

# wave length

csc magazine

**BOAT BUYING:  
TWO MEMBERS  
TELL ALL**

**WHERE WOULD  
YOU GO TO FIND  
'LIGHTHOUSE  
CENTRAL'?**

**COL REGS,  
KEN ASKS "ARE  
YOU UP TO  
SCRATCH?"**

**TEAK DECK  
TOP TIPS**

**SWIMMING  
THE SOLENT**

*Clare's charity swim*



[channelsailingclub.org](http://channelsailingclub.org)



Wavelength  
Marion  
Tempest

## WELCOME

**ITS SPRING!** The weather is getting warmer and the days longer, hopefully you are getting out on the water somewhere, when you do please share your experience with the other club members and send me some words and pictures, thank you in advance *Marion*

### CHANNEL SAILING CLUB COMMITTEE MEMBERS 2022



Commodore  
Simon  
Worthington



Vice-commodore  
& RYA Training  
Ken Fifield



Treasurer and  
racing  
Simon Davey



Company  
secretary  
Dick Beddoe



Social events/  
bookkeeper  
Jane Beddoe



IT and web  
Teresa  
Hemingway



Bosun  
Bill  
Rawle



Joint social  
events David  
Surman



Joint  
membership  
Patrick Regnault



Joint  
membership  
Penny Mills



Joint cruising  
secretary  
Nick Harman



Joint cruising  
secretary  
Gaius Hiscox



Committee  
member  
Rich Murfitt



Winter talks  
Rupert  
Holloway

If you would like to join the committee please talk to Simon Worthington, Ken Fifield or any other committee member

### wavelength THE CHANNEL SAILING CLUB MAGAZINE

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PLEASE SEND ANY LETTERS  
AND PICTURES TO  
**wavelengtheditor@  
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CLUB NIGHT  
Channel Sailing Club meets  
every Wednesday at Ashted  
Cricket Club, Woodfield Lane,  
Ashted, Surrey KT21 2BJ.  
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  
**www.channelsailingclub.org**

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Cover photo: Simon Worthington

## SAILING'S GREENER FUTURE

**W**ell, that will be a hard act to follow. My predecessor Dick Beddoe probably had one of the toughest three-year tenures in the club's recent history, with sailing and social events being constantly cancelled by the pandemic.

But I have to say that Dick managed to keep the club together with his friendly, but determined style. While 2020 was pretty much written off, 2021 saw a number of cruises and races run albeit with fewer than normal participants. But what we can say is that the club has come through the pandemic and is now looking to resume a full calendar of events.

My thanks to new committee members voted in at the AGM in January and to the whole committee help so far this year with cruising, racing, the website, training, social events, talks, new members and bosunry.

I hope that the next three years of my time as commodore will be governed by a desire to make things more environmentally friendly when it comes to sailing and stem the onward tide of climate change.

While sailing, with its



reliance on natural wind power, is one of the most environmentally friendly modes of transport, there are still areas where we could improve, such as the type of anti-foul we are using, the fossil-fuel we use to propel us, plastic pollution in the sea and what happens to our boats when they come to the end of their life.

These are all issues we will have to face with increased certainty over the next few years if we are

to keep climate change to tolerable levels.

If any members have thoughts on what we should be doing as a club to be environmentally friendly then I am sure we will all want to hear it.

In the meantime I hope that we can arrange some experts on 'green' issues to visit the club and give us useful tips on how we can keep our brilliant sport afloat.

*Simon*

# THE IMPORTANCE OF COL REGS

Ken Fifield takes a long look at an area often overlooked

**W**hen we started sailing we learn about the col regs or IRPC's. We realise how important they are when navigating the sea that has no roundabouts, traffic lights, stop signs, safety lanes or even roads.

The col regs allow vessels to negotiate each other without collision. They have been designed to work around the world by the IMO and have been adopted by every country as the law on the high seas. They are written in a concise manner that has been tested to be non-ambiguous over the years.

Sometimes there can be exasperation with other vessels not understanding the col regs causing dangerous collision situations. This can be because they don't understand them, have never learned them or as time progresses, their understanding of the basics has been eroded.

I was recently on a motorboat with a skipper who scoffed when I mentioned two long blasts on a horn meant a vessel was turning to port. He said it was turning

to starboard (correct answer: it was turning to port). That was the start of a new type of education for me, one where I was seeing just how this type of motorboat owner interpreted the col regs, and it made for some stark realisations. It gave me an insight into how these types of users think and will react if they don't have a full grasp of the rules.

For instance, we were moving into an area of the sea

On the water there are only Col regs, no enforcers, just common sense and the desire not to kill anyone

where two other vessels were approaching from starboard and one from port, I was at the helm and as the give-way vessel I slowed to half the speed in order to let the starboard vessels (stand-on) pass. The Skipper then took over the helm (he owned the boat) and asked why I was doing that, all you had to do was to turn the speed up to maximum and get ahead of them. I mentioned that if

all the vessels did that you would end up with a much faster potential collision situation and increase the odds of a high-speed crash. But he accelerated up and made a joke about the sailing vessels watching in awe at his speed as he passed by with the huge wash he generated. I'm not sure he saw the other skippers shouting at him, if he did he would have thought they were cheering him on.

