

# wavelength

csc magazine

*Playing pirates on*

## POLLY AGATHA

WINTERISATION TIPS

FIVE GO TO GREECE

JEREMY ROGERS  
MASTER BOAT BUILDER

DAY SKIPPER SUCCESS



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



Wavelength  
Marion  
Tempest

# WELCOME

to this winter edition of Wavelength. Hope you all had a very merry Christmas. In this issue we have articles from Simon Davey about a sunny September holiday in Greece, from Nigel Barraclough about sailing in the Orkneys and from Phil Martin about sailing

off the coast of Devon.

Wherever you are headed this year we want to hear from you, so please send in your stories to share with other members. Happy new year and happy sailing

*Marion*

## CHANNEL SAILING CLUB COMMITTEE MEMBERS 2023



Commodore  
Simon  
Worthington



Vice-commodore  
& RYA Training  
Ken Fifield



Treasurer and  
racing  
Simon Davey



Company  
secretary/talks  
Dick Beddoe



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Joint cruising  
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## wavelength THE CHANNEL SAILING CLUB MAGAZINE

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PLEASE SEND ANY LETTERS  
AND PICTURES TO  
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CLUB NIGHT  
Channel Sailing Club meets  
every Wednesday at Ashted  
Cricket Club, Woodfield Lane,  
Ashted, Surrey KT21 2BJ.  
Doors open at 8pm. Prospective  
members welcome.

THE CLUB SENDS OUT  
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Don't forget that if your  
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# SAIL ON 2023

This edition of Wavelength sees the end of my first year as Commodore of the Channel Sailing Club. I am glad to report that the club is in good health and sailing and social events are gradually getting back to normal after the disruption of Covid.

The racing and cruising secretaries have put their heads together and come up with an exciting range of events over 2023, with an emphasis on shorter cruises which they hope will appeal to today's busy sailor. Cruises planned so far include an early Bank Holiday event in April, a spring Bank Holiday trip to Beaulieu in May, a Bastille Day cruise in July and a West Country cruise in August.

As usual there will be a full roll call of racing to satisfy those with a more competitive nature and, as in the past year, non-racers are welcome to attend the social events that traditionally accompany a day or weekend of racing in the Solent.

While the Icicle rally to Cowes did not go ahead due to a lack of numbers - and the weather was far from kind - a splendid alternative took place for about 30 club members at the Old Plough pub in Stoke d'Abernon. I would like to personally

thank Jane Beddoe for pulling out all the stops and getting the evening arranged so quickly. Thanks also to Trevor and Nicola Lenthall for all the hard work they put in on the original Icicle evening.

Indeed the committee have decided to hold an alternative to the Icicle this year, so far with a working title of the Commodore's dinner, in November and based at a venue locally. In December the 'Just the Icicle cruise', will be a purely sailing event for those keen to get a last sail of the year in.

While the club has said farewell to a few members in the past 12 months, I have been heartened to see several new members arrive recently meaning that membership levels have remained steady at about 150.

And while normal Wednesday evenings at the club tend to attract the same amiable crowd, social events and talks have proved very popular attracting quite a few old and new faces.

Tom Cunliffe's talk at Leatherhead Theatre in October was a great success for the second time and even attracted some new members too.

On the subject of talks, I know that Dick Beddoe has some interesting speakers



lined up for the winter months ahead.

Ken Fifield has run a successful RYA day skipper course albeit with just three students, but this year the club is expanding its training remit with First Aid and VHF courses. Probably like many people in the club, I took my VHF course many years ago and while I use the ship's radio regularly it would be good to have a refresher.

Our bosun Bill Rawle has toiled tirelessly to sort out new club polo shirts which are available to buy on the website so it would be nice to these sported by members in marinas and at club events.

Bill is just one of the many committee members who work hard behind the scenes month in, month out to ensure the smooth running of the club and I would like to thank each of them for their efforts in the past year.

I look forward to seeing as many of you as possible at the AGM this month and here's to another successful year for the Channel Sailing Club.

*Simon*



# Heading for Hope Cove

Phil Martin and crew enjoyed a late summer sail

**S**aturday 10 September saw 3 members of the Channel Sailing Club, Gaius Hiscox, Rupert Holloway and myself plus Rupert's cousin Dale, heading down to Falmouth to join a boat based at Mylor for a late summer sail. The boat, was a Sun Odyssey 37, called Merlin of Mylor, and the intention was to sail her east to Hope Cove in Devon to visit a relative of Rupert's.

