

SUMMER 2019

wave length

csc magazine

Goobye to
Keith Gibbs a
remarkable
skipper

The Commodore is
**BALTIC
BOUND**

ALICK FRASER'S
Confessions of
a Race Officer

PETER THOMAS
Boat delivery
is not
a holiday!

DICKS DIY
Upgrade
a winch



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Wavelength
Marion
Tempest

Welcome to the latest edition of Wavelength. Its the summer! When every boater likes to get out on the water and plenty of CSC members have been out and about in the Solent and further afield. This month we follow Singapore Sling and her ever changing crew in the Baltic. Plus a boat delivery trip to Ireland by Peter Thomas, various cruising reports, some cooking tips! And we remember Keith Gibbs, whose adventures and chat formed such a great part of club life. He will be sadly missed by all at CSC, *Marion*

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wavelength The Channel Sailing Club magazine

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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
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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 on-
line. Check out the club's web-
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Summer's cruising along

So here I am, writing this short note from a marina in western Latvia as Singapore Sling makes her way north towards Estonia and her winter home this year in Tallinn. It has been quite a tumultuous six months since I picked up the mantle of commodore of the Channel Sailing Club. There have been a lot of changes to your committee with a number

of new appointments and a number of resignations. For me personally the social events this year have been truly outstanding, with Pat & Bill Rawles "Burns supper", our Quiz night, Marion's "Bella Bella" Italian night, Lisa and David's tropical summer Fijian BBQ with some oblique references to Fiji's cannibal past.

On a sad note we had to say goodbye to Kieth Gibbs, one of the clubs most remarkable and experienced skippers. "Change of Course" would be out there come what may, and Keith's

generous attitude to new and inexperienced crew was legendary. He will be sorely missed.

Over the past two years we have had a number of new members join primarily as a result of the RYA Push the Boat Out initiative. We must thank Frank Gibson for all the work he has put into making the PTBO an outstanding success. It is great to see new folk appear on a Wednesday evening recounting tales of success and disaster afloat.

Training has always been a fundamental part of the Channel Sailing Club. It is so easy

to forget how much knowledge we acquire through our sailing experiences and we tend to assume it is just common sense! Luckily we have Ken Fifield, David Surman and Frank Gibson to help with a program of sailing fundamentals, aimed at our new members, comprising a series of one hour pre-bar sessions. These have proved highly successful and also a great reminder of



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what sailing is all about. I know Ken & co are looking to repeat these valuable sessions. After that we can think about the more formal RYA courses for "Competent Crew, and of course Day Skipper.

So what of the next six months? The race season continues culminating with the Pursuit race in October.

A very satisfying race since the winner is first across the line as the handicap is handled at the start. The last summer cruise of the year is the West Country cruise and we have to

thank Richard Brodie for organising the trip. By the time you read this it will have been and gone, with luck, highly successfully. The Icicle cruise will complete the season with a chilly ride to Cowes and a warm welcome at RORC for a formal dinner. Thank you Bonnie Brown for organising this exceptional event.

Well it is time for me to sample the local Latvian beer and start the plan for our next leg to Estonia, and prepare for the long winter as SS goes into the warm shed. All the best,

Dick

A SEA GYPSY!

This issue we sadly report on the passing of Keith Gibbs. Lisa Philamore and David Surman both sailed with Keith many times and were great friends, here they share their thoughts

Lisa's thoughts on Keith

I'm going to sum up Keith in a few words that I'm sure will resonate with all of you.

Fun,
Talkative,
Fearless,
Fair to the nth degree
A sea gypsy
A loveable rogue
A brilliant teacher

Two quick anecdotes..
As part of the crew on Change of Course on the 2017 Fastnet Campaign, Keith stood in the companionway and proceeded to tell us all about his Merino wool under pants and vest. He got so excited at the start of the Fastnet Race, his shorts fell down!!!

Keith was describing to a fellow skipper at the club who his crew were for the Fastnet Race. "I have an absolute beginner on my boat" he explained to the surprise of the other skipper. By the end of the race, I had reached the accolade of being pretty good on the helm...



David's thoughts...

In 2009 I first talked to Keith at the Epsom Sports Club Bar. He engaged me in intense conversations about sailing.

I turned down Keith's requests to crew for him in the 2013 Fastnet several times, as my father was very ill. I changed my mind, it was a life-changing decision.

With Keith and the crews we completed three Fastnets and the Volvo Round Ireland. But due to two heart attacks Keith could not be with us for the Sevenstar Round Britain.

Keith let even his most inexperienced crew do everything on board, from helming to passage planning, the foredeck and leaving

and entering marinas. The heavily marked topsides were testament to that generosity.

We were very lucky and indeed privileged to be guided by his decades of experience and he would never tire of instructing newer members of the Club even the beginners.

In early 2014 he decided to race around Britain and Ireland twice, once in The Two Handed Race and then fully crewed. Qualifying races were crucial and the first race was to Le Havre. We were out in the Channel, Keith decided to fire up the engine to top up the batteries. Nothing. We had no power at all no battery, no engine and no lights.

In very light winds we took hours to sail back onto a pontoon at Haslar. Keith rang up John and asked him to come down with another battery. When he arrived Keith exploded with anger and frustration. "We should be in bloody France now (moderated language!) I admit it was lovely to see someone else receive the flack for a change, but within a



We were very lucky and indeed privileged to be guided by his decades of experience

short time John was totally forgiven and having a beer with Keith on board.

