

wave length

csc magazine

Everyone has a
hippy time on
the Icicle Cruise

NICK SAYS

They are never
too young to
learn to sail

DICK SAYS

Rügen is a lovely
spot for sailing

SIMON SAYS

It's time to check
your life jacket

INTRUDERS!

on Tim'rous Beastie





Wavelength
Marion
Tempest

Welcome to the latest edition of Wavelength. It's a new year and a new decade, one in which we must start to think about climate change, but one thing is certain is that sailing has to be one of the lowest impact leisure activities, so keep on sailing and sending me your stories and pictures.

This edition we have a thought-provoking report of a boat break-in plus pics from the Icicle rally as well as the calendar to encourage you to attend more sailing and social events. Whatever the future holds happy sailing!

Marion

CHANNEL SAILING CLUB COMMITTEE MEMBERS 2020



Commodore
Dick Beddoe



Vice-commodore
Simon
Worthington



Company
secretary
Reece James



Treasurer and
racing
Simon Davey



Cruising
secretary
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RYA
Training
Ken Fifield



Talks
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Teresa
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Rich
Murfitt



Membership
secretary
Vacancy

wavelength The Channel Sailing Club magazine

EDITOR

Marion Tempest

Sub-editor

Simon Worthington

PLEASE SEND ANY LETTERS
AND PICTURES TO
**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 on-
line. Check out the club's web-
site for news and information
www.channelsailingclub.org

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THANKS

to the RYA for permission to use
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of contributors are not neces-
sarily those of Channel Sailing
Club. Accordingly Channel
Sailing Club disclaim any
responsibility for such views
and opinions.

A year to remember

2019 certainly a year to
remember what
with a highly divisive
general election and for those of you who might
be tempted to keep your yacht in Europe, the
uncertainty of its VAT status after Brexit. As far
as the club is concerned, we have had a superb
season of races, cruises, and of course the social
events and talks. This was the first year of my
tenure as commodore and together with a very
new team we have attempted to maintain and
even improve on those activities that charac-
terise the club. We've had a number of notable
successes, but we recognise that some areas
need attention.

For the record this is the very
first committee I have ever served
on, and it has been quite a steep
learning curve. As a relative
newcomer I have looked in and
thought "just what is the Channel
Sailing Club?" I see a small
friendly and long-standing club,
that comprises a collection of sailors, crew, and
those who aspire to be both. We have no tan-
gible assets other than a healthy bank balance.
Therefore, our members stay members because
of the organisation and the long standing
friendships that have developed over time and a
common interest in sailing.

When I go sailing, mostly in the Baltic these
days, it is always a bonus to arrive at a port or
marina and find another UK yacht. We always
wander over and have a chat, sometimes this
develops into a drink, or a meal and occasion-
ally a new friendship. It seems to me that the
club offers that same comradeship, plus activities:
cruising, racing, winter talks and social events.
But over and above all the CSC is about training.
As I understand it, the original "Pirates" club
was formed from an evening class of wannabe

sailors and their lecturer. They wanted to keep
yacht owners (short of crew) in touch with
sailing crew (short of a yacht) who wished to
gain experience. At its heart is training. Training
opportunities in 2019 have been excellent with
Ken Fifield and others running anything from a
short 30 minute session on the absolute basics
through to a full RYA Day Skipper shore based
course over several weeks. Ken has plans for
2020 that include an RYA VHF course (not quite
so simple these days) and is even looking at the
possibility of an RYA Yachtmaster course. CSC is
still excelling in the area of its "alma mater".

Our racing schedule is now set as are the

cruises. However, while the
racing continues to go from
strength to strength, cruises have
somewhat languished. To this
end Bill Callahan is organising a
"get together" at a local pub for
yacht owners (with the club even
buying some drinks!) The goal
is to find out what our cruising

yacht owners want to do. Long cruises, short
cruises? Crew requirements? Finances? Week-
ends, weekdays? Highly or loosely organised?
Let's hope we can revitalise this section.

It is encouraging to see new faces on a
Wednesday evening and particularly those who
are keen to get involved with sailing who may
have little or no experience of boats. Long may
it continue. I hope those new members enjoy
the excellent welcome that Jane & I experi-
enced on our first visit to the club when both
Frank Gibson and Jeremy John made us so wel-
come. At the end of the day the club has to be
somewhere that our members want to be and
judging by the feedback from new members
that is 100% the case.

All the best, Dick



Bill and Pat Rawle had an unpleasant discovery returning to their boat. It had been

RANSACKED!

Our boat Tim'rous Beastie was left on its swinging mooring in Chichester Harbour on Thursday 22 August until we returned on Friday 30 August for two or three nights in the Solent with a couple of friends.

Our Durfour 40' is moored upriver from Itchenor, in a lonely stretch, away from the bustle of the village – away from anything in fact.

On arrival, we saw the washboard lying on the coach roof, the hatch open and sure enough, the boat had been ransacked. Cushions, seats and the contents of cupboards, lockers, shelves and drawers were strewn over every cabin.

Forced lock

The companionway hatch was secured with a Mobella lock. It clips into a cut-out on the washboard and when the key is turned, a throw-bolt shoots through a staple fixed to the underside of the hatch. A standard fitting on many production yachts.

The intruders had managed to force the lock open, allowing the hatch to be pushed back and washboard lifted out.

We immediately informed Chichester Harbour Office, who were unaware of any break-ins and they advised we contact the police on 101, which we did.

Open and shut case

When we were put through to West Sussex Constabulary, besides our personal details, they asked a lot of other questions, most of which we were unable to answer, ie:

- **The address and postcode**
It's mooring buoy number in the middle of the river, upstream from Itchenor. We eventually settled on Chichester Harbour Office as the reference location.

