

# wave length

csc magazine

THE SAGARS HEAD  
FOR THE BALTIC  
ON SKEDADDLE

RACING AND  
RALLIES IN AND  
AROUND  
THE SOLENT

DICK BUYS  
ANOTHER BOAT!

SINGLE HANDED  
AROUND THE  
WORLD:  
THE STORY OF  
NIGEL TETLEY



# WINNING BACK

the Wooden Spoon



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



Wavelength  
Marion  
Tempest

# Welcome

**SO SUMMER IS OVER** and Covid whilst still with us is possibly relaxing its grip a little, lets hope it stays that way! Anyway I hope you have enjoyed sailing in the sunshine as judging by the weather Autumn is well and truly here. The season is drawing to a close as the nights draw in with just the odd rally left on the CSC calendar. But we have a few social events to look forward to including halloween (best dig out that fancy dress from the loft) and Tom's talk which should be a real treat. Dont forget to take pics when your out and about sailing (or indoor doing maintainance) and send them in to me for the next issue.

*Happy sailing! Marion*

## CHANNEL SAILING CLUB COMMITTEE MEMBERS 2021



Commodore  
Dick  
Beddoe



Vice-commodore  
Simon  
Worthington



Treasurer and  
racing  
Simon Davey



RYA  
Training  
Ken Fifield



Talks  
organiser  
Bill Rawle



Social events  
co-ordinator  
David Surman



IT and web  
Teresa  
Hemingway



Bosun  
Rich  
Murfitt



Bookkeeper  
Jane  
Beddoe



Cruising  
secretary  
Leon Barbour

We have a couple of vacancies, which at present are being covered by other committee members. If you would like to be part of the committee and are interested in any vacancy please contact Dick or any other committee member

Vacancies:  
Membership secretary  
Company secretary

## wavelength THE CHANNEL SAILING CLUB MAGAZINE

EDITOR  
**Marion Tempest**  
Deputy editor  
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Contributor  
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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](http://www.channelsailingclub.org)**

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Cover photo: Tom Aisworth

# In a reflective mood



So has your summer been worthwhile?  
How many sea miles did you achieve?  
Are you a better sailor now than in May?  
Do you still love to sail? As I am sure you  
know our beloved Singapore Sling is still  
in a large shed in Tallinn as our proposed  
short season of sailing was curtailed due  
to family commitments. However, Leon  
Barber took pity on us and we did a short  
cruise down to Lymington with the club  
in June. For me the best moment on any  
trip is when the engine is switched off, and  
the only sounds are from the wind and  
waves. A sublime experience that cannot be  
replicated in any other situation. Ironically  
at the other end of the spectrum we have  
indulged in the adrenaline rush of a fast  
RIB this summer. (Read the article further

on). For you our club members, I do hope  
that you have managed some hours at sea  
and enjoyed one or more cruises or races  
organised by the club. I also hope that the  
2021 season has reaffirmed for you the value  
of your membership of the Channel Sailing  
Club. To that end we are now looking hard at  
the coming months in terms of winter talks  
and social events and even the cruising/  
racing programme for 2022. Of note, our  
featured speaker this winter is Tom Cunliffe,  
and the club has hired Leatherhead Theatre  
as the venue. Do encourage your friends,  
colleagues and neighbours to come along  
and listen to this exceptional sailor. So I am  
looking forward to seeing you all at one or  
more of the Channel Sailing Club events in  
the next few months.

*Dick*



Jane Beddoe enjoyed (or should that be endured) a well attended CSC rally to

# Lymington and back...

**BEFORE I START WRITING YOU SHOULD KNOW THAT** I am a fairweather sailor... in fact so is Dick!

When we woke up on the Saturday morning the rain was coming down in torrents. I lay in bed wondering how to get out of the weekend... indeed, wondering if Leon was going to cancel the event. I should have known that there would be no phone call telling me to stay at home... so I decided I would drive Dick down to Haslar and then have a few hours free to drive to Lymington and meet everyone.

However, by the time we got to the coast the sun was shining and it looked a different story, so I put all my things on board ready for a pleasant day on the water.

Once we were in the Solent the gods dealt me another blow and the skies opened again and I was to remain wet for the rest of the sailing part of the weekend!

Leon had devised a route via lots of marker buoys rather than a straight line, so the wet weather and I were stuck with each other longer than I had anticipated. We were able to sail rather than motor as the wind was



fairly strong and the tide was carrying us in the right direction. My main task on board was writing down the times we reached each buoy and trying to stay under the sprayhood!

Once we reached Lymington Yacht Haven the weather was kinder and we were able to meet up with all the other crews on board Firecrest for pre-dinner drinks. A total of



We went to Lymington Town Sailing Club for a really good meal with excellent views out over a sunny Solent.

five boats actually braved the elements and arrived safely. It was lovely to see everyone again after a long time off the water.

