

SUMMER 2016

The Channel Sailing Club Magazine

WAVELENGTH

BASTILLE
CRUISE

NEW DAY
SKIPPER
COURSE

MARINA
HOSE
DANGER

TOM
CUNLIFFE
BOOKED

Round Ireland
knockdown

The Wooden
Spoon is ours!



www.channelsailingclub.org



Wavelength editor
Simon Worthington

EDITOR'S NOTE

Welcome to the summer 2016 edition of Wavelength, a bumper 22 pages. It's packed with articles on recent club events, including of course our regaining the Wooden Spoon trophy. There's the Bastille and spring cruises, long race and of course Andy Struther's humorous adventures! And Tom Cunliffe is booked to give what will surely be a well-attended talk in November.

Simon

CHANNEL SAILING CLUB COMMITTEE MEMBERS 2016



Commodore
Alick Fraser



Vice-
commodore
Clive Hall



Company
Secretary
Peter Denning



Treasurer
Phil Martin



IT and web
Teresa
Hemingway



Training
principal
David Surman



Membership
secretary
Frank Gibson



Bosun
Steve Cole



Racing
administrator
Oleg Lebedev



Special events
Debbie Wiffen



Cruising
administrator
Jeremy John



Marketing/PR
Trevor Barker

Wavelength The Channel Sailing Club magazine

EDITOR
Simon Worthington

ART DIRECTOR
Marion Tempest

PLEASE SEND ANY LETTERS AND
PICTURES TO
wavelengtheditor@
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

PHOTOGRAPHS TAKEN
AT CLUB EVENTS
may be used in Wavelength or on
the club's website. If you do not
want to appear in published pho-
tographs please inform the club
committee and the person taking
the photograph if possible.

THANKS
to the RYA for permission to use
material from their handbooks

THE VIEWS AND OPINIONS
of contributors are not necessarily
those of Channel Sailing Club.
Accordingly Channel Sailing Club
disclaim any responsibility for such
views and opinions.

COVER PICTURE OF GILKEN BY BILL CHALKER

THE COMMODORE'S COLUMN

'SUMMER'S SAILING BY'

The sailing season is in full swing and it's been great to see our cruising and racing programmes so well supported. A huge vote of thanks to everyone who has organised an event. As I write this a large contingent of club boats is enjoying the best of the summer in the West Country taking in the Plymouth Fireworks festival as well as some favourite ports of call including Dartmouth, Salcombe and the River Yealm.

We have had the familiar mixed bag of weather so far, with some strong winds, some light winds and just occasionally some of the right strength and in the right direction.

A cross-channel cruise in July included both the worst of times on the way out and the best of times on the way back. In the same month, we enjoyed a delightful combined cruise and race to Yarmouth on which a lack of wind was more than compensated by an excellent BBQ at the George Hotel. The Round the Island Race by contrast was a decidedly windy affair, with gusts to 40 knots and plenty of action all the way round. In between these extremes we were delighted to regain the Wooden Spoon trophy in our annual contest with Chichester Cruiser Racing Club. We also enjoyed an inaugural Regatta with four short races over a weekend. On the training front we held a very successful Experience Weekend in April, during which members both new and old had the opportunity to practice a range of skills. When

was the last time you picked up a buoy under sail, rescued a man overboard or did a blind nav?

This autumn we have scheduled a Day Skipper theory class to be run by Ken Fifield. This will be the first time in several years that a club member has instructed this class;

please look out for an announcement regarding the dates. Look out too for details of our programme of winter talks for the last quarter of the year.

Where next? Over the last few years we have enjoyed the use of the Old Freemans' Association clubhouse, which has been the venue again this year for

our AGM and some fine social events including the Valentine's Day dinner and the annual BBQ as well as our weekly club nights. The school is now planning to redevelop the site and will not renew the lease to the OFA. We will therefore be moving to new premises early next year. Your committee will be conducting a search of suitable local venues over the next few months and we will keep you informed of our progress. If you have any thoughts on the subject please let Clive or myself know.

I wish you all happy sailing for the rest of the season and keep up the early registrations, it really does make life easier for the organiser! As we start to put together the schedule for next year, your comments and input will be greatly welcomed.

Alick





Club rally

BASTILLE TAKES A BATTERING

Weather hits cross-channel cruise

Monday July 11 was a mess. Days before, 35-50kn winds had whipped the Channel into a frenzy and threatened to do the same to the club's Bastille Day cruise with two boats pulling out at the last minute. However, a miracle occurred, and by evening the wind decreased to an acceptable F4-5.

