

SUMMER 2020

wavelength

csc magazine

Solo sailing
it's the way to go!

ROBIN JAMES
just wants
to be alone

JANE BEDDOE
just wants
Dick to stop
spending
and go sailing

BILL CALLAGHAN
just wants
things to stop
going wrong



www.channelsailingclub.org



Pegasus flies in the
Wooden Spoon



Wavelength
Marion
Tempest

Welcome to the latest edition of Wavelength. Even though Covid-19 was restricting our movements it was a beautiful summer in many ways; the sun shone and some members did manage to get out and sail. If you were one of the lucky ones don't forget to send me your photos and some words

to tell all the other members about it. Although the club is still closed, one event that is still on is the Tom Cunliffe talk at Leatherhead Theatre on November 18, and will be free to all members. So book your ticket now at channelsailingclub.org *Marion*

CHANNEL SAILING CLUB COMMITTEE MEMBERS 2020



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

We have several 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:
Cruising secretary
Membership secretary
Company secretary

wavelength The Channel Sailing Club magazine

EDITOR
Marion Tempest
Deputy editor
Simon Worthington

PLEASE SEND ANY LETTERS
AND PICTURES TO
**wavelengtheditor@
channelsailingclub.org**

CLUB NIGHT
Channel Sailing Club meets
every Wednesday at Ashtead
Cricket Club, Woodfield Lane,
Ashtead, 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 on-
line. Check out the club's web-
site for news and information
www.channelsailingclub.org

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

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

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

Cover photo Jeremy John

Despite all we soldier on

As you may know my precious yacht, Singapore Sling, is languishing in Tallinn, a bit too far for a quick weekend jaunt, not helped by the fact that it is mast-less and sitting on a cradle within spitting distance of the sea but not actually in it. In the very brief period when the UK managed to get below the 16 / 100,000 infection threshold that Estonia has imposed on folk entering the country I did manage to get in a week's maintenance work. Estonia has one of the lowest virus infection rates in Europe with only 64 deaths and a couple of thousand infections in total. It was refreshing to enjoy normal living for a week. More of that inside.

So, what of the club? In these incredibly challenging conditions, we attempted a cruise and race or two but sadly they fell on stony ground. However, the Wooden Spoon race against Chichester was run in fierce winds and a spring tide. Chichester just won but our yachts put up a sterling performance and only were beaten by a hair's breadth. Thanks, Bonnie Brown, for pushing this along! A great effort for all concerned – well done.

For those of us not lucky enough to own or part own a yacht, sailing has been difficult or non-existent. I notice that one or two members have retrieved something of the season with a trip or two to the west country. For my own part I crewed for Leon Barbour on his lovely Contest 40 on a day trip across to Cowes. I also have a friend with a 25ft rib in which we sped to Yarmouth in about three nano seconds. May-

be I exaggerate but 35kts is very quick if not a bit bumpy. There is always a downside, and in this case a very sore coccyx, but it was lovely to be out on the water. That is what I miss most. I'm hoping that by summer 2021 this dreadful virus will be over.

As regards club meetings, Ashtead Cricket Club did run a summer open air bar for several weeks. Those of you who dropped by on a

Tuesday evening might have noticed that the tiny bar had a distinct resemblance to a converted horse box trailer. The good news was it well stocked with beers, wines and on tap an exceptionally fine Spitfire ale from Shepherd Neame. Regrettably, this has now finished for the season, but I hope we can look forward to the 'Horse-Box' bar next year when the new season starts.

With luck the 'CSC event of the year': Tom Cunliffe's talk is going to happen, but

this time at the Leatherhead Theatre. This is one of the few venues allowed to operate as it is fully Covid compliant. We are hoping that lots of club members will attend in November and indeed, as well as some visitors from other local sailing clubs. It has a capacity of approximately 150 under the Covid rules so we are hoping for a solid turnout. I do hope that our plans for the event are not scuppered by restrictions placed on us by our beleaguered government but who knows. Lets just hope for a far better year in 2021.

All the best, Dick



Having finally been allowed to visit Royal Clarence Marina who like all marinas had the same Covid rules and banned access, a big worry when you have varnish and teak decks to maintain, I was hoping Matambu would be OK and not deteriorate.

My boat cover had torn during some high winds at the beginning of the year, these were dropped off with Scott Uniake who is based on site and is always incredibly efficient and helpful. Got the cover back but wasn't able to visit marina to put back on, however after a lot of gentle persuasion and pleading with Rob Jezzard the manager I got an hour dispensation and access. I asked if I could remove the sails, he said 'no it's really sensitive as no one has been allowed to get aboard their boats and it would be fair'. I accept the small concession to fit the cover and Matambu was actually in good shape.

Needless to say when the lockdown eased and we were allowed to visit Rob told me he'd received a lot of complaints that I'd been allowed aboard my boat, it appears there are a number of yacht owners in the residential buildings and flats who must have been keeping an eagle eye out... telescopes at the ready.



One man and his boat

Some people may struggle to sail single-handed. Not Jeremy John. Here he tells us how it's done and makes it look easy

Well I was pleased to then subsequently arrange a lift out at Gosport boat yard, taking advantage of their weekend in/out hoping I wouldn't find too much requiring attention below the water line. I like the yard very informal, friendly and other boaters alike. Pleased to say save for a few grazes on the bottom of the keel due to light grounding all was good, a rub down and 2 coats of anti foul, all sea cocks dismantled and grease with Blake's best gloop, folding reversing pitch prop was linished and greased, anodes cleaned and good enough to

leave in place, she was ready to be put in the water. All that was left was for the topside white painted areas to be cleaned and subsequently polished, used "A" glaze system kindly given to me by Ron Holland a few years ago, it's fantastic highly recommended. Reece James dropped by and gave a hand with a final buffing

High winds

Boat was dropped back in the water on the Monday, I drove down in high winds thinking this'll be interesting reversing her out of the berth with the



wind across the forward starboard quarter. It took a lot of planning as was single handed and the yard workboat was moored on the port side so I could have easily scraped Matambu's freshly polished paintwork.