We went to Lymington Town Sailing Club for a really good meal with excellent views out over a sunny Solent. Funny that...

On the Sunday we set off at the crack of dawn... well 8 o'clock to catch the tide back to Haslar. Excellent bacon rolls for breakfast. Thank you, Jane. You and Leon plus Lucy were excellent companions over the weekend.

The trip back was again damp and murky. We were fortunate enough to see some of the boats descending on Cowes ready for the start of the Fastnet race... rather than me. Not nice conditions to set off in.



Although we had a very damp weekend, we had lots of fun and I guess I was glad I hadn't driven down to Lymington!

A big thank you to Margaret Andrews for organising the event.



# Tenacity required

Mark Hawkins and David Butcher share thoughts and images of the Passage Races

**Day 1, CSC Race 11 HAD A FANTASTIC WEEK-END ON CARESSA**, she never ceases to amaze me. Raced in the CSC series, two races over Saturday and Sunday, first race was quite taxing and very long, 5 ½ hours and 20 miles around the cans in the Central Solent area, not made any easier by the light fickle winds. Only John Buckenham and I onboard.

Being heavy with heavy-weight sails, light airs are always a challenge, fighting for every knot of speed, as soon as the spinnaker can be used, up she goes, 3 times in that race with two gybes, quite the feat two handed. Normally at this stage in the season Caressa's hull would have been scrubbed twice, but because of the lack of races due to Covid this hasn't happened, so we had her lifted and washed on the Friday. Great job, done by Now Marine at Clarence Marina. Makes a world of difference, just motoring out we'd gained over a knot in speed.

We finished Friday with some lovely sailing and picked up a buoy for the night. Saturday's race was full of wind shifts, expertly handled by John, light airs are the toughest when it comes to helming. We made a good start and were very well prepared, all the nav was pre done along with all the lines needed for the spinnaker, even the pies were



Mark Hawkins and John Buckenham

in the oven ready. Once we'd settled into the race and the big boys had got into gear, we were lying 4th, with Eagle out front, then Lady of Hamford and Papillon making up the gap, we were pleased to see that nobody had chutes ready for the first downwind leg, Eagle and LoH rounded it and set up for goose winging and Papillon were struggling to pole out their jib, we had our kite up as soon as we rounded the mark and closed the gap taking Papillon and closing on the others, Papillon couldn't seem to catch us after that and we stayed close enough to Eagle and LoH.

Worst part of the course was entering Southampton and traversing all the way up to the River Itchen, under spinnaker in light airs, tonnes of wash from passing motor boaters in and out of the Hamble and the odd container ship just to make it even more interesting, third on the water and 2.5 miles to go, wind was dying, couldn't believe we'd made it this far, and now with retirement seeming to be the case, then the wind completely stopped, the chute collapsed and we stopped!



Supper at Ocean Village

We hung in there, wasn't a danger to shipping.. yet! checked Bramblemet, checked LoH on AIS to see if she was moving, checking out patterns on the surface of the water.. just being patient, hoping it would fill, and soon. Our tenacity paid off, the chute started to fill and we gradually started to move and finally complete the race. Had a lovely evening in Ocean Village and a not quite so lovely meal of Moule Frites in Banana Wharf. As the meal finished the race organiser, Peter Thomas got down to the important bit,

**RESULTS:** And after 5+ hours and a margin of only 4 minutes, on corrected time Caressa 1st, Lady of Hamford 2nd and the last remaining competitor Eagle in 3rd

**Day 2 CSC Race 12 AFTER RACE 1'S BRILLIANT RESULT**, we hoped we would do well in Sunday's race, we prepared the boat well and set off from Ocean Village around 9.30 for a 10.00 start, delayed by 10 mins due to lack of wind and a number

of large vessels transiting the river. The lack of wind being the largest problem... we had another good start but the wind was crap and about to get crappier!!

The fleet didn't get far until drift became a thing, some moved, some didn't, calls to halt came on the radio but Papillon was actually finding some breeze, we carried on, finding the draft whilst others stood still, (brilliant helming as always from JB) then we'd stop, and they'd move, fickle than fickle... really tense, but those nearer the entrance crept on and finally a race ensued. By this time we were way back, with Papillon, Eagle and Lady of Hamford way ahead, we did our best to claw back what we'd lost in the river, losing sight of Papillon...

What started out to be a nice short drag race of a competition turned into an epic battle of wits and tenacity. As always we kept going, and at a very lonely and quiet Royal Yacht Squadron Buoy, we finally finished... 5hrs 20minutes later! The Solent was practically empty, and thankfully Channel 72 had fallen silent... bliss!

