

# wave length

csc magazine

## RELAXING CRUISE

to Bembridge and  
back for new member  
Jean-Charles

## EXCITING RACES

four seasons in one  
day make for hectic  
races in May

## HAPPY PURCHASE

the tale of Applecore

+ Blue skies over

Studland Bay



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

Wavelength  
Marion  
Tempest

# Welcome

**WE'VE ACTUALLY DONE IT** and a few members have been out and about on the water this summer, and by all accounts one or two of the races were quite brisk with challenging weather and winds, but it was much more gentle cruising for others, (see articles by Simon Davey and both of our new members).

Others have been closer to home and uncovered old copies of Pirates News which make for interesting reading.

If you are out at all this summer please don't forget to take a pic or two on your phone and send it in with your story for the next issue.

*Happy sailing! Marion*

## CHANNEL SAILING CLUB COMMITTEE MEMBERS 2021

Commodore  
Dick  
BeddoeVice-commodore  
Simon  
WorthingtonTreasurer and  
racing  
Simon DaveyRYA  
Training  
Ken FifieldTalks  
organiser  
Bill RawleSocial events  
co-ordinator  
David SurmanIT and web  
Teresa  
HemingwayBosun  
Rich  
MurfittBookkeeper  
Jane  
BeddoeCruising  
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  
**Simon Worthington**  
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PLEASE SEND ANY LETTERS  
AND PICTURES TO  
[wavelengtheditor@  
channelsailingclub.org](mailto:wavelengtheditor@channelsailingclub.org)

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: Robin James

# We are still sailing along!

**IT'S SUMMER**, and the sun is out and the temperatures balmy. Well the first statement is true but it appears that the British summer is proving as fickle as ever. However the club events with a mixture of races and cruises

have got off to a great start. Simon Davey and Leon Barbour have been busy hustling members to take on the role of organiser. We have also gained some new members, some new to the sport and some with sailing experience. So despite these difficult times the core club activities are thriving. Regrettably that is not the case for our social events.

Due to government restrictions we have not been able to run the traditional summer BBQ and other events have been postponed. But be assured once we are able to, we will be right in there with some rip roaring social events and a busy schedule of training and winter talks. On that note, if you feel you could help the club with a talk please step forward and contact Bill Rawle. Now, unlike Handforth parish council meetings, the CSC committee have had series of productive zoom meetings, notably Ken Fifield, appeared to

be joining from an exotic Caribbean island, and it did mean the club held together in these extremely trying times. I do hope you be able to get some value out of the club. It has been running for over forty years



**It's great to know that  
despite these difficult times  
the core club  
activities are thriving**

which is testament to the members who support the club, and in particular to those who contribute time and energy to its success. So when you are scanning the website at the races and rallies, do put your head above the parapet and volunteer to be an organiser. You know it makes sense. For my own part, the frustration of this pandemic means that our beloved yacht Singapore Sling is still stuck in its golden cage in a lovely marina in Tallinn. So sailing is a bit of a distant memory but I think we are beginning to get on top of the situation so maybe, just maybe, she'll

be on the water in 2022, two and a half years after her last trip. I hope you all have more success in getting out on the water and judging from the reports back from Simon and Leon, I think a good number of you are enjoying this amazing sport of ours, sailing.

*All the best, Dick*





Sunset at Bucklers Hard Marina on the river Beaulieu

A gentle summer weekend of sailing and sunsets but little wind

# FIRECREST CRUISES TO BEMBRIDGE

Jean-Charles Di Schino (a new member of CSC) tells us of his first weekend sailing with the club

**AS A LOT OF PEOPLE,** I saw the end of full confinement as a good opportunity to get a bit more activities into my life including more sailing. Hence, I joined Channel Sailing Club at the beginning of 2021 looking forward

to go back on the water on sailing yachts and to discover the South coast of England. After few online events I attended the presentation of the sailing programme for this year and Teresa's introduction to the "Let's

go to Bembridge" week end seemed to be the perfect opportunity to start my sailing history with Channel Sailing Club. I was lucky enough to join the crew of Margaret Andrews' Firecrest, a Victoria 34.

*"The Victoria 34 is a modern classic, a traditional styled cruising yacht with a very high quality build and fit-out." Shortly after the design was introduced, 'Yachting Monthly' reviewed the boat and commented "... Conservative through and through, she is deceptively fast and powerful too".*

*Designed for Victoria Marine by American Chuck Paine, whose cruising boats are always geared towards genuine sea-going, the Victoria 34 has a longish shallow fin keel and a strong skeg-hung rudder. The boats were built to Lloyds specs, with solid GRP hulls and balsa-cored decks. The design continued in production from 1985 to around 2000. Very traditional in appearance (looking almost like a mini version of Paine's bigger Bowmans), the Victoria 34 was chosen as one of the models bought by the Army as adventure training yachts. "*  
(source: Yachtsnet.co.uk)

I joined the crew on Friday evening at Shamrock Quay, Southampton where Firecrest is moored in order to be ready to leave berth the next morning. Andrew and Byron, the two other members of the crew, were already on board with Margaret and after welcomes and introduction chats, it was already time for bed to have plenty of energy for the week end ahead.