Moody Blue, skippered by Mike Price with Andrew Mar-

shall and Iain Cooper, had bravely sailed to Honfleur on Sunday from in Eastbourne and found the trip a little easier going east to Deauville. On Firecrest, Margaret Andrews with Nick Russell, Andrew Coleman and Byron

A miracle occurred and by evening the wind decreased to an acceptable F4-5

Turner also made it to Deauville where unfortunately, they were destined to sit it out, missing the fun of Caen and Ouistreham. The sand bar outside Deauville gave them little option but to wait for the water to calm down. They finally made it to St Vaast before returning home.

Richard Brodie's Legend 41 Jabberwocky with Ron Hunt, John Horne and Paul Wyatt on board had little trouble in getting across as



did Shibumi, a Contest 40 skippered by Leon Barbour with Paul Sagar, Simon Tuke, Debbie Wiffen, myself and Ciaran Callan, a guest from the Royal St George YC in Dun Laoghaire. Shibumi to the high waters at 8pm and arrived in Deauville some 18hrs later, with some on board laid low by sea sickness.

Orcella managed to get jammed onto their pontoon in Port Solent and couldn't

For the two yachts that made all the locations at the right times, the trip went very well

get off till Tuesday morning. However, skipper Clive Hall decided he didn't like the conditions and settled for a week in the Solent with crew Norman Bowden, David Surman and Lisa Phillimore.

Superb meal

On Gilken, Ken Wright planned to head for Brighton, then Fecamp and Deauville. They made the first bit but, on looking out on Monday when the weather was at its worst, the crew of Michael Healy, Geoff Schmidt and Frank Williams opted to return home via Littlehampton.

For the two yachts that made all the locations at the right times, the trip went very well. It was disappointing that the four that made it across couldn't all meet up



for the cruise dinner in Caen. The Bouef & Cow restaurant was understanding when the original booking for 25 was reduced to nine and laid on a superb meal.

What also made the trip was the visit to the Pegasus Bridge museum and visit to the first house - a café - to be liberated on June 6 1944 -

D-Day. Especially nice was my chat with Mm Gondree, the daughter of the 1944 owners who, at the age of six, witnessed the dramatic taking and holding of the bridge over the canal. With a Highland band playing in the grounds of the museum it was a very moving occasion.

Trevor Barker

GET YOUR RYA DAY SKIPPER WITH THE CSC THIS YEAR

Save on sea school rates

The Channel Sailing Club is delighted to offer the RYA Day Skipper theory course for aspiring sailors.

Priced at just £260 for members - much less than commercial rates - it is scheduled to take place over six Sundays in October and November.

The RYA describes the Day Skipper shorebased course as a comprehensive introduction to cruising for inexperienced skippers and the first step to becoming qualified to skipper a yacht.

It provides enough knowledge to navigate around familiar waters by day. A basic knowledge of lights is also included as an introduction to night sailing.

Course topics include basics of seamanship, coastal navigation and pilotage, chartwork, position fixing, plotting a course to steer, weather forecasting and meteorology, tides, collision regulations, parts and equipment of a cruising boat

Day Skipper dates for your diary:

October 9,23,30

November 6,13,27

(all Sundays)

9am to 4.30pm at the Old Freeman's clubhouse

and emergency and safety procedures including distress calls, flares, lifejackets and liferafts.

The price includes all necessary course literature, including training charts and theory book. There are two short exams at the end of the 40-hour course.

The course is being lead by CSC member and cruising instructor Ken Fifield, who promises an exciting introduction to navigation for sailors.

Non-members are welcome to join the course, but will be expected to join the Channel Sailing Club at its current yearly membership rate of £25.

To book the course contact: **CSC training officer David Surman, email dpsurman888@yahoo.co.uk, 07717 223949. Or speak to any committee member on club nights.**

MOB AND SAFETY EQUIPMENT

● The personal EPIRB

can be bought on its own and can be a worthwhile back up to a boat's main unit.

● There is currently only one **AIS/DSC beacon** from Ocean Signal, but this has an advantage of being read by all locally AIS equipped boats. If one had a group MSI and DSC, an alert would bring in all those with DSC radios.

● Although it does not replace flares for some club and most racing event requirements, an **Electron Safety Light**

at about £100 has a 10-year life span and six hours usage (about 300 flares!). It's also a lot safer in a life raft.

● Carbon monoxide poisoning causes nearly as many deaths as fire. An alarm should be fitted high, as it is lighter, not heavier, than air.

● **Smoke flares** are useful MOB markers as they will drift with the casualty.

● A **crash stop** is the recommended man overboard procedure. On one's own, if the main is trimmed inside the cockpit (not amidships), the boat should circle close to the casualty until you are ready.

● On a recent safety course, John Fitcher nor I could get into a life raft unaided, no doubt due to age, short reach and power to weight ratio. Something to ponder...

Keith Gibbs

Report

EXPERIENCE WEEKEND SUCCESS

Crews learn new skills over two days

The Channel Sailing Club's experience weekend for members was judged a big success by all those taking part.