After a hour of running through my head different scenarios I ended waiting for a slight drop in wind to 20 knots, set up fenders to roll down the adjacent work boat, and went for it giving a good burst of throttle she did what was sort of predicted. We got out the berth the wind then took the bow and blew her in

the wrong direction fortunately however, I was able to balance her on the prop and we spun a complete circle in what must have looked like a deliberate manoeuvre and seamlessly left the dock with out mishap, felt quite chuffed, hope someone was watching!

The sun is out

Following weekend decided to go for a sail, everyone was social distancing and all marinas appeared to not be allowing overnights or were completely closed or fully booked.

It was in light winds and

At this point I thought: Have a cup of tea and couple a digestive biscuits. Which I did, sat there relaxing only to wake up hours later

caught west going tide on Saturday afternoon having finished a few maintenance jobs, and engine service. Sun was shining and the Solent relatively quiet, sailed to Newtown Creek and found the place full of masts, so wasn't going to try and find a spot to drop anchor in a congested space and dropped anchor outside, cooked a spag bol, some red wine 1/2 of an opened bottle from last year, tasted OK although quite a bit of sediment in the bottom.

The sunset was stunning, the wind dropped and the stillness was so relaxing, it was warm and very dreamy. I turned in at 10 pm, but got up every couple of hours to check the anchor was still holding, always a bit over aware first outing of the season, needn't have worried we were secure.

At 4:30am the sunrise was breathtaking, birds were starting to wake and their song was lovely, at this point I thought: Have a cup of tea and couple a digestive

biscuits. Which I did, sat there relaxing only to wake up hours later, just in time to catch the tide towards the Needles, jumped up, hoisted main, weighed anchor and sailed off quietly.

It was fantastic: the views, the warmth of the sun, I tucked into Cowell. A friend who races powers boats had mentioned The Hut apparently great service and food, they'll come out a taxi you ashore if you wave at them.... any how slight diversion over made for the Needles, a gentle sail goose swing with the tiller pilot hold a good course leaving me to trim the sails.



keep Matambu moving but at 8 tons, gave up and revert to horse power, set the tiller pilot which has a flux gate compass therefore you set the unit to a compass bearing and it'll hold a line, the sun was out so I laid a few cushions on the fore-deck and the spinnaker made a comfy nest and we chugged up to West Princessa and then Bembridge Ledge cardinals a very restfull leg. Then on to home RCM Gosport.

Drop the main

Dropping and bagging the main on your own is a bit of an art, as the lines are at the foot of the mast. I make a single turn around mast winch, release jamming cleat and drop sail in, turning the sail into a bag holding the first reefing line out creating a fold/hammock into which the rest of the sail drops, then roll-

Slight diversion over made for the Needles, a gentle sail goose swing with the tiller pilot hold a good course leaving me to trim the sails.

ing sail on itself and tying off with sail ties. All the while the tiller pilot hopefully holding boat into wind. Still it means I don't have anyone to shout at if it goes wrong, hasn't so far.

How to moor

Mooring single handed: Fenders out on port side, I set up a line on the port side from stem to stern, with loop in the line at midships to which I clip another line to. As I come alongside my pontoon I'm able to step ashore with the single line in hand, in turn using the fore and aft line to pull the boat into pontoon controlling the bow and stern whilst making a quick turn around the mid pontoon cleat with a single midship line. This enables me to the secure with the bow and stern line in a relaxed manner.

Had a lovely two days pottering around the island. Would be great to have a race? Oh think that's already been thought of...



The wooden spoon race

There were several yachts from CSC including Pegasus

This was the first club race of the season, with 12 entries from CCRC and 8 from ourselves. Due to Covid-19 we sailed as a family bubble, leaving Penny behind to babysit our grandson Charlie. The weather conditions as we left Gosport were lively, with a short spiky Solent. The wind was in the NE and we had an excellent start from the line. We were delighted to round the first mark in pole position that put the pressure on to work out the course with no-one to follow! However we were overtaken on the downwind leg by the Swan 36 Markova and never recovered. Pagasus was bought in a dilapidated state as a garden shed project 3 years ago leaking like a sieve and much neglected, and having only been sailed a handful of times we were delighted with her performance.

Brian Mills



And the winners were:

- 1 Markova: Chichester cruiser racing club
- 2 Pegasus: Channel Sailing Club
- 3 Matambu: Channel Sailing Club
- 4 Justify: Chichester cruiser racing club
- 5 Lady of Hamford: Channel Sailing Club
- 6 Gypsy Girl: Chichester cruiser racing club
- 7 Tim'rous Beastie: Channel Sailing Club
- 8 Encounter: Chichester cruiser racing club
- 9 Slipstream: Chichester cruiser racing club
- 10 Chimera: Chichester cruiser racing club

Will David's tackle do the job?

David Surman on the joys of fishing

I haven't sailed at all this year and it seems unlikely. In Covid detention we have reminisced about past fantastic sailing events, all packed into saloons and cockpits enjoying the warmth of skippers' hospitality on numerous Club boats in the late evening. For now this is just a memory and we are split up, sailing in couples and small groups. We're more isolated. So this is a golden opportunity to start or continue fishing from the boat and enjoy the pure excitement of landing a tasty treat.

Kit needed.

A boat rod shorter than its shore version is a useful tool, especially when trying to reel in the catch, but far from essential. On past CSC trips, especially over to France I often pack a hand line or two which can be trailed behind the boat at a generous distance. This 'trolling' is best at a boat speed of 2-4 knots. Best to make sure the rod or line is attached to the

boat while you make the tea, otherwise a mackerel or seaweed will pull it over the side. Mackerel are cannibals, so once success is tasted, a sliver of mackerel on the hook, increases your chances. A paravane, a winged hydrofoiled weight, can be used when trolling and this will sink the lure and which will surface once a fish is caught. Gloves are useful.

The one important knot you need covers 95% of situations. The fisherman's knot...very straightforward and can be viewed on Youtube.

Look on Amazon for a Fladden hand line, pirk and feathers is a good option at £12.45. White or coloured feathers with 6 hooks on a line, most often brings success. When trolling I often opt for a single spinner, a hook with a bright silver or gold coloured tab which spins and attracts passing fish. I did this on Jabberwocky, it produced two beautiful mackerel, only to be robbed by passing seagulls!