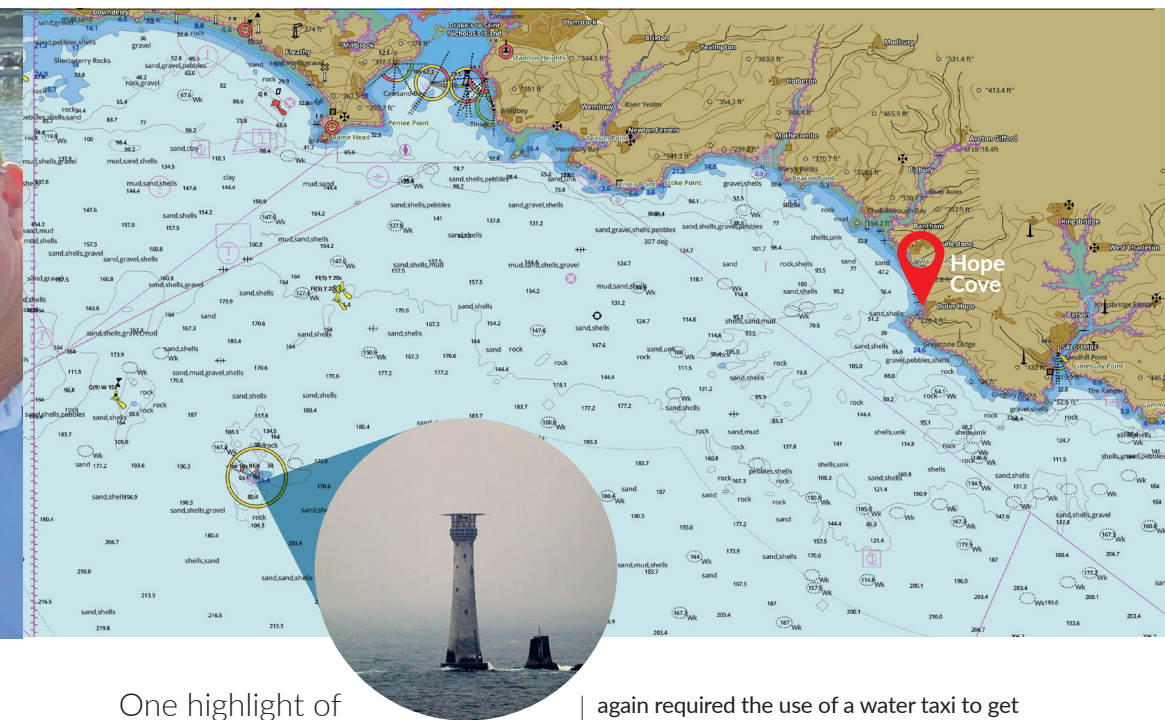
We all arrived mid afternoon and after getting our clobber and provisions onboard had a safety briefing, by which time it was beer o'clock. We repaired to the Castaways Bar for a couple of pints outside in the warm sun followed by dinner. The plan was to leave early the next day so it wasn't too late when we returned to Merlin and bed.

An early rise saw us slipping the moorings at 07:15 and with the engine on we motored south to clear St. Mawes and St. Anthony Head with Falmouth town to starboard. Once past land we raised the sails and turned south-westwards until we had good angle to

tack and head east. The wind was F4 so we made good passage although the seas were quite lumpy. At around 16:30 we approached Hope Cove with the hope of anchoring off. However as there was quite a bit of swell and numerous anchoring buoys which were very clearly not for use by visitors the decision was made at 18:00 to proceed further to Salcombe where we took a visitors buoy. A water taxi took us ashore, and back, for dinner. Total distance was 66nm.

## Leisurely morning

The next morning we were able to enjoy hot showers at Salcombe Yacht Club and after a leisurely cup of coffee overlooking the harbour in the gorgeous sunshine we headed back to Merlin and slipped at 10:20. We had the sails up less than 10 minutes later and an hour after we were heading west goose-winged in a calmer F2 heading westwards. One highlight of this sector was sailing past the Eddystone lighthouse. This iconic



One highlight of this sector was sailing past the Eddystone lighthouse. This iconic lighthouse was something Rupert had wanted to see close up for some time.

lighthouse was something Rupert had wanted to see close up for some time.

## Emergency repairs

As we approached our final port for this trip, Fowey, and tried to roll up the Genoa it became apparent that the furling line had come off the drum so some emergency repairs had to be carried out. This took some time and involved lying on deck facing the furling drum in order to force the line back into the drum. Mission eventually accomplished and we were then able to proceed into harbour where we took a berth on a pontoon which

again required the use of a water taxi to get us ashore for dinner. Distance for day two was 40nm.

The following day the wind was up at F5 (touching F6) so we were all in foulies with safety harnesses. Having left at 09:15 we were headed west to return Merlin to Mylor. We were heavily reefed and quite early on dropped the main and went on with just a reefed head sail. The seas were very lumpy and Gaius helped concentrate our minds by reminding us of the potential of broaching if the Wavelength (see what I did there?) relative to the boat length was the wrong ratio. The weather deteriorated as the day wore on which necessitated having to clip on when out of the cockpit bringing the mainsail down.

After a journey of just 26nm that day we got Merlin back in safely and after handover returned back to Surrey. It was a great trip, if intense at times, and much credit to Dale for whom it was his first ever sail.

Well done that man!

# Pirates ahoy!

Jeremy John recounts a thrilling fortnight as Polly Agatha joins a charity's school sailing regatta in Guernsey

## SOON AFTER BUYING

**POLLY AGATHA**, I was delighted to be asked to join a charity sailing event organised by the Set Sail Trust on Guernsey, along with two other pilot cutters Amelie Rose and Merlin, sister ship to my own boat.

The three boats would provide day trips for 10 to 11-year-old children from state schools on the Channel Islands, some of whom had special needs or learning difficulties.

Departing Portsmouth in early June, Tom Ainsworth and I were joined by his son James and partner Sarah for the passage to St Peter Port, Guernsey. After an uneventful trip and some sightseeing on the island, James and Sarah got the fast ferry back to Poole.

## We meet our young guests!

That evening Tom and I met the Set Sail Trust team and corporate sponsors who were excited to get the event up and running, as Covid had cancelled it during the previous two years.

The next day Tom and

I met the children, their teachers and carers in a car park near the marina pontoon, where everyone was fitted with life jackets. We learnt there were three groups of 12 for each morning and afternoon sailing session. As the children were led down to the boats, they could hardly contain their excitement when they realised they were going on real 'pirate ships', complete with wooden masts and bowsprits, as their imaginations ran wild. After another safety briefing and induction aboard, there followed a 'fun' briefing which involved making as much noise as possible, calling out to fisherman to see if they had a catch, waving to cruise ships and generally being the loudest, happiest fun boat on the water.