On the blackest of nights in a large sea, "bit of a blow", as Keith would say he would huddle over the chart table, where he loved to be, to look at the other boats progress and check on his own crew. Reprimands were issued and he would put his face in the companionway and shout, "No, come up and watch the wind indicator".

The previous year we had sailed to St. Malo in good weather, when we were in millpond conditions off Casquets, stationary and baking in the intense sun and going nowhere. Keith had

eventually ordered the crew to open a bottle of wine and he entertained us all with stories and singing.

We completed the 2015 Fastnet Race and on arrival in Plymouth we were, for some reason allocated to the pontoons with all the winners. All the great boats were there: the French Pogo Night and Day (overall Fastnet Winner), the IRC3 Winner, the J105 Jester. BBC Radio and TV crews buzzed around conducting interviews. As we came in to tie up, they took one look at us and rushed to protect their boats. The renegades had arrived!

In the heat of the next day, Keith ambled up to the Crew

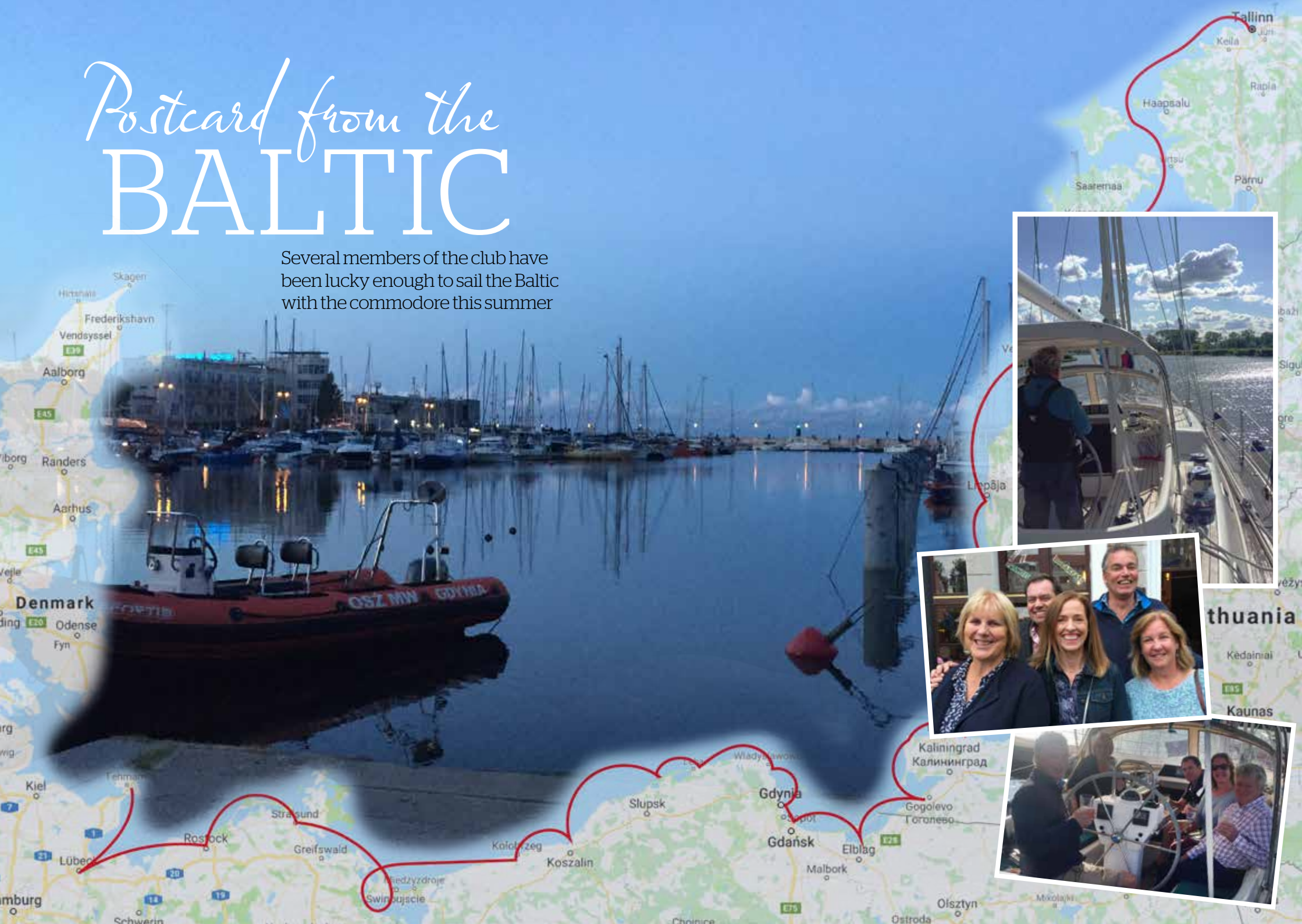
Bar with us, no shirt and with a sail tie for a belt. The security guard remembered him from a previous Fastnet, when we had wheeled him semi-conscious, in a luggage trolley to breakfast and then down the slipway at speed to roars of laughter from the Crew tents. How could you forget Keith? He always formed a close knit crew and kept an eye on them. In the morning he would fry up a full English.