We quickly doused the sails and motored back to our mooring buoy, only to get stuck in the mud, 6ft away from it... What a day! Time and tide wait for no man... or Caressa!

**RESULTS:** Caressa 1st, Lady of Hamford 2nd, Papillon 3rd and Eagle 4th



Lady of Hamford almost catching Papillon at the final mark on Sunday



# SKEDADDLING IN THE TIME OF COVID

The Sagars take a trip to the Baltic

Once upon a time in June 2020, we all celebrated the announcement of the reopening of marinas for overnight stays from July 4. Skedaddle was still out of the water so we spent a hectic week relaunching, provisioning

and completing a test sail on Southampton Water. Finally on July 4 (after a train trip down) we left the Hamble en route to the Baltic not really knowing how far we might get...

Great sailing, with improving weather, along the

south coast via Chichester, Brighton and Eastbourne to Dover. Lovely to see the Seven Sisters and Beachy Head from the water. On the calmest of seas, we crossed to Dunkirk on Bastille Day (sadly no fireworks) and had made it to Europe.







Dordrecht



Heligoland: raft of 6 soon to be 7!



Skedaddle at the Elbphilharmonie

A quick stop in Belgium at Blankenburg included a day trip by bike to Bruges (yes, a flight of beer was involved), a fabulous seafood takeaway from Oesterput restaurant and guests in the cockpit for the evening (and we didn't see many other UK sailors or boats en route).

Next stop Breskens before crossing to Vlissingen and entering the standing mast route. Not many opportunities for sailing but a wonderful experience as we headed up to Amsterdam via Haarlem. Fabulous architecture, lovely scenery, great cycle routes (so flat and a fabulous way to see the countryside and coast) plus wonderful blue skies (special mention to Kinderdijk with their fabulous windmills). On into the Markermeer (Edam and Hoorn), up into the IJsselmeer (Enkhuizen - fabulous outdoor museum, Lemmer, the wonderfully

named Hindeloopen) then up into the Wadden Sea to Texel, one of the West Frisian islands. By now, the weather was deteriorating so we headed back to Hoorn where we left Skedaddle for the winter in Stichling Jachthaven. Little did we know that it would be 10 months before we saw her again.

### Thank you Mrs Merkel

As high Covid rates in the Netherlands continued through May and June, we were starting to think we may not sail in 2021 as 10 days quarantine was not appealing. So, thank you Mrs Merkel for letting the double vaccinated into Germany. Sitting in the car at Harwich hoping all our paperwork was in order was scary before we took the car ferry to Hook of Holland. After getting past border control, we transited the Netherlands (an exemption from quaran-

tine requirement) and spent 10 days exploring Germany (including meeting up with friends visiting their daughter in Hamburg). When we finally got to the boat on 30 July, we were sad at how unkempt she looked but the kind loan of a jet washer and some hard graft got her looking better. We went for a test sail in the Markermeer. After the main came down, we knew we had a weed problem but thankfully made it back to the marina and booked the diver for the next day. On 3 August, we finally left Hoorn for Lemmer.

We then re-entered the canal system for our final stretch of the standing mast route but with some trepidation as our keel is 1.9m and depth is 2m. We couldn't get into the marina at Sneek as the depth on the chart seemed over optimistic so, after being briefly grounded and a very long day, we raft-

ed up in Leeuwarden, capital of Friesland. After stops in Dorkum and Oostahorn on the Lauwersmeer, we headed to Groningen. An earlyish start found us at Groningen ready for the convoy, except the convoy had been done away with a couple of years ago! No matter, the bridges opened for us, with the occasional short delay while the operator cycled to the next bridge.

### Meeting the Gannets

Delfzil was our last stop in the Netherlands before the East Frisian island of Borkum (4 nights in the harbour while strong winds abated, but a lovely island to explore), followed by Nordeney (over the bar; fabulous steaks in the marina restaurant) and finally Heligoland (in a raft of seven, no electricity or Wi-Fi but a lovely evening walk up on the cliffs with so many birds). Onto

We headed back to Hoorn where we left Skedaddle for the winter in Stichling Jachthaven. Little did we know that it would be 10 months before we saw her again.

the River Elbe stopping at Cuxhaven, then Brunsbützel and up to Hamburg (the tides in the Elbe worked out fantastically for a Tuesday to Saturday stay in the town centre marina). Miniatur Wunderland is amazing, and we luckily got in by turning up in the early evening, plus the usual tourist visits to Beatles sites, St Nikolai Church and the iconic Elbphilharmonie. In the Saturday morning drizzle, we headed back to Brunsbützel and the Kiel Canal which was toll-free in 2021 as with fuel prices so low, ships were otherwise going around. After a couple of grey days motoring along the Kiel Canal we decided that we would find an overwinter

marina and end our season. As we emerged into Kieler Förde, the sky was blue and the water was glistening, but we stuck to our plan, refuelled and booked ourselves into Baltic Bay Marina, Laboe. As the blue skies continued, we did regret taking the sails down especially as German trains went on strike for 5 days and we had to wait to get back to Hoorn. However, Laboe is a beautiful spot, so we had some great walks and bike rides and also made arrangements for essential maintenance. We do appreciate how lucky we have been and are really looking forward to our exploration of the Baltic from 2022, Covid permitting.



