

wavelength

csc magazine

WHERE DID PAUL AND
WENDY SKEDADDLE TO
LAST SUMMER?

ARE PAPER CHARTS A
THING OF THE PAST?

IS ANCHORING AN
ART OR A SCIENCE?

PATRICK HEADS FOR HOME



channelsailingclub.org

wavelength
THE CHANNEL SAILING CLUB MAGAZINE

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PLEASE SEND ANY CONTENT AND PICTURES TO wavelengtheditor@channelsailingclub.org

CLUB NIGHT
Channel Sailing Club meets every Wednesday at Ashtead Cricket Club, Woodfield Lane, Ashtead, Surrey KT21 2BJ. Doors open at 8pm. Prospective members welcome.

THE CLUB SENDS OUT EMAILS REGULARLY
To remind members of upcoming events. Don't forget that if your personal information changes you can go into your personal account on the website and update it online. Check out the club's website for news and information www.channelsailingclub.org

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

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

VIEWS AND OPINIONS OF CONTRIBUTORS
These are not necessarily those of Channel Sailing Club. Accordingly Channel Sailing Club disclaim any responsibility for such views and opinions.



Welcome

It's still pretty cold and wet out there but some plucky sailors are beginning to take to the water. Paul and Wendy's sail around the Baltic reminds us of sunnier times and Patrick has two tales of his time on Sea Scamp both from last year. Again this year we are encouraging anyone who would like to cruise to join the races for the social bit, the meal and overnight in a bid to get more boats out on the water and so hopefully more stories for Wavelength. Happy sailing *Marion*

WHAT'S ON?

your at a glance guide to upcoming events

- **MARCH 6:** Blood on your Yacht, First Aid check lists with Caroline Chapman.
- **MARCH 13:** Social event, Film night, details TBC
- **MARCH 20:** Social event, Cookery demonstration
- **MARCH 30-APR 1:** Easter Bank Holiday cruise First cruising event of the season. Three days, overnighting in Newtown Creek and Bembridge. Organiser Nick Harman.
- **APRIL 3:** Clipper talk
- **APRIL 13-14:** Racing event #1 Long race in the eastern Solent, overnight Haslar marina, Gosport. Cruisers welcome. Organiser Frank Gibson.
- **APRIL 17:** Social event, Mexican night,
- **APRIL 20:** Try sailing event #1 Join a club boat as crew and gain valuable experience. Register early. Organiser Nick Harman.
- **APRIL 27-28:** Racing event #2 Nav race using charts only. Destination TBA. Cruisers welcome. Organiser Paul Airey.
- **MAY 11-12:** Racing events #3 & 4 Passage races to either Lymington or Yarmouth. Cruisers welcome. Organiser Teresa Hemingway.
- **MAY 18:** Try sailing event #2 Join a club boat as crew and gain valuable experience. Register early.
- **MAY 25-27:** Spring Bank Holiday cruise Second cruising event of the season. Three days in the Solent. Convivial evenings in Beaulieu and Lymington. Organiser TBC



Here's to 2024

It may not be the best season for sailing, but that doesn't stop the wheels turning at the Channel Sailing Club.

January and February saw two important events in the club's calendar, namely the Catch the Tide showcase of events this year, from racing to social, and the annual general meeting. This year's Catch the Tide was a brilliant preview of the 30 cruising, racing and social events for everyone's diary, with thanks to vice-commodore Gaius Hiscox for co-ordinating the presentation.

The season kicks off with a three-day Easter Bank Holiday cruise at the end of March, then the first racing event in mid-April, and concludes with a bracing fun cruise to Cowes in December.

This year we are holding four unique one-day try sailing events in which members can join a club boat in the Solent. See the club

calendar on the website for exact details and register early if you fancy this great opportunity.

The annual general meeting, held every January, is a mixture of formal business and trophy giving. This year there was an extra important discussion on the use of social media, particularly CSC WhatsApp chat groups. After a vote it was decided to update the club by-laws to include members' conduct on social media, something we are well overdue on acting upon.

The CSC has an enviable reputation as one of the friendliest sailing clubs around and there is always a warm welcome on club evenings and events. Let's make sure that reputation remains, whether it's on a boat, in the clubhouse or chatting on social media. Here's to a great sailing season in 2024!

Simon

Channel Sailing Club committee members 2024



Commodore
Simon
Worthington



Vice Commodore/
Joint cruising
secretary
Gaius Hiscox



RYA Training
Ken Fifield



Treasurer and
racing
Simon
Davey



Social events/
bookkeeper
Jane Beddoe



IT and web
Teresa
Hemingway



Bosun
Bill Rawle



Company
secretary/talks
Dick Beddoe



Joint cruising
secretary
Nick Harman



Membership
Patrick Regnault

Cover photo: Patrick Regnault

At the end of May it was back to our boat, Skedaddle, which had overwintered in Augustenborg in the careful care of Anders. Unfortunately, he was foiled by a problem with the bow thruster, but he had made us an excellent bow ladder. We were joined on our shake down sail by friends, Jane and Simon. We had two nights in Aabenraa, followed by a night in the lovely inlet at Dyvig. After more struggles with the bow thruster, it was suggested that as the engineer was based on the nearby island of Fyn, that we went to Assens where he could cast his expert eye over the item. We arrived in the marina at around 3pm, within 45 minutes the engineer appeared and after a half an hour had identified the problem and fitted a replacement part.