Hopefully I may sail out there in many years time and I will still think of Keith.

**Keith Gibbs
born December 21, 1937
died March 15, 2019**

Postcard from the BALTIC

Several members of the club have
been lucky enough to sail the Baltic
with the commodore this summer



Yvonne joined Dick and Jane at the start of their trip

On March 16th Dick and Jane Beddoe sent an email to new members of the Club and offered a wonderful opportunity for sailing the Baltic with them aboard their 48ft Oyster

Jane and Dick's beautiful boat Singapore Sling had over-wintered in a shed on Fehmarn Island, North Germany. She was in the water with the mast in place and generously provisioned by the time Patrick and I arrived. We had flown to Hamburg then taken a train north, then further north almost to Denmark.

Learning the ropes

Over the next few days Patrick and I helped – well learned, practised, then did it properly – to apply sheets to sails, raise and furl a yankee, route lines to the cockpit and were introduced to the mysteries of the running back-stay.

Dick was a calm and thoughtful teacher, giving clear instructions and explaining theory and context. Jane was a great example to watch: her efficient competency was impressive.

We had the opportunity



to learn about the engine, electrics, swabbing decks, navigation systems, cleaning windows, anchor management, as well as plenty of crewing, helming, winching and tea making. It was marvellous!

Each afternoon we became tourists in the various eclectic towns we visited around the southern Baltic Sea. Mooring was in new and smartly equipped marinas, or on river wharfs, or on ancient town quays. We enjoyed some amazing dinners in charming restaurants. Lubeck is fabulous!

Thank you, Jane and Dick, for this wonderful sailing experience. Thank you for your generous hospitality and great company.



Various crew joined Singapore Sling this summer including Yvonne, Patrick, Simon and Dee, Andrew, Marion and Simon, David and Lisa, Richie and Zoe, Leon and Jane, Teresa and of course Gin and Tonic



Patrick has a rumour to quash

The riddle of the Baltic

Stories made the rounds in Ashted. Over pints of beer, it was becoming an accepted truth that Singapore Sling did not tack.

On Thursday 9th May I was on a flight to Hamburg. I was curious about the sailing style of the fabled Oyster 485. I met my crew mate Yvonne at the departure gate and two other crew, Gin and Tonic, would be waiting aboard.

The train from Lubeck pottered along until Yvonne and I found ourselves on the car park of the Fehmarn-Burg station exchanging greetings with Jane.

We came aboard, were soon introduced to Gin and Tonic and the evening ended up in the local restaurant before beers and a bottle of wine. The tone for the week was set.

This would be my luxury, suite for the next five days We spent Friday in the Fehmarn Marina, helping to finish fitting Singapore Sling out.

Yvonne and I set up the second running back stay – and during the next few

days learnt how to adjust it according to which TACK - yes TACK! was the stay sail. We spent time scrubbing the deck after a winter spent in storage.

The trouble with gin

After wandering with Yvonne along a beach reminiscent of an organised holiday camp the purchase of a bottle of gin for the boat went badly.

It fell out of my pocket as I was powdering my nose, I had the indignity of going back so soon for another one to the same small supermarket.

We left the marina on Saturday. I made the call to ascertain the Gromitz marina procedure: Wir sind das segelschiff Singapore Sling und wir mochten ein lieg platz etc. It was a lovely sail in bright and nippy conditions, motoring in F2 at first, and later sailing on a broad reach in a freshening breeze on yankee and stay'l only. No tacking. So far, the legend held. Then heading out of the bay to Neustadt on Sunday. Close haul in F3-4 and, practising TACKS, and several of them at that. As I was winching the yankee, for another TACK – repeat: TACK – Dick said Stop! The drum of

the roller had jammed, and the sail was left flapping helplessly, fortunately Yvonne lay down on the sail to save the day.

Singapore Sling moored alongside in Neustadt and we came back from shopping in town to see Dick battling with the yankee. We went back across to help and we decided to set the main'l up.

It was now established that Singapore Sling did tack. The riddle was solved. And all sails were rigged, time to celebrate.

Monday, once more to the bay, this time with a main sail: close haul, steering, come about on another tack in superb weather. Singapore Sling could tack two days in succession. RIDDLE DEFINITELY SOLVED.

I had a practice at steering heading to the bearing of a tall hotel marking the entrance of the estuary in Travemunde. Another night, another schnitzel. On Tuesday, we practised anchoring in the Travemunde Lake and dinner was at the Schiffergesellschaft Restaurant in Lubeck .

I am writing this as it is only proper that these observations about tacking were communicated to the CSC Committee, who may, after some dignified incredulity, agree to publish and avert a great danger to the reputation of Singapore Sling.



Only the Moon

The CSC spring cruise this year consisted of one boat, Coral Moon. Bill Calaghan tells us of the trip to Dieppe and back



Far left Coral Moon in Gosport. Middle in Dieppe, moored up on a linear pontoon, called Cousin. Left Back in Brighton

This year's Spring Cruise was small but perfectly formed. With only one boat Coral Moon taking part. Our first leg was on Friday 24 May. At nine that morning Coral Moon with myself, Christine Laugharne and Ian Draude on board set off from Gosport heading towards Brighton. On the plus side it was warm and sunny, on the other hand there was no wind. We hoisted the main but we had to motor all the way arriving late afternoon. We met Mike Price our fourth crew member at Brighton and enjoyed a meal in Wetherspoons in the marina.