We left Shamrock Quay

on the Saturday morning with the aim to reach and stay in Bembridge for the night. The particularity of Bembridge is that the access channel is highly subject to tide making its passage impossible at low water. Timing is therefore critical in order to be able to reach the marina. High Water being in the beginning afternoon, we therefore set course to be at the entrance of the channel at this particular time. Unfortunately, Aeolus, God of wind, was on a week end break as well and didn't bother turning up. We therefore strolled down the Itchen River on the engine and went South on the Southampton Water following the flow of boats out to enjoy the hot weather. Once at the bottom of Southampton Waters we turn left into the Northern Channel, north of Bramble bank, heading towards No Man's Land Fort. Once the fort left behind us and being slightly ahead of schedule, we let Firecrest drift nicely while having recreational lunch before starting the final approach to Bembridge channel.

### Careful approach

With our stomachs now full again, we then headed for St Helen Fort where the first buoys of the entrance channel are positioned.



After carefully reading the approach instructions, we located the first gate and slowly engaged Firecrest into the quite twisted and narrow channel with a succession of 11 sets of buoys to pass in the right order to avoid any misadventure. Once securely moored at Bembridge Marina, it was time to relax and watch the water level drops, revealing the shallow and spectacular contours of Bembridge Harbour. After a recreational drink with the other crews of Channel Sailing Club participating in the weekend event, we all enjoyed dinner at the Bembridge Sailing Club on the other side of the harbour allowing us to enjoy a lovely walk to the restaurant to fully appreciate the beauty of the place. While waiting high water again in order to leave Bembridge Harbour, the next morning allowed us to further explore the location and personally to

enjoy another one of my other hobbies, photography. With the weather still being very summery Bembridge Harbour was an easy place for picture inspiration. Taking the harbour taxi gave me quick access to the outer beach of the harbour with great views of the Solent and Bembridge Channel. After taking too many snaps of the place, it was time to join the crew of Firecrest again in order to not miss the opportunity to sail off Bembridge.

### Aeolus takes leave

Unfortunately, Aelius decided to take further leave days and it was another wind free journey going back West. After few discussions between crews, it was set to head for another extraordinary scenery and torturous entrance channel as we all sailed towards Bucklers Hard Marina on the river Beaulieu. Fortunately,

With the weather still being very summery Bembridge Harbour was an easy place for picture inspiration

the channel to reach the Marina is not highly tidal dependant and the passage is well marked and easy to follow. After mooring at the brand new and well equipped marina, it was then time to enjoy further drinks with our friends for the sailing club before having dinner onboard as unfortunately COVID restrictions did not allow us to book in local restaurants.

The weather on the third day was quite similar to the two previous, hot and with little wind allowing us a nice and calm ride out of Beaulieu River, giving me plenty opportunities to take



few more photography shots of the beautiful scenery offered by the river shores. Once out of the river, we joined the Solent Western channel to go up North into Southampton Water in order to bring Firecrest back to Shamrock Quay with finally some help from the wind. Arriving slightly ahead of schedule we waited for slack time in order to facilitate the final berthing approach

allowing us some spare time to practice in the Itchen River some ferry gliding manoeuvres. Once Firecrest safely moored to her berth it was then time to say goodbye and thank you to her great skipper and crew and head back to London with beautiful memories of the weekend, thinking already about the next sails with Channel Sailing Club and on Firecrest.

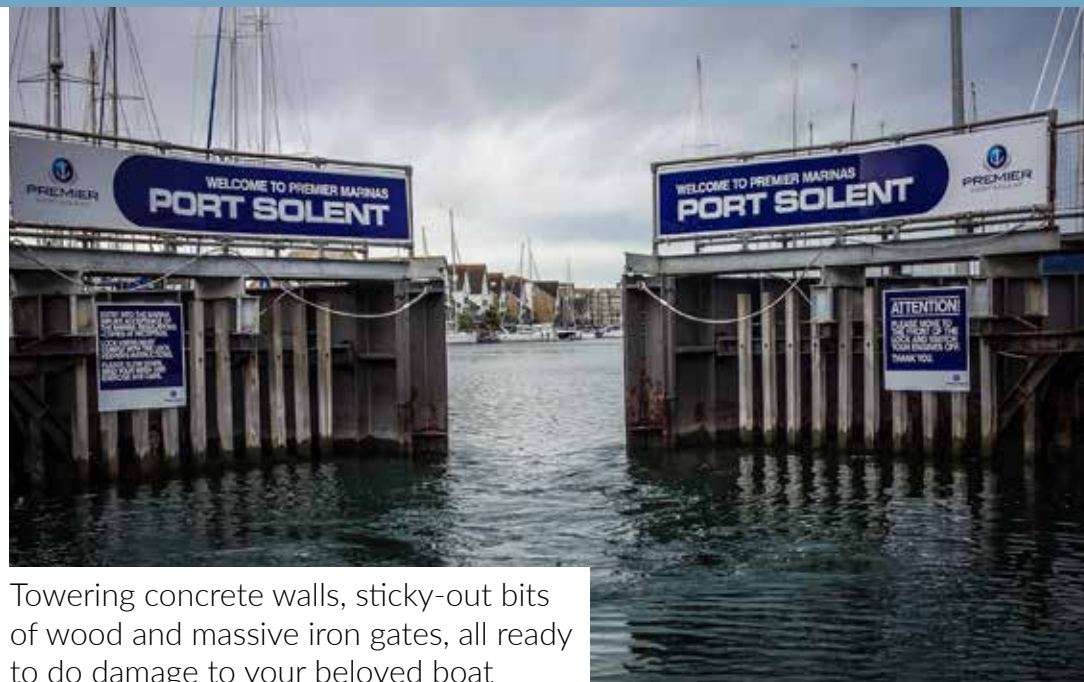


# KEY TO CRACKING LOCKS

Simon Worthington talks us through successful locking into marinas

**MARINA LOCKS CAN BE DAUNTING** for first timers, either as crew or skippers of yachts. They have towering concrete walls, sticky-out bits of wood and massive iron gates, all ready to do damage to your beloved boat. Then there are the other boats sharing the lock with you, their anxious owners just hoping you don't ram them on your way in. And lastly there's often an audience of passers-by looking down at you just to see if you can pull off the tricky manoeuvre. It can all add up to a stressful time if the wary yachtsman doesn't prepare fully in time.