He was thinking like driving a car, on the road you can do that because there are lanes to keep people driving into each other, give way signs, directions written on the road and enforcement cameras. Cars are used to manoeuvring within centimetres of each other, boats however need many metres. In the high seas there is only the Col regs and no enforcers, just common sense and the desire not to kill or damage anyone. And of course, your insurers not paying out if you have contravened them.

Another time out with the same skipper, I asked in a laid-back way so as to not induce panic, if the

boat approaching from our starboard side was stand-on or give-way, he said as we were overtaking they would have to get out of the way! (answer: if approaching from starboard and crossing it the other vessel would be stand-

on, if overtaking the vessel, it would be stand-on, not give-way as the skipper said).

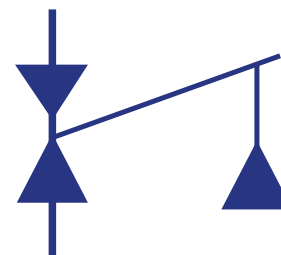
There are 38 rules in the col regs in all, most people will know numbers 12 to 18 which concerns sailing and motorboats approaching

each other. But do we really know them, how would you decide if you were overtaking a vessel to port or was it crossing from your port side. Your decision would make a difference if you were stand-on or give-way.

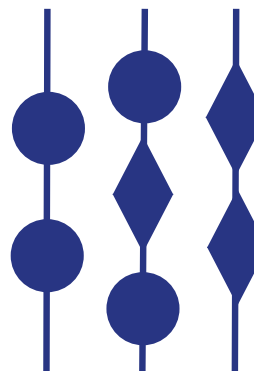
## TEST yourself (answers on the last page)

Here is a quick test of some of the col regs you might find interesting.

1. What does this day shape mean?



2. Which side would you pass when approaching this from the front?



3. What is the danger? (pic below) The yellow lights are alternately flashing in a vertical line



4. What are the following sound signals: (long is a long blast of the horn, short is correspondingly shorter)  
 • Long short short (6 answers)  
 • Long short short short  
 • Long long short short

5. What is the definition on overtaking to see if a vessel is crossing, or you are overtaking?

6. How is stand-on defined?

7. How is give-way defined?

8. What is the difference of under way and making way?

9. What does this day shape define?

10. How many situations can be defined by a single white light on vessels at night and what are they?



# 'Serendipity...

the occurrence and development of events by chance in a happy and beneficial way'

The logical progression in sailing from Day Skipper is getting some practice. So it's obvious that it's time to buy a boat. I have much fun in sailing with other people on their boats, but for some strange reason I took to looking through the 'for sale' ads as a Covid lockdown relief past-time. However, with constant talking up demand and prices I was not thinking that it might happen at a convenient time and pace for me to get my head round all the practicalities, like finding a mooring for starters.

Quite a surprise when by the time I stirred myself from such daydreams and asked to go and look at one, it all started falling into place. It's only at Chichester – that's easy enough. It had been raining that day and the boat was dry inside, I think that's what hooked me. I am sure there's plenty of other things I should have thought about. The broker kept telling me how I could tidy up the interior. Thinking back, it might have been wise to take the hint, but as I wanted a boat to sail, I wasn't that bothered.

## A STURDY CRAFT

Oh and there was also the crash test. Searching Dehler 31 on Google about the first item to come up was a YouTube video of some nutters with what might be described as unconventional berthing techniques. Actually, their reckless efforts not only failed to destruct the boat, but did little damage. This is definitely a solid make to pick as a first timer! Having established that this particular vessel wasn't the poor video star,



was even better.

No pressure, but the broker said there's somebody coming tomorrow, so was I going to make an offer? I was puzzled as I was enjoying poking around and it didn't look like anyone had been on board for some time. But of course I did make an offer, actually, on the way home after suitable discussions with my family.

The rest gradually unfolded. The price was settled upon that evening and confirmed by email with quite a scary contract. One of my early concerns about VAT. Some CSC members may remember my questions on the subject. Thanks guys for your support it all helped, however, diverse those opinions. I also consulted HMRC, who have a special

department for yachts that was astonishingly personal and helpful. They just asked me to prove that the boat was moored in the UK on 31 December 1992. A bit of a challenge perhaps, but I set about it and after a few 'blind alleys' luckily the Island Sailing Club (Cowes) came to the rescue in looking through their historic entries lists for the Round the Island. They were able to show that Serendipity had taken part that summer. A result Strike would have been proud of. That and a lorry transport invoice to Conwy the following year, was enough to persuade HMRC to issue a letter saying not to worry about it. Serendipity was living up to her name. Who was I to argue?