First time with club

This was Ian's first cruise with the club and that evening we spent some time working out the course

to steer to Dieppe, taking account of the tides and the forecast wind and speed direction. The latter turned out to be superfluous. We were looking forward to a westerly wind of F3-4, but for the most part the wind was mainly WNW and only F2 or F3 so we had to motor all of the way. Apart from keeping a look out for fishing vessels and the procession of cargo boats there was not much to do. But the sun shone all day.

However our spirits were lifted when we saw a faint grey vessel in the east off Beachy Head with an AIS



signal of UK warship. This turned out to be HMS Queen Elizabeth II on her way towards Portsmouth for the D Day events. Ian took some photos but we never came closer than 10NM.

As the afternoon progressed the wind built up and moved to the beam, so we managed to sail for the last two hours.

Tricky manoeuvres

As we approached Dieppe harbour entrance the wind piped up to F4 and the sea became quite choppy. Down came the main sail, and we motored into Dieppe harbour. We made one abortive attempt to tie up on a very, very short pontoon, but changed our mind and as the photo shows we moored up on a linear pontoon, called Cousin at 6pm UK time, 7 pm French time. We had

previously called up Dieppe marina, but answer there was none, however, members of an Eastbourne yacht club pointed out the gap on the linear pontoon and helped with the lines.

After tidying up the boat we walked along the quay side trying to choose a restaurant among the many that were open. All were offering set menus of three courses for around 12 to 20 Euros and most of them were busy. We finally chose one and enjoyed a good meal.

The next day, Sunday, we spent shopping and sight seeing and preparing for the voyage back. Unfortunately the weather was cold and grey. After another good dinner we went to bed early because of our early start the next day.

We set off at 7am with a forecast of SW winds F3-4.

We were not making good progress. An ETA of 6pm turned into 6am the next day

We were looking forward to a good sail back to Gosport with an ETA of around 6pm. Of course the weather did not turn out that way. Gradually the winds built up and by mid-channel we put a reef in the jib and the main. Moreover the wind was now WNW, the sea state was rough and we were not making good progress. An ETA of 6pm turned into 6am the next day. So I took the decision to go to Brighton, this proved to be the right decision with the wind and waves on the beam. We made good progress and arrived at Brighton marina at 6pm.

Ian and Mike decided to go back to Gosport and East-

bourne by public transport that evening, and Christine and I caught the train back to Portsmouth Harbour the next morning, as the forecast was not good.

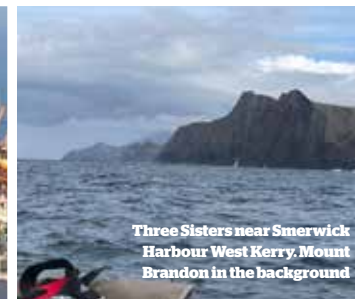
A week later Christine and I went to Brighton on the train with a view to sailing back to Gosport. The forecast was southerly winds F3-4. Of course, the actual weather was East F1-2, not enough to move 13 tons of Coral Moon and we motored back on a warm and sunny day with a dead calm sea.

Lessons learned? However good the plans, things don't always work out as planned and passage planning has to take that into account. I am sure I took the right decision to head for Brighton and our crew welcomed that. This was Ian's first trip with the club and I look forward to seeing him on future cruises.

A Southerly to Ireland



Sheeana, moored against the Fisheries Protection Vessel in Newlyn Harbour.



Three Sisters near Smerwick Harbour West Kerry. Mount Brandon in the background



A boat delivery trip is not a holiday, but enjoyable none the less

A good friend of ours Louis had recently sold his company and with the proceeds decided to purchase a new yacht to sail further afield in comfort. His chosen purchase was a Southerly 47. It is beautiful. He has renamed it Sheeana.

As always when you buy a yacht, it is never where you want to keep it. When bought it was moored in Chichester Marina. Its home port was to be Kilrush, on the River Shannon, in Co.Clare, West Ireland.

So I was asked if I would help to deliver it starting on Good Friday, and after being offered a pass out from the lovely wife I was eager to go.

Smooth start

It was a delivery trip, not a holiday, and as the owner lived near Kilrush, it hadn't even been taken on a practice run, except to the marina fuel pontoon where we put in about £450 (less some berth holders discount) of diesel.

The first leg was to Yarmouth on the I.o.W. We left the marina, over the infamous Chichester Bar which was as smooth as the commodore's bottom, turned west and basically motored the whole way (35 nm). Had a meal ashore,

bed then left early for the second leg to Devon/Cornwall. Again there was little wind, so as we had to keep going, we again motored. The hull and log was beginning to clear of all the weed and slime from Chichester Marina and we motored happily at over seven knots delivered by the 75hp Yanmar engine.

Leaving Anvil Point, Portland Bill, Start Point and the Lizard, we decided to pull into Newlyn. This leg was about 175nm, overnight.

Breaking bad

The Southerly 47 has a lifting aerofoil shaped keel which is cast iron with a lead tip and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. But there is a length of 18mm Dyneema rope, between the keel and the ram. Somehow, even though it's meant to be exceedingly strong, it broke, probably when we tried to lift the keel which had settled into mud overnight. So the lifting keel

did not lift for the remainder of the trip!