The next day we carried on to the beautiful island of Lyø, complete with a wind telephone* The idea had originated in Japan after man had missed his late cousin and had

set up a 'telephone' to 'speak' to his relative. Word spread and after the Fukushima tsunami queues formed to use the phone.

Next stop was Bagenkop, where we'd been last year. We went on the bikes to Tranekær Castle gardens. It was a very interesting ride over gently rolling terrain but the gardens, well they were ok but perhaps not worth the 50-mile return trip in themselves. After the wind had dropped a bit, we dropped down to Fehmarn Island in Germany, where we managed to find another engineer to resolve a problem with the autohelm.

Chalk cliffs at Mons Klint

From here it was up to Gislövs Läge in Sweden via Gedser, past the impressive chalk cliffs at Mons Klint and Rodvig (and a cold war fort and bunker). Leaving on a wonderfully clear morning we encountered fog on the way to Ystad, fortunately it cleared as we approached in the small boat channel.

Next was the island of Bornholm and more exploration by bike along the scenic coast to Hammershus Castle Ruins.

Back to Sweden and the large marina at Simrishamn. Our heads outlet pipe had become blocked, and we availed ourselves of the pump out facilities. There we were helped by the very nice harbour mistress, though it didn't look like the pump out had much use and none of us were completely sure as to how to operate it. Another lovely town where art adorned the street utility boxes.

Progressing long the coast to Karlskrona (headquarters for the Swedish navy) stopping at Ahus (Absolut vodka 'tour') and Karlshamn. We wound up here for four nights but a lot to see ashore. Next stop Grönhögen on the island of Öland, where we cycled to the southernmost point and Sweden's tallest lighthouse, Långe Jan. Then to Kalmar where we met our friends, Guy and Marianne. Great castle and lovely town. From here we sailed

to Borgholm and our first encounter with stern buoys (pick up on the windward side). Another ruined castle and lovely gardens at the Royal Palace (was that Princess Madeleine driving that VW minibus?).

More cycling

Next up was Oskarshamn (back on the mainland and rather wet), back across to Byxelkrok on Öland. More cycling and another delightful lighthouse past interesting shoreline geology. We ventured around to the small harbour of Böda (a useful jumping off point for Gotland). More stormy weather forecast, so after one night we hightailed it back to Byxelkrok. Västervik was the next stop where Guy and Marianne left us, and we were to leave the boat for a week while we came back to the UK. The train turned out to be a bus, followed by a train to Copenhagen over 'The Bridge'. A night in Copenhagen before a flight to Sonderborg

A wind telephone, to the end of the world, and a garage door

Paul and Wendy Sagar went sailing in the Baltic

*The wind phone is an unconnected telephone booth where visitors can hold one-way conversations with deceased loved ones.



Paul and Wendy
aboard Skedaddle

airport, handily placed for Augestenberg where we had left our car. An evening trip back through Germany, finding a motel at the third attempt. Next day we caught the ferry from Hook of Holland to Harwich. We'd stopped at a Dutch supermarket to pick up provisions but forgotten that they didn't take credit cards, fortunately they had an ATM.

We flew back out to Stockholm and caught the train then bus to Vastervik. The marina was very quiet on our return. The marina staff thought that bad weather and high fuel costs were deterring sailors. Next day we sailed to Loftahammar through some heavy seas and mist. Then it was on to Gryts Varv, an attractive guest harbour with big sheds behind for winter storage, Dick and Jane's Singapore Sling had overwintered here.

Trips by train

Oxelösund (a wobbly pontoon and a train museum) and Nyköping (some bad weather but trips by train to Norrköping and Stockholm) followed. We'd heard that Trosa was quite shallow, so we booked ahead to ensure a suitable berth. Stern buoys again and we managed to end up one spot out, but it didn't matter as our neighbour didn't turn up. There was a music festival that weekend. It had been so wet they were pumping water out of the site. The 'end of the world' was the end of our jetty. It is where the ferries to Stockholm departed, and goodbyes were said. It is a very attractive sailing area with many small islands and some narrow-ish channels to negotiate, as well as a few ships to keep clear of. Södertälje at the end of the commuter rail line into Stockholm was near our overwintering stop and we decided to check the yard out, it was a bit of a building site and close to a prison. Södertälje is by the lock into Lake Malaren, with ships appearing at all hours.