Once settled on board the children were given booklets with I-spy features naming the various parts of pilot cutters, along with a Q&A on their return to school.

Prior to departure from our berth all passengers would be on deck sitting along the centreline hatches

and benches so we could keep a close eye on their location. All the children were very well-behaved and looking out for each other, so we told them: "First off no pushing or shoving until you get your sea legs, no running around the boat and be aware of trip hazards around such as blocks, cleats, lines and various warps which are everywhere on pilot cutters!" They were all encouraged to take the helm and hoist the staysail, which was done enthusiastically.

## Treasure hunt

Initially cautious after boarding, within 15 minutes the children were running and jumping, getting their sea legs quicker than their teachers. It was as if they were not even on a boat.

We had hidden pirate outfits around Polly so there was a bit of a treasure hunt to start, followed by some swashbuckling and songs and even playing the Pirates of the Caribbean movie theme tune over the speakers. We also stowed 20 water pistols to attack the other boats, so water fights quickly ensued,





with teachers the main targets.

The daily format involved taking two groups out each day, one in the morning and one in the afternoon, for a two-hour sail around the bay across towards the islands of Herm and Jethou.

In the evenings corporate sponsors came on board with guests, allowing us to fully set all the sails and really get the boats going well. Three pilot cutters sailing together was a great spectacle.

## 800 guests over two weeks

During these evenings, we had some great sails and many of the interesting guests took part with enthusiasm - pulling lines, helping tack or taking the helm. Afterwards we were told that collectively the three boats took out more than 800 guests over the two weeks. It could have been more if were it not for the poor weather over the middle weekend when it was considered too windy (F5) to take guests on to the pontoon.

The sea swell prompted the marina to remove the link bridge meaning we had to use the dinghy to get ashore. I took advantage of the lay days to cycle round Guernsey, a great experience as the 35mph speed limit on the island meant other traffic was never a threat.

As mentioned, some of the

schools involved supported children with learning difficulties. On one occasion we had a young boy who came with two carers and was very nervous after getting on board, but within half an hour he was running round the boat in pirate outfit, sword in hand. The teachers said he had not smiled for two weeks and that day he hadn't stopped beaming from ear to ear.

## Rewarding trip

We had an incredibly rewarding couple of weeks, with everyone so enthusiastic and friendly. The Set Sail Trust is keen to invite the boats again next year possibly for three weeks along with a fourth pilot cutter as the event was so popular.

St Peter Port is actually a very busy harbour with island ferries, fishing boats, day tripper craft and visiting yachts close by. So, all the time we were under the harbourmaster's strict control, even needing permission to move from the pontoon to the fuel berth or to fill up water tanks.

## Next year?

Set Sail Trust was set up more than a decade ago and organises projects for young children, either at school, in scouting and other groups where funding from Guernsey companies allows

them to take part in activities they would not normally do, such as sailing, rock climbing and camping.

For Tom and I, it was a thoroughly rewarding experience over two weeks and I hope we are invited again next year.

I must thank Tom as he took time to obtain a commercial endorsement to his Yachtmaster. I had to re-code Polly for commercial use which involved a full safety inspection and survey. We also both refreshed our marine First Aid.

Many thanks to Frank Gibson for the loan of a life raft, which supplemented the 12-person one we had on board.

## Heading home

We didn't have the luxury of James and Sarah for the return passage, so we brought Polly back ourselves and it was a really enjoyable trip.

We left promptly on Thursday evening as Polly Agatha was entered for the Round the Island race that weekend, Tom and I getting little sleep on the crossing albeit another motor sail with the wind light and heading us again. We picked up our crew on the Trinity landing in Cowes, and headed to our mid-stream pontoon in the Medina. All in all, that brought us to the end of a busy three weeks.





# Orkney sailing

The delights of sailing 'up north'

Pete Thomas was kind enough suggest I write an article about some excellent sailing grounds a bit far away.

They have the advantage that the natives are friendly and generally speak excellent English – not surprising since I refer to NE Scotland and the Orkneys but much of what I say here could also apply to the west coast too.

## Greater distances

Thinking of some of the differences with the Solent and south coast. To begin with, distances are usually greater – there are not many of the short little hops.

Stopping off and victualling points are fewer – often combined with good ferry, air and rail connections. There are many nooks and crannies to anchor in but you may prefer a heavier anchor and more chain to ride out the weather.

## Weather

Not wishing to put you off, it tends to be more heavy weather sailing, you need to be much more aware of the weather, “slots” that can be a matter of 12 hours or so and then being stormbound for four days is not unusual. One or two other issues we tend not to get down

south: “Atlantic swells” but on passage to or in places like Orkney it matters; on the west coast I became very much more aware of the influence of “mountain weather”.

Sailing folk tend to be more independent, able to do more things themselves. Bits and help are found as much from the ‘marine engineers’ rather than one of several chandlers. One sailmaker operated out of a van and had a schedule a bit like a travelling salesman.

## Bigger boats

Boats were generally bigger anyway (35’ is relatively



small) but the numbers of bigger boats 45's seemed to be getting more numerous – but still handled by only three or four people.

We met many more Scandinavians, Dutch and Danes than in the south. Generally, people muck in and help with anything and not just mooring a boat in a strong wind.

The sailing could be summed up as being less well developed, smaller numbers, shorter season and more adventurous.

By 'less developed' I mean marinas are not so large or so many – particularly in places like Stromness and

Kirkwall in the Orkneys, that said Inverness and Wick are well established.