The next day there was some wind so we could do a bit of sailing with the asymmetric.

We tried to lift the keel which had settled into mud. So the lifting keel did not lift

We maintained good speed and decided to go to Hugh Town in the Scilly Isles. This leg was 45nm

We left the next day and had another long trip of 160 nm under engine and decided to aim for Mizzen Head area of SW Ireland. We moored overnight in Schull, which is a lovely town.

With the remnants of storm Hannah approaching and with Met Éireann forecasting gusts of 130-150 km/h, we decided to leave early the next day and get to Kilrush. Again motoring, we cut through Dursey Sound, under the cable car to the Island and inside Great Blasket, and sailed up to the Shannon and finally arriving in Kilrush at about 22.30.

Keel hauled

On Friday morning, we put the yacht into the marina's hoist, and after a quick hull clean, we had to raise the keel into the yacht so we could carry out repairs to the keel. With patience and skill, we lowered the yacht very slowly onto the yard hardstanding while still in the sling, and while moving the hoist forward. The keel then pivoted around its leading edge and the keel raised into its raised position. We were then able to lock the keel in the up position with a stainless steel pin. This would hold until the replacement Dyneema rope was obtained.

Back ashore

Friday evening Storm Hannah hit Co Clare and, due mainly to trees falling on overhead power lines, over 33,000 customers were without power at one stage. We were glad we were ashore.

Although it was really enjoyable, it was hard work and very tiring. I am just waiting for when he wants to take it somewhere else and requires a delivery crew.

Peter Thomas

The Regatta: Confessions of a Race Officer

Alick Fraser tells all...

Having published a start time of 12:00 for the first race, it was pretty much a matter of policy for the RO to ignore the mobile phone buzzing with requests for a postponement. In theory, the first leg was a beat to windward, but with a shifty wind it turned out to be a close reach and the second downwind leg became a broad reach even if some spinnakers did appear amidships.

Hmm, tricky...

Race 2 was an interesting affair with a set of overlapping triangles that was beyond the

capability of Eagle's plotter. Lady Mae had joined the proceedings but Wild Rover's crew was indisposed, making her single-handed. To liven things up, Eagle laid a false trail to an incorrect mark and was duly followed by Papillon. Caressa was having none of it and duly took the spoils of victory.

The Eagle has landed

Racing Rules of Sailing paragraph 47 states broadly that a boat should end a race with the same equipment and crew as it had at the beginning. There was therefore some debate about the validity of

Eagle's finish as an additional crew was acquired in the middle of the second race. Sadly, this feathered friend left his mark on the stern (poop deck?) and then expired before he could be interviewed. The RO therefore decided not to impose a penalty and a sea burial was performed.

An exuberant evening in The Union pub followed by various after-parties did not bode well for the planned 09:30 start on Sunday, and

Seven boats set off more or less together straight into the path of the Red Funnel ferry.

this time the RO showed his softer, caring side when allowing a postponement of 15 minutes. So it was that seven boats set off more or less together straight into the path of the Red Funnel ferry. Holding his course with the

level of aplomb only possible in someone who doesn't own the boat, Eagle's helm scored a victory of sail over power and the fleet continued unscathed.

By the time of the last race the fleet was well practised in the darker arts of the Gate Start. Matambu for instance was able to entirely block the Committee Boat's approach to lay the start line, while Myst approached the line surreptitiously from the course side confident that the RO had his attention elsewhere. In a lively breeze, Eagle performed an exemplary "hour glass" spinnaker hoist before resuming under whites. Papillon kept their spinnaker up and continued downwind after the leeward mark with shouts of "Gybe, Gybe" heard receding into the distance.

Seven boats and 28 crew participated this year. My thanks to you all; it wouldn't be the same without you!

Free anchorages!

Peter Denning has been checking out every nook and cranny on the south coast to bring CSC members these gems

Weymouth

Quite sheltered from the south round to the north clockwise. Bottom seems mainly sandy. Need to keep outside the bathing area buoys though. Anchoring close to the harbour means you can dinghy in but this gives greater 'wash / swell' from all the power boats so best to anchor further north.

Lyme Regis

The most sheltered part is where they have put in visitor buoys at £10/night (July 2019). Area does seem sheltered from south west round to north clockwise but I suspect gales / strong winds from the south / south west wouldn't be good. Bottom is sandy, but at LW springs the water is down to 1.5 metres around the buoys. Usual mix of pubs and shops for a small Dorset town. Summer Pontoon costs £20/night for walk ashore.

Kingsand and Cawsand (Plymouth)

I tend to anchor more at Kingsand in about 5 metres

(LW) of water. This seems to keep you clear of the rocks. Bay is sheltered from the south to the north clockwise. 4 pubs (The Devonport Inn overlooks the beach) and a small store.

Polekerris (Par / St Austell Bay)

Seems to be sheltered from the north west round to the south east clockwise. Bottom seems sandy and some small amounts of weed. Nothing much there apart from a pub, restaurant, beach shop, café and a sandy beach. Fowey is around 7 nautical miles to the east.