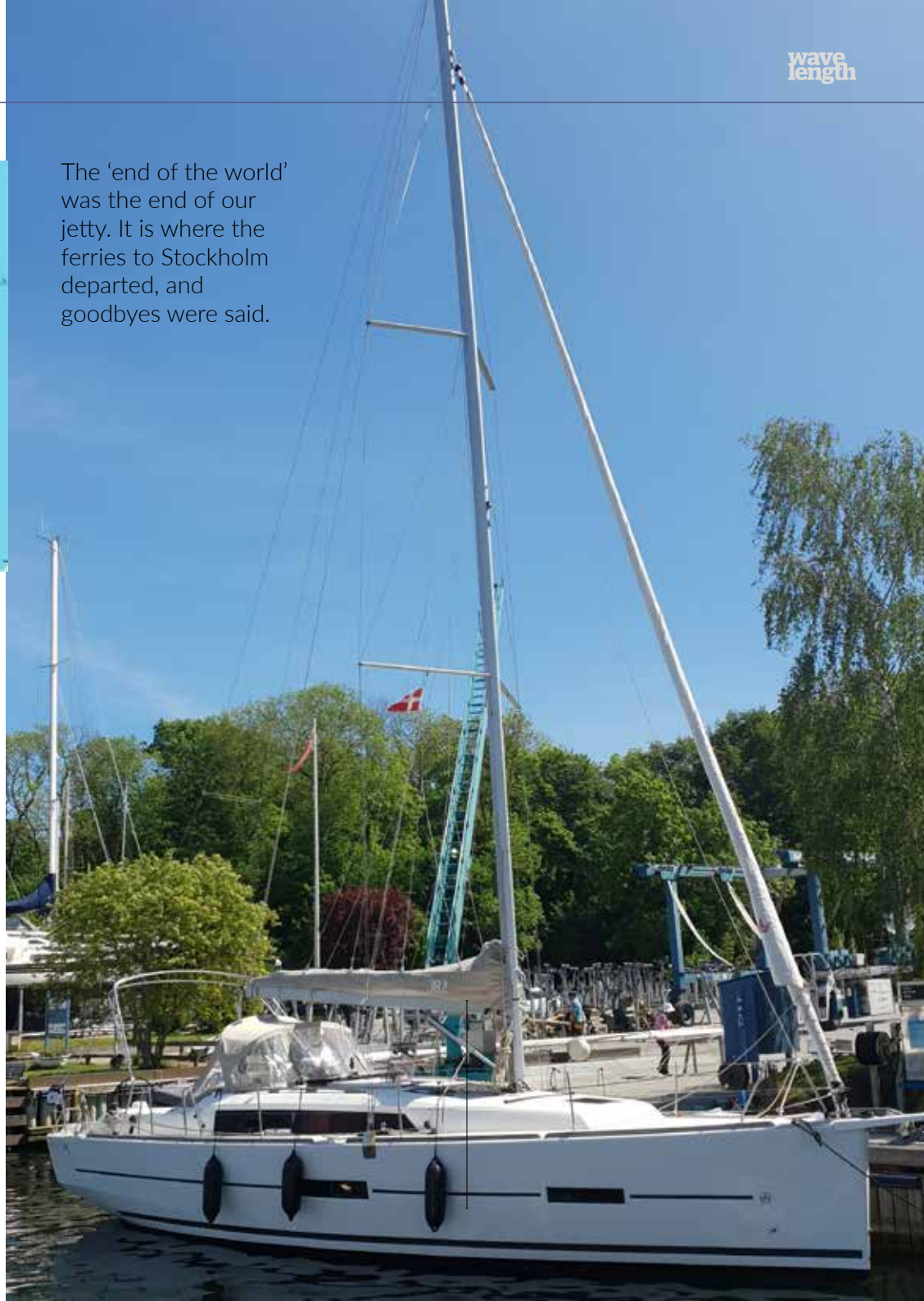
On August 15 we headed into the lock but then had a bit of a wait for the neighbouring



bridge to open, with no waiting pontoon and quite a lot of construction boat traffic engaged on channel and lock improvements. We stopped at the lovely Birka on the island of Björkö and visited the site of a Viking settlement. Then it was on to Mariefred and Gripsholms Slott for a couple of nights before back to Södertälje catching the bridge opening and the lock opening (we neglected to obtain a receipt at the pay machine fortunately the lock keeper believed us).

Sail back to Trosa

Joined by niece, Kate and her partner Rich, next day we had a lovely sail back to Trosa. After a night there and managing to get Rich out of the sauna we bypassed Landsort (as weather was overcast) and carried on to Nynäshamn through some narrow passages. After a sojourn here we returned to Södertälje where we prepared Skedaddle for winter in a shed at Wasa Yachts. We took time out to visit Torekällberget open air museum with Bjorn Borg's garage door (seemingly undented by youthful tennis practice).



The 'end of the world' was the end of our jetty. It is where the ferries to Stockholm departed, and goodbyes were said.

E-NAV THE RISE OF DIGITAL NAVIGATION

As more sailors rely solely on digital charts for navigation, the RYA tackles 2030 paper chart demise and puts digital first

The way sailors navigate is set to change as traditional Admiralty Standard Nautical Charts are discontinued sometime after 2030.