- **When did it happen?** Don't know. Sometime between August 22 and 30.

- **What was stolen?**

Haven't got anywhere near a list yet. Our sailing jackets and trousers are obvious items. But the boat is a mess.

- **What is the value of the stolen items?**

About £2,000 for the items we know are missing so far.

- **Is there any forensic evidence?**

Now I got a bit shirty. How was I to know – isn't that a job for the police? There may well

be fingerprints, if they weren't wearing gloves.

At the end of the interrogation, we were given a crime number. We were also advised that, as there was no (obvious) forensic evidence, the incident would be logged as 'case closed'. But we would be advised if a forensic team intended to come and examine the boat for evidence.

I explained that we could not leave the boat unsecured in its current state, but did not want to disturb anything if a forensic team did turn up. So we agreed we would do our best to leave alone as much as possible, commensurate with us having to stay on board overnight and until we could secure the boat.

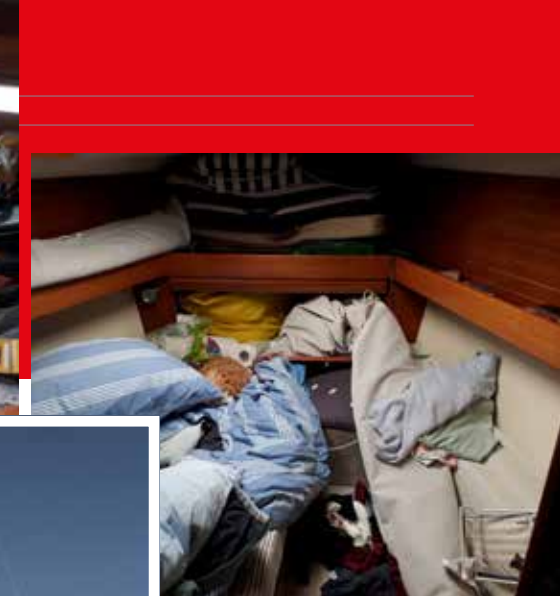
We have wintered Tim'rous Beastie and our previous boats at Northshore Boat-

yard for 25 years or more and have an exceptionally good relationship with the yard. They organised a space on their pontoon for us, so we had shore access to and from the boat as needed.

Distressing times

Northshore were able to help us with a replacement lock which we could fit, as the hatch and washboard had not themselves been damaged.

We have never been in a situation like this before and although no actual damage was done to the interior of the boat, you cannot believe the mess and upheaval you have to deal with, overlaid by considerations of logging missing items and retaining what you consider may be appropriate



with a locking stop. What else had been taken and left behind made a strange list indeed.

Big value items had been left: lifejackets, winch handles, a portable generator But along with the sailing clothing, the intruder had taken:

- **Torches;** a Yachtsman multi-function knife; Leica binoculars; sunglasses
- **A pair of** walkie-talkie radios; gimballed brass oil-lamp
- **Two Hohner harmonicas**

Alongside the loss of the harmonicas (which some unkind individuals might say was a blessing), they stole all the chocolate bars from our 'goodie box', all our crisps (but left the peanuts and rice crackers) and bizarrely, took a battery operated ionising hairbrush.

They had also rummaged through our wines and spirits, but not taken any.

I contacted the police to update them on our loss and

forensic "evidence" should the police deign to turn up (which they never did).

We tidied up the boat as best we could, so we could use the saloon and the four of us could occupy the front and rear cabins. Any articles that the intruders may have picked up, we moved with forensic sensitivity and were as careful as possible to avoid using the cupboard latches, all lest we disturbed fingerprint evidence.

During that process, we discovered they had tried to remove the outboard, but that was secured to the pushpit

revised value (you can do this online) and helpfully, I thought, suggested the nature of the stolen items indicated a profile of someone who was teetotal, had a peanut allergy and unmanageable hair.

Except for an automated response, there has been no further contact from the police. Oh, other than a letter directing us to their counselling service, should we need it.

Making a claim

And so to the insurance. Our insurers were more sympathetic and promptly sent a claim form. We calculated the replacement costs amounted to some £3,600.

But it is not until you fully use the boat that you discover items, normally to hand, are missing and we subsequently added a further £205 to our claim. We are sure we will find other bits and bobs that have gone, when we come to use the boat next year.

We received an e-mail from our insurers advising that, as our loss was substantially 'personal effects', our claim had been reduced by 50%.

We immediately revisited our policy and it indeed says "Your insurers may reduce your claim, because of the age and condition of the item."

However, after an ex-

We have never been in a situation like this before and you cannot believe the mess and upheaval you have to deal with

change of e-mails in which we pointed out that the clause they were relying on was somewhat nebulous at best and nowhere in the Policy was there a reference to a 50% reduction on 'personal effects', we were granted a modest increase.

Lessons learned

So what wisdoms can we pass on. The police were polite but perfunctory. No doubt they are stretched, but do not expect anything from them other than a crime number for your insurance.

Understand your insurance policy thoroughly. While ours covers us for total loss and to a large extent severe damage, there are conditions and exclusions that will necessitate digging into our own pockets to a significant extent.

Wallet hit

• **List all personal items** with a value of or more than a stated amount (our policy specifies £250). We overlooked the binoculars (£650) and one of the harmonicas (£250)

• **It is not realistic to assume everything can be sourced**

second hand. Ask the insurers beforehand if new for old replacement is available. (We have not researched this yet, but it is unlikely Household Insurance will cover unsupervised items kept on the boat).
• **Our policy will deduct 50% of the replacement cost of any item rendered obsolete** or no longer legally compliant by loss and/or damage to any other item. This could hit our wallet hard.

What next

As for the future, I have designed a stainless steel device, padlocked to the hatch, to prevent it being pushed back, and act as a visual deterrent. It also covers the washboard lock to dissuade intruders forcing that.