# WOODEN SPOON SERVES UP MYSTERY

5 boats from Channel Sailing Club competed for the prized *Wooden Spoon* against Chichester Cruiser Racing Club.



James hanging on as *Lady of Hamford* aground in the Chichester lock on the way to the *Wooden Spoon* race

Below: Channel Sailing Club boats make their way to the start

**CHANNEL SAILING CLUB BOATS** won back the *Wooden Spoon* trophy from holders Chichester Cruiser Racing Club in an event that ended amid some acrimony.

CSC sailors found themselves alone at the evening function at Chichester Yacht Club when no one from the CCRC turned up.

It came after the course in Hayling Bay - between Langstone and Chichester harbours - was shortened by race organisers from the CCRC unbeknown to CSC boats.

The day started eventfully for *Lady of Hamford* when she ran aground in Chichester marina lock at low water springs, so the race start was delayed by 30 minutes.

After the race *Myst* had

throttle problems which meant full speed ahead was the only option, forcing her to return to the Hamble from Chichester.

Five CSC boats took part alongside four from CCRC in light winds, with spinnakers and cruising chutes being flown skillfully.

One CSC member remarked: "We wacked them and then they failed to show up at the evening function. Bit of a mystery really."

## RESULTS:

- 1 Markova (CCRC)
- 2 *Lady of Hamford* (CSC)
- 3 *Caressa* (CSC)
- 4 *Eagle* (CSC)
- 5 *Intrepid* (CCRC)
- 6 *Soft Touch* (CCRC)
- 7 *Calypso* (CCRC)
- 8 *Myst* (CSC)
- 9 *Sapphire* (CSC)



# Fast and fun

Dick Beddow has acquired a new toy



## WHAT A FRUSTRATING TWO YEARS.

With *Singapore Sling* laid up in Tallinn, Estonia, we've had little or no time on the water and in a fit of craziness we went out and purchased a 7.8m RIB with an appallingly large 300hp Suzuki outboard. Basically, a V6 4 litre engine on a pole strapped to the back of an inflatable. What! I hear you cry, shouldn't he be banned from the club for such a heinous crime? I hope not, but in my defence, we couldn't purchase a yacht that would compete with *Singapore Sling*, so why not try something completely different. And it is very, very different.

## All fuelled up

So this is how it works. We pitch up at the DryStack opposite Port Solent near Portsmouth and the rib has been lifted down from the six-story rack inside the huge hanger (easily seen from the A27) and deposited in the water, all fuelled up and ready to go. (It's best

not to dwell on fuel as it can consume anything from 10 to 90 litres per hour of petrol, at £1.80 a litre). Our trips tend to be short but are an adrenaline buzz. Portsmouth to Cowes in 20 minutes. On a flat sea we can top 40 mph, note that knots is not a valid measure for ribs, however in order not to break the bank (or my knees) cruising at 25mph is more comfortable.

## Relaxing, not really

What is interesting is that you cannot relax at all driving this beast. Hitting the wash from a passing ship, even at 25mph can be horrendous, possibly dangerous. The good news is throttling back causes the rib to decelerate almost instantly, but you have to concentrate all the time. In a yacht the most tense time is when you leave and arrive at the pontoon. In a rib, it's like bumper cars. With that soft inflatable ring around you who cares if you nudge the pontoon or bounce off another vessel - easy, it's a bit like driving a

car (with no gears).

We have had the rib for two months now so what is my considered view? I guess I see it as a family resource. New sports are now possible such as wake boarding, water skiing, towing an inflatable. These are all part of the package and in that respect it is just great. The novelty of hurtling across the water does wear off quite soon, but there again it is nice to pop over to Cowes or Yarmouth for lunch. The rib actually requires little skill to operate, maybe just trimming the angle of the outboard to get the best performance.

## Catch me if you can

At the end of the day this is a completely different sport to sailing and cannot be compared. The way I see it, going out on the rib is fun, but sailing is in the blood. So when you are next peacefully cruising on the Solent and you start cursing some complete a\$\$hole charging past, look out for the gold medallion and swept back baseball cap, it might be me!