The decision in 2022 by the UK Hydrographic Office was in response to more marine, naval and leisure users adopting digital products for navigation and a decrease in paper product sales.

The next decade

Other manufacturers, such as Imray, will continue to provide paper charts beyond this time, but in the next ten years or so digital will become the dominant method of navigation.

In response, the RYA has launched a Digital First initiative which aims to embrace the core principles and techniques needed to safely navigate digitally.

This will include information and techniques in shorebased Day Skipper and Yachtmaster courses.

Digital-only navigation has been a reality for merchant shipping for 20

years. One hurdle is that despite two decades of electronic chartplotters there is still little consistency between equipment manufacturers, requiring training to understand the menu structure and settings.

In contrast, most sailors can navigate on official paper charts with ease, regardless of the country of origin.

The RYA admits changing people's mindset is the biggest challenge in letting go of old habits and adopting new ones.

For example, it is common practice to regularly plot a vessel's Global Navigation Satellite System (GNSS) derived position on a paper chart, perhaps as a record or check. We can see the hourly plot gradually creep across the chart as the passage unfolds.

Plotting a fix

With a navigation system showing the vessel's position, what is the purpose of plotting this fix? It's a familiar action, and therefore reassuring. But does it add

value? We actually risk introducing human error to that manual plot.

Since the rapid rise of affordable GNSS receivers, let alone the advent of the smart phone, finding a position on the globe is quite easy. The RYA says our focus should now be on verifying the position offered and allowing more time for situational awareness and decision-making.

The RYA says people can change their habits when they see the benefit – for example, digital depth readings are common, leadlines are not. The difficulty with this change is uncertainty about the future, inconsistency of product features and our relationship with paper charts.

The International Maritime Organisation defines eNavigation as "the harmonised collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth-to-berth navigation and



Photo © Tor Johnson/Yachting World

related services for safety and security at sea and protection of the marine environment".

The RYA says this wide-reaching definition needs to be applied as best it can to the leisure world.

Digital first navigation is using digital sources to answer basic navigational questions, and to ensure

sailors choose the right tool or information source. It takes some of the hard work out of passage planning and making. With the right system, planning and monitoring a passage will be greatly enhanced, with the system doing the heavy lifting. Our role is to confirm the plan is correct, monitor the system and

identify when it's giving us inaccurate information. Over time the requirements of an approved system and electronic charts will become clearer, allowing mariners to dive deeper into simulator – and manufacturer – specific training for digital first navigation on fully integrated navigation systems.

Simon Worthington

Abridged from RYA members' mag.



The International Maritime Organisation defines eNavigation as "the harmonised collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth-to-berth navigation and related services for safety and security at sea and protection of the marine environment".



Anchoring – art or science?

Peter Denning takes a look at this tricky question

Quite a bit of both is the reality, plus some luck.

The science bit is the correct scope or length of chain/rope to the depth and the art bit is getting the anchor to the seabed and dug in.

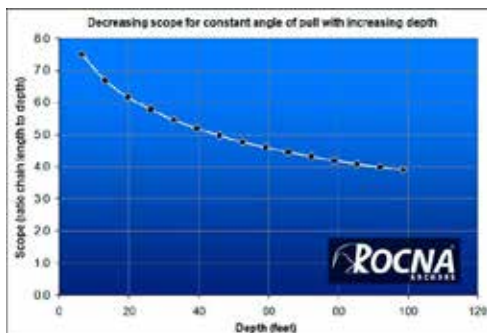
Minimum scope

The scope is done by knowing the depth of water when it is at its deepest and when you will be at anchor. Normally this would be high tide unless a quick 'lunch' stop. The depth should also include the height of the bow roller above the water line.

For all chain the minimum scope is 3 times the depth and for a chain / rope mix 4 to 5 times the depth. The graph below shows a scope of 6 to 1 in shallow water. If there is space fine, but somewhere like Studland this is impractical and likely to cause problems even if first to anchor.

Digging in

Deciding where to anchor is easy, but placing yourself so that you are well enough away from others, then dropping the anchor and 'digging' it in is an art. Digging the anchor in means when it is on the



seabed gently letting the boat fall back as the chain is let out. Once enough chain is out engine power can be gently increased to dig in the anchor. For the majority of the club boats possibly no more than 25% of astern power but this can vary.

The luck bit is that the anchor doesn't get fouled. Fouling could mean that the anchor doesn't grip or that you can't get it back up.

If you have a windlass, this is for letting out the anchor and chain and then retrieving it. The majority of them aren't designed for holding the boat with the chain straight on the gipsy.

Deciding where to anchor is easy, but placing yourself so that you are well enough away from others, then dropping the anchor and 'digging' it in is an art.

When to use a snubber

This is where a snubber is used. A nice piece of stretchy rope with a chain hook. The longer the rope the better. The snubber not only protects the windlass but

Picture of Redouble at anchor. The chain is just visible, stretched out with very little catenary.



also reduces the noise from the chain as it moves around the seabed. The snubber, in rough weather also dampens the snatch loads between the anchor and boat meaning the anchor is less likely to drag.