### **Smaller numbers**

The combined marinas of Inverness, Wick, Lossiemouth, the whole of Orkney and probably Shetland too would be less than that of the Lymington marinas. Also, there are fewer visitors.

What is noticeable is that numbers are increasing, it is becoming more popular, more developed, busier, touristy and perhaps more spoiled. Somethings can't change. The season will be limited by summer daylight hours – there will never be

the all year round sailing we can do in the deep south. The winter or early or late season bad weather will not go away.

Having said all this you never know what can happen. The Pentland Firth has a reputation of being one of the roughest bits of water in the UK and should be crossed with care and respect. When I did it this year, it was a flat calm and we had to motor!

Finally, it's a great place to go and I consider myself fortunate to have had the chance – go before everyone else gets there first!

*Nigel Barraclough*



# CHANNEL SAILING CLUB

Up and coming rallies, races, cruises and social events are listed below  
 please see channelsailingclub.co.uk for more details

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY
1	1	1 Weather talk	1	1 Bank hol	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6 King's coronation	6	6
7	7	7	7 Good Friday	7	7 Briefing	7
8	8	8 EPIRB talk	8 Easter	8 Bank hol	8	8
9	9	9	9	9	9	9
10	10	10	10 Easter Mon	10	10 Passage race 4	10
11 Rope work	11	11	11	11	11 Littlehampton	11
12	12	12	12 Briefing	12	12	12
13	13	13	13	13	13	13
14	14	14	14	14	14	14
15	15	15 Quiz night	15 Long race #1	15	15	15
16	16	16	16 Bembridge	16	16	16
17	17	17	17	17 Briefing	17	17
18 CSC AGM	18	18	18	18	18	18
19	19	19	19	19	19	19
20	20	20	20	20 Passage races	20	20
21	21	21	21	21 Poole #2,3	21 Briefing	21
22	22 Mary Rose	22	22	22	22	22
23	23	23	23	23	23	23
24	24	24	24	24 Briefing	24 Nav Race #5	24
25 Burns night	25	25	25	25	25 Beaulieu	25
26	26	26 BST starts	26 St George	26	26	26
27	27	27	27	27 Spring bank	27	27
28	28	28	28	28 hol cruise	28	28
29		29	29 Early Bank	29 Beaulieu	29	29
30		30	30 hol cruise	30	30	30
31		31		31	31	31

# CLUB CALENDAR 2023



are marked here but maybe subject to change or alteration,  
ingclub.org for more details

	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
	1 RTI race	1	1	1 Cowes #15	1	1
	2	2 Briefing	2 Nav race #12	2	2	2 Iclide cruise
	3	3	3	3	3	3
	4	4	4	4	4	4
	5 Briefing	5 West country	5	5	5	5
	6	6 cruise	6	6	6	6
	7	7	7	7	7	7
	8 Races #6,7	8	8	8	8	8
	9 Chichester	9	9	9	9	9
4	10 Bastille cruise	10	10	10	10	10
n	11	11	11	11 Briefing	11	11
	12	12	12	12	12	12
	13	13	13 Briefing	13	13	13 Mulled wine
	14	14	14	14 Pursuit race	14	14
	15	15	15	15 #16	15	15
	16	16 Briefing	16 Passage races	16	16	16
	17	17	17 Lymington 13,14	17	17	17
	18	18	18	18	18 Comm dinner	18
	19 Briefing	19 West Country	19	19	19	19
	20	20 cruise	20	20	20	20
	21	21	21	21	21	21
	22 Regatta	22	22	22	22	22
	23 #8 -11 Cowes	23	23	23	23	23
	24	24	24	24	24	24
	25	25	25	25 Briefing	25	25 Xmas day
	26 Briefing	26	26	26	26	26 Boxing day
	27	27	27 Briefing	27	27	27
	28	28 Bank hol	28	28	28	28
	29	29	29	29 BST ends	29 Briefing	29
	30	30 Briefing	30 2 handed race	30	30	30
	31 Cowes week	31		31		31

# Top tips for winterising your boat from the **RVA**

This list is no means exhaustive but it will give you a good idea of the things to consider when putting your boat to bed for winter.

**1 USE IT!** The best way to winterise a boat is to use it. A boat contains a multitude of systems that hate inactivity - particularly the engine.

Diesel engines may be complicated and costly but are absolutely vital for safety and enjoyment, and need to be understood and looked after. There are plenty of other items that would benefit from winterisation but if you only do one thing, do it on the engine.

## **2 GENERAL ENGINE**

**CLEANING** and observation should be first on the list of things to do. Shine plenty of light, use a mirror on a stick or a digital camera to see under and behind things - especially all the elements of the exhaust. Once you've finished changing oil, filters and coolant, dry the bilges completely beneath the engine, to prevent corrosion and if necessary, paint them white to highlight any leaks and drips in the future.

**3** If your boat is being lifted out for the winter you should **FILL YOUR FUEL**

**TANK** to the brim to prevent condensation and diesel bugs. Before topping up your tank, use fuel treatment to kill off any diesel bug that might already be in the tank.

## **4 CHANGE THE ENGINE**

**OIL** and replace the oil filter before leaving your boat for the winter. Leaving the old oil contaminated with the acidic by-products of combustion inside the engine block will shorten an engine's life. A neglected oil system will cause expensive damage.

**5** Before leaving the boat ashore in the winter **CHECK THE GEARBOX** or outdrive oil and replace it if it looks cloudy or milky.