Five boats and 20 crew took part in the event on the weekend of May 14-15 in ideal sailing conditions for those with little experience on the water, although the first day may have have benefitted from more wind.

Boats taking part were Matambu, Storm Dragon, Singapore Sling, Eagle and Zhivili, with skippers Jeremy John, Steve Cole, Dick Beddoe, Mike Ralph, Alick Fraser and Simon Worthington passing on their wisdom.

Downwind

Crews included Joe Scantori, Bonnie Brown, Chris Steiert, Andy Lear, Derek and Ben Poole, Mike, Jay and Darren Ransom, Phil Martin, Lisa Phillimore, David Surman, Lukas Port and Reece James.

Exercises took in different points of sailing, from downwind to close hauled, man overboard, ropework and knots, plotting a course to

steer, anchoring, helming, sail setting, reefing and berthing allowing for wind and tide.

Crews met at their respective boats in Portsmouth Harbour on Saturday morning and after a safety briefing and yacht familiarisation, it was off into the Solent where the light, north-westerly wind and sunny conditions meant an enjoyable day on the water.

Folly Inn

After a busy morning, several boats anchored in the shadow of Osborne House on the Isle of Wight and enjoyed a relaxing lunch on board, before more exercises in the afternoon.

At the end of the day Singapore Sling peeled off for her home berth at Royal Clarence marina, while the remaining four boats headed for the Folly Inn down river from Cowes.

They were lucky enough

to raft out on the pub's walk ashore pontoon, saving time and money on the water taxi and getting a head start in the rush for a shower on Sunday morning.

After a quick de-brief, crews headed to the popular Folly Inn where organisers Jeremy John and Simon Worthington presented participants with certificates recognising their achievements that day.

Sunday dawned bright and sunny, while the wind had backed south west and increased in speed, enabling some decent downwind sailing for boats bound for Portsmouth.



Before departing, Bonnie Brown and Jeremy John enjoyed some entertaining practice in Matambu's tender, under motor and oars, around the Folly mid-stream pontoons.

Afterwards crews said they thought it was a fantastic experience which enabled them to learn a variety of new nautical skills in a relaxed environment.

Simon Worthington

Singapore Sling? Don't mind if I do!

Lisa Phillimore is impressed

David Surman and I arrived at Royal Clarence on a sunny Saturday morning to meet up with Dick Beddoe and Phil Martin – skipper and fellow crew. On board the stunning yacht, I marvelled at the space below. Dick took us through the intricacies of the boat and the complex gadgetry. I was highly impressed with the lovely seating area and flat screen TV and all mod cons. David was more impressed with the electric toilet!

Scary moment

After a safety briefing, Dick suggested I take the helm and I managed to negotiate the boat out of its berth under a close eye from Dick (who could blame him!). All 19.5 tonnes of Oyster – it was a proud but scary moment.

Clearing the various channel markers, other vessels and shallows, we hoisted sail, using the magnificent electronic winches – recently chromed I might add. I did my fair share of helming and knot practising along the way. The winds were light, but the sun was out – perfect for dropping anchor and lunch in Osborne Bay. On our return, Dick suggested we practised berthing alongside a

pontoon at Haslar. A tricky process which involved not losing the pole, line or myself in the water. Dick sensibly reclaimed the helm to bring her back into Royal Clarence, with his now crack crew! A cold beer to end the day and massive thanks to Dick for sharing Singapore Sling with us.

The light, north-westerly wind and sunny conditions meant an enjoyable day on the water

Cruising

FIRST STAY CALM!

Andy and Alison Struthers report on Celestine's summer cruise

So this year we left early for an extended cruise south, departing Yarmouth on May 7 for Cherbourg.

Others we have met had prepared thoroughly for long distance cruising with wind generators, radar, even watermakers and satphones. We scrubbed the bottom to make her go faster – as confirmed by the frighteningly quick first place in our only CSC race in 2016!

This is not a list of ports visited, but general comments on the sailing summer to date. I write from Celestine on a mooring outside Sauzon in Belle Ile three weeks into our cruise – with thoughts on a hazy lazy Sunday afternoon rocking away on a buoy.

**Navigation:**

Mainly gone fine, but couple of lessons learned: firstly stay calm. This was underlined on the trip to Treguier in north Brittany. From about half way across we were in fog and by the time we closed Basse Crublent, the approach buoy for the rock-strewn river entrance, visibility was down to a boat length. I banged the next waypoint into the GPS and it started giving strange and contradictory readings. I tried to stay calm so told the helm to circle the buoy while we worked things through (her suggestion of panic stricken shouting is denied). After a few fairly tense

minutes I realised I had put in the old waypoint and it was pointing to the buoy we were circling.