Fish in the UK & on the south coast

Off the south coast and in UK waters, mackerel and sea bass are top and tasty targets. Mackerel are often in colossal shoals so once you catch one, you may catch a bucket full. A line of white feathers can produce a full haul in one lift. They are migratory and are in English waters April to September, sometimes longer, to actively feed then spawn in warmer waters. Mackerel is oily and very healthy, high in Omega-3 and -6 fatty acids and proteins and so with a salad you could feel



Fishing off the back of Jabberwocky

In mid January and the middle of the Atlantic, club member Andy Marshall and crew caught several tuna... one over 100lbs. The boat scales could not cope!



so virtuous. In the winter a line could catch cod or whiting. Fish use the cover of the ledges and bass go there to feed, so off Bembridge, IOW is a good spot and known for its bass. Mackerel have been caught in the Solent, although ones off the Dorset coast are best! Early morning and evening are best in lower light when fish feed and come nearer the surface.

In exotic waters and feeling ambitious?

When this is all over, you could find yourself in a boat off the Canaries, excellent deep water

fishing. You could put really large mahi mahi dorado or tuna on the menu, like Dick, our commodore has for his boat. For this a good boat rod is the answer to gradually reel in. Strong braided lines up to 100lb can be used. I have used large poppers, which resemble a brightly coloured fish, and have a flat or concave front end so they skip over the water surface when trolled, attracting large fish. In the early morning light, hold your rod end high so the popper skips over the surface at a variable rate. I would also use a steel wire trace...this is

a strong metal wire between hook & lure and the braided line to prevent large sharp teeth getting them off the hook.

Really exotic? You have chartered off Thailand....red snapper would be a tasty treat. In the Pacific....yellow finned trevally. We can but dream.

David's fishy facts: hook, line and sinker.

- The fastest fish in the world is the sailfish, clocked at over 68mph.
- A priest, [not at your local church]...this is a small wooden club used for dispatching a larger fish, if alcohol is no longer available on board.
- The biggest fish ever caught off the UK coastline was a bluefin tuna weighing 229Kg. It took 2 hours to reel in and was caught off the Pembroke coast.
- Countless bird species across the world prey on and eat fish. The giant trevally turns the tables, leaps out of the Pacific and eats birds mid air.

In summary, your fishing options.

Success with Mackerel:

Follow my serving suggestions on the recipes page.

Unsuccessful all afternoon:

Blue Anchor fish & chip shop. If closed: local tandoori for fish curry and Cobra!

Readers of a gentle disposition may want to pass on to another article, but there are some lessons to be learned about the difficulties of maintenance during the lockdown.

The year started badly with a call in March from the marina that Coral Moon was lying low in the water. I couldn't get to the boat because of the lockdown, but Russell Rennison, who looks after Coral Moon, and a member of the marina staff were able to empty the water from the bilges. It was very frustrating that we could not get to the boat until May 29. We managed to do some preparations for our first, and final voyage, in 2020, but it wasn't till July 14 that Christine and I set sail for our trip to Salcombe. Christine's brother has a holiday home in Salcombe and we were planning to spend time with members of the family.

Around 0700 we started the engine and as we cast off we realised that the bow thrusters were not working. The wind was light and we motor sailed towards Studland Bay.

Another problem

As we were nearing the anchorage we dropped the main and discovered problem number 2: one of the lazy jacks broke and just to make things more difficult the

The last voyage of Coral Moon?

Bill Callaghan sets out for Salcombe, but things don't go so well

wind piped up. We anchored without difficulty but it was difficult to flake the mainsail on the boom.

We enjoyed a warm and sunny evening with a glass of wine or two, and went to sleep around 2300. About 0300 our rest was interrupted by a loud bang! Something had shorted. But when we got ready to leave the next morning, we started the motor without difficulty. We made our way motor sailing to Portland marina. We had booked for one night but had to extend that for a further three nights as we arranged for a rigger to fit new lazy jacks and also a new main halyard, and electrical engineers to sort our electric problems. The guys from Ocean Electrics did a really good job, installing new batteries for the bow thruster and for the generator. They found that one battery was in a dangerous condition and I was glad that was sorted.

Portland is not the best place to spend four nights but, apart from the bills mounting up, it was an enjoyable stay in warm sunshine. Unfortunately Dean and Reddyhof who own a number of marinas, including Portland, have changed their name to Boat Folk. They must have spent a lot of money on branding, for whose benefit I do not know.

So after four nights in Portland we set off around 0730 to catch the favourable tide round the Bill. Another sunny day but no wind, so more motor sailing. As we crossed Lyme Bay we were joined by dolphins, always a joy. In fact every time we have crossed Lyme Bay we have met dolphins.

We decided to head for Brixham to fill up with diesel and purchase food. I have never seen Brixham so busy. The town was teeming and there was not much wearing of masks or keeping safe distance. Every restaurant,

pub and café was full. In the end we sat outside a fish and chip shop and enjoyed some excellent cod and chips washed down with beer and cider from the pub next door. We discovered yet another problem, the water pump was not working!

Our last leg was towards Salcombe, still motor sailing and then mooring up on one of the harbour buoys in Salcombe opposite the Marine Hotel and Sailing Club mid-afternoon.

Happy on dry land

After a trip on the water taxi we were met by Christine's brother Peter and we were lucky enough to stay the next eight days on dry land. We were well looked after and more of Christine's relations joined us.

We were planning to leave earlier, but the weather changed for the worse and we were happy stay on dry land. Eventually the weather im-

proved and we left Salcombe at 0645 in the morning of July 28. As before there was not enough wind to sail, but we put the main up and motor sailed. We made good progress and saw our dolphin friends again in Lyme Bay. There is something very calming to see the dolphins diving under the boat one side and coming up the other. We thought about going into Portland but decided to keep going west to make the best of the tide. Our Furuno chart plotter was giving 2100 as the time for reaching Studland Bay.

However, between St Alban's Head and Anvil Point the overfalls slowed us down but we were still making good progress, until at around 2000 there was an almighty bang. I switched off the engine and tried to see what the problem was. I tried the engine once more; another bang and it was clear that the engine had parted from the prop shaft.

Bang! And it was clear that the engine had parted from the prop shaft.

What to do? I thought about putting up full sail but I was concerned that we might drift towards the shore, which is not at all welcoming. I put out a Pan Pan call to the coastguard who replied immediately but there was no reply from nearby boats who could tow us. After about 30 minutes and drifting we told the coastguard that we were now in a position to issue a Mayday.