Helford River

Anchorage is allowed from the west of Groyne Point. Good holding (mud) in an easterly gale and also reasonably sheltered. About 1.5 nautical miles to the Shipwright Arms. Gweek is about 2.4 nautical miles and has a pub along with a well-stocked village store. Gweek dries even for a dinghy, so timing is critical!



Dick Beddoe decides to upgrade and replaces his Harken 32 with an...

Electric winch!

So, I have to admit I am a fundamentally lazy person so grinding winches is one of my least favourite activities.

Singapore Sling, our 48' Oyster, has quite a selection of winches including two Harken 64 electric winches, plus six others. Genoa sheets are no problem and these massive winches have even been known to haul me up the mast. No, the problem is the in-mast furling which uses a little manual winch and it's very hard work. This is a Harken 32 that sits on the coach roof. So I decided enough was enough. All the major winch manufacturers offer an electric option. My

problem was the limited space under the coach roof for a bloody great electric motor. I looked at the various options and decided on an Anderson 34ST with a compact under-deck motor and a variable speed control. The downside is the price, at just shy of £5,000 it's definitely not cheap.

No turning back

I hovered and hesitated over the purchase, but then I cut a 3" hole in the coach roof. No going back now! The actual fitting of the winch was simple as it is the same size as the old Harken 32. The hard bit was lifting the electric motor up underneath.

Having finally lifted it into place, a threaded ring had to be screwed on from above onto the motor main shaft to hold it in place. It was very heavy! Once in, I noticed that the installation kit supplied a lifting ring to which a rope could be attached! Duh – RTFM! Anyway, the job was done; or was it?

Electrics shock

The electrics! Bloody great chunky battery cables had to be routed from the motor down to the battery bank and main distribution board. Despite the cables being made to measure, there were just too many for the space available. Eventually perseverance paid off and they were all fitted. Finally I connected the controller cable from the switch and two lightweight thermal cut-out cables. The moment of truth came when I tested the beast. Quite superb! Amazing control and brutally powerful. Life on SS will be better this summer.



Before



The 3" hole!



So many wires

Fair passage

Robin and Wendy Bruce on the passage race

Not wishing to run before we can walk, we set off for a cruise not a race to Yarmouth and Bill and Christine kindly took us on as novice crew on Coral Moon.

Weather leading up to race day was poor and the IoV music festival was on so I had visions of our strip of water resembling the M1, however on the morning it was quite bright and the Solent was no busier than usual. On our drive down to the marina we met with heavy traffic and diverted off the M27 past the Royal Armouries. We enjoyed seeing the surrounding coastline and an idea of what the D Day celebrations must have been like just a few days before.

It's a big boat!

We met Bill at 9.30am at the marina and more or less got stuck into preparing to set sail straight away, with a cuppa and Stugeron pill to help us have a trouble free journey. We soon discovered that Bill's boat is probably one of the largest boats in the Club, and features an electric winch which is the envy of many

and made life easier for us. We set sail at 10.15am.

Out at sea, conditions were a little lumpy at times but four hours later we approached Yarmouth and berthed having threaded our way past several training boats in the harbour that suddenly came to life as we were entering!

Once berthed, and now knowing what it is like to pull a 13 ton boat into position, we were ready to eat and prepared ourselves for some of Wendy's quiche. After lunch we all had a little time to ourselves, Bill and Christine remained on the boat and Wendy and I had a look round the town, locating where we were eating in the evening and having afternoon tea!

Dinner On the Rocks

Dinner was held at On the Rocks, a short walk from the boat. We enjoyed steak and a plentiful supply of Greek salad and chips. Teresa welcomed everyone as they arrived. After the meal there was much excitement at this the half way stage of the race. Teresa announced to a drum roll the race positions in reverse order. Jeremy was delighted to be in



the lead and remained so to win the race on Sunday.

Leisurely breakfast

Sunday morning, we woke to gale force winds and torrential rain. Game on for the racers, again lumpy seas but off they went. Bill on the other hand collected his morning paper and then we sat down to breakfast. We left at 11am in much improved weather conditions and had a pleasant sail back to Gosport. We all had a bite to eat before cleaning the boat inside and out and then the journey back to Surrey.

A very interesting week end with very hospitable hosts in Bill and Christine and a big thank you to Teresa for organising the event.

CSC CALENDAR

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

AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1	1	1	1	1 Day skipper theory
2	2	2	2	2
3	3	3	3 Day skipper theory	3
4	4 Briefing	4	4	4 Briefing
5	5	5	5	5
6	6	6	6 Talk Tom Cunliffe	6
7 Briefing	7 Wooden	7	7	7 Icicle
8	8 Spoon	8	8	8 rally DS theory
9	9	9 Briefing	9	9
10 West country	10	10	10 Day skipper theory	10
11 cruise	11	11	11	11 Mulled wine
12	12	12 Pursuit	12	12
13	13	13 race	13 RNLI Xmas Cards	13
14	14	14	14	14
15	15	15	15	15
16	16	16	16	16
17	17	17	17 Day skipper theory	17
18	18	18	18	18
19	19	19	19	19
20	20 RYA training	20	20	20
21	21 Day skipper &	21	21	21
22	22 Comp crew	22	22	22
23	23	23	23	23
24	24	24	24 Day skipper theory	24
25	25 Race briefing	25	25	25 Christmas
26 Bank hol	26 RYA	26	26	26 Boxing Day
27	27 2nd	27	27	27
28	28 part Yarmouth	28	28	28
29	29 Race	29	29	29
30	30	30 School dinner	30	30
31		31		31