The biggest danger is being too casual – we gave the obvious dangers our full attention – Chenal de Four and Raz de Sein but once south of these when tide is less of an issue the nav became a bit casual.

Other sailors:

The more cruising we do the more we make an effort to talk to other bateaux owners. We called a yacht on Ch 16 when alongside them down to Guernsey and asked them to take some pictures

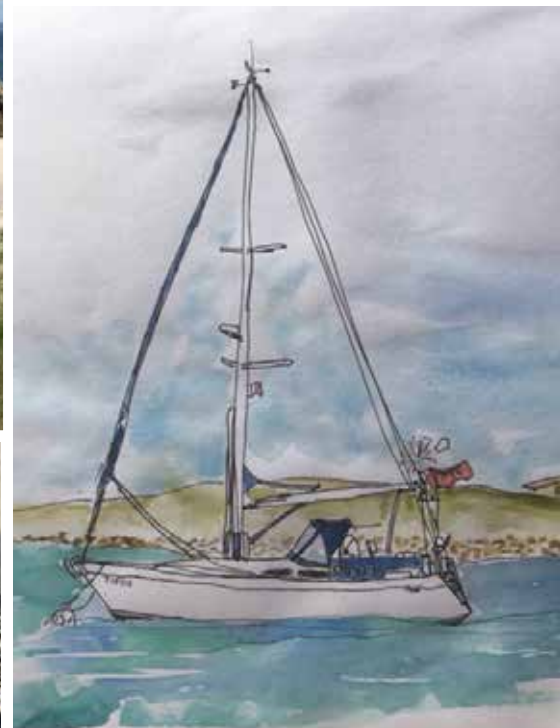


They almost laugh when they get on board Celestine and see size of accommodation and lack of luxuries like microwave, electric hob and freezer

of us. That is how we met Karin and Jeroen who we have now established a firm friendship based as usual on talking boats and drinking alcohol. We have also met Mike and Cate on Kealoha V on different occasions with friendship based on the same

vital criteria. Both couples are in it for the long term: Karin and Jeroen are aiming for a 10 year cruise going round the world on their Dufour Classic 38 - White Pearl - and Mike and Cate are planning on being away for two years. They are great company and our experience is long term cruisers share a great sense of adventure and freedom and are never dull.

But they almost laugh when they get on Celestine and see size of accommodation and lack of luxuries like microwave, electric hob, freezer, big batteries, wind vane, solar panel, radar and heavyweight anchor.

**Food, drink - and fishing:**

With the pound down against the euro and the length of the trip, eating out is a rare occasion, but this is not bad news. In France vegetables remain real – dirty, discoloured but full of taste. Fish are fresh out of the sea and fruits de mer are often still moving when bought. Sitting on deck early evening with oysters followed by barbe rouge with white asparagus and tomatoes and French bread is just fine by me.

What next? The plan is to keep going to La Rochelle and then cross Biscay to Santander and explore north Spain.

Race

YARMOUTH LEFT WIDE OPEN

Lack of wind blows out event, reports organiser Bill Chalker

I was a day of two halves when the Yarmouth race/rally was staged on Saturday, July 30, with an impressive 10 club boats and 40 members onboard.

There was precious little wind during the race, leading it to be cancelled as boats drifted backwards on the tide outside Cowes.

But once the race was called off, the wind picked up to a Force 4/5 in the western Solent as boats battled tide and on-the-nose gusts to make their way to Yarmouth for an evening BBQ.

Ainslie spotted

The race/rally was fantastically well supported with Caressa, Coral Moon, Eagle, Gilken, Jabberwocky, Matambu, Myst, Papillon, Redouble and White Knight taking part.

The race was set for a noon start at Browndown with a meandering course to Yarmouth.

Coral Moon and Redouble

chose not to race so there were eight yachts at the start line. Conditions were a little cloudy with a modest 5-6mph of wind.

What made this event different was that I managed it on the water from a rib courtesy of friend Paul Christien. Seven yachts competed for the line all on starboard tack with White Knight following fast only a few minutes later. Everybody paused to glimpse Ben Ainslie's AC45 manoeuvring (very quickly) in the close vicinity.

The race to the first mark of

East Knoll was mainly battled out by Eagle and Gilken who surprisingly arrived at the same time of one hour, 27 minutes. Gilken took the inside line with Eagle coming round the outside.

Three minutes later Papillon took the mark closely followed by the speed machine White Knight who had recovered lost ground.

Soon after rounding the first mark Gilken touched the sandy bottom of the Bramble Bank, but thankfully had enough momentum to continue unhindered.

The day ended with a posh surf and turf BBQ at the George Hotel on the waterfront

PICTURES: BILL CHALKER

Sadly, soon after this point the wind died and the tide turned with Caressa, Jabberwocky and Matambu all struggling to reach the first mark. Given the conditions it was decided to abandon the race. All yachts started engines and made their way

to Yarmouth.