I am reticent to go into too much detail, as this article is available to the general public. But there are also devices of various complexity we are considering: CCTV; alarms etc. Electrical consumption is the principal consideration.

Although we have since heard we were one of some seven boats in total that were broken into and that an outboard was stolen from a boat in Chichester marina, at that time, this is the first time it has happened to us in 33 years of sailing.

We hope it remains as rare in the future for all of us.

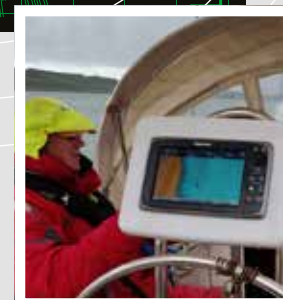
Bill Rawle



Radar or AIS? That is the question

Picture the scene: sailing Orcella north, it's 2.30am, mid-Channel, about to cross the east bound shipping lanes on our way home from France. Our integrated AIS + Radar + Chart Plotter in the cockpit is showing lots of traffic, at least eight ships, several with a Closest Point of Approach (CPA) on AIS of less than one mile and one with a CPA of about 400 yards.

The rules say we are the stand on boat but out here at night I like to have a minimum one mile between me and any ships. We are still 10 miles or more from any collision risk so my favoured tactic is to alter my course very early to avoid any potential conflict. This time, our best course change



still leaves one ship with a CPA within a mile – in fact within a quarter mile, way too close and at this distant point the vectors are still not entirely clear if that is ahead or astern of us.

However, Orcella has an AIS transponder so our data is visible on the AIS screens of all merchant ships within at least 15 miles, they can clearly see us (if they are looking). So we decide to stand on that course closely monitoring the situation. The ship is now 10 miles away.

When the ship is three

miles off it's time to call him up on Ch 16. He answers promptly and I ask his intentions, pointing out that he is coming very close to us.

I then got a surprised sounding "Wait a minute" in foreign accented English then a longish pause. You could imagine the footsteps across the bridge as he checked his screen, then he came back with a very rapid "I change course now. I change course". I checked he was changing course to starboard, which he confirmed, and we signed off.

Here's the thing: on a Raymarine AIS, radar and plotter course last month, the instructor said that in the event of a collision between merchant ships, the maritime authorities still favour radar over AIS evidence. That might change, but for that reason, it is conceivable that some merchant crews now might be monitoring their radar, but NOT their AIS 100%. Next time I will call 20 mins earlier.

I have heard qualified people argue about which is better – radar or AIS? To me the answer is neither – they do different jobs, so best to have both. I have a good radar reflector, but it is passive. Maybe I need an active (powered) radar transponder. Might that conflict with my passive reflector? So do I need to remove that? So what happens then if we lose all power? Worth a thought.

Clive Hall

Skedaddling to La Rochelle

Last June Paul and Wendy Sagar decided to sail to a wedding

We'd been invited to a wedding in Saint-Andre-de-Najac, near Toulouse, at the beginning of August. Our friends, parents of the bride, jokingly said why wouldn't we sail Skedaddle down to La Rochelle ('only' four hours away by car). Well, why not?

We left the Hamble on the 24th June for Poole where we picked up our nephew, Charlie, for the cross-Channel leg. Looking at the forecast we abandoned our plans for Alderney and Sark and opted to cross the Channel a day early and head for Cherbourg. With no wind we had a very smooth crossing. We weathered out the storm for three nights before heading for St Helier in a still somewhat choppy sea where our nephew left us. We did a cycle tour to Gorey and La Hougue Bie, a 6000-year-old passage grave.

Monday 1st July saw us sailing to St Quay Portrieux. The next day the folding bikes came out again as we took a ride through the countryside along the beautiful coastline as

far as the Point de Minard with its memorial to the Royal Navy motor gun boats in support of the Resistance.

The next day it was around the Isle de Brehat arriving at Lezardrieux at slack water but funnelled strong winds from the north led us to berth stern to. We had a great walk the next day over to Paimpol and along the coast to Isle de Brehat with a taxi back. With hindsight we would get a taxi to Paimpol and walk back along the river.

Wonderful walks

The next stops were Trebeurden, Roscoff, L'Aber Wrac'h (we were attacked by a Devon Dubber), and through the Chenal du Four (quite calm) to Camaret. Another great walk along the wonderful cliffs here past the memorial to the Atlantic convoys.

From Camaret through the Raz de Seine (again quite placid) to a buoy in Sainte-Evette. The 1st buoy we realised was for commercial vessels, on the 2nd the harbour



Main pic left: the glorious beach at Camaret. Above: Wendy at the helm. Top right: Skedaddle in L'Aber Wrac'h. Right 'Game Boy's' aground at entrance to Golfe du Morbihan. Below right Port de Minimes, La Rochelle

master said we were too long, so 3rd time lucky. They do bring bread and croissants around in the morning if you order the night before.

Bastille Day

We arrived in Loctudy on Bastille Day just as a big rally was arriving so we got put on the outside which would have been a bit choppy. Fortunately, they did then find a berth inside for us. A lovely bike ride along the coast and a somewhat longer one to Quimper on the following days. Then it was on to L'Orient with visits to the Museum of Sailing and the massive U-Boat pens.

Port Haliguen, the lovely Golfe du Morbihan, and busy Crouesty followed (with more walking and cycling), before we reached L'Herbaudiere with numerous salt pans. After entering Bourgenay at low water with 0.3m

below the keel the marina office had the depth soundings chart helpfully on display and apologised for the lack of dredging! But they did have a new bread dispensing machine, of which they were justifiably proud! We visited the nearby Richard the Lionheart's castle Château de Talmont, complete with jousting and birds of prey.