In the Solent there are four marinas which have locks - Port Solent, Hythe near Southampton, Chichester and Island Harbour down river from Cowes. Some use different techniques for tying up boats once inside the lock. At Port Solent, where my own boat Zhivili is berthed, boats tie up to a wooden walls which move up and down with the level of water, negating the need to release or tighten mooring lines. Indeed Port Solent lock has its own mooring lines which can be used to tie your boat up with.



Towering concrete walls, sticky-out bits of wood and massive iron gates, all ready to do damage to your beloved boat

At Hythe and Chichester locks boaters throw their lines to waiting lock staff who loop them round bollards and pass them back on board, so crew can tension or release as necessary. So it's worth asking the marina beforehand what their lock procedure is.

**1 USE THE RADIO** Of course before you enter any lock you need to call them on the VHF radio, often channel 80 in the Solent, and ask for a visitor

berth and lock in or out. Green or red lights on the lock building will tell you when it's possible to enter the lock or not.

**2 CALL AHEAD** Don't be tempted to motor in if red lights are being displayed, but the lock is empty. On busy summer weekends at Port Solent there can be a delay of up to half an hour for the lock so it can be worth calling to request a lock in or out beforehand to get in the 'queue'.

**3 FENDERS AND LINES** I find it best to put out fenders at toe rail height on both sides of the boat and four mooring lines so you can leave open your options as to what side of the lock to tie up to.

**4 ASK THE SKIPPER** As crew it's best to ask the skipper how he plans to enter the lock and what commands he may issue once in. As always try to use visual communications rather than verbal yelling to someone perhaps 40 feet

away. As skipper it may seem overly formal to talk through your intentions, but it gives crew the opportunity for questions and a dress rehearsal for those on board. Surprises in locks are rarely enjoyable.

**5 SLOWLY DOES IT** The other golden rule for safe use of a lock is **SLOW DOWN**. In strong wind or currents a little more power may make life easier, but even then it must be used with caution. In general it is easier to put power on than to take it off, so slow down early, you can always put it back into gear if needed. The other advantage of going into neutral early is that most boats steer better when in gear so you can afford to use some power at the end to aid manoeuvring.

**6 STAY BACK** If space permits it is preferable to position the boat at the back of the lock chamber to reduce the effect of the sluices and also keep the boat away from the cill.

**7 DON'T JUMP** In busy locks in the Solent staff will invariably ask you to move as far forward

as possible, but this can be done by walking the boat slowly forward. Crew should throw the line around a bollard rather than jump ashore, this is safer and easier; then, once secured, step ashore if necessary. At no point should anyone be leaping ashore.

**8 ENGINE OFF** Marina locks usually ask boaters to turn off their engines to stop fumes building up, something which many boats in Port Solent ignore, despite large signs.

**9 GENTLY DOES IT** When leaving the lock the safest way is to release the bow line and pull gently on the stern line. This swings the bow a couple of feet from the lock side allowing you to drive out centrally from the chamber. Ropes should be tidied so not to trip anyone, fall in the water or foul the propeller.

I am often surprised how many yachtsmen have never been through or used a lock before so it is well worth broadening your horizons and locking in for a different boating experience.



New member Clare Davies joins Eagle for the first of the June races



WHAT A  
*Beautiful weekend*

**JUNE 12TH:** Having just joined the club, I was a little apprehensive about spending a whole weekend with people I didn't know in a rather confined space! However, my fears were allayed as soon as I met the smiling crew of the Eagle; Tom, Alick, Nick and Teresa. Nick I already knew and was the reason for me joining the club.

### Comp Crew

I did my Comp Crew just before lockdown in November and was totally hooked, and I couldn't wait to be out on the water again. I completely forgot everything, of course, but everyone on board was so welcoming and put me completely at my ease as I remembered the ropes, literally! First race, we suddenly found ourselves a long way ahead, second race was much closer but to my delight we won both - what a rush! I have to admit that when we reached Cowes, I had to lie down on deck and have a kip I was so tired!

### Spinnaker

With Tom's son, James, on board (young, instructor, competitive!), we hoisted our spinnaker to start the third race. It was tight around the buoy with several boats jostling for



I can safely say that the weekend was the most fun and the most fabulous I have had in a LONG time!

position. I've not sailed with a spinnaker before and I can't tell you how exciting and how fabulous it was to learn how to do it (I am now expert at packing!). And they

let me helm all the way back to Haslar Marina yay!

So, having never raced before, with four wins, 3 drops, 3 hoists, a spinnaker gybe (whoop!) and a fly over from the Red Arrows, I can safely say that the weekend was the most fun and the most fabulous I have had in a LONG time! Thank you to the crew and to everyone for being so friendly, welcoming and patient.