# TOWER BRIDGE – AN AMBITION ACHIEVED

Nigel Barraclough looks at our most famous bridge

**SOMETHING THAT I ENJOY DOING** is to look back over one's 'sailing history' (ideally amongst friends while sharing a glass of something suitable) thinking of people I have sailed with, landmarks passed, headlands rounded, ports visited and bridges.

Bridges? Yes, bridges, things like the those built by Stephenson and Telford across the Menai Straights and now Tower Bridge.

Our journey started in Southampton and a voyage that took in Littlehampton, Eastbourne, Dover, North Foreland, the Swale, Gillingham, Gravesend and finally London itself. This also meant that I can claim to have travelled to work (Whitehall) by boat - another milestone and another ambition met, sadly I am banned from the office itself so could not walk into work in the Old Admiralty Building in full sailing kit!

To fill in a bit of background.

Tower Bridge was built between 1886 and 1894 after a competition of 50 designs before the final unmistakable design was chosen. When it was built, Tower Bridge was the largest and most



sophisticated bascule bridge ever completed – many would argue that it remains one of the most iconic and beautiful bridges ever constructed.

Under the Corporation of London (Tower Bridge) Act 1885, the City of London Corporation is required to raise the bridge to provide access to and egress from the Upper Pool of London for registered vessels with a mast or superstructure of 30 feet or more. The service is provided free of charge subject to 24 hours' notice and is available any time, day or night, 365 days per year. The bridge is raised around 850 times each year taking about one minute to open to its full 85 degrees.

Many notable vessels have passed under it, not least the

Royal Yacht Britannia, HMS Belfast and now us! Incidentally, someone (illegally) also flew a Hawker Hunter fighter jet through the bridge on the 50th anniversary of the RAF – he was court martialled shortly afterwards.

## Following Tenacious

We contacted Port of London Authority to give notice of our request but also realised that Tenacious was also due to pass under so we sought and were given permission to follow her through.

So it was, we listened to Tenacious request by VHF a "full lift" and in line astern four small yachts watched the bascules open, in superb and bright sunshine to cheering crowds (we duly waved back)



Many notable vessels have passed under it, not least the Royal Yacht Britannia, HMS Belfast and now us!

we passed underneath – escorted by a PLA launch.

Our expectation was that the bridge would close (it being 13:15 on a Monday) to allow road traffic to pass and then re-open. After a few minutes in the Pool of London the bridge was still open and having seen Tenacious leave, we followed her out.

We had joked about what would happen if the bridge closed but could not re-open, would we be calling to HMS Belfast "Permission to come alongside?" or "can we raft up?"!

Ironically what we did not know was that the mechanism that operated the bridge was broken and it stayed open

for several hours afterwards!

For me there was one final bit of icing on the cake: I know my dad had, as a small boy spent many, many hours watching and waiting for the bridge to open – only to be disappointed so I gave him a call, "you know all those hours you spent waiting? I saw it open today – for me!"



# WHAT AN EFFORT!

Leon Barbour is back on Patara, but there's work to be done

## TWO WEEKS IN SARDINIA.

Sounds great - sun, sea, and sailing. Withdrawal symptoms were coming on after a whole year's absence from Patara, our Jeanneau Sun Odyssey 45.2, based in Olbia, northern Sardinia.

With the Italian 5-day quarantine rule lifted at end of August we were able to have Patara relaunched and returned to her marina berth.

After arranging £300 worth of Covid tests to cover our £120 worth of return flights, we boarded the boat on September 9.

First jobs were victualling at the local hypermarket, hoisting the stowed genoa, fitting the old stowed sprayhood and bimini and arranging for new ones to be fitted. We then pared the caulking and started to sand down the teak deck.

## Isola Tavolara

Eventually we got off the berth and away to Golfo degli Aranci, a large bay just eight miles up channel that offered good holding in soft sand. There we anchored to marvel at the sight of nearby

Before our flight home we complete an online video Covid test, a passenger locator form and raise a certificate confirming our Covid double vaccination

Isola Tavolara, shaped much like South Africa's famous Table Mountain.

Snubbing the anchor rode we snuggled down for the night, setting both the iPhone's Anchor Alarm app and the Navionics app for position and distance from key markers. With the 25kg anchor deployed on 25m of chain in 6m of water we felt reasonably secure in the face

of a modest 15-20kts wind forecast.

Next day saw continuing fine weather and an opportunity to complete another pending job - that of servicing our electric toilets. Lovely, but I'll spare you the detail!

## More jobs to be done

Over the next couple of days we enjoyed sailing

and anchoring overnight in various other bays and snorkelling around the boat (checking out the anodes, anti-foul and anchor set, hey-ho!).