To add to an already eventful day the rib was also called upon to rescue a damsel, who was not quite in distress!! Well OK, it was in fact Matambu crew member Bonnie Brown who fancied a fast ride in the rib after spending most of the day stuck in the doldrums with Jeremy John and Howard Chesney

Fireworks

The Royal Solent Yacht Club was hosting the annual Tattinger Regatta which meant Yarmouth was extra

busy. Peter Denning and crew on Redouble had a leisurely cruise over from Christchurch and were first to arrive. Other yachts arrived in turn without incident during the early evening.

The day was rounded off with a posh surf and turf BBQ at the George Hotel on the waterfront. Afterwards we were treated to a magnificent fireworks display orchestrated to the 1812 Overture.

In spite of too little wind and too much tide impacting the race, everyone had a thoroughly enjoyable day.



Feature

DRAMA ON SPRING CRUISE

Club boats boarded in migrant crackdown

Recently we have witnessed the unfolding story of migrants trying to get to Europe in small, unseaworthy boats.

This came uncomfortably close to home for some Channel Sailing Club members on the recent spring cruise.

While fog bound in Cherbourg, Orcella was boarded by four armed French customs officers. On board the ketch were three crew who had just returned from the showers, while skipper Clive Hall was still ashore.

As they waited they had their passports checked and noted. The customs officials asked why Orcella's crew were in Cherbourg and where

they were going. Bizarrely they were also interested in the crew's views on the Euro referendum vote.

Orcella's crew enquired if they searched every boat or was it just random and was there an increasing problem with migrants in Cherbourg as it was getting harder at Calais?

They replied they were the only customs officials in

the area and that they could only check a few boats a day. They warned that migrants were increasingly coming to Cherbourg looking for boats to get to the UK.

Skipper Clive Hall then returned from ashore and showed them the ships' papers. The customs officers asked if there were any guns, knives or drugs and if they could search the boat which



they did.

This caused some concern, as prior to their arrival several items of crew's dirty laundry were being sorted and was on display in the forepeak, which the woman customs officer seemed to spend a long time sorting through!

They did not check the VAT certificate or the flares, but did note equipment such as

Orcella was boarded by four armed French customs officers

radio, AIS and radar and also took a picture of the boat as they left in their rib.

Later that week, poor visibility in France prompted the crew of Jabberwocky to set out for home. It was a grey day with little or no wind so motor sailing was the best option and other boats were being tracked on AIS and radar. About 20 miles off St Catherine's Point, Ron Hunt told skipper Richard Brodie there was a boat about two miles off the port bow. Richard replied

that it wasn't showing on AIS. Ron said it looked like the Border Force patrol boat that followed them last year. It did not stop and disappeared into the mist, only to reappear five minutes later heading straight for Jabberwocky, with a very fast rib calling for permission to come alongside.

Four officers dressed in black, wearing crash helmets and heavy boots, came alongside and two came on board. One was a young woman who searched the boat and checked the ships papers while the other guard sat in the cockpit for a chat. Satisfied all was well they went back to the patrol ship and Jabberwocky carried on to Portsmouth where they went to the Star pub for dinner, joined by Coral Moon who also had had a visit from the Border Force patrol.

Perhaps coincidentally, a week later a ketch similar to Orcella was found to have illegally dropped migrants in Chichester Harbour.

*Norman Bowden
and Ron Hunt*

WAVELENGTH

Flares for France

I did some investigating about which flares a cruising boat needed travelling to France.

French law says boats venturing more than six miles off shore should have:

- 3 hand-held red flares
- 3 red parachute flares OR a VHF/DSC radio
- 2 floating orange smokes OR a VHF/DSC radio

This means three hand-held red flares for boats with modern VHF sets.

There should also be lifejackets for all on board, a liferaft and fire extinguishers for cabins, galley and engine.

Also tide-tables, a copy of COLREGS, an up to date list of lights, charts and means to plot positions and course. A signalling mirror is the only bizarre requirement. All these items must be in date

EU requirements are different from the UK where pleasure vessels under 13.7LOA are exempt from carrying safety equipment. This document states SOLAS V applies whatever the boat's length and requires planned navigation, taking into account weather and tides, can signal distress and recognise distress signals by others. In the UK you are unlikely to be checked, but on the continent random inspections do occur.

Richard Brodie



Race

KNOCK DOWN!

David Surman reports on a challenging Round Ireland race

Waves smashed over the port side as Change of Course was battered by a Force 8. Suddenly an enormous rogue wave hit the starboard side. From the companionway, skipper Keith

Gibbs stared through a huge tube of water. The boat was knocked down and two crew saved from going overboard only by their safety lines. The spinnaker pole was wrenched from the deck and floating away. John Eversfield on the helm was washed across the

cockpit and into the water – somehow he reached the surface and grabbed the spinnaker pole from the sea. Welcome to the Round Ireland Race 2016 which saw 65 boats start and 18 retire during storms.