# Channel sailing club, sailing and social events calendar 2021

This calendar is designed as guide only. Events may be subject to alteration. For full details of events and latest information see [channelsailingclub.org](http://channelsailingclub.org)

MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1	1	1 Race 2	1	1	1	1 Briefing	1	1	1
2	2 Good Fri	2 Sparkes Marina HISC	2	2	2	2	2 Pursuit race 14	2	2
3	3	3 Bank hol	3	3	3	3	3	3	3
4	4	4	4	4	4 Briefing	4 Races 11-12	4	4	4
5	5 Easter Mon	5	5	5	5	5 Rally Marchwood,	5	5	5
6	6	6	6	6	6	6	6 Briefing	6	6
7	7	7	7	7 Summer BBQ	7 Rally Bealieu BBQ/MB	7	7	7	7
8	8	8 Briefing	8	8	8	8 Briefing	8	8	8
9	9	9	9 Briefing	9	9	9	9 Rally Southsea	9	9
10	10	10	10	10 Race	10	10	10 Bombay Bay	10	10
11	11	11	11	11 10	11	11 Race Rally	11	11	11
12	12	12 Briefing	12 Races	12 Bastille day cruise	12	12 13 Littlehampton	12	12	12
13	13	13	13 4-7	13	13	13	13	13	13
14	14 Briefing	14	14	14	14	14	14	14	14
15	15	15 Race 3: River	15 Summer cruise,	15	15	15	15	15	15 Mulled wine
16	16	16 Medina, Folly inn	16 West Country	16	16	16	16	16	16
17	17 Race 1 West Cowes	17	17	17	17	17	17	17	17
18	18 ISC/RLYC	18	18	18	18 Briefing	18	18	18	18
19	19	19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20 Briefing	20	20
21	21	21	21	21	21 Rally Port Hamble	21	21	21	21
22	22	22	22	22	22 RSnYC	22 Briefing	22	22	22
23	23	23	23 Club Social?	23	23	23	23 Rally Is Harbour	23	23
24 CSC AGM	24	24	24	24	24	24	24 The Breeze	24 Social event?	24
25	25	25	25	25	25 Briefing	25 Rally East Cowes,	25	25	25 Christmas
26	26	26 Briefing	26 Races	26	26	26 Lifeboat	26	26	26 Boxing Day
27	27	27	27 8-9	27	27	27	27 Halloween event	27	27
28	28 Briefing	28	28	28	28 Rally Cherbourg,	28	28	28	28
29	29	29 Rally	29	29	29 L'Equipage	29 Late summer event	29	29	29
30	30	30 Bembridge,	30	30	30 Bank hol	30	30	30	30
31		31 Bank hol		31	31		31		31



# A TALE OF TWO RACES

Simon Davies tell us of the ups and downs of the May races with the club

## CSC NAVIGATION RACE - 1ST MAY 2021

Sadly, only 3 boats – Eagle, Myst and Papillon – entered this race, the first club race apart from the September 2020 Wooden Spoon event since the end of the 2019 season. We need more boats in our events!

### Skill set

The navigator's race is always designed to be a test of participants' navigation skills allied to their strategic skills taking tides and winds into consideration to get round the course as quickly as possible without using electronic aids. This year's race challenged boats to pick a start/finish mark and 6 other marks to round in any order from a list of 8 in the mid/eastern Solent; cunningly designed by Paul Airey on Papillon, and with a time limit of 3 hours. All boats were to start at 1300 and with big Spring tides and HW Portsmouth at 1530, plus forecast light, flukey winds, the right strategy was all important!

Paul and I, plus club members Charles Luff and Patrick Regnault, met at Deacons about 1000 to

This course had two distinct advantages the second (most importantly) we could blame Patrick when/if it all went wrong.

collect Papillon. She had been dropped in only the day before after a week ashore for engine service, anodes and cleaning etc. We had an early scare when, on starting her up, the new impeller did not appear to be working! However, after some thought and topping the system up with a bucket, all was working again and we set off down the Hamble.

### Fall guy!

After much deliberation among our crew we decided to follow Patrick's course which meant we started at Royal Southern (a racing mark), near Calshot, then headed SE with the last of the flood tide to take in Hamble Yacht Services, East Bramble cardinal and Browndown, then turning SW to round SE Ryde Middle, and NW to round N Ryde Middle and Royal Thames to the east of the Bramble Post before heading NE to



Patrick on Papillon

finish at Royal Southern. This course had two distinct advantages: first it meant that in the forecast light and changeable winds we were getting east to Browndown as quickly as possible and we would be brought back by the ebb tide from 1430 onwards, and second (most importantly) we could blame Patrick when/if it all went wrong.

We found later that the other boats had adopted similar strategies, with Eagle and Myst both starting at Royal Thames, then heading east – Eagle following us to Browndown and Myst taking the southern anti-clockwise

route. We saw neither of them but they apparently regularly met one another on their courses.

The wind before the start had been stronger than forecast and quite encouraging. But on the dot of 1300 it fell away completely (as so often happens) and after 15 mins our starting buoy was still only 100 yards away! Thereafter we experienced strong squalls under the clouds, lulls, major wind shifts, sun and rain, a typical Solent afternoon. We made decent progress around our course but further periods of flat calm coming back to the west meant we were always chasing the clock.

### A glorious failure!

After rounding Royal Thames about 1540 we had a run of 2 miles (to achieve in 20 minutes) back to Royal Southern to our finish and hoisted our spinnaker. At times it looked as though we might make it but the wind dropped to about 5 knots and we ran out of time with about ¾ of a mile to go. A glorious failure! But a great day and thanks to Paul for an innovative course.

Talking to Eagle and Myst

on the way in, we learned that their experiences had been similar, with Eagle also on her final leg before running out of time. So three DNF's were recorded and all is left to play for in this year's championship. Next up is the two-handed race organised by David Murch on Myst.