## A LITTLE TLC REQUIRED

Many thanks to Simon Worthington, who bravely joined me on the trial sail on a chilly day in early December. I had to accept that there would be quite a lot of tidying up to do and that 'Scruffy' might be an equally suitable name.

Onwards, to organise a survey, lift

out for it and maintain the juggling of communications to avoid putting down a hefty berth deposit. Finally, I took possession at the end of January and the real work starts; engine mounts changed, fuel tank cleaned of diesel bug gunge, new prefilter and new pipes, along with the BSc that you need to match up thread and pipe sizes so that all these things to fit together. It's all part of the learning curve, with the knowledge banked in case of a future emergency.

## THE BIG LAUNCH DAY ARRIVES

March 1 was to be the day my wife Catherine and I had set aside to sail round to Port Solent and it approached fast. The last the Sunday afternoon before had the fuel system primed and the motor rumbling. I never knew I appreciated engines that much. We refitted the sails after removal for Storm Eunice.

It was a quiet Tuesday morning as we chugged out of Chichester Marina lock with a full tank. There was just a cheerie wave from a liveaboard on a pink boat outside the lock. It was nearly a couple of hours out to West Pole, where the main went up in something like 10 knots from the NE. Perfect, nothing scary to put off Catherine and so we quietly sailed our way west past the Fort and up to the Portsmouth Harbour. Then I wished we'd left on time and I'd not fuffed for nearly an hour getting the radio working, because we it was quite an effort to squeeze past the Blockhouse against a fair few knots of tide, but I'm building up a healthy trust in the rattly old Yanmar. I don't think I want to say what the echo said as we approached the Port Solent lock. Another little job to recalibrate that amongst the long list that will happily keep me occupied in the years ahead. Definitely, looking forward to some 'happy and beneficial' adventures.

Charlie Luff

# Clare to swim across the Solent for charity

The swim takes place on July 9 this year, so please support CSC member Clare Davies says Rupert Holloway, event organiser



So how exactly did a beer at the club progress to a mad Solent swim? It started when Clare Davies told Nick Harman and myself about her second water based hobby after sailing. Clare is a member of Surrey Hills Adventure Co (SHAC) which have a large decommissioned gravel pit in Brockham where

open water swimmers go to brave the cold still waters. She challenged us for a swim one day. I lasted as long in those icy waters as those unfortunate passengers who froze in the North Atlantic as the Titanic met its fateful end. Nick suddenly felt the need to absent himself from the challenge. Clare, however, was happily

swimming without any signs of hypothermia, carrying on for well over a mile.

This is when I upped the challenge to Clare. "How about swimming the Solent? It's only 1/22 of the distance of the channel at its narrowest point! Hurst Castle to Colwell Bay is only one nautical mile but what a mile!"



Uh oh, the idea was not instantly rejected, instead a flicker of interest and something coming close to trouble!

A doable distance of one nautical mile; fine in a heated pool with an average temperature of 28C but across the narrowest part of the Solent with spring tides at 4.4 knots and sea temperatures of 18C, an Olympic swimmer can only manage four knots. It was going to take some revision of tides studied at day skipper with Ken Fifield to make sure the tides were as friendly as possible!

I decided to take a look at some of the logistics involved before I progressed or dismissed the idea. The QHM at Portsmouth have a step by step guide to organising a Solent swim. It had a template therefore it was possible in theory!

Sitting here now at the end of January there is a team of 12 swimmers in place including of course Clare, two of which have actually swum the Channel! They are an amazing bunch of strong amateur swimmers who will make the swim happen and raise a lot of money.

We have chosen to support the RNLI and Surfers Against Sewage (SAS). SAS are prominent in holding the water companies and therefore the government to account for unauthorised sewage discharges, currently not monitored. Thankfully, our swim will take place at Freshwater; by name and nature! The RNLI need no introduction. We aim to raise awareness of their slogans 'Float to Survive' and 'Respect the Water'. They were stringent about the need for a risk assessment and support vessel involvement before they allowed us to raise money for them.

## Money raised goes to the RNLI and Surfers Against Sewage

What started out as a typical boozy bet that morphed into something else is satisfying to see. I do not regret asking Clare if she was interested in swimming the Solent. Hopefully, she does not regret accepting the challenge?

A massive thank you to all of the following for making both the swim and the charity fundraising possible:

- 12 Solent Swimmers
- Hurst marine
- New Forest Paddle Sports
- RNLI
- SAS
- Hut Restaurant. The



restaurant has lent their two RIBS as support vessels plus they are contributing £5 per diner on 09/07 for everyone associated with the swim straight to the charities [www.thehutcolwell.co.uk](http://www.thehutcolwell.co.uk) Re Solent Swim £5 donation per diner

- Jeremy Johns for offering Polly Agatha as an auction prize for a luxury day sail like no other,
- Ken Fifield for advising on a proper risk assessment, and offering onshore communications.
- Simon and Marion for Wavelength feature.