We returned to our berth two days before our flight home to complete an online video Covid test, a passenger locator form, raise a certificate confirming our Covid double vaccination status and to put Patara to rest for a potential six-month absence until April next year. With this in mind we stowed the genoa, disconnected the engine and domestic batteries and removed all cockpit canvas. Mooring lines were doubled up and additional lines crossed over at the stern. The wind can seriously blow in that region.

## Back again

Was it all worth it? Of course, - these jobs just gotta be done! Incidentally, we plan to return next month for another two weeks but with fewer jobs and more sailing. After that there are no direct flights until end of March next year.

Hopefully by next season Covid travel tests, Passenger Locator Forms and Certificates of Vaccination Status will be things of the past. There'll still, of course, be that vexed issue of Brexit but hopefully no shortage of fuel or HGV drivers!

# CSC up and coming events

As the year winds down the CSC calendar has a few events left before dry dock

## OCTOBER

### 9/10 Folly Rally

Enjoy a leisurely sail to the River Medina and overnight berthing at the Folly, and a chance to socialise with club members. Organiser: Simon Worthington

### 10 RYA Coastal Skipper & Yachtmaster Offshore Theory Course £320

This course builds upon the basics of navigation, meteorology and passage making taught in the RYA Day Skipper/Watch Leader course. 6 sessions ends 21/11/2021.

For more details see [channelsailingclub.org](http://channelsailingclub.org)  
Organiser: Ken Fifield

### 27 Halloween event 8pm

Suitably scary fancy dress, dinner, apple bobbing ... a spooky evening of fun. Tickets Early bird £12 Standard £15  
Organiser: Jane Beddoe

## NOVEMBER

**18 Ice with Everything, An Evening with Tom Cunliffe - Don't miss this highly entertaining, illustrated talk. At the Leatherhead**



## Theatre 7.30pm


*In the 80s intrepid sailor Tom set off with his family and crew to voyage from Norway to Newfoundland. Years later another chance at Greenland came his way on a boat bought by a mate for £14,000 off eBay.*

We now are NOT restricted on numbers so invite your friends and relatives. Members free, but you must register online for a ticket, non members £10  
Organiser: Bill Rawle

### 24 Quiz Night 8pm

Pit your wits against the best £5 a head entry  
Organiser: TBC





# Dittisham at Dawn

A favourite spot, sent in by John Horne

**THE RIVER DART** exits on England's south coast between Start Point and Berry Head with Dartmouth Harbour close within its mouth. It is navigable to Dittisham and further inland

to the drying Totnes after half-flood.

Dittisham is situated on the west bank of the Dart, some 2 miles (3.2 km) upstream of Dartmouth. Upstream, the Dart is navigable to seagoing

vessels as far as the weir in Totnes. The river almost dries out for 2 miles (3.2 km) below Totnes at spring tide low water, but vessels drawing up to 3 foot (0.91 m) can proceed to Totnes from one and a half

hours after low water.

The river offers a wide range of berthing options that include moorings, and anchoring or drying out alongside a range of quays.

The deep river valley, with

an entrance that forms an almost land-locked estuary, offers complete protection that is the best the bay has to offer. Although the entrance is fringed by several dangers they are all well marked by

lighted buoys and leading lights that make approaches straightforward at all stages of the tide, day or night. However, the upper river's marks are not lit and daylight is required for navigation.



David Evans (writing here as Old Bill) looks at ditch crawling.

# WHAT LIES BENEATH?

As you are cruising along in the summer sunshine on your way to a comfortable harbour, you will occasionally look at the echo sounder just to make sure that you have got at least 10m under the keel; but apart from that, we tend to give little consideration to what is actually going on down there below the waterline. As you approach your chosen harbour, you may have to pass over a sandbar, in which case you may then take a little more interest in what is under the keel.

## Sliding over

Obviously, you will study a chart and probably a pilot book. If you are proposing to enter a river and move inland, then you will need some indication as to times of high and low water at various stages along the river. Most of us when entering a strange harbour will try to arrange to do so on a rising tide and ensure that we have a good metre plus under the keel. But, just occasionally, we find ourselves needing to "slide over" a sandbar in less than optimum conditions and/or with only a bare minimum of

under keel clearance

Tidal predictions are just that – predictions. They are calculations of tidal heights at a given location in the absence of wind and at a barometric pressure of 1013mb. As you may be aware, a change of one mb in atmospheric pressure will result in a change of 1cm in predicted height. An increase in pressure depresses the sea level and a decrease in pressure results in a rise. Thus, on a fine summer afternoon with the pressure at about 1045, the sea level will be about 30cm below prediction and suddenly your predicted under keel clearance or 0.5m becomes 0.2m, i.e. not so comfortable.