## CSC 2-HANDED RACE - 15TH MAY 2021

Organiser: David Murch

### The view from Papillon

Driving down through the murk, mist and rain to the Hamble early on Saturday morning to get Papillon ready and out for the race, Paul Airey and I agreed that it was going to be a testing and pretty horrible day on the Solent, with forecast winds veering from SE to SW, possible thunder storms, rain and squalls producing gusts of 30 knots. We decided not to risk the spinnaker!

Eight boats had entered the race, but sadly Penny Mills on Pegasus had badly sprained her ankle so she and Brian were out, but seven was still a decent turnout. And it was lovely to see the 2 classic boats Matambu and Lady of Hamford alongside the more modern boats.

David Murch had produced a testing course of about 17 miles, designed to work well with the tides (Portsmouth HW 1430). The race would start at 1200 off Ryde where SE and NE Ryde Middle buoys are close enough for a start line, then head East across Portsmouth harbour mouth to Mary Rose before coming back west with the tide via several marks to QXI (just east of the Bramble Bank), then returning to the finish line which used the same buoys as the start.

### Light easterly breeze

The race start was delayed by 15 minutes to allow all boats to make it to the start area and got underway in a very light easterly breeze at 1215 hours. Most boats decided to take the northern end of the line, with just us and Myst at the southern end. We were making decent progress at around 3 or 4 knots, but when several spinnakers broke out on Caressa, Lady of Hamford and Myst we started to regret not rigging our lines. However we continued to be near the front and we rounded the Mary Rose buoy in 2nd place just behind the MG346 Wild Rover. ➤



## The weather turns

The sunshine we had enjoyed on the first leg was now disappearing to be replaced by ominous looking black cumulus clouds to the west. The wind was starting to fill in and during the beat to N Sturbridge, the subsequent reach north to Stokes Bay East and the beat to Quarr we reefed, not once but twice! Our instruments were recording gusts of over 30 knots and the apparent wind was always at least a Force 5.

## Small yellow marker

We had overtaken Wild Rover before Quarr by reefing more quickly while they changed their headsail, but we then massively

oversailed the mark and they were right behind us as we passed it to head north to Royal Yacht Squadron, a small yellow racing mark. The tide by now was ebbing strongly, so keeping transits on the marks was important. This tactic obviously works much better when you have correctly identified the next mark. We found ourselves heading for a bright yellow lobster pot (!) and Wild Rover got past us again.

## Shattered but happy

The next leg was a beat to OXI International, the most western point of the race. The wind was easing a little so we decided to take out a reef, but then quickly became overpowered so put

After this mark we shook out the second reef again and flew up to E Bramble and then east to the line, finishing in about 3 hours 43 minutes.

it back in. We had tacked off to the south and never saw Wild Rover again; but after rounding QXI and then heading south to W Ryde Middle we saw Eagle coming up ominously quickly and Caressa further back. After this mark we shook out the 2nd reef again and flew up to E Bramble and then east to the line, finishing in about 3 hours 43 minutes. We were wet and fairly shattered but what a great day! Eagle finished a few minutes later followed by Caressa 10 minutes afterwards, close enough to take 1st place on corrected time.

## The full results were:

- Caressa
- Papillon
- Eagle
- Lady of Hamford
- Wild Rover
- Matambu
- Myst

Now we just need to get the fleet up to double figures.  
*Simon Davies*



**PEGASUS IS FOR SALE!**

With a proven track record both round the cans and in offshore races, Pegasus is a Contention 33, a 3/4 tonner built in 1979 specifically for the Fastnet Race. She has a brand new engine, new cushions and table below decks, and is ready to sail away now!

**WE ARE ASKING £12,000-00 FOR HER  
CALL PENNY OR BRIAN ON 07802 610796  
FOR MORE DETAILS**

## POKEABOUT PETE'S BEEF SURPRISE:

This is aimed at the pirate, who when going on someone's yacht for the weekend is asked to "bring a meal for Saturday night" Firstly do they have a cooker? If not be prepared to chat up the guy on the next boat and borrow his.

The gear, you will need: a corkscrew, a sharp knife, a match, a peeler, a can opener and saucepans. Still with me? Right, ingredients. Always buy fresh food. Meat should last a couple of days, veg about a week. Then look through your cookbooks decide what looks easy to make and go to Tesco's where you will find that meat is never sold in the weight you require, and they probably won't have the cut you want!

So I start in Tesco's I have chosen to make a turkey cooked in cider recipe. In Tesco's there was no turkey so I got chicken. Instead of buying cider I got tinned draught Guinness, peppers, lots of mushrooms, pot of cream, packet of fresh herbs, packet of rice, a good loaf of granary bread (I forgot onions). so to work: cut up the peppers removing the inside bit and fry

Open Guinness, pour into pint glass and have a Floyd like slurp, or three

# A pirate recalls

Peter Thomas writes: Whilst clearing out our loft last week, I found some copies of Wavelength and Pirates News from 30 years ago, here is an extract of an article that I wrote for the Nov/Dec 1989 issue

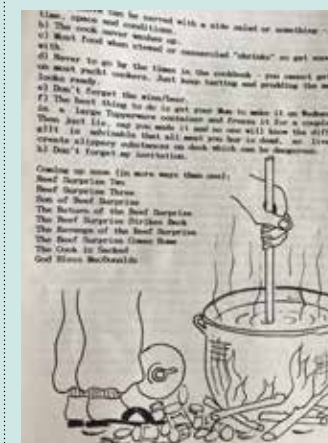
until soft. Chuck in chopped up chicken, add herbs just the green bits (not the twigs). Open Guinness, pour into pint glass and have a Floyd like slurp, or three and put as much or as little as you like into the pan add the mushrooms and let it bubble away on low. Meanwhile cook the rice as per the packet instructions. When all is ready pour the cream onto the chicken and stir, serve with rice and good bread.