**6** Most diesel engines use a combination of raw water and freshwater cooling - both of which need attention when winterising. **DRAIN THE COOLING SYSTEM** before hauling out, by disconnecting a hose from the circulating pump (unless there is a dedicated tap or plug), then refilling with a strong solution of fresh antifreeze.

Run the engine to fully circulate the new solution. Simply draining the system is unlikely to remove all the water inside, which may then freeze and cause damage over the winter.

## **7 REMOVING THE AIR INTAKE FILTER**

once ashore in the autumn and stuffing the intake with an oily rag can prevent it rusting inside. You could squirt a little oil into the intake and turning over the engine (without starting) to distribute it over the cylinder walls.

## **8 WHERE POSSIBLE, KEEP BATTERIES WARM AND DRY**

over the winter, fully charged or topped up at least every four to six weeks. Batteries left uncharged for long periods may need to be replaced completely.

If you're unable to remove batteries, the best advice is to leave them fully topped up and regularly recharged, as full batteries are less likely to freeze in sub-zero temperatures. Disconnect the batteries from the rest of the electrical system and clean

and grease the terminals.

**9 RELAX OR REMOVE ALL BELTS** and protect the drive wheels. Rust on these can chew up a belt very quickly in the new season.

**10 MAKE SURE THE BOAT IS ANGLED BOW UPWARDS** slightly to enable rain water to run off immediately from covers, decks and cockpit. Covers should keep water out but allow air to circulate. Proper through-draught will prevent condensation which leads to dry rot, mould and corrosion (especially if left for more than a single season).

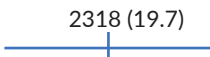
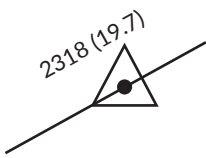

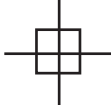





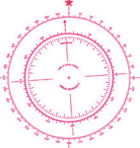
**11 STORE ALL LINEN, CLOTHING, BLANKETS, CURTAINS, ETC ASHORE** – washed and dry. Prop the fridge door open – mould will form in less than a week if left closed. Ensure through-ventilation. Leave cupboards and drawers open; prop up bunk cushions, leave underberth locker lids open. Get circulation into every possible nook and cranny.

**12 ENSURE TIGHT-FITTING COVERS FOR DECK-INSTALLED ELECTRONICS** and consider spraying behind electronics with water-repellent silicone. Check your navigation lights – the range, bearing, wiring and condition of covering (is it crazed or damaged)?

# Chart Symbols

Test your chart reading skills with this quick quiz by Leon Barbour

What do the following symbols represent on a paper chart?

1.  \_\_\_\_\_
2.  \_\_\_\_\_
3.  \_\_\_\_\_
4.  \_\_\_\_\_
5.  \_\_\_\_\_
6.  \_\_\_\_\_
7.  \_\_\_\_\_
8.  \_\_\_\_\_
9.  \_\_\_\_\_
10.  \_\_\_\_\_

What do the following symbols represent on a paper chart?  
 1) Dead Reckoning position (not allowing for tide. Bonus point: How does 'dead' originate?)  
 2) Estimated Position (allowing for tide & leeway). 3) Fix (GPS or intersection of position lines)  
 4) Waypoint. 5) Bearing from X. 6) Water track. 7) Ground track. 8) Tidal Drift 9) Range 10) Compass Rose

# Abbreviated Aegean Odyssey October '22

Simon Davey and friends holiday in Greece

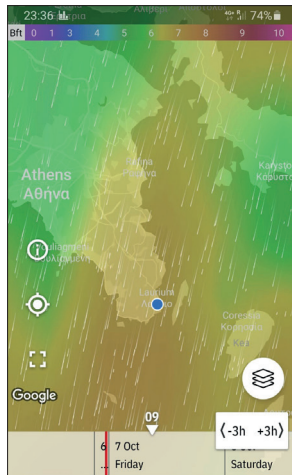
Myself and 5 friends (Nick, Dave, John, Hugh and Tony) had chartered a 51.1 Beneteau Sun Odyssey from the Olympic Marina near Lavrion – a bustling port about 20 miles south-east of Athens – for the first week of October.

## The Meltemi

The forecasts consistently showed that the northerly Meltemi wind, supposed to stop in mid-September, was in fine fettle (see screenshot right) and going to be a factor, especially later in the week when gales were forecast in the Cyclades - right where we were going!

We checked the boat over and were pretty impressed, especially with the cockpit size, 6 cabins, 4 heads, 2 rudders and amount of electronic kit; Tsuki is a mere 3 years old and has a slab reefing main, so should sail better at all points than the usual flat-cut in-mast furling models. But the jib was a nasty little self-tacking affair with a track barely 6 feet long, a high clew and a single sheet.

The following morning we



motored out of the marina and hoisted the main in a brisk northerly of 23 knots to (a) check it over as requested by the charter company and

(b) put a reef in. We had decided not to head too far south pending further weather forecasts so were making west for Batsi on the island of Andros. Batsi is a delightful little town and its bay and harbour face south, hopefully providing decent shelter from the Meltemi; this assumed increasing importance as the wind rose steadily to F7 during our passage and the 2nd reef went in. We entered the bay with the wind gusting over 40 knots and after a couple of fruitless attempts to get onto the harbour wall decided to anchor in the bay instead, putting a good 30 metres of chain out.