Immediately the coastguard asked whether I needed a tow



from a lifeboat. The answer was yes, Pan Pan became Mayday and Swanage lifeboat was tasked to help us.

Mayday answered

At around 2100 Swanage lifeboat came alongside us. One of the lifeboat crew came on board and helped with tidying up the main and checking for damage. I asked him whether I was right to issue a Mayday call. He was clear that I made the right decision, given the nearness to the shore and the onset of evening and then night. Christine who is a great fan of "Saving Lives at Sea" went on board the lifeboat and was plied with chocolate and coffee.

We were then towed to Poole Harbour and we came alongside the cargo quay at around 2330. The lifeboat came alongside Coral Moon and helped to empty the water in the bilges. From looking into the engine room I could now see where the ingress of water was coming and the damage to the boat.

We were also met by the harbourmaster and a number of coastguards. Apparently it is one of the tasks of a coastguard to ascertain damage or injury.

At around midnight we were then towed to Poole town quay, and were told that one of the marinas was willing to help with a tow and a lift out the next morning.

Coral Moon is now out the water and major engineering and repair work is now in place. I may well ask for a new engine which could well be advantageous overall given the major repairs that are needed.

Unfortunately that arrangement did not materialise and so began the worst bit of our voyage.

I recall Tom Cunliffe writing that rafting up on Poole town quay was much better than going to the very expensive marina. It is certainly true that you use skills that you don't in a marina. Setting out the lines and ensuring that the boat keeps close to the quay at high tide and slackening the lines as low tide approaches. The nearby marina was only 500m away but there was no way that we could reach Poole Yacht Haven. We could use the excellent showers and toilets but we had to pay for the mooring!

Trouble on the town quay

Why the worst part of our voyage? The town quay was very noisy. Every day a group of holiday makers or residents set up on benches and continued to drink, sing and shout all day.

Also we found it impossible to find any engineer to attend Coral Moon or any boat willing to tow us to a marina with a lift out facility.

After five days of no hope of getting Coral Moon repaired in Poole, I contacted Desty Marine who have yards at Gosport and Hamble Point. They were willing to tow us to Hamble Point and organise the lift out. And so at 0730 on August 3 the Desty team arrived alongside Coral Moon and towed us to Hamble Point, where she was lifted that afternoon.

Coral Moon is now out the water and major engineering and repair work is now in place. I may well ask for a new engine which could well be advantageous overall given the major repairs that are needed. It will help on the sale of Coral Moon. I am now considering selling Coral Moon and have touched base with a yacht broker at Hamble Point, conveniently close to Desty Marine.

I don't want to give up sailing, and I don't want to give up Channel Sailing Club. But there is no doubt that the end of the Salcombe cruise came as an unpleasant shock. One lesson learned is that we should have spent a weekend sailing in the Solent before engaging on a longer voyage.

Cushion overboard!

Reece James with a classic tale

As most of the club know Jeremy John has a lovely classic sailing yacht Matambu and will sail it anywhere. By anywhere that includes picking up a crew member from Hamble after bashing through gusts of F9 while he fixes the initial fuel intake filter, still arriving with a happy smile on his face and a story to tell. This was but a taste of the classic adventures across two weekends to come, the first weekend was the Hamble Classics which started with a friendly race in F7 up and down Southampton Water. Which would have been fine had the crew not decided to reef, this was proved to be a fault and cost at least a place. Later, meeting the

previous owner, all becomes clear as he announces, "reef, nah I never reefed Matambu even in that... She needs a blow." Didn't stop a cracking weekend and Matambu beating some quicker boats in the second race on the Sunday.

Two weeks later and another Classic race, Cowes Classics beckoned and while Matambu was racing with yachts clearly a lot quicker, she did well for the club, well we didn't come last. So relaxed was the skipper that on the Sunday, while waiting for the wind to fill, he had a snooze. Now, skippers never truly drop off, and suddenly the skipper jumps up to tweak a sail only to see the cushion he was using becoming our man over board drill. So, there's Matambu's crew, in no wind, sailing round the cushion to hoist it aboard, while the fleet watch on.

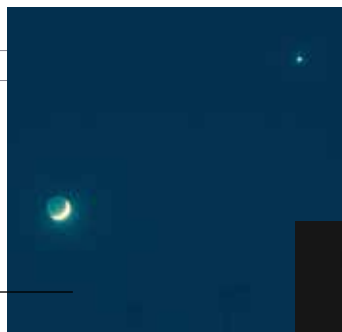
While there has unfortunately been little club racing, at least the club has been represented at other events.





John Faulkner

I've taken the opportunity in lockdown to dust off my telescope and do some back garden astronomy. In Ashted we are stuck under part of the 'Ockham stack' pictured above, which makes astronomy a challenge because of the atmospheric disturbance from aircraft. With virtually no



Left: An image of the moon and Venus which I have overexposed to get the reflection of the earth's colour on the moon... called 'earthshine'.

aircraft in lockdown I have been able to get some pleasing results. All thanks to some clear skies!

Right: Half moon, here I have enhanced an image to try and reveal the moon's surface.



Making the most of our downtime

Restrictions may have eased but not enough for most members to sail. Here we see what two of our members are up to



Nigel Barraclough

Covid may have stopped us sailing but the maintenance carries on.

Some of you may know that for many years I have helped run a Sailability group at Littleton SC - think of Jct 10 of the M25 and you are nearly there. Inevitably the need to sit in the same dinghy or hoist people in and out of boats or provide some form of support from a rescue boat means that Covid restrictions even when eased have had a big impact on Sailability this year and has meant we



haven't able to do any sailing. That said the maintenance never ends; boats have been serviced, some new tracks and painters put on the dinghies and the vegetation cut back. Our shed has had some new felt - a job we did on one of the very hot days

when the roof was too hot to touch with your bare hand. It has also given us a chance to have some training days - socially distanced of course. Like everyone else all we can do is look forward to next year and hopefully catch up on some sailing.

The Commodore's consort on coping with catastrophic COVID chaos

Or more simply: Jane Beddoe tells it like it is

My husband is, for his sins, commodore at a time when our sailing club is doing anything but sailing. I know Dick, along with all other boat owners I'm sure, is going ... no... is, totally demented by the inactivity in his life.