In calm weather the boat seems to lie to the chain with the anchor doing nothing; but as you get to 20 plus knots of wind the rode (chain and or rope) is stretched out and

the anchor is then keeping you in place. Any catenary (curve) of the rode has nearly all gone and if all chain it is a bit like the boat being connected to the anchor by a steel rod.

Peter Smith designed the Rocna (other anchors are available) but he gives some good advice at <https://www.petersmith.net.nz/boat-anchors/> that also applies to other anchors.



CHANNEL SAILING CLUB CALENDAR 2024



Up and coming sailing and social events are marked here but maybe subject to change or alteration, please see channelsailingclub.org for more details

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1	1	1	1 Easter Mon	1	1 Race #5 Itchenor	1	1	1	1 Cowes #15	1	1
2	2	2	2	2	2	2	2	2	2 Briefing	2	2
3	3	3	3	3	3	3 Briefing	3	3	3	3	3
4	4	4	4	4	4	4	4	4 Briefing	4	4	4 Briefing
5	5	5	5	5	5	5	5	5	5 Pursuit Race #15	5	5
6	6	6	6	6 Bank hol	6	6	6	6	6 Cowes	6	6
7	7	7	7	7	7	7	7 Briefing	7 Passage race #12,13	7	7	7 Just the lcid cruise
8	8	8	8	8 Briefing	8	8	8	8 Poole	8	8	8 Cowes
9	9	9	9	9	9	9	9	9	9	9	9
10	10	10	10 Briefing	10	10	10	10 Try Sailing #4	10	10	10	10
11	11	11	11	11 Passage races #3,4	11	11 Bastille cruise	11	11	11	11	11
12	12	12	12	12 Lymington?	12	12	12	12	12	12	12
13	13	13	13 Long race #1	13	13	13	13	13	13	13	13
14	14	14	14 Haslar	14	14	14	14 Briefing	14	14	14	14
15	15	15	15	15 Briefing	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16	16	16 Cheese & Wine	16	16
17 CSC AGM	17	17	17 Briefing Mexican nt	17	17	17 Briefing	17	17	17	17	17
18	18	18	18	18 Try Sailing #2	18	18	18	18 Briefing Pie & Mash	18	18	18 Mulled wine
19	19	19	19	19	19 Briefing	19	19	19	19	19	19
20	20	20 Cookery Demo	20 Try Sailing #1	20	20	20 Regatta races #8,11	20	20	20	20	20
21	21 Catch the Tide	21	21	21	21	21 Cowes	21	21 2 handed race #14	21	21	21
22	22	22	22	22 Briefing	22 Try Sailing #3	22	22	22	22	22	22
23	23	23	23	23	23	23	23 Summer cruise	23	23	23	23
24 Burns night	24	24	24 Briefing	24	24 Nav #5	24 Club Barbeque	24 Going West	24	24	24	24
25	25	25	25	25 Spring cruise	25	25	25	25	25 Briefing	25	25 Xmas day
26	26	26	26	26 Solent	26 Briefing	26	26 Bank hol	26	26	26	26 Boxing day
27	27	27 Briefing	27 Nav race #2	27 Bank hol	27	27 Cowes week	27	27	27 BST ends	27 Comm's dinner	27
28	28 Quiz Night	28	28	28	28	28	28	28	28	28	28
29		29 Good Friday	29	29	29 Passage race #6,7	29	29	29	29	29	29
30		30 BH cruise	30	30	30 Littlehampton	30	30 Briefing	30	30	30	30
31		31 Easter/BST starts		31		31	31		31		31

CHANNEL SAILING CLUB AGM



The club's annual general meeting was held on January 17 to hear how the club had fared in the past year and see the trophy presentation.

The members heard that club finances, although down on previous years, were still healthy, racing was as popular as ever, cruising had been difficult for a number of reasons and membership was remaining steady.

Members were encouraged to sign up to the club's app and register early for events so organisers can gauge interest.

There was a lively debate on a resolution about the use of CSC social media. Members voted to bring in a new club by-law aimed at toning down the language and emotions on some platforms, mainly Whatsapp, following concern that some remarks may have offended members.

The evening ended with trophies being handed out to grateful winners:

TROPHY AWARDS FOR 2023 SEASON

1. **Gliding Kestrel prize** for overall race winners – *Caressa & Myst*
2. **Genghis Khan's trophy** for two-handed race – *Felix*
3. **Seamog's trophy** for long distance sailing – *Jeremy John*
4. **Pursuit race trophy** – *Lady of Hamford*
5. **Jacqui Sillance trophy** for best organised sailing event – *Teresa Hemingway*
6. **Regatta trophy** for Regatta series winner – *Caressa*
7. **Shutter trophy** for best photograph – *David Butcher*
8. **Commodore's cup** for outstanding contribution to club – *Nick Harman*
9. **Le Harlequin trophy** for most improvement in season – *Yasi Durrani*
10. **Trevor Barker Wavelength award** for best article in club magazine – *Christoph Friedrich*

Trophy winners,

NB a few faces were missing from the prize giving



Mike Ralfe received Honorary Life Membership of CSC



CAMBRIA BALL, that wasn't

Pokeabout runs well and truly aground!