## Frustrating fuel shortage

Two of our intrepid crew decided to take the dinghy to talk to the harbour master about getting onto the harbour wall if the wind dropped and off they went. About 10 seconds later we found their “dry-bag” containing their mobiles etc. But the howling wind made our shouts useless. We decided on a beer instead and about 20 minutes later saw them heading back, then a minute after that saw them desperately trying to restart the outboard engine while drifting south towards the open sea, then the oars came out and the rowing seemed to be taking them back to safety behind the far side of the harbour wall, so we decided to have another



The temple of Poseidon above Sounio Bay

beer while we waited for a signal from them. This didn't come so after an appropriate wait we raised the anchor and headed for the far side of the harbour, but there was no sign of them. So we headed back around the wall and into the harbour to see them motoring towards us!

This is a long way of saying that one should check things out when chartering – the rep had started the outboard during our check-in and we had asked him if the tank was full (“Yes, it's our policy” he said) but hadn't checked it ourselves. Of course it wasn't and ran out of fuel

after barely 10 minutes. Luckily our friends had been helped by some young Belgians, lifting the dinghy out and over the wall into the harbour and giving them some fuel.

## Meet the dolphins

Next day, after breakfasting ashore, we did head south, sailing in a F6 past Tinos to Syros, where we berthed against the wall in Finikas on the SW side of the island. Finikas also has a south-facing bay and the harbour wall lies West/East. We berthed by backing into the northerly Meltemi and with our twin rudders this proved pretty straightforward so long as you kept the boat speed up till the last minute. This passage was notable for a lovely encounter with dolphins who played around our bow for a good 15 minutes. The wind had decreased and the evening was pretty warm, but the forecast was still for very strong winds of F8/9 on our last two days, so we decided to stay within a day's sail of Lavrion.

In accordance with this policy we next headed west to Kithnos, sailing around the northern shore of the island and down its western side to the port of Merihas. The bay faces NW but it's in a pretty deep inlet and has good shelter and plenty of

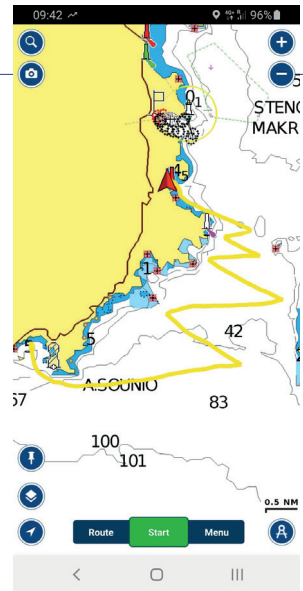


tavernas. We were joined on this passage by a large group of boats racing to Merikas, the crews come from all over Europe and meet for a few days racing every year. Despite the competition for spaces in the harbour we berthed stern to on the wall.

## Home in a gale

The following day had to be our last at sea as we needed to be back in the home marina before the gales really hit, so we headed out to the NW, again in company with the racers. Fortunately the wind was a north-easterly so we made good progress on starboard tack, passing Kea to the south and west and stopping for lunch in Sounion bay, which lies at the south-eastern tip of old Attica and was strategically important back in the day. The bay is dominated by the temple of Poseidon, dating from 450BC, which was part of the fort there, as we discovered the following day when we returned by taxi to do the tourist bit.

Our final leg after lunch



was straight into the F6 Meltemi, beating up the coast to Lavrion. We sailed the whole way and were probably drier than the motor sailors who were straight into the wind. Also, Tsuki's tacking angles were not too bad (see screenshot above) but we had spent too long over lunch and it was dusk before we made it into the marina, still in a F6. Berthing her wasn't easy but the docking rib was there to help push us into a space. With the wind howling all night and the straits outside the marina white with flying spume, we decided we'd done the right thing! We'd had great sailing, doing about 150nm in four days, mainly on reaches and averaging six knots.

But perhaps the calm Ionian and some motoring next year?

# TRUE OR FALSE ?

Test your general knowledge with this fun quiz  
by David Surman

- |  | TRUE / FALSE             |                          |
|--|--------------------------|--------------------------|
| 1. Europe is the continent with the highest literacy rate.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Hamsters are illegal in Hawaii.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Saudi Arabia is an importer of sand.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Kangaroos adopt.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Henry Ford was given the highest honour Nazi Germany could bestow.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. 60% of humans live in the Northern Hemisphere.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. The Aztecs predated Oxford University.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. In space, if you hold two identical or similar metals together they will cold weld together.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. The International Space Station has a film theatre.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. At the height of his power, Pablo Escobar, the head of the Medellin Cartel spent 1000 US dollars a week on rubber bands to hold the money. | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. The only tree in the Sahara Desert was knocked down by a drunk driver in 1973.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Just after 2000 in Zimbabwe, hyperinflation was so bad that 100 trillion dollar notes were common.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. The Black Death killed 20 per cent of the European population.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. The second man on the moon, Buzz Aldrin, became a rapper.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. The Pope wrote a romance novel.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. The match was invented before the lighter.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. The first leader of an independent Chile was Irish.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Until relatively recently beer was not an alcoholic drink in Russia.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. Nintendo was founded before the demise of the Ottoman Empire.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. The founder of Match.com lost his girlfriend to a man she met on the site.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. There are more stars in the Milky Way than trees on Earth.   | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. Tom Hanks was the first choice to play Forrest Gump in the film of the same name.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. No athlete has ever won gold in different events at summer and winter Olympics.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. The North Star is constant.  | <input type="checkbox"/> | <input type="checkbox"/> |
| 25. Seven per cent of all humans who have ever lived are alive today.  | <input type="checkbox"/> | <input type="checkbox"/> |

An old friend remembered

## 'Jackdaw' Don Dawes

Don Dawes, who died recently, was briefly a member of CSC in the 1990s and although he retired to Ireland in 1997 he, remained in touch with various members including coming over for Keith Gibbs' funeral.