What makes things worse for me is the fact that our boat is not even in this country but sitting up in Tallinn and for the most part of this period, totally inaccessible. So, unlike most boat owner's wives, I don't even get the luxury of him toddling off to do repairs. The mood of our commodore as a result of all this, has not been good. The words 'bear with a sore head spring to mind'!

Plans on hold

We had planned an amazing summer of ten weeks cruising the Baltic visiting Helsinki, Russia, the Finnish archipelago and Stockholm. Instead Dick has been requesting photos of the boat

from the marina as reassurance that she has not been sold!

Is that essential?

After spending many happy hours trying to get refunds for all the flights he had booked Dick decided he might as well spend the money on upgrades for the boat. The delivery men know their way to our house blindfolded and the pile of essential parts to go out to Tallinn is accumulating nicely. The dustmen heave the packaging away fortnightly and our bin is never empty for long.

Dick did manage to get out to Estonia for a week, luckily the boat was still there and did a lot of work, servicing the generator, installing new electric sockets and tweaking whatever it is that men tweak on a vessel. He took one suitcase with him with electric cable, tools, aerial cable etc etc and, only after a few words of encouragement from me, included essential items like clean underwear

and other items of clothing, although these were kept to a minimum! I wonder what customs would have made of the contents of his case had they searched?

Since returning he has resumed sitting at the computer all day looking for more things to buy. The latest is new washboards, which even I will admit seem like a good idea. Of course the possibilities are endless for other ideas that Dick might have on what needs replacing or even acquiring. It is surprising how many items apparently are missing from our already well equipped boat. Singapore Sling will be unrecognisable if this pandemic doesn't end soon.

Sadly Estonia won't let us in at the moment because the cases per 100,000 are too high. No doubt this will enable Dick to continue shopping online with gay abandon. I suspect one suitcase won't be enough on the next trip whenever that may be.



The solo sailor

Keen yachtsman Robin James is not going to let a little thing like a pandemic stop him from enjoying his sloop



Following a chance introduction to Frank Gibson in the Port of St Vaast in June 2018, I became a member of CSC. I own a Dufour 32 Classic sloop Champasak, which I purchased new in 2000 and is moored in Lymington. Since the departure of my long time companion and crew in 2005, I have been sailing the Channel coasts of France and south England as a single handed sailor. This year I would have joined the CSC cruise to Cherbourg to celebrate Bastille day but lockdown intervened. So I have spent many enjoyable, and some not so enjoyable days, cruising along the coast of Dorset, anchoring overnight often in Studland Bay and sometimes in Portland har-

bour with a mid summer crossing to Cherbourg and back.

Alone to Cherbourg

I feel very fortunate to have enjoyed some 14 overnight anchorages in Studland bay, and several longer passages to Portland harbour from where I made the crossing to Cherbourg in July. The passage to Cherbourg started with a fresh NE breeze which faded away by mid channel, so the ironsail took over and helped me along for four hours, until the wind filled again from the east making it a 11½ hour passage from weighing anchor to a berth in Cherbourg marina. Although the marina was full with many visiting yachts from different EU countries, the atmosphere was restrained.

Happily a motor yacht broadcast a moving rendition by the three tenors over its speakers as the sun set over the yard arm! After the usual important run to the supermarkets for wine and provisions, I made passage for the UK with a forecast of little wind until I was halfway across. The strong east going flood tide pushed me east up the channel and I was some 25 miles due south of St Catherines Point when the wind filled from the SW force 5. The west going ebb tide then made it a fast but un-

comfortable close reach to the Needles. As I surfed alongside the Bridge against the tide and as close to the lighthouse as I deemed safe, I was startled by a smooth black object on my starboard beam and then another on my port beam. They were two beautiful dolphins who welcomed and accompanied me on the final push into the Solent against the tide, and thence to my mooring in Lymington which I picked up 13 hours after my departure from Cherbourg - A tiring but satisfactory day!

Crew welcome

The next day I sailed over to Yarmouth to compete in the annual Prince Consort charity race which I managed to win overall the previous year, but with gusts of 35 knots from the south west, the passage to the Prince Consort buoy was cancelled, so with sails fully reefed I sailed up to Hurst and then retreated to Lymington. I continue to cruise the Dorset coast and have enjoyed some spectacular sunsets, a red moon rising, and a fabulous sunrise over Christchurch bay. The season is drawing to a close but I feel fortunate to have been able to sail so many miles this year although most of it single handed. Perhaps some 'convivial' members of the club might join me on a cruise or even a race around the Solent, but with Lymington as my home port the logistics are not easy.

Food for thought

This issue we have tips on cooking mackerel in three different ways, plus delicious brownies a firm club favourite at any event



Unbelievably rich chocolate brownies

375g unsalted butter
375g 70% cocoa chocolate
500g caster sugar
6 eggs
200g plain flour
Pinch of salt
Chocolate chunks, walnut pieces, or anything you would like to add.

Melt the butter and chocolate together in heatproof bowl over hot water simmering in a heavy saucepan, stirring gently until melted.

In a separate bowl combine the caster sugar and eggs and beat with an electric whisk, until pale and doubled in volume. Add the cooled melted chocolate mixture to the egg mixture and stir.

Gently fold in the sifted plain flour and pinch of salt. Then add chopped nuts or choc chunks.

Spoon into a large rectangle baking tin, lined with greaseproof paper

Cook at 160c for about half an hour. Check the brownie is cooked by shaking gently. If it wobbles return to the oven for another few mins until the centre is soft but firm

Remove from oven when cooked and allow to completely cool in the tin before cutting into squares.

Zoe Murfitt

Mackerel recipes

So supposing that you have caught a few mackerel, what to do now?

Baked sea bass/mackerel

Lightly drizzle virgin olive oil on the whole fish, followed by fresh cracked black pepper and a lemon slice and wrap in foil. Bake for 40 mins at 180c until the meat is flaking and delicious. Serve with new potatoes and salad.

Mackerel pate on toast

Bake the mackerel, break off large flakes of meat and mix with mayonnaise, cracked black pepper and a splash of lime juice. Serve on toast. Great as canapés.

Barbequed mackerel on the beach

My favourite! Serve with wedge of lime, pickled beetroot and salad.