Please remember some final points. The above can be served with a side salad or something, depends on time, space, conditions. The cook never washes up. Most food when stewed 'shrinks' so get enough to start with. Never go by the times in cook books – you cannot get gas mark 3 on most yacht cookers. Just keep tasting and prodding the meal until it looks ready. Don't forget the wine/beer. The best thing to do is get your mum to make it on Wednesday, put it in a large Tupperware container and freeze it for a couple of days then just lie, say you made it and no one will know the difference.



Above: Peter's huge file of back copies, going back 30 years.

Below: The original article as it appeared in Pirates News.



# INTERNATIONAL 406 DAY: 6TH APRIL

Nigel Barraclough is thinking 'safety first' and takes a look at the Search and Rescue Satellite aided tracking system.

## THINKING BACK 30

**YEARS** ago to when I did my Day Skipper/Yachtmaster one of the acronyms we were encouraged to learn so that we could demonstrate a bit of "extra knowledge" was EPIRB and 406 MHz. You will of course know exactly what I am talking about so I will not insult you by telling you.

It as "extra knowledge" because for the average yachting this was far off technology: too big, too heavy, too much drain on the battery and too expensive – the only people who used this technology were the military and commercial operators.

There were other systems that operated on other frequencies but this was only picked up by aircraft or the rescue services.

How things have changed.

The system was created in the late 1970s / early 1980s and used satellites in low earth or geostationary orbits, they worked but it was not really a mass-market revolution

in safety.

Now there is "International 406 Day" (6th April) the annual campaign to raise awareness of emergency beacons and the satellites that pick up the signals.

The beacons themselves are the size of a flashlight and getting smaller - the biggest part being the battery, some being the size of a large mobile phone and usable by hill walkers; the satellites themselves have shrunk in cost and size weigh about 8kg so called "micro-sats" operating at about 23 000 km altitude.

## Improvements in tech

The revolution in this technology means that something that was available only to the military and commercial operators is now a truly "mass market" system.

The system itself is run by an international consortium of 41 countries called Cospas-Sarsat (Search and Rescue Satellite Aided

Tracking) and uses satellites operating at 406 MHz.

Quite how many people have been rescued by the system depends upon who you ask and whether you mean land and or marine rescues but numbers over 34 000 are claimed.

## Successful rescue

There have been some "spectacular successes". In the midst of a Vendée Globe race Skipper Kevin Escoffier found his boat being demolished by the Southern Ocean, he took to his liferaft, his beacon



Our very own RYA instructor Ken Fifield is 'rescued' in the Solent during a Search and Rescue training session

In days of old what would have happened? At some point he might have been reported "overdue" or wreckage might have been sighted – in all probability he would have simply disappeared and become one of the mysteries of ocean yacht racing.

Irrespective of whether you are in the middle of the ocean, the English Channel or stuck halfway up a mountain this technology has made locating some

one in distress considerably easier.

International 406 Day is an annual campaign to raise awareness but also a reminder for those who have emergency beacons to check they are functioning properly.

If you don't have one yet maybe now is the time to get one – a quick search on Amazon: £250 - £300.



This ACR ResQLink 400 PLB is available now from [www.bookharbour.com](http://www.bookharbour.com) for £249

self-activated as soon as it hit the water, the signal was picked up by a satellite and in a matter of minutes race control knew and a (successful) rescue attempt initiated.



# Quick quiz

Leon Barbour has devised this quiz for us, so grab paper and pen and set to

1. Name the sailor who first sailed alone around the world.
2. Name the yacht Francis Chichester sailed alone around the world in 1967. Gypsy Moth III, Gypsy Moth IV, Gypsy Moth V
3. Who first sailed solo non-stop around the world in 1968-69 and the name of his boat?
4. Name the craft built by Thor Heyerdahl to cross the Pacific?
5. What is meant by 'tumblehome'?
6. What is the difference between the masts of a Barque and a Brig?
7. In what year did the NYYC first lose the America Cup
8. In what year did the Titanic sink? 1911, 1912 or 1913
9. What is the difference between a passage and a voyage?
10. What is the difference between a sea mile and a nautical mile.
11. What do the letters RADAR stand for?
12. What are Reeds tide tables based on?
13. What is the difference between a bend and a hitch when making a knot?
14. Name one bend and one hitch.
15. What does a vessel showing a flag of St George's Cross indicate?
16. What would indicate that the Union Flag is being flown 'upside down'?
17. What is a lubber line?
18. What is the difference between a flashing light and an occulting one?
19. What is the difference between a 'Shellback' and a 'Pollywog'?
20. Which vessel 'gives way' concerning two sailing vessels on port tack?
21. How many flags are there in the International Code of Signals?
22. When was the last RN fleet review?
23. What was the D-Day Mulberry Harbour at Arromanches otherwise known as?
24. Where did Captain James Cook die after a scurvy with the local natives?
25. What are Palmerston's Follies?
26. Who was the Captain at the time of the mutiny on the Bounty?
27. Name the official marching song of the Royal Navy
28. In what year was the Spanish Armada?
29. What did Admiral Beatty say after the loss of a second battle cruiser at the Battle of Jutland?
30. Name the Comptroller of the Royal Navy in 1666 who introduced new procedures including the practice of lowering the ensign at night to save tax payer's money on 'wear and tear'.