Most of us, at some time or other, during our cruising career have either deliberately or unintentionally "dried out"

## Taking the mud

Most people are terrified of going aground – me included. But there are times when going aground or "taking the mud" can be extremely comfortable. Most of us, at some time or other, during our cruising career have either deliberately or unintentionally "dried out"

on a hard sandbank and have had to put up with four or five hours with the boat at something of a crazy angle. However, if you are in the vicinity of "soft" mud, then a soft mud bank can be a comfortable berth. The boat will settle into the mud and effectively float on it; to stay in a mud berth for a few nights can also do marvels for the cleanliness of the hull underwater.

Yes, there are limitations – don't pump your loo: if yours is a sea water flush then you won't be able to, or in extremis you will bring in quite a lot of liquid mud which is not good for the system. When the water comes back, your boat will still try and "stick in

the mud" until sufficient water has returned so that the buoyancy of the boat exceeds the stickiness of the mud.

## Missing out

By now, most of you will be thinking "why bother?" Why indeed – simply find a nearby harbour with a better

entrance where you do not have to worry about such things. But that is just the point – you will miss out on some delightful experiences. Uncrowded harbours and anchorages are becoming a thing of the past. The few that are still relatively unspoiled have remained that way because it requires a little bit more skill and ingenuity to visit.

To take the trouble to motor up the River Rother and sit on the mud at Rye or to pick your way over the mudbanks of the Walton Backwaters is worth the effort for what awaits at the end. Casual inspection of the chart for Rye Bay shows a river leading to Rye with a succession of drying heights and precious little

"blue". A quick inspection of the tide tables will show that towards high water there is depth enough for quite a sizeable yacht. The only disadvantage of Rye is that at spring tides, it dries out almost completely and for certain stages of the tide there can be a "certain effluvia". Offset against that is the advantage of being in such a charming place with so much history around (and some pretty good pubs and restaurants) that an intended 2-day visit can easily stretch to five.

The "Old Bill" system is to work out when there is just enough water on a rising tide to theoretically pass over the shoals to a desired anchorage or mud berth and then simply take

the boat on engine very slowly on a rising tide. If you are proceeding slowly enough and you go aground, the boat will slide to a stop without any damage. Simply await the rising tide to float off again.

Once in your selected anchorage, you may, at high water, be subject to wind and a small amount of swell but as soon as the water level drops by as little as a foot, the swell will disappear and as you sink lower below the level of the surrounding mudbanks then all will become quiet and peaceful. It is then time for a glass of wine, sit back and enjoy the peace, tranquillity and the marine wildlife.

Just remember, don't try walking ashore at low water!



River Rother at Rye



# Nigel Tetley

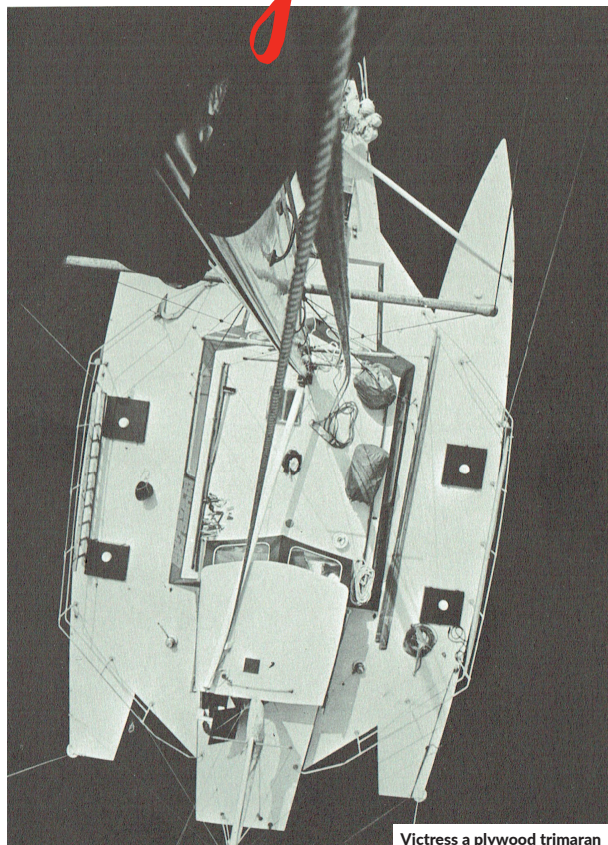
Nigel Barraclough tells us of a remarkable achievement by a South African sailor

**IN THESE DAYS OF THE VANDEE GLOBE** where if you are victualing your boat for 80 days then your expectation was that you were planning to come second or last it is easy to forget those who went first, did it all without the modern gizmos we have today and have now been largely forgotten.