These three dishes pair well with a Sauvignon Blanc, or any cold crisp white wine.

David Surman



An Ab Fab Icicle

Tony Sparling remembers the fun and games back in 1998

CSC's annual Christmas celebration 'on the water' has for many years been held at west Cowes. It is a wonderful combination of pre dinner mini shows performed on members' yachts followed by dinner, often at one of the yacht clubs.

I attended my first 'Icicle' in 1984 and have attended most of them ever since. CSC has always been a terrific blend of sea sailing adventures, comradeship and a social scene.

One Icicle cruise that has always been at the top of my list happened in December 1998.

Five of us were on board a yacht called Kodak Gold, a Maxi 1000 - 34' in old money. The marine 5 were: Terry Bower (skipper), Christine Shelton-Smith, Sheila Griffiths,

Paula Hancock and myself. We decided to perform a version of Absolutely Fabulous, the well known TV show starring Jennifer Saunders and Joanna Lumley. It depicted the wild misadventures of these ladies who lived in near constant haze of drunken selfishness. The cast were well chosen: Terry as the skipper, Christine as Bubbles, Sheila as Patsy, Paul as Edina, me as Damien

the toy boy. The photo, above left, gives the flavour of this event. The below photo shows the cast poshed up for dinner

The above extract from the script, specially censored for Wavelength, gives a strong idea of the evening events. All in all we had a great time and, modesty permitting, the audience seemed to love the skit. A really great evening with all the other CSC playlets on other yachts.



E = EDINA B = BUBBLES T = SKIPPER
P = PATSY D = DAMIEN

ABSOLUTELY FABULOUS
EDINA AND PATSY AT THE 'JOLLY GOOD SAILING SCHOOL'

Ab Fab title music - Edina's voice from behind cockpit (on mobile phone), coming into view in totally unsuitable clothes and wobbling in platform shoes (not pointy heels Terry!)

E - Bubbles? Look I'm here at Cowes but I can't find this cruiser you've booked sweetie. Yes, yes I'm at East Cowes sweetie, I've been to that... (waves to & names some ostentatious yacht or navy ship in the marina) but it wasn't that and I just can't see you.

Bubbles pops up from cockpit, wearing outrageous pink fluffy stuff, sparkly boxes etc in hair, with a telescope? Searching the far horizon for Edina, B - I'm here, I'm here. Over and out Roger. Roger.

E - startled turns around to see B - you can stop that Rogering - (aside - I've heard about those Pirates) what are you doing there on that, that... dingy?

B - Dingy, this isn't a dingy this is a yacht. You told me to book a cruise on a yacht!

E - still on mobile - This is it? (reads banner on boom cover) "Jolly Good Sailing School?" I told you to book the Commodore's Suite on the Oriana, this is all wobbly. Where's the pool and the sundeck? (Bubbles searches decks with telescope)

Pipe me aboard, I'm coming aboard. Wobbles around the deck, clutching several Harrods bags, still on mobile and commenting to Bubbles, helps her aboard and goes below

T - Skipper appears from below, peaked cap and cravat? Or down to earth offices? - What is going on? What are you doing with those shoes on my deck? You'll have to take those off.

E - These sweetie? But they're La Croix darling! (T turns to go below) Oh, Cabin Boy, take these and put them in my suite, offers him a tip. T goes below in a huff.

Patsy appears on the pontoon with toy boy in tow staggering under large box marked 'Bollinger Champagne - Crysal' both wearing motor bike leathers.

P - waving half drunk bottle of Vodka - Eddie, sweetie, I've been looking all over for you. Climbs aboard, drunk - kisses in the air, lots of "sweetie, darlings"

Went to the Coast Guard, nice boys and some bloody good Voddie - didn't know where you were - so did one of those Mayday things on the radio.

B - Mayday thingy?

P - Yeah, must remember Eddie, in emergency (winks and nudges) - great big lunky guys in rubber suits!

wavelength: sale

Sailing sale

Some stuff is going so cheap it's nearly free

Five items from Tony Sparling's garage



1. Metal spinnaker pole 12'6" Old technology. The ends are shown in the photos above.

2. Smaller pole 6'

3. Pair of wooden oars for dinghy.

4. Radar reflector antique!

5 Heavyweight genoa sheet double from 28' yacht.



These are available free to CSC club members but a donation to Club funds would be appreciated depending on the item selected.

All items available at Tony's house in Stoke D'Abernon 07977 225241 or email asparling96@gmail.com

Sailing assortment

Many items available for more details call Richard Brodie 07795958164 or email richardbrodie95@yahoo.com There are lots of bargains to be had



wavelength: quiz

Cryptic quiz II

Solve the clues to reveal words connected with sailing. The number after each clue indicates number of letters in answer

- 1 Paddler that goes both ways 5.
- 2 Harbour that keeps red plonk 4.
- 3 I hear Ted's group is on board and make swift exit 7,4.
- 4 Speed at tying bowlines 4,2,5.
- 5 Lo-tech course calculation for judgment day 4,9.
- 6 Cleared, clean bin makes a stand for pointed Rose 8.
- 7 Spend two hours looking for hound 3,5.
- 8 Banner over loo, so don't spend a penny 4,2,11.
- 9 I hear celebrity is disinterested. Right? 9.
- 10 Stop the Spanish within the cove 5.
- 11 Three is a squeeze in this dinghy 4.
- 12 Broken urge be flying ESC flag 6.
- 13 A backward sheep stuck in board game sees double keel 9.
- 14 Sounds like a sign inviting purchase of up-front cloth 8.
- 15 Huge tangle with the French at lower end of Hull 5.
- 16 A vessel for sailing or sipping 8.
- 17 Redirected chutzpa mimosa used to get a steer from The Sun 7,7.
- 18 Warne's intention but wavy spray stops play 9.
- 19 Old enough to take the helm? 8.

Compiled by Nigel Bovey
Answers on the last page

To Tallinn and back

Dick flies off to Estonia to tend to his beloved Singapore Sling

The problem is, I am in the UK and precious Singapore Sling is in Tallinn, Estonia, at 59deg 27min north, on roughly the same latitude as Fairisle. For those of you who are unfamiliar with the area, it's just 200 miles west of St Petersburg and directly south of Helsinki. By good fortune she is in a lovely marina and is handled very professionally by the staff. Her winter quarters were in a stunning new shed along with some very very expensive 'gin palaces' of the Russian oligarch variety. For the summer they decided that it was good for her health to be outside on the hard not to mention that it was a third of the price!