There was no wind as we headed around the Île de Ré to La Rochelle until we arrived at the 4300-berth Port de Minimes, which made approach to the visitor pontoon a little exciting. They accommodated Skedaddle for eight nights while we headed via Bordeaux to the wedding, but that's another story.



Cruising Rügen

Singapore Sling is still in the Baltic. Here Dick Beddoe tells us of one of his favourite sailing spots



This was the third year that Singapore Sling has spent in the Baltic Sea. To date we had set up a home base marina at Fehmarn (island) in northern Germany, but for 2019 we decided to up sticks and take the yacht across to the Baltic States (Lithuania, Latvia, and Estonia). Our cruise comprised a series of trips, each of which took us steadily east along the coast of Germany, Poland, across to Lithuania, north past Latvia with a final destination of Estonia.

We took our time and this short article gives you a flavour of one of our favourite locations, Rügen Island. Rügen is located on the north coast of (formerly the GDR) the German Republic very near to the Polish border. There are actually a number of islands which are separated by wide channels. We entered the island complex through a channel between the island of Hiddensee and Bock. The gap is 650 metres wide but the actual channel is less than 50m. And that sums up navigating around the islands of Rügen. Vast expanses of water, most of which is less than a metre deep. So you have to be vigilant about following the channel. (Remember there are no tides here so if you run aground you may

be stuck for some time!)

We decided to go north inside the islands for ten miles along the east coast of Hiddensee to a marina at the village of Plogshagen near the northern end of the island.

Sailing in zero depth

Singapore Sling draws 2.3m in these semi fresh waters and the tail end of the channel that took us to the marina was not depth marked on the chart. The last 200m was interesting with the depth gauge showing “zero” beneath the keel the whole way. I suspect we ploughed a little trough through the mud but we made it. Mooring? Box mooring of course! What else! Our 14.8 metres LOA is large for the Baltic but funnily enough sometimes this works in our favour. The boxes (two wooden poles sticking up out of the mud) sometimes have the separation between them marked and an indicator as to what size yacht should moor there. With typical German efficiency the smaller yachts are prohibited from mooring there which often means we get an easy mooring whilst the 12m yachts have to hunt around for a spot.

The island of Hiddensee is quite delightful. It is a German tourist resort with yacht crews being a small part of the tourist population. There are lots of holiday cottages and the whole place is geared up for bicycles, scooters, and “horse & cart” transport (NOT cars).

We met three other UK yachts there, which is unusual, and sat around a BBQ exchanging stories of Baltic cruising. We stayed an extra

day and rented some E-Bikes for the day. Extraordinarily popular in Germany, our E-bikes were brilliant fun (I have now bought my own E-Bike in the UK)

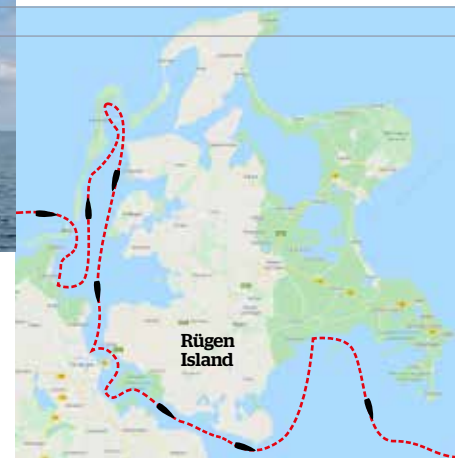
All the islands are just so pretty with small fishing ports, now nearly all converted to marinas, dotted along the coast but unless you run a shallow draft vessel, you are confined to the channels and a few “major” ports.

No overtaking

The following day was a Sunday – time to move on, and like the Hamble river on a busy weekend, our route south was busy! For ten miles the channel width was about as wide as a UK “A” road. The edges were unforgiving. 2.5m depth went to 1 metre in about 5 horizontal metres so you do not stray across the boundary. Not only was it two way, so you are constantly aware that yachts coming in the opposite direction. Also you keep having to remind yourself that the vast expanse of water either side was less than a metre deep.

After a night at Stralsund (the regional capital) we stopped at Lauterbach. A modern marina with all sorts of facilities including boatbuilding/repairs, house boats and several long pontoons off which the box mooring piles were placed.

I have an admission, I actually quite like box moorings now. The advantage is that your precious yacht has no points of contact with any pontoon/yacht and is held in place by warps alone. Getting in and out of the mooring can be a bit fraught and hopping off and on your yacht at the front may be



challenging but I now think the advantages outweigh the disadvantages.

Lauterbach’s main attraction is the narrow-gauge steam railway that goes from the port, up to the delightfully named Putbus. This initial section of the railway actually has three rails, one common, a second for the narrow gauge and a third for standard gauge. We took a day trip from Lauterbach to the

coastal resort of Gohren by steam train. Gohren is a traditional German seaside resort, very similar to a UK south coast resort but cleaner and more efficient. The highlight of the day was getting slightly drunk in the extraordinary narrow gauge “buffet” car on prosecco, cheese and biscuits at 10:00am as we trundled our way down to the coast.

This is a holiday area for the Germans but remember this was deepest darkest East Germany before unification and then difficult to visit. A trip by yacht is the best way to see the area, but even an organised tour would be worthwhile. Finally, heading south we stopped at Peenemünde where the V1 and V2 rockets were developed during WW2. A sombre place as a contrast to our Rügen adventures but very interesting.

Singapore Sling is currently asleep in a Tallinn marina awaiting more adventures next year in Finland and the Åland archipelago.