Clare and the other swimmers will be in the water at 06.50 to catch slack tide setting off from Hurst Castle on Saturday 9 July. Please come along to see them off and to celebrate with them that evening at The Hut restaurant.

## Donations

The swimmers have a Just Giving team page for each charity RNLI & SAS. [www.JustGiving.com/team/Hursttohut](http://www.JustGiving.com/team/Hursttohut)

In addition, Clare has a page for her own charity that she has founded: Mid Surrey Community Fridges.

Lots of winners at the AGM prize giving

# EVERYONE'S A WINNER AT THE AGM

This year's AGM on January 19 was held both in person and on zoom and attended by more than 50 members. Outgoing commodore Dick Beddoe said that the club was in good health, though Covid had meant that many sailing and social events were cancelled during 2021. However, he said 2022 was looking like an exciting year both on and off the water for club members. Eagle did well winning three trophies, and Eagle's joint owner Tom Ainsworth was also awarded the commodore's cup for most attendance at club events.



The prize for the best organised event, a rally to Bembridge in May: Teresa Hemingway



Commodore's award for attendance at most club events went to Tom Ainsworth



The Regatta trophy went to Eagle accepted here by Alick Fraser



Round the Island Race won by Lady of Hamford collected by David Butcher



Another one for Eagle, the pursuit race trophy, (someone's mantelpiece is full now!)



The Cambrian Ball was given to Frank Gibson, collected on his behalf by Nick Harman



Jane Beddoe won the Trevor Barker prize for the best article in Wavelength



Racing championship cup also went to Eagle who were clearly on a winning streak



Photos David Surman

The Commodore's Cup for contribution to running the club went to Simon Davey



Simon helps (not very willingly) with the cleaning up after the AGM has finished



# CHANNEL SAILING CLUB CALENDAR 2022



Up and coming social events, rallies, races and cruises are marked here but maybe subject to change or alteration,  
please see [channelsailingclub.org](http://channelsailingclub.org) for more details

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Apr	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa		
									Itchenor Long Race (1) 1747 (BST) 3.7						EASTER				St Georges Day											Bank Hol 20h 4.5m		
May	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	
	Cruise TBC						Lymington Pass. Race (2) 1631BST 4.0m														Bembridge Nav Race (3) 1804 (BST) 4											
Jun	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th		
	Jubilee		Weymouth 1420h 4.3m								Southampton Ocean Village 0840h 0940h 4.2m							Regatta Races 4-7 15.45h 4.54m						Round the Island Race								
Jul	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	
									BASTILLE DAY CRUISE X-Channel Race (8) 000h 4															Folly Inn Races 9 & 10 20.45h 3.94m							Cowes Week	
Aug	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	
			Cowes Week										Newtown Creek 1330h 4.9m														CHERBOURG 1215h 4.3m					
Sep	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr		
										Port Hamble 2-Handed Race (11) 1230h 4.9m														E Cowes Race (12) 1145h 4.4m								
Oct	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	
								Yarmouth Passage Race (13) 1130h 4.7m							Pursuit Race (14) 15.40h 4.24m								Poole 1030h 4.2m									
Nov	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We		
Dec	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr		Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	
			Icicle Cruise		49							50							51							52						

# TIP TOP TEAK ON TIM'ROUS BEASTIE

Bill Rawle likes to keep his teak decking looking good as new

**T**eak decks – love them or hate them! Having had two boats with GRP “non-slip” decks, we decided to consider teak on our new Dufour 40 “Tim’rous Beastie”.

GRP decks require little maintenance, other than cleaning and that’s the rub. After a few days cruising, getting on and off the boat, the GRP quickly becomes grubby. In itself, a mucky deck still functions, if it’s only surface dirt. But, us boat owners, largely prefer our vessels to look at least half reasonable and, irrespective of the claims of some cleaning products, giving GRP a good scrub is a strenuous and regular exercise, eased perhaps, by an occasional power wash.

We also found the non-slip stipples in GRP do acquire a polished surface and needs roughing up from time to time.

Teak, on the other hand, tends to have a reputation to look after itself and is inherently non-slip, if kept clean. There are however, a measurable number of accounts of teak decks parting company from the GRP substrate and reports

of water ingress through the screw fixings soaking and expanding the deck’s balsa core.

Nonetheless, we took the decision to put our hands deep in our pockets and forked out the four-figure sum to have teak decks fitted as an extra.

## UNDER PRESSURE

Dufour’s method was to prefabricate the teak in several 6mm thick shaped panels, pre-grooved to receive the caulking. During the build, the panels were glued to the GRP using their “advanced” process of vacuum pressure, to ensure a secure and even hold – no screws. The caulking is a purely decorative finish.

At the time of writing, the teak remains firmly stuck to the deck, albeit it does creak bit when walked on.