In the summer the shed is used for all sorts of other purposes including a film set and a variety of social activities. Whilst I have been here there was a young women's yoga convention. I only noticed this when the huge hanger doors were

opened to reveal about three hundred women in some horrendous yoga position which meant upended buttocks. I was quite impressed by the athleticism and candidly it was quite a pleasant sight to behold for a sad old commodore.

Ghost town

I have flown out to Tallinn curtesy of easyJet. This was a curious experience as Gatwick North resembled a ghost town. It just needed a few tumbleweeds blowing down the concourse to complete the picture. Ironically the flight was full so to put my immediate neighbour at ease I coughed repeatedly and complained that the food had no taste! Such a strange reaction as the lady in middle seat spent most of the flight in the toilet. Bizarre.

In a week a lot can be done. I had compiled a list of jobs varying from changing the generator oil and impeller to replacing the VHF aerial

cable on the mast and a hundred and one other little tasks that got missed over the past couple of years. Most of these are really dull. I know this because when 'FaceTiming' Jane I see the glazed look appear when I describe the jobs that I've completed. But they are necessary and there is a grim satisfaction when I tick them



off the list. For company I had a wild mink wander by as I was working on the propeller. It just sauntered along the sea shore amongst the stone boulders and appeared totally oblivious of me. I have to say it looked much prettier alive than dead adorning the shoulders of some fashionable woman. In fact I saw it two or three



times during my weeks stay.

As you can see from the photo clambering up the steps to Singapore Sling decks is no mean feat. I reckon I lost at least three pounds in weight purely through climbing steps. However, I also reckon I put those same pounds back by quenching my thirst with Estonian Saku beer at the end of the day.

Naked males

Kakumae marina is splendid, and very new. During my week, as the only British boat and nominal crew I was honoured with the Union Jack flag flying alongside Finnish, Aland and Estonian flags. The big event at the weekend was a flotilla of 178 Finnish yachts on a weekend trip from Helsinki. Very impressive, mind you the bogs/facilities were packed, and I just can't quite stomach a small communal shower room with 100 plus naked males of all shapes and sizes – very Scandinavian. In

During my week, as the only British boat and nominal crew I was honoured with the Union Jack flag flying alongside Finnish, Aland and Estonian flags

reality their trip was pretty much equivalent to our cross channel trips. It is 45nm crossing and all weekend the weather was perfect. In fact, all week the clear and sunny skies gave us steady 20/24c.

The dreaded virus seems to have bypassed Estonia with a token 64 deaths and sub 2000 cases so it was refreshing to focus on yachts, sailing, marinas, and of course beer. As well as that Estonian language is horrendous, so I had to resort to the good old British tradition of shouting in English. Amazingly the vast proportion of the younger population speak excellent English so life was easy.

My flight from Tallinn to Gatwick left at 11:15pm. I fell in line with the inevitable face mask requirements. With the anonymity it offers, I think I should become a latter day highwayman. Well maybe not. So Dick, just grin and bear it – actually grimace and bear it. After all no one can see.

Mobile app comes to the rescue

Simon Worthington on how new technology could aid sailors in distress

Would you be happy blurring out three random words to the coastguard if you found yourself in dire emergency on your boat?

That could soon be happening if a recently developed mobile phone app catches on among sailors.

Called what3words, the app divides the world into 57 trillion squares, each measuring 3m by 3m 10ft by 10ft and each having a unique, randomly-assigned 3 word address.

For example, our social HQ at Ashted Cricket Club is *intend.clean.deflection* and the The Anchor pub on Cowes High St is *standards.bells.gangway*.

Postal problems

Thirty-five emergency services in England and Wales have so far signed up to the app and are urging people to adopt it as it has already saved lives.

It was borne out of company founder Chris Sheldrick's postal-related

problems growing up in rural Hertfordshire.

He told the BBC: "Our postcode did not point to our house. We got used to getting post meant for other people or have to stand in the road to flag down delivery drivers."

Chris founded what3words after ten years in the music industry, which involved trying to get bands to meet at specific entrances to their venues.

"I tried to get people to use longitude and latitude but that never caught on," Mr Sheldrick said. "It got me thinking, how can you compress 16 digits into something much more user friendly?"

"I was speaking to a mathematician and we found there were enough combinations of three words for every location in the world." In fact, 40,000 words was enough.

The company started in 2013 and now employs more than 100 people at its base in

Royal Oak, west London.

Mongolia has adopted what3words for its postal service, while Lonely Planet's guide for the country gives three word addresses for its points of interest.

But still, not enough people know about it according to Lee Wilkes, a crew manager for Cornwall Fire and Rescue Service, which has signed up to the app.

"It cuts out all ambiguity about where we need to be," he said.

Tackling fires in large rural expanses, for example on moors, will be helped by the system, Mr Wilkes said.

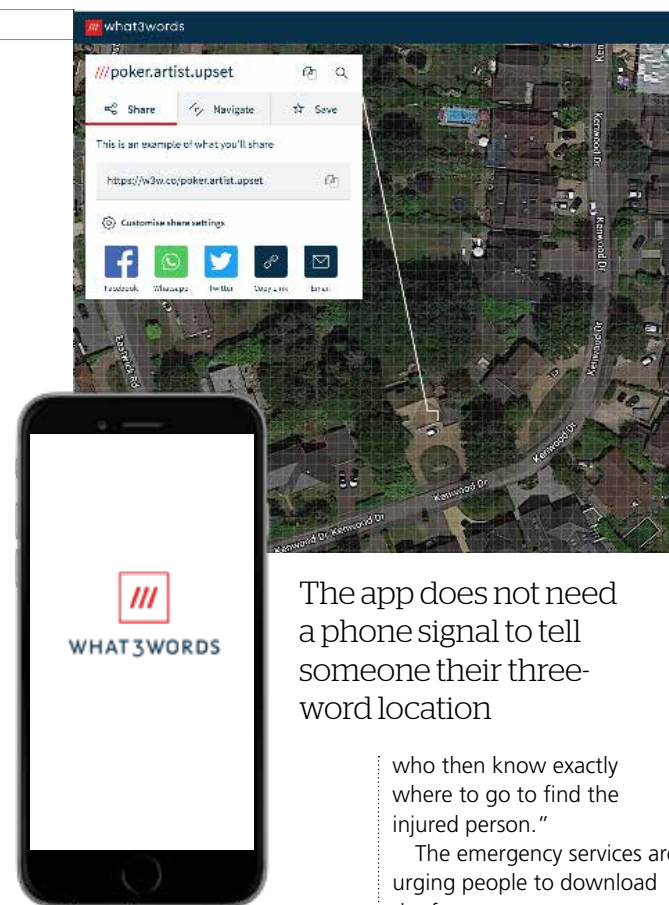
"Instead of saying 'meet at the gate and then get directed from there,' we can be absolutely specific about where our crew needs to get to," Mr Wilkes said.