Channel Sailing Club calendar 2020



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

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1 Bank hol	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2 Navigators	2	2	2	2 Briefing	2	2	2
3	3	3	3	3 Race	3	3	3	3	3 Pursuit race	3	3
4	4	4	4	4	4	4	4	4	4	4	4
5	5 Talk	5	5	5	5	5	5 Briefing	5 Passage	5	5	5 Winter event
6	6 Skippers social	6	6	6 Briefing	6	6	6	6 Races	6	6	6
7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8 Briefing	8 Bank hol Cruise	8	8 Briefing	8	8	8	8	8
9	9	9	9	9	9	9	9	9 Indian event	9	9	9
10	10	10	10 Easter cruise	10	10 Briefing	10	10 Summer	10	10	10	10
11	11	11 Talk	11	11	11	11 Cruise	Cross	11 Cruise	11	11	11
12	12 Talk	12	12	12	12	12	Channel	12	12	12	12
13	13	13	13	13 Briefing	13 Regatta Race	13	Race	13	13	13	13
14	14	14	14	14	14	14 Bastille cruise	14	14	14	14	14
15 Talk	15	15	15 Briefing	15	15	15	15	15	15	15	15
16	16	16	16	16 Two handed	16	16	16	16 Briefing	16	16	16 Mulled wine
17	17	17	17	17 Race	17	17	17	17	17	17	17
18	18	18 Talk	18 Long Race	18	18	18	18	18	18	18	18
19	19 Racing meeting	19	19	19	19	19	19	19 Wooden	19	19	19
20	20	20	20	20	20	20	20	20 Spoon	20	20	20
21	21	21	21	21	21	21	21	21	21	21	21
22 Burns night	22	22	22 St Georges event	22	22	22 Summer event	22	22	22	22	22
23	23	23	23	23	23	23	23	23	23	23	23
24	24	24	24	24	24 Briefing	24	24	24	24	24	24
25	25	25 Briefing	25	25	25	25	25	25	25	25	25 Christmas
26	26 Catch the tide	26	26	26	26	26	26 Bank hol	26	26	26	26 Boxing Day
27	27	27	27	27 Briefing	27 Passage races	27	27	27	27	27	27
28	28	28 Frostbite	28	28 Weymouth	28	28	28	28	28 Hallow'n event	28	28
29 CSC AGM		29 Rally	29 Briefing	29 Folk	29	29	29	29	29	29	29
30		30	30	30 Festival rally	30	30	30	30 Briefing	30	30	30
31		31		31		31	31		31		31

A dash to Dartmouth

It was a fine and sunny morning when Christoph Friedrick and friend set out on a JOG race

It was the mid summer Bank Holiday weekend and Alistair my co-skipper and I were looking forward to a boys' trip to Dartmouth on Felix. We had planned a JOG race on the outward leg starting Friday afternoon and a cruise back. We left Marchwood before noon in sunny conditions with a fair breeze, picked up fuel at Itchen Marine and sailed across to Cowes for a 1600 hrs start. Forecast was a steady SW F5-6, becoming

4 at times. When the first gusts hit at Calshot, we had already reefed and with a No 3 Felix felt reasonably light. All seemed to be fine.

A good start

However, as we approached Gurnard buoy, wind had picked up and dark clouds and strong gusts appeared, which made for a foreboding start. We received encouraging waves from the shore team when we crossed the starting line, together with 6 other boats, far fewer than normal. A strong westerly tide carried us down the Solent.

Conditions continued to worsen and it was a choppy and increasingly lonely race down to the Needles as visibility decreased. We had earlier noticed a couple of boats heading towards Lymington, and had assumed that they were retiring. We carried on into the Channel, wanting to get the most of the tidal lift. As dusk fell, we noticed a lot of water in the bilge. It did not taste salty though, and we wondered whether it was due to the water tank cap not having been closed properly before we set off. A bit of housekeeping with the sponge and paler

was required which proved challenging in the choppy conditions. We realised only much later that about a 1/3 of the tank had emptied into the bilges!

When night fell, we were only just past Anvil Point and progress became more difficult. Our initial plan to pass Portland before midnight

When night fell, we were only just past Anvil Point and progress became more difficult.

was scuppered by wind and tidal conditions. For close to 2 hours we tacked without making much progress at all. We had not checked up on other competitors, and were not aware that our AIS was only transmitting intermittently. However as another squall hit us, we asked ourselves whether we should not

retire to Poole. The decision to carry on, however, was made easier by the realisation that the engine battery was flat. Staying at sea did not seem so unattractive, when the alternative was to return to Poole at night in a F5 with no engine.

A new dawn

Conditions improved somewhat after midnight. More importantly we started to make progress again. We gave Portland a wide berth and kept spirits up by looking forward to calmer conditions in Lyme Bay. As day broke, we had our first hot drink! Crossing Lyme Bay however took longer than planned, as wind speeds decreased to F2-4. We crossed the finish line just outside Dartmouth around 3 pm, under blue sky and sunshine.