At the AGM I was disappointed! No presentation of the Cambria Ball*? All the debate, the wisecracking, nominations by the half dozen – where had it all gone?

Apparently everyone have been very competent sailors in 2023 - either that or they are quietly keeping their heads down.

Which brings me to the discovery of “Pokeabout Bank” almost at the top of the Fareham Channel in Portsmouth.

Many years ago, Pete Thomas had invited me to go sailing on January 6th – the first sail of the year. Happily, we had the intelligence and forethought to check the weather and make a decision – remember in those days you really had to think there

were none of these Apps, web predictions and other gizmos.

It looked a bit windy, Cowes? No let us not chance it, we will be sensible and have a sail in Pompey Harbour.

Out of our depth

Up we go with the tide.

When we were very nearly at the end, I expressed concern about the depth (we had no echo sounder and were not using a lead line), no we are fine says Pete. Me being a very inexperienced Day Skipper and Pete very much the experienced Skipper I felt calmed and reassured. A matter of yards later we touched – about 30 minutes after high water and there we stayed.

Terra firma began to surround us and the pub was within shouting distance but the channel just a bit too wide for us to make it. There we stayed until the next high water some 12 hours or so later.

Come the AGM in November I was convinced we were nailed on certainty for the Cambria Ball but apparently people had forgotten by then and someone else won it. What was even more daft there was the evidence in the Shutter Trophy!

A “narrow escape” or a disappointment? I confess the latter, that said I always recall that memorable weekend every time I go to Gosport – the Cambria Ball that never was!

Nigel Barraclough

*The trophy for a skipper's lack of judgement that leads to a mishap

My spare rib?

Dick Beddoe went rogue and bought a rib during Covid-19

Covid seems a long time ago now. With Singapore Sling, our precious yacht, laid up in Estonia, we both felt the call of the sea, but we had no access to a boat. Another yacht? A bit extravagant, but maybe we should try something else. The result was an impulse purchase of a 7.8m Brig rib with a modest 300hp V6 Suzuki outboard. Renamed Gimlet, our little rib could whisk us across to Cowes from Portsmouth in a little less than 30 minutes. An hour could get us to Yarmouth!

I guess I hadn't quite thought this out. At 12mph (I found the chart plotter configured to MPH, not knots, so who am I to break with convention), Gimlet will consume 12 litres of petrol an hour. At 25mph, it will consume 25 litres an hour. However, at 40mph the curve changes and the gauge shows 90 litres per hour. Petrol at £2.05 per litre makes for a very expensive lunch at Yarmouth. Hmm, not cheap to run. I hadn't bargained on that!

Another factor in the mix is that travelling at



anything more than about 15mph requires a lot of concentration. At speed, say 25mph and above, hitting the wash of one of the WightLink ferries is likely to give you a series of fresh new painful piles, not to mention new tonsils for us guys. This is due to the impact suffered by one's undercarriage, traversing the waves.

All wave!

On one trip with some friends, my wife Jane and friend Dee, were sitting just in front of the cockpit, and we ventured out of Portsmouth harbour with an outgoing tide and a brisk southerly wind. As I attempted to turn right into the swashway we hit a wave. Actually quite a big wave. Well to initially see two ladies levitated in front of me, to be followed by a wall of water coming over the bow and soaking the mix is that travelling at

actually very funny... for myself and Simon. Jane and Dee did not see the funny side of it. A very direct and not to be ignored demand to immediately return to base was verbally transmitted to me by Jane. Well, that was the end of that trip, and the beginning of end of my love affair with ribs. In fairness we have had some great and uneventful trips to places like Chichester harbour, Beaulieu River, Yarmouth, Bembridge and the like. These have been great fun, but in all honesty, just not a patch on sailing.

The love affair is over, and Gimlet is now up for sale at Trafalgar Wharf. With luck this spring some other wide-eyed would-be rib skipper will be drawn by the allure of a huge 4 litre engine sitting on the transom of a relatively small boat. All polished up she does look stunning. Maybe you are tempted? Actually, why don't you buy her! I could do with the cash.



Sea Scamp off Le Havre

Patrick's extra curricular activities

Sea Scamp is a classic Bermudan sloop, built in 1936 by Abeking & Rasmussen, in Bremen for the German Luftwaffe. She was brought to the UK in 1945 as part of the windfall boats.

It was an ungodly early time in the morning start from the locks in Ouistreham. Why does it always have to be so early?

An afternoon in Honfleur after 25 miles close hauled between training walls into the lower Estuary of the Seine.

Out of Honfleur, we had motored against the tide back down the river. Against the tide as part of the passage plan, it went on for ever. We had just changed the foresail. On Sea Scamp you don't unfurl the canvass from the

The curse of the Channel struck again. A series of unfortunate events on a passage from Ouistreham to Dover aboard Sea Scamp.

luxury of the cockpit. Oh no. You crawl forward, you take out the of jib number 2 one by one and you hoist jib number one doing the same operation in reverse order. Pure pleasure!