Basking sharks

Change of Course and her seven crew were busy before the race - we serviced winches, inspected sails and checked emergency equipment. Ashore in Wicklow, Amanda Mochrie planned navigation, while John and I did provisioning.

Along the south coast to Fastnet Rock, we tacked upwind in strong south westerlies. It was depressing



WAVELENGTH

to hear that the trimaran Musandam Oman had already finished in 38 hours.

Our speed increased once we headed up the west coast. Near the most south westerly point, we passed the stunning island of Skellig Michael, a highlight of the incredible

Irish coast. The wildlife was breathtaking. Dolphins appeared alongside and we passed two basking sharks, their large black fins glinting in the sunlight.

On day three, the gas ran out. Half the food was unusable and we were reduced to cold tinned Irish stew with added baked beans.

Along the north coast we were on a run and large waves required the helm's full attention. The weather improved, damaged sails repaired and we saw a

beautiful sunset passing Tory Island.

With a tidal race we slipped between Mull and the Irish mainland and after passing Belfast, high pressure reduced the wind to a light breeze. Tides pushed us north east towards Wales. By now both water tanks were empty and we were on rationed bottles and food was running out. Fifty miles from Wicklow, a forced retirement stared us in the face. But a cloud bank emerged and the wind increased to 14kts, lifting crew spirits.

After 704 miles and six days, we crossed the finish line to an incredible welcome in Wicklow harbour. As the last crew in, we were cheered and clapped through the packed sailing club. After a hot meal and Guinness, Keith was put by the open fire and wrapped in a sleeping bag to warm up. It was the warmest of Irish welcomes.

PICTURES: DAVID SURMAN



Diary dates

CUNLIFFE LEADS WINTER TALKS

by Simon Davey

Celebrated author and sailor Tom Cunliffe heads an exciting programme of talks at the Channel Sailing Club this winter.

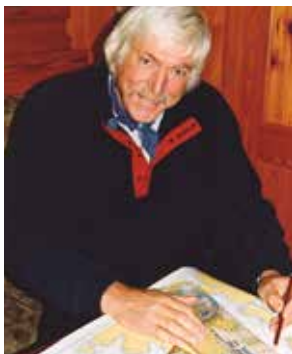
Tom's talk is titled "Man is not lost" and is scheduled for November 23 with an earlier than usual start time of 8pm.

One of his most popular club talks, it centres on the development and safe use of navigational electronics and comprises a mix of yarns and 'solid' information.

Tom says it is a friendly and irreverent look at the changes many sailors have seen from the early 1970s, including his own experience of landing at Barbados after 42 days at sea with no charts - just a lat/long position, a sextant and his grandfather's pocket watch.

He compares that experience to current chart plotters which have lead many an unwitting sailor astray!

There will be a charge for those attending Tom's talk, probably about £7 per head. Members will get priority booking when the tickets go on sale from September onwards.



Tom's talk on Nov 23, titled "Man is not lost". Tickets £7

On October 26 Richard Bywaters from the Royal National Lifeboat Institution will give a talk on the charity's rescue services on the River Thames.

Richard, chairman of the Bookham and Leatherhead branch of the RNLI, says the talk will highlight the invaluable work the RNLI carries out on Britain's most famous river, apart from its already recognised work at sea.

The talk will start at 8.30pm and there will time for questions afterwards.

Richard is a sailing

instructor and yacht owner and a youth education volunteer who gives many talks to schools each year on water safety.

On November 16 Shaun Pascoe, from marine charity Turn to Starboard, will give a talk on his time as commanding officer of the armed forces medical emergency response team.

He repeatedly flew to the front line by Chinook helicopter to collect wounded service men and women and completed tours in Kosovo, Sierra Leone, Iraq and several times to Afghanistan.

His log records treating 1,494 patients, often in challenging conditions under enemy fire.

Shaun's talk will cover the difficult transition from army to home life for many soldiers and the reason why he set up the charity.

Following the success of last season's speakers, a number of other organisations are being lined up to give winter talks to Channel Sailing Club members.

Emails will be issued to members shortly when dates are confirmed.

Equipment

FIRE FIGHTING SHOCK



Clive Hall seeks out alternatives to powder extinguishers

After having a brand new engine fitted in Orcella last winter, I decided to fit a new fire extinguisher system in the engine bay. However, I had a nasty surprise in store.

The obvious replacement was one of those fairly cheap, automatic, dry powder extinguishers which are triggered by a heat sensitive glass bulb if the engine compartment temperature gets too hot - meaning you probably have a fire down below. Dry powder fire extinguishers are billed as excellent all-round fire extinguishers, often recommended for use on vehicles and in the home.