Social life

We've had a variety of social events this year, all of them well attended and adding much-needed funds to the CSC coffers

Italian Night Over 50 guests attended a fun evening of lasagna, salad and delicious tiramisu followed by a fiendish Italian quiz. Hosted and *organised by Marion Tempest and Simon Worthington*

CSC Quiz Night Dick's PowerPoint skills were again on display for an enjoyable evening of challenging nautical questions! Whilst Jane was calmly working away in the kitchen conjouring up warm quiche and salad
Organisers: The Beddoes



Fijian Summer BBQ. The hugely popular summer BBQ had a fujian theme this year. The event was hosted and organised by David and Lisa with a team of helpers. The highlight of which was a Fijian drinking challenge and a dancing competition won by the Thomas family who incidentally won everything including the raffle!

Still to come!

6 Nov Tom's back! An evening with our "National Treasure" Tom Cunliffe, regaling us with a tale from his impossibly all-encompassing sailing career. Ticket price TBC *Organiser Bill Rawle*

It's back to school for **School dinner, on Nov 30**. When Wendy and Robin will be presiding over the dinner hall for a traditional school meal, so dig out that blazer and old school tie and form an orderly queue! Ticket price TBC. *Organisers: Wendy and Robin Bruce*

Icicle rally, dinner and dance Dec 7th £40/45

It's that wonderful time of year again where we have a relaxed sail to Cowes followed by a riotous evening of boat dressing and sketches, then on to the Royal Ocean Racing Club for a 3 course evening meal and dancing into the night. Theme TBC EarlyBird: £40 until 1st Sep Standard ticket price: £45 *Organiser: Bonnie Brown*

Mulled wine evening, Dec 11, 8.30pm

All members are welcome to join us for a mince pie and glass of mulled wine courtesy of the Club. *Organiser: Linda Varney*



Cooking up a storm



When the going gets tough you may need to turn to the store cupboard to feed a hungry crew

I am always looking for recipes for those odd occasions when for one reason or another a days sailing has not ended up in a quaint waterside hostelry, but on board, cold and wet and everyone is starving. So I listened with interest to a radio feature about tinned food recipes from chef Jack Monroe's book *Tin Can Cook*, which is currently number 2 in the Amazon best sellers list. Tinned food will last for years as long as the can is dry, so from a couple of carefully stowed tins, you can have a meal in minutes.

Cannellini Beurre Blanc

Serves 2.

1 x 400g tin of cannellini beans or haricots, drained

**and rinsed
800ml vegetable or chicken stock
120g small pasta shapes
salt and pepper, to taste
For the beurre blanc
4-8 tbsp white wine
4 tbsp white wine vinegar
or similar light coloured vinegar
1 tbsp garlic puree or finely chopped garlic
25g butter, or cooking spread**

Pop the beans into a large saucepan that will easily hold thrice their volume; for you will be adding pasta to this later. Cover with the stock, and bring to the boil. Reduce to a simmer for 20 minutes; the longer the cooking time, the softer and creamier the beans will be.

While the beans are cooking, make the beurre blanc in a separate small pan. Combine all of the ingredients and cook on a low-medium heat, for 15 minutes, to reduce the volume and combine the fat and acid together. You will need to keep an eye on this

and stir it fairly continuously, as I have burned and lost many a beurre blanc sauce through a moment's distraction. Turn off the beurre blanc and allow it to settle.

When the beans have cooked for 20 minutes, add the pasta. Cook the pasta for 10 minutes (pasta cooked in sauce always takes a little longer than the packet instructions specify). When the pasta is soft, combine with the beurre blanc sauce. Season generously with black pepper, and enjoy.

To make it gluten free, simply swap the pasta for your favourite gluten free brand. To make it vegan, use veg stock and a dairy-free spread. Recipe from *Tin Can Cook* by Jack Monroe.

Stove top pasta

Serves 4

If you like lasagna but think it's too fiddly to prepare on board this pasta dish could be just the thing. It would also make a veggie meal if you substituted Quorn for the minced beef

**450g penne pasta
450g lean minced beef
splash olive oil
1 x 725g Jar of Tesco Bolognese Pasta Sauce
225g ricotta cheese
25g grated Parmesan
225g mozzarella chopped
salt and pepper**

Cook the pasta according to package directions in salted water (typically about 10 minutes); drain and return to the saucepan.

While pasta is cooking, fry the minced beef in a little oil until it is just brown, season to taste with salt and pepper and then add to the pasta in the saucepan.

Pour three-quarters of the jar of sauce over the pasta and fried meat. Add the crumbled ricotta, the Parmesan and half the mozzarella. Stir together. Pour the remaining sauce over the top. Sprinkle with the remaining mozzarella. Cover with pan lid and gently heat for 10 to 20 minutes, stirring occasionally until mozzarella is melted and sauce is bubbling.

Serve in bowls with salad and garlic bread

Jane's easy garlic bread

Cut a white french stick on the diagonal into 1 inch thick slices, butter thickly and sprinkle lightly with garlic salt and a pinch of mixed herbs, then lightly toast under grill or heat in the oven until golden

Emergency meal

In the unlikely event that you will be caught short and can't find a local pub open!