We have to say, in our opinion, teak has been far superior to GRP. Our teak deck requires only a deep clean at the start of the season then a wash down with a mild boat wash as and when needed – say two or three times a season.

So, what of maintenance. We use a 2-part product: Teak Cleaner and Bleach by Wessex

Chemical Factors. Our annual regime is, at the beginning of the season, to apply the teak cleaner by sponge and hose down. Sometimes it is necessary to tackle stubborn spots of algae or black mould two or three times. Once dry, the teak is sprayed with clean water and the bleach applied, again with a sponge. The colour deepens the longer you leave the bleach. Then hose down the deck and Bob’s your Uncle.

This exercise takes us a day. One thing to note is that Wessex advise the cleaner can stain GRP, so one person works on deck, whilst the other hoses down the hull where the dirty water runs off.

## GO GENTLY

We never, never, ever use a stiff brush – always a very soft brush or, better still the sponge. And, it is important to always work across the grain, never along the grain, which takes out the sap, resulting in ridges and accelerated wear. The power washer stays in the shed at home.

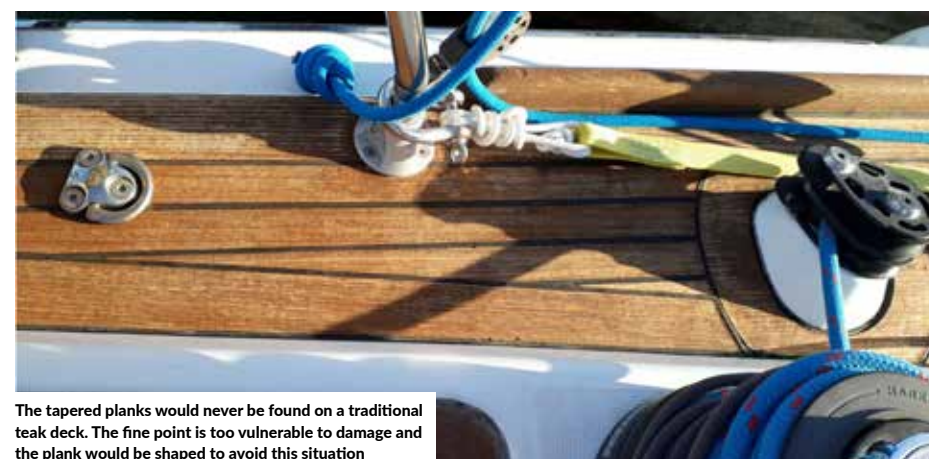
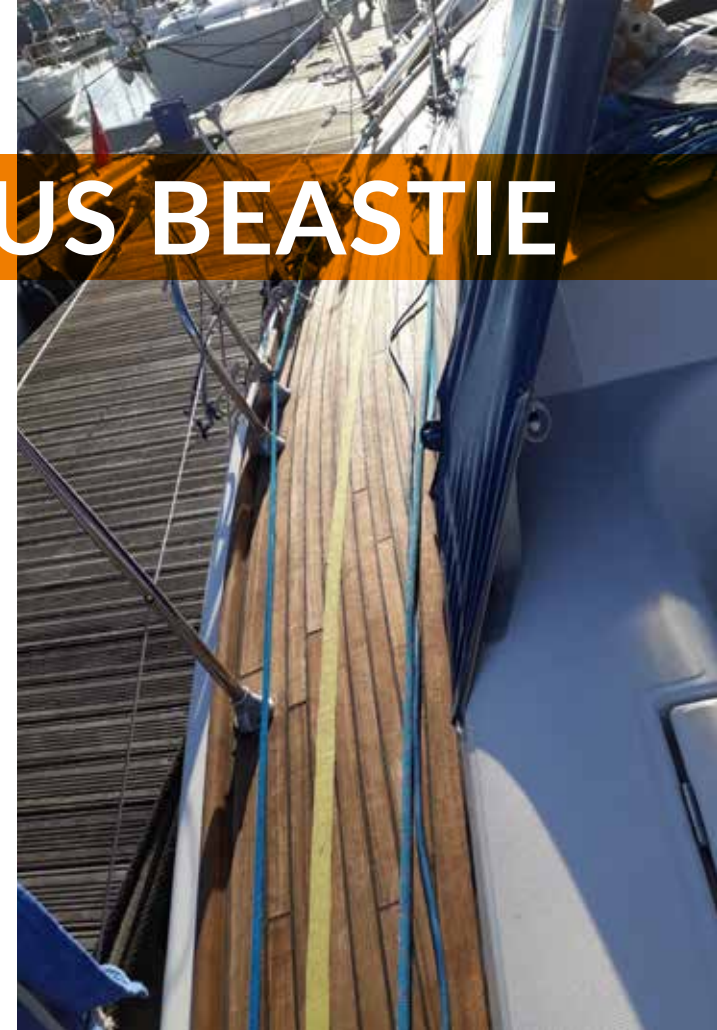
We initially let our decks go a natural grey, but after 5-6 seasons, we decided to restore the traditional teak finish.