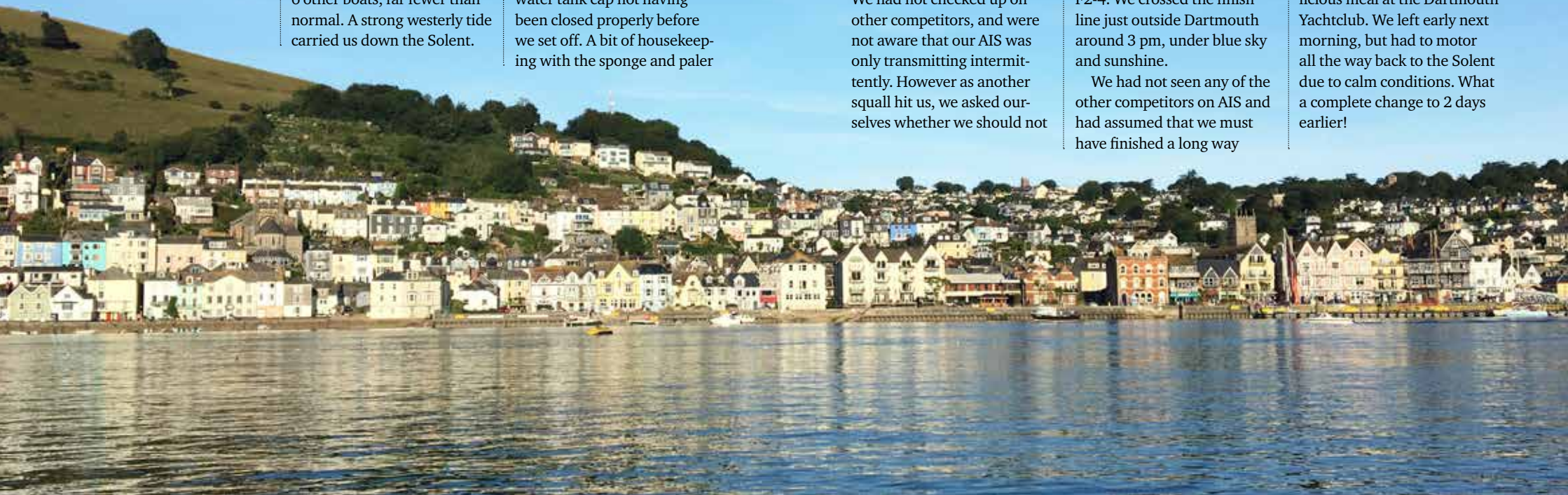
We had not seen any of the other competitors on AIS and had assumed that we must have finished a long way

behind them. Only when we received a call from Bernadette, my wife, did we realise that we were the only boat to finish. She had been called by the race team the night before enquiring about us as we had apparently dropped off the AIS, and all other competitors had retired by then.

All change

After the finish we had to tack against tide up into the Dartmouth harbour. We needed a second attempt to safely come alongside another boat under sail. As soon as we were connected to shore power, a quick switch to check the engine, presto, all was in order, just the batteries!

We retired early after a delicious meal at the Dartmouth Yachtclub. We left early next morning, but had to motor all the way back to the Solent due to calm conditions. What a complete change to 2 days earlier!



They're never too young

Nick Harman remembers the day he introduced his daughter to dinghy sailing



Being somewhat new to this sport and perhaps a late starter (mid 30s), and with my RYA certificates proudly displayed on the study wall, I was somewhat anxious to get out there to teach my 5-year-old daughter Jessica. Having purchased a 'Grad' and gained experience over the early summer, I was now ready to introduce her to sailing.

A confident launch

The appropriate time arrived, and with head held high we departed to the sailing club with posse in tow. (Poppa, grandma, Worried wife, baby brother Oscar, Jessica and myself)

With the weather perfect for the first sailing lesson, we launched confidently with smiles and cheers of 'good

luck'. The wind was in our favour and we tacked down the lake to where the breeze would be steady. Jessica was a little uncomfortable with her lifejacket and asked why she needed one. Having reminded her of the safety issues, we settled down for our lesson.

The lecture soon diverted to 'tooth fairies and how do they know when to collect fallen out teeth'. With this on my mind and a beam reach in progress, the breeze picked up and before we knew it the gunwale was in the water and the boat turned upwind. There was no going back. The boat capsized and I popped into the water ready to assist Jessica. She was a little reluctant to let go of the jib sheet, but when the boat continued to roll over I persuaded her to release her grip and we safely bobbed

clear. Within seconds a friendly Laser sailor pulled up and soon little Jessica was heading home somewhat a little dismayed, leaving me with the task of righting the boat and facing the angry posse once I returned.

I face the music

With the boat upright and sitting in water up to my knees (there's no transom flap in a Grad), the jip flapping, and slowly heading towards the clubhouse, I collected my thoughts. Do I dart to the other side of the lake and disappear forever, or do I face the music and accept the fact that by next week there will be a For Sale sign up for a Grad on the club notice board. The thought of hanging up the wetsuit and taking out the old pub darts from the bottom drawer once

more (an old interest I once took up) was daunting, but there was light at the end of the tunnel - or more to the point a beamy white smile at the end of the pier.

Jessica had relayed the adventure excitedly to the family while undergoing a thorough wash in the showers, and now was standing with warm clothes (and dry lifejacket) waving me in at the pier. When in earshot she asked, "Daddy is the boat ok? Anything missing? Anything broken?" – Just my pride, I thought, and perhaps my marriage. Then eventually she asked if I was all right (kid's priorities eh)

That day I will always remember, and if there is any other family contemplating taking their children or grandchildren out for the first time, take my advice, if they are confident in the water and you feel comfortable about it then take the plunge (not literally, well hope not anyway) Just do it, they are never to young



From dinghy to yacht...

This year the CSC will again be supporting the RYA's Discover Sailing campaign, which runs in May every year.

More than 390 RYA affiliated clubs and training centres, including the Channel Sailing Club, will be opening their doors to the local community so they can experience getting out on the water.

So any club members who know dinghy sailors, or anyone interested in learning to sail, should encourage them to come along and see why we love our sport so much.

The campaign, (formerly called Push the Boat Out), is a series of open days offering free or low cost 'try sailing' opportunities around the UK and the CSC has been an eager participant for several years now.

With no experience or equipment necessary, events are aimed at complete beginners, as well as more experienced sailors looking for a way back into the sport or interested in finding out more about their local club.

Families, children, partners, individuals, groups of friends – everyone is welcome.

All kit and safety equipment is usually provided, all you need is some warm clothes and an outdoor waterproof jacket similar to one designed for walkers.

There's no need to buy expensive sailing gear.

