for the wind farm, said: "After almost

six years of development, including community engagement, engineering and environmental surveys, it's a really good moment to finally be installing the first foundations.

"These foundations will be piled into the seabed and will act as a base for each of the 140-metre high turbines which will start erecting in early 2017.

"I'm pleased that our highly skilled team have been able to overcome the poor weather conditions that we've faced and continue with the construction of the wind farm as planned."

The wind farm is being funded by energy giant EON which has staged an exhibition of the plans for sea users, including sailors, fishermen and divers.

Sailors' tips

■ **SEACOCKS SHUT** & log impeller out if away from boat for long period. But attach label to engine seacock and transfer to engine key as reminder

■ **ATTACH BUNGS TO SEACOCKS** ready for emergency, rather than leaving them in packaging. Put crew in charge of at least one seacock each.

■ **WHEN SAILING AT NIGHT** in the Solent stay south of the 5m contour line to avoid unlit racing buoys

■ **STORE SANDWICHES** in oven if you're not ready to eat them. Ziploc bags a bonus

■ **HAVE A LOOP-STROP** ready for MOB. An adjustable non-crushing loop can be made by tying a figure-8 knot one and half metres from one end and then a then a double fisherman's knot above the fig-8 knot

■ **HAVE A CUSTOM-MADE** siphon pipe to refuel at sea

■ **WATER THE DECK** before diesel refuelling

■ **PUT WAYPOINT** in chart plotter for nearest compass rose on paper chart to find boat position quickly (chart plotter gives distance/bearing to centre of rose)

Leon Barbour



Channel Sailing Club

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

COME AND JOIN US FOR:

Crewing, skippering, social and training opportunities around the Solent, coastal and cross channel. Weekend cruises, rallies and races throughout the season.

Week long events too. Crew, boat owners and beginners all welcome

**Meeting nights are on Wednesdays from 8pm at
Old Freeman's Clubhouse, City of London
Freemen's School,
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For details see channelsailingclub.org



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