Answers on the next page

Trevor Lenthall has a dream of a boat

## I'M SURE EVERYONE WHO HAS EVER BEEN ON A BOAT

has thought "if I had a boat, my boat would have..." and ever since I started playing with boats I have been taking notes every time I have been aboard one.

About two years ago, when THE ACCOUNTANT had a weak moment and agreed to a boat share, I started the "Trevor's boat wish list":

- Racy, but something I can grow with
- light and strong - possibly ocean going
- good centre of gravity/motor over keel
- A sealed boat when the hatch is closed
- grandchild friendly
- a huge sail wardrobe
- loads of winches
- A deep set keel

.... and then I wondered, do they make boats like this that I can actually afford? There was also of course the "parking problem"; where to keep her at a reasonable cost?

## Re-mortgage

About that time a house in Southampton came onto the market, with a mooring! So obvious move; re-mortgage, buy house, rent out house, keep mooring, what could be simpler?

Browsing the "boat porn" pages (endlessly) I found what looked to be the perfect boat,



but (a) too expensive and (b) in Scotland, oh and (c) house purchase going nowhere fast... so that lovely boat got bookmarked, looked at every day, mooned over ....but then she vanished; ho hum, this was not to be.

## Boat partner

Fast forward to 2020, I've found a boat share partner and the boat is back, cheaper and even more beautiful; an MGRS34 called "Applecore". I rang Applecore's owner, just to find out a few details, and discovered 10 years of love and attention had gone into her, polished back to resin every year, and certainly ticking all the boxes.

Fast forward again, and my daughters having a 30th birthday do in Scotland, and with lockdown (we'd just missed out on a Beneteau First Class 10 in Wales) so "...why don't we just drop in and see her..." says I "...can't do any harm to

look...", and it fitted with my boat share partner too!

## Sunny scotland

We left cold overcast & wet Surrey and arrived to sunny, warm, west coast Scotland, an area with many happy memories for us. The only fly in the ointment is that my boat share partner has had a family emergency and can no longer be with us. Of course, the boat is beautiful, the owner, Richard is one lovely guy, and his boat is reluctantly for sale as he has bought a newer/faster/more luxurious one. Could this be love, or fate, or mere stupidity...? Richard is adamant that we go out for a sail, and we love her; even THE ACCOUNTANT is impressed....!

Back in the tea room, and now what do I do...? I say "so how much were you thinking of...?" says I on the basis that I can just say, oh, sorry, that's way more than we can afford.... but he's clever, sees straight through my ploy, and having bribed me

with tea and millionaire shortbread, he then says a price that is well, just perfect.

## Seal the deal

Now I've seen all those programs on the telly, how to do deals, get the best deal etc, so what do I do...?.. well, shake his bloomin' hand obviously, and "Applecore" is all mine. I'm hoping my boat share partner will have all his problems resolved in the best possible way very soon, and that he will look through all the little drawbacks and see the same exciting prospect as I do and we can both be out with the wind in our hair, learning the ropes as we make the long journey down to the south coast, maybe next year. In the meantime, the lovely guy who sold her to me has even offered the use of his spare mooring, so we can cruise the Western Isles this year! If this is your thing you'd be welcome on board!



## MY MEMORY OF MY FIRST VISIT TO STUDLAND BAY

in my Contessa 28 in 1977 is of a warm summer day but with low cloud, drizzle and reduced visibility. When the leading Poole channel marks emerged from the mist as planned, I felt some satisfaction at our arrival in beautiful Studland Bay. Navigation at that time was done using paper charts, tide tables, dead reckoning and offshore a sextant and radio direction finder.

## Second home

This started a love affair with the Studland Bay anchorage which has become like a second home since the arrival of the pandemic in March last year. My Dufour 32 Classic "Champasak" is berthed in the Lymington River on a harbour commissioners' pontoon with access at all stages of the tide. It is a minimum 20-mile passage to Studland and can take me between 3 to 5 hours depending on the strength and direction of the tide and wind. This year my log tells me I have visited the anchorage over night on 8 different occasions and in a variety of conditions. The anchorage provides good protection and holding from winds from the South through to Northwest directions but is



# STUDLAND BAY

Robin James tells us of his favourite anchorage



exposed to Easterlies. There is sometimes a swell and the wash from passing motor yachts and jet skiers can be a nuisance but calm usually arrives with the evening. The sunsets are beautiful, and the moon when arising is magical.

## Beware of the Trap

A good plan is to leave Lymington as the flood tide in West Solent turns to ebb; this occurs inshore on the mainland side some 45 minutes before it turns in the main channel. There is also a current which always runs in a south easterly direction along the beach inside Hurst and can carry a yacht that keeps close to the Lighthouse side of the Hurst narrows. Beware of the Trap which is a

nasty shallow ledge sticking out about 50 metres into the main channel opposite the Hurst crumbling castle.