All activities are free or low cost. Some venues will ask for donations or a small, nominal fee, however the majority of events are running free of charge for visitors.

How do I get involved?

CSC yacht owners can join the fun by taking out beginners for an enjoyable day sail. Participant skippers normally meet crews in the Solent ports of Chichester, Portsmouth or the Hamble and are expected to provide a few hours sailing with tea, coffee and snacks for the novices. This is a great way to meet potential new members/crew and pass on valuable sailing skills

For more details contact the CSC via its website or come along to our regular Wednesday evening social evening at Ashted Cricket Club.

Hippy hippy shake

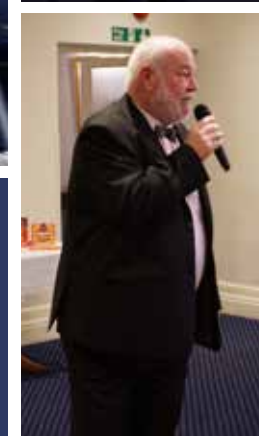
The annual Icicle rally was the usual slightly chaotic scramble of festive fun on boats and dinner-dance this year followed by karaoke!



The CSC sailed to Cowes on the weekend of December 7/8 for a riotous evening of boat dressing and sketches, then on to the Royal Ocean Racing Club for a three course evening meal and dancing into the night. The theme this year was 50 years since the US iconic rock festival

Woodstock, so 60s style hippy fancy dress was donned by many.

The bad weather forecast put paid to some sailing plans, but 51 people made the journey by boat or ferry to enjoy the festivities at Cowes Yacht Haven. Many thanks to organiser Bonnie Brown.





Always a sailor

Like many children my early years with dad and mum are a bit of a blur, but I do remember that my dad was always 'hands on' and there for a cuddle.

He was always interested in sailing, even at a young age and for Christmas 1943 he received a book called Sailing Orders from his parents about getting boats ready for sea.

Richard's main sailing seem to have started in the late 1940s when his father bought a 12-ton Hilyard. Over the next few years they visited various places including St Vaast and St Malo. In the 1950s he joined the Junior Offshore Group in about its second year. When I read a book (basically about the start of JOG)

We sadly report the passing of Richard Denning a keen sailor and club member. Here Peter Denning tells us a little of his father's background.

called Sopranino by Patrick Ellam and Colin Mudie he had known most of the characters mentioned.

Family man

He also borrowed his father's boat that was kept at Bosham in Chichester harbour, when he and friends sailed to Cherbourg and back. I think that this was the start of the booze cruise. He did a few Fasnets in the late 1950s and early 60s until more family came along which put paid to offshore sailing. He still managed to squeeze in the occasional weekend with

friends, but that got less as all us four children (Peter, Philip, Andrew and Adela) wanted to go with him. In the late 1960s he purchased a 30-foot plywood boat with his brother. Its design was based on a Maurice Griffiths Lone Gull. This was kept at Hollowshore, Oare Creek, near Faversham in Kent where there was a small boatyard and pub! Calais was a regular summer holiday location and one year we got to Le Treport and Dieppe.

This boat was sold in the mid-70s so the family took up camping for a few years. We were spoilt by the



summer of 1976 in north Wales. In about 1977 he was approached by a family friend about going into partnership on a new 9-metre Catalac. At the time this seemed a massive boat for a family of six, but the finances worked out and the boat was called Redouble and was based at Christchurch.

Over the years under his 'command' Redouble covered a lot of the French coast from Honfleur to St Malo and the Channel Islands and the UK south coast.

Having spent four years at Dulwich College where he played rugby, he then joined the Alleyns (Dulwich old boys rugby club) which is where he

carried on playing rugby with his friends and then sailing.

Two years national service (1948 to 1950) saw him rise to Sergeant Staff Instructor in the Royal Artillery.

In 1959 he joined the Ironmongers Company, was granted the Freedom of the City of London in 1960 and became Warden of the Yeomanry of the Ironmongers Company in 1980.

Careful cook

Dad was a good cook mainly as he got fed up with the meals that friends produced on the JOG boats and felt he could do better. At home he and mum shared the cooking where they both produced thrifty meals to feed a family of six.

In the late 80s a holiday villa was purchased near Royan on the west coast of France with a view to spending retirement there. Unfortunately the sad death of his daughter from cancer in 2000 put paid to that as they then helped to bring up two grandchildren.

Richard will be greatly missed by his three sons, four grandchildren and everyone who knew him, including all members of the Channel Sailing Club.

Richard Denning
born November 26, 1929
died September 26, 2019



Look after your lifejacket

Winter is when many sailors carry out vital maintenance on their beloved boats, but how many think of their own safety on the water at this time

The colder months of the year offer a perfect opportunity to check your lifejackets.

In fact experts recommend that lifejackets be inflated at least every six months and left for 24 hours to ensure they hold their pressure.

They can be inflated orally or by hand pump to avoid moisture build up inside.

CHECK STRAPS, Velcro enclosures and folded corners for wear and tear and make sure retro- reflective tape is firmly attached to the jacket surface.

CHECK WEBBING AND STITCHING at three-monthly intervals, also all buckles, zips and D-rings and ensure the whistle is securely fastened. ● If the jacket is fitted with a light, check its operation and that the battery is in date and replace if necessary.

Some lights are salt water-activated and must be replaced after use.

● After checking, a lifejacket should be re-packed correctly, following the manufacturer's folding instructions.

When not in use, lifejackets should be stored in a dry, well-aired area. Out of season the lifejacket should be opened up, partially inflated (to remove folds) and stored on a non metal coathanger.

CHECK THE CO2 CYLINDER for corrosion and tightness at least every three months as these cylinders may become loose and fail to operate and corrosion may cause the cylinder to leak.