Consequently, our regime now includes applying Starbrite “Classic” Teak Oil Sealer, which contains a pigment to recreate the original colour. It is about a day’s work for two people. It does seal the teak, which we consider a good thing in our case.

The important thing is not to let the teak dry out and apply a suitable oil product seasonally.

In 18 seasons, some of the caulking is just starting to sit proud, indicating the teak is wearing away, but only ½mm or so. And this only in areas of concentrated footfall.

Overall, we are very pleased – money well spent.



The tapered planks would never be found on a traditional teak deck. The fine point is too vulnerable to damage and the plank would be shaped to avoid this situation



Club member Leon Barber sent Wavelength this stunning image of himself in the mouth of a cave (and in the background his yacht Patara) at Cala Luna, in Sardinia. Surrounded by white cliffs, Cala Luna is one of the largest beaches in

Sardinia's Golfo di Orosei.

These huge and ancient caves have long been used as shelter by humans and animals even though they are only accessible by boat or a three-hour hike through the mountains. Visiting tourists get a taxi boat from nearby Cala Gonone.

It is midway between the island's capital Cagliari and the north east town Olbia, where Patara is now berthed Leon said it is one of his favourite anchorages on the east coast of Sardinia, because not only is it beautiful but it has a lovely (if expensive) beach bar!

Cala Luna beach (Spiaggia di Cala Luna) is one of the most beautiful beaches of Sardinia. Set against a backdrop of steep limestone cliffs and lush greenery, its turquoise and azure blue waters make it one of the best snorkelling beaches of Sardinia.

Lighthouses - we take them for granted and hardly give them a second thought but we would be in 'deep trouble' without them. Many have been built in almost incredible conditions of wind and weather that required remarkable men to design and build them.

If you want to go 'lighthouse spotting' then if ever there was an area that could call itself 'lighthouse central' then that place is the Orkneys all 70 islands of them, a departure point to the Arctic and some of the roughest seas in the UK so hardly surprising you need a few lights.

Maintained by the Northern Lighthouse board and served partly by the ship "Pole Star" there are 23 in all.

Some are built on outlying rocks others on land, a few, such as Hoy Sound were built in pairs one taller than the other - thus marking a transit. Not all the original ones remain active, although some have been replaced the original beacon still serves as a landmark in what are relatively flat islands.

Most were built in the 1800s, a few in the 1900s.

The first was built on the island of North Ronaldsay in

1789 to mark the north-east edge of the islands but this proved to be inadequate and a new lighthouse was established in 1806. The cost was £70 and there was even a budget of £4 to allow for damage to the boat in the loading of stone.

Start Point, also in the NE corner was built in 1806 the first to have a revolving tower and is unique in having vertical black and white stripes making it easily recognisable.

The purpose of the first lights at Ronaldsay, Start Point and the Pentland

Skerries (in the south) was to assist safe navigation around the islands. The purpose of the Hoy Sound high and low lights built in 1851 was to mark the western approach to the safe harbour of Stromness and also the entrance to Scapa Flow.

Building them was not without danger, during the building of the Start Point light the vessel Stromness carrying the workmen broke its cable in a storm and was smashed to pieces on the rocks; only a cabin boy survived and found clinging to the mast.

The job of the lighthouse keepers was a remote, existence; on some of the outer lights relief on the due day was not guaranteed keepers sometimes

remaining over-due for weeks or a month.

The Auskerry, Suleskerry and Copinsay lights presented difficulties of their own: before for you could build the light, first build a dock or small harbour to give shelter to the boat bringing materials and men. Sometimes building work would be wrecked by a storm and repairs would have to be made before construction could continue.

One family will always be associated with the Orkney lighthouses - the Stevensons. Robert Stevenson built the light on North Ronaldsay and the family: Robert, David, Alan, Thomas and Charles served the Northern Lighthouse Board as Principal Engineers for 150 years. Another

Stevenson, Robert Louis, Grandson of the first Robert is thought to have had his inspiration to write Kidnapped and Treasure Island by visiting these remote lighthouses.

Like all lighthouses they are now automatic - the last one being de-manned in the 1990s.

Now some are museums, or places to stay others are in private hands, many of them can be easily seen either by walking or a short sail. A few are in RSPB reserves.

If you can't get there then may I refer you to a book about a family of engineers: "The Lighthouse Stevensons" by Bella Bathurst - available on Kindle or as a book - it is an excellent read, particularly if you are stuck, storm bound somewhere!