## The Bridge

Once through the narrows there is a choice of turning to starboard and crossing the shingle bank with depths of 5 – 7 metres or following the main channel with a strong tide to the Needles and the Bridge Buoy. The Bridge is a submerged ledge which extends beyond the Needles Lighthouse to the Buoy. If you choose to cross the Ledge between the buoy and lighthouse it is safe to do so with a 5m CD minimum depth but keep a little distance from the Lighthouse to avoid what remains of the wreck of the orange boat

Varvassi. In a strong wind against tide the sea over the ledge can be very lumpy, wet and even alarming for a minute or two! Once past the final main channel mark you are clear to make course for Studland but as there can be confused seas in a brisk SW or west wind just beyond the final channel mark, it is often better to stand on for a mile into open water before making the tack for Studland. In a SW or West wind, it is my experience that if you beat out to the Needles and then tack for Studland you will make a faster passage than crossing the Shingles bank immediately after passing Hurst, and later having to tack out into the Christchurch Bay.

As Studland Bay has now been declared a MCZ

(Marine Conservation Zone) I anticipate that anchoring in the Bay may become restricted to the areas which are free from sea grass and the sea Horses which feed on them. The MMO (Marine Management Organisation) have given notice that some form of anchoring restriction voluntary or compulsory will be introduced, despite a lack of any compelling evidence that cruising yachts are causing any permanent damage to the sea grass or sea horses. I anchor to the North of the main anchorage area in good holding and not on the sea grass, and find that more yachts are doing the same, although this year the anchorage has often been the host to as few as ten or so yachts overnight.

## QUIZ ANSWERS

1. Joshua Slocum (years 1895-98).
2. b. Gypsy Moth IV
3. Robin Knox-Johnston, Suhali
4. Kon-Tiki (demonstrating how Polynesians may have originated from S America).
5. Narrowing of hull breadth above waterline (such that hull top sides slope inwards).
6. A barque has three masts whilst a brig has two.
7. 1983 (against 'Australia II', off Newport Rhode Is)
8. 1912.
9. Passage = offshore journey in one direction (whilst a voyage includes the return journey)
10. 1nM = 1 average sea mile. Sea Mile = variable distance on earth's surface subtending 1min latitude (1° from earth centre) at any particular place.
11. Radio Direction and Range.
12. Admiralty Tide Tables Vols I (UK, Ireland & Channel Ports) & II (rest of Europe, Mediterranean & Atlantic) – see Reeds 4.1.1.
13. Bend secures a line to a line, Hitch secures a line to an object.
14. Sheet Bend, Clove Hitch, Rolling Hitch, etc.
15. An Admiral of the Royal Navy is on board (or a club member of the Association of Dunkirk Little Ships).
16. 'wide white down' instead of 'wide white up'.
17. Fore & aft line on a compass against which the 'course to steer' is held.
18. Flashing light is more off than on. Occulting light is more on than off.
19. Shellbacks induct polywogs into the mysteries of the deep during a 'crossing the equator' ceremony in honour of King Neptune.
20. Windward boat.
21. Forty. (26 letter flags, 10 elongated numeral pennants, 3 triangular substitutes and 1 answering pennant (code flag))
22. 2005 (bicentenary of the Battle of Trafalgar).
23. Port Winston.
24. Hawaii.
25. Forts around Portsmouth built after 1860 following a Royal Commission in case of a French invasion, (promoted by Prime Minister Lord Palmerston but obsolete by 1870 and never used in anger).
26. Captain Bligh.
27. Heart of Oak.
28. 1588.
29. "There's something wrong with our bloody ships today".
30. Samuel Pepys

# So it begins...

Newspaper article tells readers of the start of the Pirates club

## EARLIER THIS MONTH

several members sent me this article from the Country Post Times Herald October 1977 which is about the formation of the Pirates club the precursor to the Channel Sailing Club.

**It's a little bit difficult to read so here is a precis of the content:** If you long to feel the wind in your hair and the salt-breeze on your lips and voyage to faraway places with strange sounding names, then you should join Epsom's Longmead Pirates. While other further education courses provide the theory of sailing, the pirates have taken things one stage further by forming their own sailing club. the evening classes run from a school on the Longmead estate, which started last month. Once you have mastered the atheory of sailing, you are then invited to join the Pirates club, which manages to combine putting the theory to the test with a lot of fun. And you don't have to be rich to go sailing with this club. Basic cost is £16.30 for 20 lectures on practical boatmanship, including on the spot experiment on board vessels loaned to the club by generous owners With the beginners courses behind you and club fees of £5 a year paid



up, the only further expenses are food and fuel for the boat. A spring cruise which can get as far as Cherbourg cost roughly £13.50 per person for a weekend.

This year's spring cruise in May got off to a roaring start with a dinner held in Chichester Yacht Club.

Then it was off to Yarmouth, where the fleet of 16 boats arrived safely.

"But the weather forecast for the rest of the week was so bad that a passage across the Channel was effectively ruled out as this stage", said the club's commodore David Evans.

Sunday mid-day saw the boats preparing for sea for a sail across to Poole harbour with instructions to anchor off Goathorn Point in south Deep.

"The passage to Goathorn is difficult and during the course of the proceedings about six boats either went aground or managed to touch

bottom on the then falling tide. However, by 7pm all the boats had anchored quietly. But an evil east wind sprang up and in the middle of the night and all sixteen boats were careering around on the ends of their anchor chains, paying inpromptu visits to one another in a manner that I'm sure was unintended. We abandoned our idea of crossing the channel and the fleet returned to Shalfleet Quay for some sailing exercises. The intention I think among some of the members of the club being to put in as much time drinking as possible in the pub in Shalfleet" laughed David Evans.

● Thanks to everyone who sent in the clipping: John Barfoot, John Durbin, Tony Sparling, Peter Thomas, and Nigel Barraclough. It's great to see the origins of the club, and that after 45 years it's still going strong.

Marion Tempest