Then the curse of the Channel struck just as we were in the shipping lane



Half a mile off the Honfleur lock, under tow, in disgrace

opposite Le Havre, the engine stopped. The port gib sheet had been washed overboard and had fouled the prop.

For the second time in three channel crossings, I had to make an expensive pan pan call to the SNSM.

Here we are under mainsail with preventer



Emergency cup o' tea under SNSM escort back to Honfleur



Ville de Honfleur hit us twice!

making our way back to Honfleur. The SNSM vessel escorts us until the entrance of the locks.

They let us get on with it. They said later they could see we knew what we were doing. What do the hardy sailors do when in a middle of an emergency? That's right, a cup o' tea

Then the proverbial hit the fan. The Ville de Honfleur came in gloriously, fluffed his manoeuvre. Instead of baling out, go around and come back, whatever possessed the skipper to charge furiously forward? Alcohol? A hundred tons of steel hit us not once

but twice.

Some of the SNSM crew came down and tried all the same to help us fend off. We never had a chance and the inexorable advance of the free board towering over my head within three inches from my nose was shocking. Pushpit torn off the deck, dinghy engine shaft bent toerail snapped off, we were lucky not to be turned into matchwood.

Remember the name Ville de Honfleur. If you see that vessel coming anywhere near you, run and stay away!

Remember them also for another reason. The skipper



A picture for the shipwright

and the company were very belligerent. I pass over the sorry details.

The shipwright luckily turned up in the morning to inspect the boat for sea worthiness. The planking was bent but the caulking was still in place. There was € 3,000.00 worth of damage, but we were ready to go.

It was Tuesday. We had to hand Sea Scamp over on Friday in Dover.



The clock started now.

Apologies for looking so silly in this borrowed cap (picture above). My hat got lost in those locks. I told you it was a tragedy.

Prop cleared, we left late morning, hoping to make up time on the same tide and get to my home town of St Valery en Caux.

A long shot. We were against it This was no longer a cruise, but a delivery run..

We didn't make it to St Valery that evening. The shipwright visit had delayed us too much. The tide had turned. We would be too late to make the sluice gate in St Valery. So we rafted up with a very full marina in Fécamp.

One of the virtues of lateness: the staff all stopped answering the VHF mid conversation. "Stand by" they said and they never came back on. They had shut shop on the appointed hour and had gone home. No one came and collected the



Near the nuclear power station



Close hauled off Dover



Cup o' tea in Dover Marina.

mooring fees. Small mercies.

Almost opposite the nuclear power station of Paluel (picture above). Closing in on my home town of St Valery. We stopped for two hours. Time for a visit to the moving sailors' chapel and lunch. Sailing into my home town had been one of my long held ambitions.

Sea Scamp at the visitors' pontoon in St Valery (picture above). We had

hardly climbed the steps when a tourist boat was looming large manoeuvring worryingly close to Sea Scamp Not again! Just because you are post traumatic doesn't mean they were not going to hit us. But this skipper knew his job. Only we were still a bit shaken.

We did finally make it back home to Dover, just in time for a lovely cup o' tea

Patrick Regnault



Suddenly nothing happened

Patrick Regnault is still Sea Scamping about

Saturday September 15

Skipper is game for joining the regatta race, a weekend event with some of the boats of my Channel Sailing Club.

This time, even after a hearty Sea Scamp breakfast, we set off in good time to make the well-trodden 10-mile crossing from Shamrock Quay to the start at SE Ryde Middle marker. I spotted the marker, the sails of other participants. We really were on time. At the top, the committee boat drew the start line on the water with her wake.

Only the tentative puffs of breeze died right here right there. What of the F1- F2 forecast. Not a whisper of wind, no engine allowed, the five boats were stuck right where they had been jockeying for position. Stanchion by stanchion Sea Scamp drifted forth and then back, time ticked away, unused...

So we quit the race

"Sod it", said skipper. "Sod it" echoed the crew "We're going". Engine on, we radioed on the VHF we were quitting. Truth be told we were not very stoic in the face of boredom, that day. Guess what, we pointed towards Osborne Bay and of course Skip went for a swim, shaming most of the crew into diving into the sea as well.

I am not a good swimmer either. A one or two knot tidal stream might not look that much from the deck and even less on paper.

Swimming against the flow, however, felt scary, lest I missed catching the line dangling from Sea Scamp.

We had a superb lunch after the swim

We may not be made of sterner stuff, but we live well aboard that venerable old boat.

At the end of a leisurely afternoon, we guessed we ought to sneak into Cowes lured by the prospect of a dinner at the Duke of York, despite the unfortunate association with the current holder of the title.

We found ourselves rafted up three deep the low lying Sea Scamp hull towered over by a superyacht, having to negotiate climbers' steps to haul ourselves up and leave our boat. I missed being visited by the CSC club members.