# A beacon for sailors

Nigel Barraclough tells us of an area of the UK which could be called 'lighthouse central'





Penny Mills tells us what its like to

# Buy a second-hand boat during Covid

It was during a summer cruise to Bembridge on the Isle of Wight in company with other Channel Sailing Club yachts that the idea began to form in our minds. We were moored up in the marina sandwiched between a Beneteau and a Moody and were idly watching the children either side of us, earnestly rowing their dinghies whilst tied on to the mother boat by the painter, or excitedly plunging their nets over the pontoon and shrieking when they pulled up a crab.

The fun they were having and their joyous laughter took us back over 40 years to the 1970s when we had bought our first boat, a bilge keeled Westerly Centaur which we'd regularly dry out on the beach at East Head in Chichester Harbour, and our two children had done exactly the same.

How we would love to repeat the experience with our grandchildren, teach them to sail, to tie knots, and to have the same fun we had as a family. Our current boat, a Contention 33 was a 3/4 tonner, specifically built for the 1979 Fastnet Race. It had a great pedigree, but was not suitable for taking small children cruising, with loads of lines in the

cockpit, and lots of places where little fingers could get trapped. If we were to realise our dream, it would have to be on another boat. We decided that we would go for a centre cockpit boat, our previous 6 boats all having been aft cockpits, and we also wanted a decent aft cabin where we didn't have to climb over each other to get into bed!

## We start to look

We narrowed it down to either a Moody 36 or a Hallberg Rassy 36. We started looking at both models, not that there were many on the market at this time. The brokers all over the country were telling us that even the rubbish on their books was selling and it was most definitely a sellers market. We eventually rejected the Moody because the companionway steps were too steep for 3 and 4 years olds, and if truth be told, the quality of the HR, if we found the right one, was far superior to the Moody, even if it was almost double the price. After looking at 2 or 3 HR36s, we realised that although 602 had been built in total, 256 Mk 1s were then replaced with a newer model which had several upgrades,

namely a stern boarding ladder on a sugar scoop for easy access from a dinghy, and a longer waterline length. The fact that we were buying a newer boat appealed to us as well, so we concentrated on HR36 Mk II. Since the UK left the EU, many changes have affected the boating community, one of which was that if you bought a second hand boat in Europe and brought it back to the UK, you would be liable to pay an EXTRA 20% VAT.

Given that the Hallberg Rassy is a Swedish designed boat, and many of them are bought, not only in Sweden but also Germany and Holland and many other countries, our market was beginning to look particularly limited. We were introduced to an HR36 Mk II by our broker Jonathan which was in a marina in the Solent. The sales particulars read very well, and we excitedly went for our first look at it. Initially I walked straight past it, as it was looking like it needed a lot of love and TLC, and it had obviously not been prepared for sale by the owner. But there were very few on the market, and our dilemma was that if we wanted a boat for this year, to do all that we planned with the grandchildren, would another boat become available? As I said to Brian, another boat might come along, but it might be in Scotland or Plymouth, and even if we travelled to see it, would it come up to our expectations, or be yet another project... And would it have the same or other bits of equipment that we required?

We decided to make an offer, which after a bit of haggling was accepted. Contracts were issued, and we had arranged for a survey, but there was still a bit of a niggle... Our hearts were saying buy it, but our heads were saying walk away. As we walked away from the boat down the pontoon, Jonathan suddenly said "I may have another 36 that's for sale" we perked

up our ears, it was in Scotland, much newer, and ostensibly in pristine condition. We looked at each other, our hearts lifted, we were interested "It's much more money" he said.

The next day, the owner of the boat we had arranged the survey on, withdrew his boat from the market - he didn't like the idea of his boat being lifted on a crane for a survey! The following week, we flew up to Scotland over-



night to look at the boat which was for sale, and true to the owner's word, it was in pretty much pristine condition! We made an offer there and then which was soon accepted, and the paperwork process was put into place. It was so exciting to think that we had found the boat of our dreams, and such relief that we hadn't continued with the other boat. Bearing in mind that it was February, the weather wasn't very conducive for us to sail the

boat down from Scotland back to the Solent, and in any case we had other commitments, so we investigated the choices of having the boat brought down by lorry or sailed down by a professional crew.

## A week with Storm Eunice

We eventually chose Halcyon Yacht Delivery whose website read very well, they were obviously well qualified and the price they quoted us was not prohibitive. Having completed on the boat, we drove up to Scotland during Storm Dudley, through rain, wind and snow, and spent a week on board whilst Storm Eunice raged... we felt we were living in a washing machine. For 7 days we had no less than 40 knots of wind each day, sometimes maxing out at 72 knots. The noise of the wind through the rigging was constant, the rain pummelled the deck, at times turning to snow as it got colder and colder, but we were so happy we hardly noticed it! We rummaged through all

the lockers, working out what had been left on board and where things could be stored. Our main priority was to get the liferaft serviced as it had run out of date in October last year, and it was imperative for the delivery down south. Basically there are only 2 places to get liferaft serviced up there, Aberdeen which deals mainly with the offshore market, and Greenock which deals with the rest of Scotland and some of the UK.