● A monthly tightness check and a three-monthly bottle examination should be carried out.

● Remove the cylinder and check the operating head.

● Test the operation by pulling the lanyard and

checking that the firing pin travels forward and returns freely and the pin is not worn or bent. Take care with the plastic safety clip, which is designed to break when operated, and may need to be replaced.

● If the cylinder thread is corroded with white powdery deposit, brush it off with a stiff nylon brush and blow out excess particles prior to spraying with a water-repellent lubricant. Also, wipe the cylinder surface with lubricant.

● Any part of the jacket that was in contact with a rusty cylinder should be checked for damage and may need to be repaired by the manufacturer.

● If any part of the cylinder has a red, rusty surface, it must be replaced immediately. It is advisable to carry a spare re-arming kit onboard in case the lifejacket is accidentally activated.

Simon Worthington

How the (in)famous five go around the Island by not Changing Course

How many skippers does one boat need?

After many hours of fixing, painting, scraping, sanding, polishing and cleaning she was ready; Change of Course was clean, tidy and ready for action. Keith Gibbs' boat is a wonderful beast, but she did need just a tad of work...For those of you who have never anti-fouled a boat I suggest paying somebody else!

Change of Course is a C&C 115 race cruiser, American in design, 38' long drawing 6'. She has an amazing sail set: Kevlar main and Dacron genoa. And she goes rather well...

Five skippers?

Enough about our boat; were her crew ready? Peter Thomas volunteered to sign his life away as named skipper and myself, Ian, Francis and Alan (nominally all claiming to be joint skippers) signing on, so three people who've circumnavigated the Isle of Wight too many times to remember, and two newbies. What could possibly go wrong?

Our start time was 0810 (at this point we had noooooo idea the race would be almost 14 hours long) and we reconnoitred the start the previous evening, however we were still two minutes late over the line – insert suitable rude words here. Our tactics? Stay inshore, ride the currents and tides, and watch everyone else get blown out past the Needles. Might be best summed up as “mine might be smaller than yours but I know just how to get the best out of mine”. For me as a RTI novice, it was all very nerve wracking, with boats passing by with inches (that's 2.5cm if you're young) to spare, usually at great speeds... Lots of yelling of “starboard” as well – I now feel I'm way more in tune with the Collision Regulations...

Our fine captain kept egging us on, with regular food, water and alcohol breaks... Bucks Fizz every morning to stave off scurvy (we sailed over on Friday, returning on Sunday morning) with G&T every evening; I have to say Peter pours a very stiff drink...

Drifting well

We were becalmed twice but that did not take the edge off sailing a fast boat. Everyone took turns at everything, including some rather neat fixes and tweaks, such as using the cruising chute as a giant genoa in light airs. We discovered a draft of 2m (that's 6' for old people) makes for a boat that drifts rather well! This race is just soooooo much fun, you've just got to do it once, great atmosphere and great sailing. Roll on 2020, maybe RORC training and Fastnet at some point? ...I'm hooked.

A good finish

In this year's race over 1200 boats entered, but only 500 finished – not blown out by gales, but becalmed twice. We finished at 21.59, totally convinced the finish was at 22.00, and Change of Course came 11th in her class and 49th overall, allowing for her handicap. A top 50 finish? ...result!

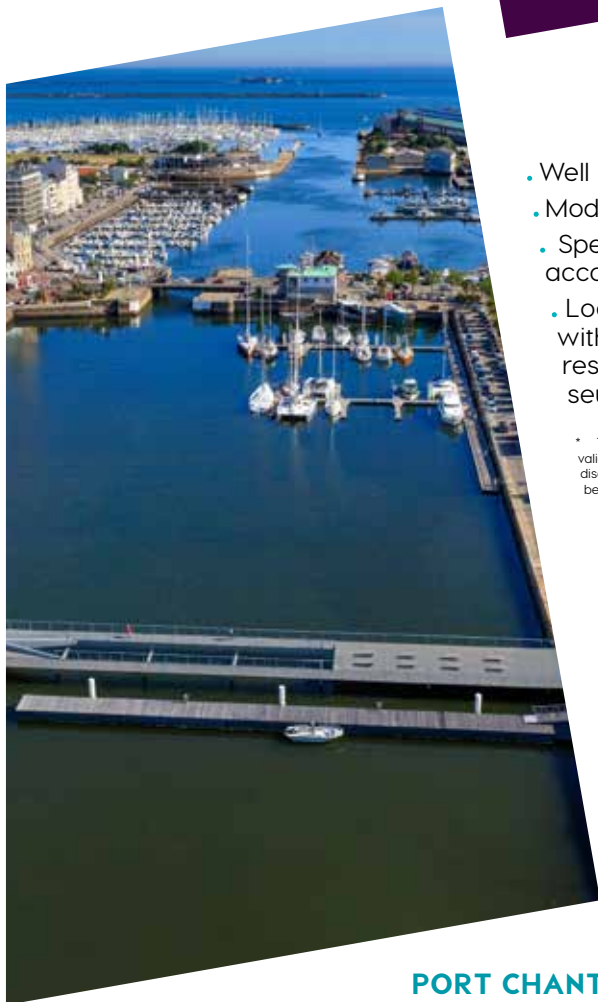
Our thanks to Carl Gibbs for the loan of his late father's boat and best wishes to all the Gibbs family.

PS - I write this sitting on Redouble in Weymouth on the West Country cruise, yep, yet again we've only made it to Weymouth! Weirdly, almost to the day, I've just broken my crown, in the same place and on the same boat. Who said there was no synergy in the world?
Trevor Lenthall



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Tél : +33 (0)2 33 87 65 70

VHF : Canal 9 / Channel 9

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www.portchantereyne.fr