Corrosive

Then I read somewhere that the powder they use is corrosive! Turns out the benefit of these multi-purpose ABC rated dry powder fire extinguishers being able to tackle several different types of fires also has a major drawback. The ammonium phosphate powder they use reacts with any water present to form phosphoric acid,

which is corrosive and can seep into the slightest cracks in equipment.

Reading the small print also says they should not be used in confined spaces - (like a boat cabin?) - as the powder should most definitely not be inhaled. Left in place, the powder will draw moisture from the air to form acid and cause corrosion - or presumably, damage your lungs.

I found that the powder in dry powder fire extinguishers causes corrosion and could cause damage

So using one of these things to put out a fire means you now also have an immediate intensive clean up job on your hands, failing to complete which very thoroughly will leave acid seeping into your little nooks and crannies. If it was used in the engine area, then you have some work to do - don't forget your rubber engine mounts. If your engine was running at the time, it will

have sucked the acid powder in so now needs a major strip down and rebuild.

Shopping list

There are alternatives. I paid a little more and fitted an automatic engine bay extinguisher using DuPont's FE-36 (Hydrofluorocarbon-236fa). It is a clean, non-toxic agent suitable for use on fires, including near expensive electrical equipment.

While I was at it, I replaced other dry powder extinguishers on board, using:

- a water mist extinguisher near the galley, which can be used on cooking fat fires and also electrical equipment without damage;

- a water foam extinguisher (a bit similar to washing up foam) and also a 5kg CO2 extinguisher for general use - not overly expensive;
- a compact coiled hose with mist gun and galley sink tap attachment to use my main water tank supply.

Here's hoping I never have to use any of them...

The Fireblitz FE 36 Auto Fire Extinguisher is approx £100 at Marine Superstores

Safety

HEALTH ALERT OVER MARINA HOSEPIPES

Contamination danger in drinking water

Earlier this year Premier Marinas told berth holders and visitors at Chichester marina that water hoses would no longer be available and that other marinas in the Solent area were likely to withdraw pontoon hoses too.

The Royal Yachting Association said it has also heard from some members who had been required to supply their own hoses at other marinas following inspections by water company officials.

Backflow

The RYA said risks are always present in all water systems, including those at marinas. Water companies have identified marina hoses and hosepipes as particular areas of risk in terms of drinking water contamination, with incidents being reportable to the drinking water regulator. Special laws cover such dangers to public health and safeguard water supplies.

Contamination can occur by backflow that could cause drinking water supplies on



Water companies have identified marina hoses as areas of risk

boats, other parts of the marina and the outstanding area, to be contaminated.

This could be from chemicals or disease causing microorganisms from other sources, for example sewage, puddles, river or sea water.

One example is if a hose is not properly shut off and water pressure drops due to lack of demand in a marina or the local area, it can cause a syphon effect, sucking liquid back into the water supply and contaminating it.

In marinas, this could easily happen as a result of hosepipes being left connected

and in seawater.

By working with their local water company, marinas can assist in identifying potential contamination risks and bring in a range of options including installation of backflow prevention devices, such as break tanks, in order to protect the drinking water supplies from being contaminated.

The Water Regulations Advisory Scheme has issued information and guidance notes for ports and marinas available at www.wras.co.uk/consumers/resources/publications.

The RYA will be working with water companies and WRAS in the coming months to update and improve this guidance in light of recent feedback from its members.

Reproduced from RYA members magazine.



Regatta

SAUSAGES AND TRIANGLES!

Teresa Hemingway reports on the mini-regatta

Saturday started quietly enough for the mixed crew on Papillon. Paul Airey, Simon Davey and I with Andrew Barwick joining on Saturday evening.

We motored down the Hamble in sunshine but little wind and there was lots of discussion about managing the spinnaker shorthanded.

When the announcement for race one came we realised we were further away from North East Ryde Middle than we thought. White Knight was cutting it even finer and asked for a 15-minute delay to sort out some issues, which enabled us to get to the start and cross the line in first place. We took advantage of relatively light winds and managed first place at the finish.

Sunday did not start so quietly. The wind was blowing 20 kts from the west and gusting higher.

The start of race two interrupted our lunch break and we just made it to line. Eagle and White Knight overhauled us this time, but we came in third, a respectable 65 seconds behind.

That evening we were happy to enjoy drinks on Singapore Sling followed by dinner at The Lifeboat pub in East Cowes.

Sunday did not start so quietly. The wind was blowing 20 kts from the west and gusting higher. This was good news for the heavier boats as it allowed them to be competitive.

Unfortunately, as the start was announced it became apparent that Hamble Yacht Services was the most popular buoy on the Solent.

Another club- we think Royal Southern - with many more boats than us were running a race at the same time. Some interesting negotiations followed between organisers on the VHF.