We met up with them in the warm camaraderie of the pub. There we learnt that the others had also retired, one by one. And so I extracted from the skipper of *Myst* it had been a draw. The perils of obstinacy: they missed out on a good lunch.

Sunday September 16

We just about emerged on time to get Sea Scamp ready, It was a long way around to get ready to slip the shore line around the big boat. The weather didn't look too bad as we sailed out of Cowes. Immediately outside the protection of the harbour, it became obvious

that we would have to shorten sails as we were heading towards the start of the race at Collette marker. Reefing in the chop is not a simple job on Sea Scamp.

We had to change the foresail

On Sea Scamp, you don't just unfurl the canvas from the luxury of the cockpit. Oh no! It is a rather painstaking lengthy manoeuvre. You crawl forward, you take out the mini carabiners of the jib number one, one by one, packing it up back down in the jumpy fo'c'sle, hauling the number two out of that fo'c'sle before you get sick, and getting drenched clipping it back on before hoisting the damned thing up doing the same operation in reverse order.

All that is of course by way of excusing the unfortunate navigational oversight. While we had been all hands, the count down to the start had been given over the VHF. We saw, but not quite immediately, as the seconds to the starting gun were counted down over the VHF, that we had drifted off well past from the start at Collette marker, now upwind, 20ft away.

But the Sea Scamp company were a plucky crew. We headed back, sailed through the start line at Collette, tacked in now F 5/6, wind against tide, inching our way to the next marker, as we spotted the competition flying past downwind, under spinnaker, on their return leg. Once we eventually cleared that elusive marker, we dug up, an epic battle raged on the foredeck and we flew our own spinnaker.

Good old Sea Scamp. Her design shone through. We must have done well, after all the faffs, as, on the second circuit, drenched and undaunted, we soar. Marker after marker, the transom of Sapphire, a Bavaria 37', grew in size. We were catching up with her. We were now in a race not to be last.

On the finishing line, we were seconds away from overtaking them and only because

we would have had to go round them. Really it was a draw. I know I have often said I was the best at not being competitive but, racing with Sapphire has to be one exception. We had made up those 20 minutes.

After I radioed to the organisers we were heading home, our challenges for the day were only beginning.

The forecast for "rain later" was turning to: "rain now". Visibility was down from very poor to dull. Night light came on in the middle of the day.

It fell to me to do my bit and retrieve the spinnaker lines before they flew overboard. Remember what happened last time in Honfleur. I was a sitting duck for the waves on the foredeck. At times I was tossed about, neck deep roller after roller. "Now would be a good idea if I clipped on", I thought. Except untying the lines job was a two hander.

My short mistake

For ease of manoeuvre during the race, I was in my shorts. Big mistake. Then the heavy rain fell like a ton of bricks. Now my big boots were full to the brim of water. Even after I took them out and emptied them, I was still wet and getting cold.

SE Ryde middle. To add to our misery, we came across a seriously competitive dinghy race across the small boats channel, north of Bramble Bank. After a mistimed tack on my part, we heaved to and let them through. Then we tacked again and dashed into Southampton water before the posse returned.

"Anchoring for lunch?" Decried skipper cheerfully.

Oh no, not another manoeuvre! "I just want to get home" my heart cried.

I was so grateful when we somehow ended up heading straight to Shamrock Quay

All in all, this is what we call fun, on the good ol' ship Sea Scamp. Much more fun than her original owners had.

Nigel remembers an old friend and the first Life Member of CSC

"Mac" as he was known will probably be best remembered for the encouragement he gave to anyone at whatever level to develop their sailing skills.

For many their first skippering experience was on his Westerley 33 called "Fizzgig" which he had from new. He relished close quarter boat handling under sail or power and letting people do things for themselves – it was nothing unusual for someone on their first sailing weekend to be invited to berth Fizzgig (with him close by of course).

He would have thoroughly approved of the way the club continues with training courses although would have lamented the fading of "winter training weekends".

Winter training weekends

These would start on a Friday evening and finish late on Sunday and you went to work the next day for a rest! Yes, he pushed you but I speak with gratitude about how much I learnt from him. That said he was very willing to learn from others and never took the attitude "this the only way of doing something".

By profession a mechanical engineer he was one of the world's characters, there was no-one

Colin MacKinley Clark



else quite like him.

At times a very intense person, emotional and a perfectionist Mac had his ups and downs. Apart from sailing he had enjoyed rallying, tennis and climbing – his wiry, light but strong build being well suited to it; there was also classical music which could move him to tears.

He had a great sense of humour and would enjoy telling jokes frequently about events in the club, often against himself and the end of many a day's sail would end with drinks and

laughter on board Fizzgig.

A founder member of Pirates he was commodore from 1981 to 82 and always maintained an active role in the club that meant so much to him. In recognition of his long service, in 1995 he was the first to be given Honorary Life Membership. Sadly, he was not to enjoy it for very long, already a sick man he died shortly afterwards.

By his own request his ashes were scattered in the Alderney Race, so next time you pass through raise a glass to him – I always do!

Nigel Barraclough



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