His nickname of 'Jackdaw' originated from his days with CB radios. He always wanted to learn to sail and was persuaded to join Pirates by a friend. On his first new members' cruise he literally did not even know how to step onto a boat!

What followed were spring cruises, weekends and many trips with Keith Gibbs on Scorpio, Mac on Fizzgig where Mac taught you morse code by getting you to order your breakfast using it – happily his CB experience came in handy here! He particularly liked long passages and night sailing – and hated fog.

He was immensely grateful to CSC, members and boat owners for the opportunities he had.

Very much a character on and off the water, he will be sadly missed.

*Nigel Barraclough*

image: jeremyrogers.co.uk



# Jeremy Rogers

Nigel Barraclough on his love of the Contessa 32

One of the photos on my wall at home is of a large wave breaking in a rough sea while coming back from Cherbourg in a F8 – it was a “wet trip” in the fullest sense of the word. On another occasion I was kneeling on the foredeck and found myself up to my waist in water – the Contessa liked “playing submarines”.

So far as the decks were concerned, she was a wet boat with low freeboard and low headroom below but an excellent sea-boat, reassuringly reliable. One of two (perhaps three) boats which, in my humble and biased eyes, if you haven't sailed then your sailing CV is not quite complete.

So it was with a little sadness that I heard on BBC Radio 4's obituary programme Last Word that the designer and builder of that boat (a Contessa 32) had died at the age of 85.

Jeremy first started with dinghies and did his apprenticeship as a boat builder under one of the finest builders of

small wooden boats, Jack Chippendale.

Aged only 23 he set up his own boatyard building dinghies in the shed behind his home in Lymington and quickly established a reputation for good workmanship, firstly on dinghies and then folkboats.

The desire to build quicker and faster boats led him to recognise the value of GRP – then a new material not just in dinghies but also for bigger boats and the Contessa 26 was born.

## The Contessa 32, boat of the year

Next came the boat for which he will always be associated with – the Contessa 32 which he designed with David Sadler. Launched in 1971 and voted Boat of the Show at the London boat show – its reputation has never diminished and is considered as being one of the best of all boat designs.

His boats had a reputation for being reliable, seaworthy, safe vessels with good performance.



CSC member John Horne's Contessa 28

## Fastnet runner up

In the 1979 Fastnet when 15 people died Rogers' Contessa 39, Eclipse, came in second overall to Ted Turner's Tenacious, a yacht twice her size. The same year a 32 was sailed around Cape Horn.

He was also an experienced and racing skipper including part of the British Admirals Cup team in 1977 and 1979 where his Contessa 43 Moonshine was top scoring boat.

In 1974 his was voted Yachtsman of the Year for taking time out of a race to rescue a family that had taken to their sinking life raft, an act that also led to the international racing rules being changed to allow for redress in such circumstances.

Sadly, like many things, the boatbuilding industry hit



hard times and his firm went into liquidation.

More recently he was able to buy back the designs and moulds of the Contessa 32 and he started making them again and refurbishing existing boats.

In Lymington I had the pleasure of being able to cast off the lines of one of those boats which he was taking to the Southampton boat show and we briefly talked of another innovation he was considering: a diesel-electric Contessa 32, powered by a small electric motor with the batteries and diesel generator sited in the best place for the boat with the controls (simple press buttons) being incorporated into the tiller.

He is survived by three sons – one of whom now runs the boat building business.

# Day Skipper success

Instructor Ken Fifield congratulates three outstanding theory students

New sailors just starting out often don't feel confident skippering a yacht and need a safe way of learning that keeps them in their comfort zone.

The RYA has set up the Day Skipper programme to do exactly that. It is based on real life experience that has been fine tuned over the years to make yachting easier and safer. Marine accidents have been analysed and safe working practices embedded in the programme. In the course students will learn some of the time proven techniques or "old knowledge" to make their sailing easy and effective.

The CSC ran the RYA Day Skipper theory course in October this year. Teaching was done every Sunday for six weeks at the clubhouse. The students learnt fast and when it came to taking the two exams, passed with flying colours. Over the last five plus years I have been teaching the course, I was delighted to say we had some of the best results to date, with one paper scoring 100%! If you would join me on congratulating the following students in passing their RYA Day Skipper shore base certificate Alana Dowling, David Nuttall and Nic Ward.





# Sue Longley



We remember with affection CSC's first female commodore

Susan Longley was born in Sutton in 1942 and was the elder sister to David and Jan. After the War and her father's return from Singapore the family settled in Banstead.

Educated at Nonsuch High School for Girls and North East Surrey College of Technology, taking an interest in biology and the natural sciences.

As a young woman Sue was a keen Young Farmer and used to collect eggs for a local chicken farmer – it was an interest she never lost.

## Wedding bells

In 1964 Sue worked for a company called Distillers in Burgh Heath, where she was a laboratory technician, testing distilled spirits. At Distillers she met Roger. Sue and Roger were married in 1965 and their marriage would last for 53 years with two children Mark and Katherine.

Although Sue considered herself to be first and foremost a mother she worked in the fashion industry, including in the designer room of Harvey Nichols in Knightsbridge. In later years she took up the mantle of antique dealer with Roger and son Mark.

A keen supporter of charities, Sue helped to organise fashion shows to raise money for the

Royal Marsden hospital and was a collection box distributor for the Poppy appeal and the RNLI.

She was a passionate sailor, sailing firstly on the Thames in a range of dinghies and then larger yachts and sailing brought Sue and Roger into the Channel Sailing Club.