Race three started and we finished second on the water, six minutes behind Eagle and 20 seconds ahead of White Knight.

Reefing delay

Race four was a gate start and we were forced out by Myst and White Knight. Our poorest start of the weekend. The wind picked up and a reefing delay lost us time but we finished third on the water. Thanks to great helming by Paul.

This was the first time of trying such a regatta format. Four short races were challenging but great fun and sure to be repeated next year.

Afterwards I asked race organiser Alick Fraser about the courses just to give me a flavour of the racing and he told me it was all based on sausages and triangles!

Race

CELESTINE CLINCHES LONG RACE BY 20 SECS

Success for first event of 2016, reports Simon Worthington

EIGHT boats and 37 members and guests enjoyed an exciting start to the 2016 season on the Long Race in April.

The 20-mile course started at Motherbank red channel marker outside Wooton Creek in the Solent before heading out to the Nab Tower and back towards Portsmouth Harbour.

Afterwards boats moored in Haslar marina before enjoying drinks and dinner at Hardy's restaurant where organiser Andy Struthers revealed the winning positions when handicaps were applied.

However, the race was nearly over before it started for Zhivili when a mooring

line wrapped round the propeller as it was leaving its Port Solent berth. Crewmate Roy Thomas plunged into the cold water twice before amazingly freeing the line with his bare (and freezing) hands.

The feat earned him a special mention at that evening's dinner and he was even persuaded by commodore Alick Fraser to part with his

membership joining fee.

Boats that took part in the race were Celestine, Petal, Singapore Sling, Myst, Eagle, Gilken, White Knight and Zhivili.

Caressa, Storm Dragon and Orcella pulled out before the race, but joined race crews for the evening dinner.

The 11am race was delayed by 10 minutes to allow Zhivili to get to Motherbank,



only to find the Sunsail fleet sharing the same start line, which proved exciting for some crew.

A windward beat to Champagne Pol Roger racing mark near Lee-on-Solent followed, before boats headed back towards Motherbank and then east out of the Solent for the downwind run to the Nab Tower.

Battled

White Knight led the way, while Singapore Sling, Zhivili and Gilken battled it out at the back of the fleet.

Smaller yachts took advantage of the light north-westerly wind, while the heavier boats struggled to get up a good speed.

Celestine and Eagle were neck and neck all the way round and Celestine clinched the lead at the finish line by a margin of only 20 seconds.

Skipper and organiser Andy Struthers said: "It was excellent racing with Eagle.

"When the corrected times were done, it was a very, very tight race for all the boats.

"Everyone agreed it was a thoroughly enjoyable event to kick off the 2016 season."

Results:

- 1 Celestine
- 2 Eagle
- 3 Myst
- 4 White Knight
- 5 Petal
- 6 Zhivili
- 7 Gilken
- 8 Singapore Sling

Race

CSC REGAINS WOODEN SPOON

Seven year wait for trophy

A superb performance by Channel Sailing Club boats saw it regain the Wooden Spoon trophy after a wait of seven years.

The Wooden Spoon is a special annual trophy awarded to either the Channel Sailing Club or Chichester Cruiser Racing Club.

Each year one club organises the race and 2016 was CSC's turn. Peter Thomas did an excellent job in laying the course that ultimately got us the trophy back.

There were some doubts about the weather with light winds almost ruining the start and some complaints from the opposition about the line start procedure as they typically use committee boats for their races.

On the day everything fell into place and CSC managed to gain a convincing victory despite the considerably lower handicaps of the opposition.

CSC commodore Alick Fraser was delighted by the result and said: "My warmest congratulations on the stellar performance that saw us regain the Wooden Spoon from Chichester Cruiser Racing Club after a gap of

seven years.

"It was a great turnout and a fine team effort, in which all of our boats that finished counted towards the result.

"I would like to give special thanks to Peter for setting the course and organising the event, and to Oleg for sharing my passion for regaining this trophy, showing us the way and taking line honours. Also to David and the crew of Myst for overall victory. Long may the Wooden Spoon remain with us".

No doubt, CCRC look forward to next year's rematch, so we need to be ready - bring it on!

Results:

- 1 White Knight
- 2 The Harribelle
- 3 Eagle
- 4 Gunshot
- 5 Papillon
- 6 Folkdance
- 7 Myst
- 8 Rockhopper
- 9 Change of Course
- 10 Tim'rous Beastie
- 11 Matambu
- 12 Zhivili
- 13 Geofon
- DNF: Gilken, Petal, Orcella, Valinor, White Magic, Arcadia.

Oleg Lebedev



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,
Ashted Park, Epsom, Surrey KT21 1ET.**

For details see channelsailingclub.org



accredited RYA training centre

Check out
our website for
our next social or
sailing activity