"It will make for a much more effective service. We are quite excited about it.

"It would be flippant of me to say this will become commonplace but I really do think it could be.

People who find themselves needing help in remote areas can use the app to direct emergency services to them, police say

If people do not have the



The app does not need a phone signal to tell someone their three-word location

app, the emergency services can send a text message containing a web link to their phones. The app does not need a phone signal to tell someone their three-word location.

"Say there was a group up a mountain and one got injured," Mr Sheldrick said.

"They haven't got any signal to call for help, but they can still find out their three word location.

"Someone from the group can then take that down and tell the emergency services,

who then know exactly where to go to find the injured person."

The emergency services are urging people to download the free app.

Time critical

Humberside Police were able to quickly resolve a hostage situation after the victim was able to tell officers exactly where she was being held.

"That was a time critical situation and being able to use a three word address meant officers could get there much quicker, rescue the hostage and arrest a man," Mr Sheldrick said.

"That made us understand how the work we are doing is so important."

Humberside Police also used the system to find a group of foreign nationals, including a pregnant woman in labour, who were trapped inside a shipping container at a port.

"The port had over 20,000 containers and we knew that we needed to get to them quickly," said the force's control room supervisor Paul Redshaw.

The group were told to download the app and they were soon found.

"There is no doubt in my mind that these incidents could have had very different outcomes had we not been able to use what3words," Mr Redshaw said.

So next time you are struggling to give your lat and long to the coastguard, perhaps three little words might work better.

Cryptic quiz II solutions

1 Kayak **2** Port **3** Abandon Ship **4** Rate of Knots **5** Dead Reckoning **6** Binnacle **7** Dog Watch **8** Flag of Convenience **9** Starboard **10** Belay **11** Trio **12** Burgee **13** Catamaran **14** Foresail **15** Bilge **16** Schooner **17** Azimuth Compass **18** Spindrift **19** Steerage

How to use a rope*

A guide for new crew by Clive Hall

TIP Wear proper sailing gloves to protect hands and fingers

Securing to a cleat when berthing: OXO

- Take your mooring line and make a turn around the back of the cleat (your first O)
- Then make a figure of eight over the ends of the cleat (this is the X bit!)
- Finish off by taking another turn around the base of the cleat (your second O)

By taking the rope around the back of the cleat, the sharp angle gives some instant friction which immediately gains you some control over any weight on the rope.

Locking turn (only used if rope is too short)

If the rope is too short for the job, you may not be able to do the full OXO, which case use a locking turn to secure the boat. A locking turn is where you turn the rope under itself so the end is trapped under that turn, making it more secure. do an O or an OX on the cleat before the locking turn. The reason why this is only used occasionally is it may be a problem when you come to undo the rope later; if under pressure it may be jammed and difficult to undo. In the worst case you may need to cut the line.

Tying on fenders

To avoid loosing a fender lie it on the sidedeck while being tied or untied. When deciding how long the lanyard needs to be, note that the distance from the deck to the top guardwire is the same outside the boat as inside.

When tied on, leave a long loose end and always flip it outboard so it is not a trip hazard

Fender knots don't need to be too tight - so that you can easily adjust or untie them.

The recommended knot is a clove hitch - so that you can adjust the height of the fender without untying the knot. Once berthed, tie the free end of the rope in a half hitch to secure it

If you are not confident with tying a clove hitch, do a round turn and two half hitches instead

Dont stand over the guardwires while handling the fenders. sit inboard on the coachroof or coaming, and reach out to the guard wires to avoid overbalancing.

Using a winch when tacking

Always turn ropes clockwise around a winch, three full turns to allow the winch to grip the rope securely. No need to pull too hard on the sheet the friction of the turns against the winch grips the rope. You will then need to tail the winch which means keeping the rope end taut against the winch body while you are working the winch handle.

When tacking, take what was previously the working sheet off the winch when the helmsman calls "lee-oh". You will already have taken one turn of the (soon to be) working sheet around the winch and also taken in all the slack. As the boat tacks you will be able to pull in more slack by hand, then snatch another turn around the winch to take the weight, continuing to pull. You will then put a third turn around the winch, tail the sheet, then fit winch handle and bring the sheet in taut until the helm is satisfied.

How to surge a 'sheet' (line or rope) on a winch

If you need to let out the sheet while it's under load this is called "surging" the sheet. First unclean the tail while keeping tension on it to maintain friction on the winch drum. Press the palm of your other hand against the sheet turns on the winch drum and ease tension on the tail. Under load, the sheet will start easing outwards. If not, ease the tail tension further, press less hard on the winch drum and/or move the palm of your hand anti-clockwise around winch to encourage sheet to ease out or, you may need to carefully take one turn off the winch. Aim to get the sheet to do what you want under load while keeping it fully controlled.

Taking a loaded jib sheet off a winch:

Safest way to do this is to first ease the sheet off a few inches; keep flattened palm of one hand against turns on the drum as they surge around it. This slight easing removes worst of the load. Depending on wind strength you can take a turn or two off the drum, but for safety always leave a couple of turns on.. Wait till luff of sail begins to lift, then pull remaining turns positively upward, keeping your grip directly above the axis of the winch. When you hold your hand like this the turns will whip off the drum cleanly; they will never foul and your hands will be safe too."

*NB all ropes on a yacht have names other than rope ie; sheet, line, halyard etc.