We threw ourselves at the mercy of Greenock, paid a shed load of money for them to do it urgently, and had it back on the boat serviced within the week. The storm brought our lazyjack lines down, but we managed to get the local rigger to replace them. We have nothing but praise for the staff at Ardrossan Marina, who were helpfulness itself. A small marina, there were only a handful of people who were liveaboards, but they all welcomed us and without fail gave us their advice and suggestions.

The night before we left, we heard that a man who had missed his connection on the ferry to the Isle of Arran staggered down to the marina, the worse for alcohol, and settled down for the night under a tarpaulin on an empty boat to sleep it off. At 6am the next morning, hoping to make his escape, he underestimated the ice and snow on the pontoons and slipped into the water. Fortunately, someone was up at that hour and heard his cries. He was fished out of the marina, and taken to the bathrooms to take a shower to warm up and to put his clothes in the dryer. By the time his rescuer had gone to get him a hot drink, he returned to find the man and his clothes long gone. He'd had a lucky escape.

As I write, our new boat should be leaving Ardrossan tomorrow, when there is a small weather window for the crew to sail the 550 odd miles back to Gosport. We have been promised a regular update of the journey, with a video blog and drone footage of the trip... Watch this space!



## CSC First Mates WhatsApp group

Jane Beddoe has formed a group for female members

**A**fter looking at other sailing club websites I realised that a large proportion of clubs have a First Mates WhatsApp group. These groups are primarily a chance for the female members to chat and, it has to be said, organise social events.

At Channel Sailing Club it cannot be denied that we are a friendly welcoming group of people. Indeed, Dick and I have met so many new friends since we joined. However, on average, each Wednesday you will be lucky to see another female down at the clubhouse. When I have asked other ladies why they don't come down one of the reasons given is that they might be the only woman there. Well! How to get past this sorry state of affairs? The WhatsApp chat means we can let others know we are going and arrange to meet up. It is always good to see friends at the social events, but we don't seem to catch up in between so this gives us a chance to change things.

The app has also proved useful when we have organised social events as a means of floating ideas and offering the event leader help.

If you are interested in being included text me your name and I can add you to the group. I hope to hear from you soon  
Jane Beddoe 07889 980445

# Col Regs test ANSWERS

**1. Fishing vessel** (two cones with apex together in a vertical line) with outlying gear (cone apex upwards) extending more than 150M. Rule 26.

**2. Pass the vessel on your starboard side.** Vessel engaged in dredging or underwater operations. It is a vessel restricted by its ability to manoeuvre (ball diamond ball), the vessels port side has two round balls in a vertical line which mean do not pass, the obstruction is on this side. The starboard side has two diamonds in a vertical line which means pass this side. Rule 27(d).

**3. Pair of vessels engaged in fishing with purse seine gear** which exhibit two yellow lights in a vertical line which flash alternately every second with equal and occultation duration. Do not want to get caught between there two vessels! Rule 26 Annex II additional signals for fishing vessels in close proximity (3)

**4. The 6 options are:** Rule 35(c).

- Sailing vessel
- Fishing vessel
- Vessel with limited ability to manoeuvre
- Vessel constrained by draft
- Vessel towing or pushing

- Vessel not under command
- Where a vessel is towing a manned tow, it will sound Long short short short to show it is the end of the tow. Rule 35(e).

- In normal visibility with vessels in sight of one another in a narrow channel or fairway: A vessel intending to overtake shall request to overtake to port with this signal. Rule 34(c)(i)

**5. A vessel shall be deemed to be overtaking** when coming up to another vessel from direction of no more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that a night she would be able to see only the stern light of that vessel but neither of her side lights. Rule 13 Overtaking (b).

**6. Stand On vessel. Rule 17.** Vessel shall keep her course and speed, The vessel may take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these rules.

**7. Give-way vessel Rule 16.** A vessel which is directed to keep out of the way of another vessel shall, so far as

possible, take early and substantial action to keep well clear. Recommended to alter course by at least 30 Degrees or halve speed, to signal your intention to the other vessel.

**8. The word "underway" means a vessel is not at anchor,** or made fast to the shore, or aground. Rule 3(i). "Making way" means the vessel is making way through water. If the vessel is drifting and moving with current, she is underway but not making way.

**9. Diamond shown on a vessel towing or towed vessel** if the length of the tow is more than 200m. Rule 24.

**10. The 5 options are** Stern of a vessel going away from you. Rule 23. A sailing vessel or vessel at oars less than 7 meters in length Rule 25(d)(ii) A motor vessel less than 7 meters in length and unable to go faster than 7 knots. Rule 23(d)(ii) A vessel at anchor. Rule 30. A motor vessel less than 50m in length at a distance of between 3 to 6 NM away. (The masthead light can be seen up to 6 NM away and side lights and stern light up to 3 NM away. Rule 22.) Sound signals in restricted visibility:

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