We remember Robin Knox-Johnston, who ultimately won the race (The Sunday Times Golden Globe around the world race) but he was not in fact the first to sail around the world non-stop. OK he was the first to make port and the first in a monohull but not THE first; that title goes to Nigel Tetley.

## The race is on

A native of South Africa, and a Lieutenant-Commander in the Royal Navy, Tetley entered the 1968 Sunday Times Golden Globe race,



Victress a plywood trimaran

which was the first non-stop, single-handed, round-the-world yacht race. Tetley sailed his boat Victress, a plywood trimaran that also doubled as his home.

In an age when multi-hulls were relatively unusual in ocean racing Tetley would have preferred a new boat

specially for the task ahead but not for the first (or last) time that was not going to be possible, so he fitted out Victress "a production boat" himself. Unlike modern racers his boat was a gourmet's delight and he ate well, it also had a fine sound system and lots of tapes.



Nigel Tetley enjoying Christmas dinner.

Setting out on 16th September 1968, he had the luck and good fortune of avoiding some of the worst of the weather systems that affected others in the race who had set out much earlier.

What he lacked were books – something he complained about in his logs.

Setting out on September 16, 1968, he had the luck and good fortune of avoiding some of the worst of the weather systems that affected others in the race who had set out much earlier. Incidentally there were nine entrants of which only Suhaili (Knox-Johnstone) finished but all (Crowhurst excepted) had remarkable tales to tell.

## Being chased

On April 22, 1969, he completed his circumnavigation by crossing his outward track near the equator taking 215 days – but he still had 5,000 to

go before completing the passage and thus winning the race.

Victress was suffering and slowly disintegrating but thinking he was being chased by another trimaran being sailed by Donald Crowhurst and that he might lose he pushed the boat harder than he might otherwise have done until finally she broke up and had to be abandoned.

What Nigel did not know was that Donald Crowhurst had been broadcasting and claiming false positions and did not in fact leave the South Atlantic. His story is one of tragedy and fraud, of someone who wanted to backout of starting or abandoning the race but

couldn't and ultimately took his own life. He falsified his log book but kept a true one as well and quite what happened is not known for certain but his boat was found abandoned and it is thought that he just stepped off it.

## Compensation

The race organisers subsequently gave £1000 to Tetley as some form of compensation. Tetley became obsessed with properly completing the circumnavigation and used the money to build a new trimaran; unfortunately, he could not raise enough money and the voyage never happened.

Sadly, one day in February 1972 he went missing and his body was found three days later – quite what happened is not known for certain and the coroner recorded an open verdict.

In all things there can only ever be "one first" and Nigel Tetley should be remembered for the record he set: singlehanded, non-stop around the world by sail boat using the currents and the wind alone.



# So it begins...part 2

by David Evans

**ON MAY 11, 2021, THE CHANNEL SAILING CLUB** should have celebrated its 45th anniversary having been formed as the Pirates Cruising Club immediately after the 1976 spring cruise. In reality, the club effectively came into existence some three years earlier. The very first cruise took place in July 1973. Very few records remain of this event and my logbook gives little away since I spent most of time dealing with seasickness among the crew!

So how did the Channel Sailing Club and its precursor The Pirates Cruising Club evolve? The honest answer is... by accident. I had learned to navigate at a very young age – in 1950, I was press-ganged into accompanying a relative on a round-Britain trip in a leaky 27 foot gaff rigged boat. By the end of the cruise, I had learned to navigate and above all, I wanted a sailboat more than anything else in the world!

It took me another 20 years to get one – a fin-keeled 31ft Westerly Longbow called Seamogs with a 20hp diesel engine-a huge improvement on the vessel I had crewed some 20 years before. It was,

therefore, time I brushed up on my navigation. So I signed on for the navigation class at the Longmead Adult Education Centre in Epsom. We started off as a class of about 12 and by the time we got to Christmas 1972, the class had dwindled to seven or eight.

## Taking the helm

We were about halfway through the spring term when the principal announced that the class would have to close because the tutor had accepted a new job in the north of England and the institute had been unable to find a replacement. During the coffee break, I spoke to the principal and volunteered to tutor the class to the end of the spring term. Having already touched on the basics, we started, collectively, planning a mythical trip from Chichester yacht basin around the Nab tower and back. Over the next three or four sessions, we plotted and re-plotted this passage in all sorts of

tides and weather conditions.

As there were seven of us, I suggested that we actually conduct the passage on my boat Seamogs. So on July 11, 1973, six of us duly arrived in Chichester to set sail on the morning tide and arrived back in the yacht basin some eight hours later. I recall we had supper in Chichester Yacht Club and then said goodbye and went home.

I thought nothing more of it; but two months later I received a letter from Surrey County Council appointing me as tutor to the navigation class at the Longmead Adult Education Centre. And so it began...  
[To be continued]