Macaroni cheese

serves 4

Pour 3 cans macaroni cheese into an oven proof dish, mix in a little chopped ham if you have it and top with grated cheese and slices of tomato, pop in the oven until piping hot.

Jane Beddoe serves more elegant fare on Singapore Sling, (as many members who have sailed with them this summer can testify), here is her easy sailing dinner for four:

Sweet and sour chicken

Serves 4

Four chicken breasts cut into cubes

**1 large onion chopped
1 red pepper thinly sliced
2 tbs brown sugar
2 tbs vinegar
1 tbs Worcester sauce
1 tbs of chilli sauce
Splash of soy sauce**

Heat some oil in a large frying pan and fry the onion until soft. Put to one side. Heat more oil and brown the chicken.

Put sugar, vinegar, Worcester sauce, chilli sauce and soy into a jug and mix well to dissolve the sugar.

Put meat, onions, peppers and sauce mix in the pan and add enough water to cover the meat. Bring back to the boil and then simmer for about an hour. Don't let the mix get dry...add more water if necessary.

Can also be made with pork. Serve with boiled rice.

Eton mess

Whip a medium carton of double cream. Stir in four meringue cases broken into small pieces. Drain a tin of raspberries and stir into the cream mixture. Serve in glasses topped with a raspberry.

Marion Tempest

The greatest Arctic explorer of all



John Rae was born in Orkney on 30th September 1813 into an affluent home.

As a boy he made the most of the rural location sailing, climbing, trekking, hunting and fishing – activities that served him well for his future exploits. In 1833, shortly after qualifying as a surgeon in Edinburgh, John Rae signed on as a surgeon aboard a the HBC ship to the southern end of Hudson Bay in Canada.

Intending only to serve a single season Rae found himself captivated by “the wild sort of life” and stayed for 10 years. He spent his time learning about the area and regarded himself as a student of the native Cree Indians, learning hunting and survival skills.

Eventually, Rae became regarded as the foremost

Nigel Barraclough tells us the story of John Rae, a seafaring surgeon who discovered a taste for the ‘wild life’ in the 1830s

authority of Native American methods of Arctic survival and travel earning the nickname Aglooka, meaning he who takes long strides, from the Inuit.

It was this association with natives that contributed to Rae’s eventual downfall. Many considered his habit of dressing like a native a disgrace and frowned upon his methods.

His resilience and survival skills led to him being commissioned to survey and fill in the blanks that existed on the maps of northern Canada’s coastline.

The lost expedition

Inevitably he will forever be associated with the lost Royal Navy expedition led by John Franklin being part of the search to find the expedition. During these searches he was able to prove that King William land was an island not a peninsula and thus an ice-free passage using the strait that bears his name and thus the key of the North West passage. He also found the evidence that the expedition had resorted to cannibalism and died of starvation.

John Rae later acquired



some of the dead men’s possessions from the Inuit. Items such as cutlery, watches and a medal that had once belonged to Franklin proved the expedition had perished.

Rae wrote: “From the mutilated state of many of the bodies and the contents of

It is evident that our wretched countrymen had been driven to cannibalism

the kettles, it is evident that our wretched Countrymen had been driven to the last dread alternative; cannibalism as a means of prolonging existence.”

His failure to visit the site where the Inuit had seen the men led to considerable criticism after Rae’s report was published. His evidence damned him in the eyes of Victorian England.

Little recognition

Arguably one of the greatest Arctic explorers of all time, Dr John Rae died in London on July 22, 1893, aged 79 having received little of the recognition he deserved.

His remains lie in the Kirkwall Cathedral yard, marked by a humble gravestone and a memorial in the nave wearing his Arctic travelling clothes, Rae sleeps with his gun by his side, and a blanket, or sleeping bag, thrown over his body.

Taxman launches red diesel consultation

The RYA wants your opinion on the proposed ban on red diesel for propulsion

The EU proposes to remove the tax allowance on diesel fuel used in yachts and intends to mandate the use of white diesel.

HM Revenue and Customs is inviting views on the proposed changes, via consultation with the RYA

In 2018, the CJEU ruled that the UK’s taxation rules for diesel contravened the Fuel Marker Directive, which is designed to ensure that there is no misuse of diesel crossing European Union internal borders given the variation in duty in member states.

HM Revenue and Customs 8-week consultation sets out the changes, and seeks evidence about the impact this will have on yachts.

Consultation closes at 11:45pm on 9 September 2019.

RYA action

The RYA will respond to the consultation in line with policy on this issue agreed by its Cruising and Government Affairs Committee. It will also urge the government not to implement the CJEU judgment in the event of a no deal Brexit.

Boaters should experience no change in respect of their use of red diesel both in the UK and overseas until the UK Government makes changes to existing legislation. The RYA will also be lobbying for a long transition period.

The RYA encourages users of diesel propelled craft, particularly private pleasure craft to respond to the consultation. More detailed guidance on how to respond will be made available in due course.

Simon Worthington

What you can do

The consultation is available at: <https://www.gov.uk/government/consultations/implementation-of-the-court-of-justice-of-the-european-union-cjeu-judgment-on-diesel-fuel-used-in-private-pleasure-craft>. Yacht owners are urged to respond



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