## Commodore and Wavelength editor

Becoming social secretary, then Rear Commodore social between 1999 and 2003, it is perhaps as the club's first female commodore that Sue is best known along with two boats Niobe (a Moody 39) and then Niobe II (a Moody 425). Taking over from Ken Hare in 2003 she served for three years before handing over to Trevor Barker. Stepping down from the role, she and Roger became joint Wavelength editors for 2006 and 2007.

As commodore she was very keen to encourage the education side of sailing and believed she was just part of a team - her role was to make sure what needed to happen did. During her time as commodore, CSC won RYA "best yachting newsletter" award under editorship of Trevor Barker in 2004.

For Sue, sailing was about cruising rather than racing and both she and Roger enjoyed the social side.



Like many people in CSC the Icicle cruise was one of the highlights of the year and more than once offered bed and breakfast accommodation on their boat to people who attended by ferry – from personal experience I can vouch for their generosity.

Roger and Sue particularly enjoyed France and the French coast and had many adventures including being storm bound on several occasions and having a jammed anchor winch (with the anchor down) which was fixed by some re-wiring of the winch motor by Roger.

They also brought a house in Brittany and took delight in the country, the people, the language and even went to watch the Tour de France on three separate occasions.

Away from sailing Sue had many other interests including an extensive knowledge about plants and flowers and in all of her homes she had a garden. There were also various cats Muffet and Ben to name a few. Painting and knitting were also enjoyed although one pair of socks was worked on for over eight years and remains unfinished!

Rarely without a smile Sue was an organiser and a party girl and for many of us that is how she will be remembered.

*Nigel Barraclough*

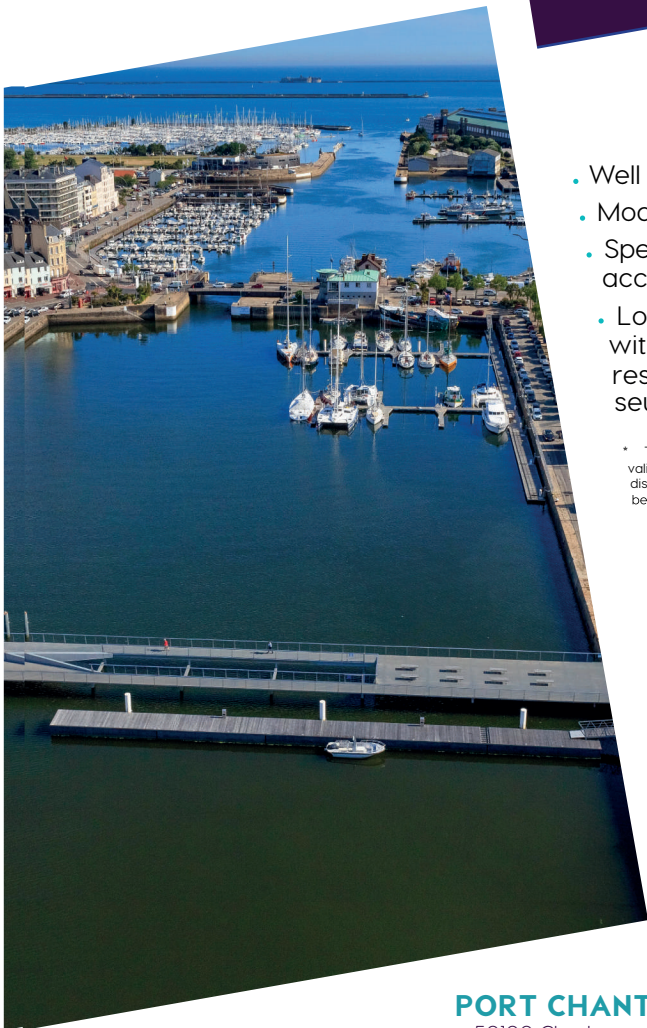
## True or false answers

1. False. Antarctica is, since the only inhabitants are scientific researchers. The adult literacy rate is 100%.
2. True. They have been made illegal as they would thrive and damage the ecosystem.
3. True. The quality of Saudi sand is too poor to make glass so they import it.
4. True. The joeys/babies are sometimes voluntarily swapped and occasionally accidentally abandoned and adopted.
5. True. Ford continued to do business with Nazi Germany and they produced vehicles for Axis and Allied countries.
6. False. 90%
7. False. Oxford University was founded in 1096, The Aztec Empire rose to power in 1428.
8. True.
9. Almost true. It has a special projector and astronauts have watched films including Star Trek and Gravity.
10. False. He spent 2500 US dollars a week on this. 2.1 billion US dollars annually was lost to rats eating the money.
11. True. The Tree of Tenere, was not quite the only tree but the only tree for 250 miles all around and suffered this fate.
12. True.
13. False. It killed one third of the European population in five years.
14. True almost. He recorded The Rocket Experience with Snoop Dogg.
15. True. Pope Pius The Second wrote a romance, The Tale of Two Lovers.
16. False. The friction match as commonly used today was invented in 1826, the first lighter was The Dobereiners Lamp, invented in 1823.
17. True. Bernado O'Higgins.
18. True. Until 2011 anything containing less than 10% alcohol was classified as a soft drink in Russia.
19. True. Nintendo was founded in 1889 and the Ottoman Empire dissolved in 1922.
20. True.
21. False. It is estimated there are between 200-400 billion stars in the Milky Way but Earth has three trillion trees.
22. False. It was John Travolta.
23. False. Eddie Eagan won gold in 1920 summer Olympics (boxing) and 1932 Olympics (bobsleigh)
24. False. Stars move. Polaris is the current North Star, but before it was Thuban. In 12,000 years time it will be Vega.
25. True.



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