

SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB



P S U K I S S U E

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Welcome to the latest edition of Scuttlebutt.

I am really pleased that we are able to publish two issues in quick succession, this is due to the good work of our editor Terry Clothier and the work of your committee, who from time to time have to concentrate their efforts on non SPOSC issues.

Since the last Scuttlebutt, when we reported on the Fire & Rescue Service Regatta and Sussex not entering the PSUK, I have been asked why we entered the Fire & Rescue Service Regatta over the PSUK.

The PSUK was firmly on the calendar for SPOSC. In January 2015 the SPOSC committee became aware that the PSUK event due to be held in Scotland was in organisational difficulties with the result that the event could not take place in Scotland. There was potential that it may not take place at all. With this in mind the SPOSC Committee made the decision to seek to enter a race team into the Fire & Rescue Service Regatta, which we did as reported previously in the last Scuttlebutt.

The PSUK was then re-organised for the Solent, which we had every intention of competing in, a skipper was arranged but due to personal circumstances had to drop out which meant we were unable to compete.

The SPOSC committee feel that we need to keep the 'Racing' alive and are seeking events in 2016 to participate in as there will be no PSUK.

At the last committee meeting Alwyn proposed some additional amendments to the SPOSC rules. The purposes of the changes are to bring the club in line with most other sailing clubs, define the roles of the officers of the club, to ensure better transparency and assist members with election of the officers of the club. These were agreed in principle by the committee and will be voted on at the AGM. The amendments are included in this edition for your perusal.

You will also see an article about the Sussex Police Dinghy Sailing Club hosting the Nationals this year at Netley. This has not been straightforward as the SPDSC had the event all planned at Bawl Water, which as you may have seen in the news has closed suddenly. If you are able to assist with the running of the event please do volunteer.

In the last issue we reported on the potential for subsidised training to be held in the autumn. A number of you have expressed your interest to Alwyn, if you wish to be considered then get your name in to Alwyn with the RYA course you are hoping to enrol on.

I hope to see at least some of you on the water soon.

Happy Sailing Owen Poplett (Chairman)



Editorial Note

Please remember that this is your magazine and should reflect your views and experiences for the benefit of other members. If you have any comment, articles or photographs you feel are appropriate for inclusion then please forward them to me, terryclothier@hotmail.com for publication.

The opinions expressed in articles within Scuttlebutt are those of the individual only and not necessarily those of the Sussex Police Offshore Sailing Club. No responsibility can be accepted for any inaccuracies or omissions.



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2015 PSUK Dinghy Championship

Could I invite any member to this event being held at Netley Sailing Club.

The arrangements for this event, hosted by Sussex Police Dinghy Sailing Club have not been without their difficulties as we had originally arranged to hold the Championships in Sussex at Bewl Valley Sailing Club which only five weeks ago went into liquidation, hence the move out of Sussex to Netley Sailing Club.

We do need land-based assistance at this event and all members are welcome, not only as spectators but also to help, bearing in mind that Owen Poppett the Chair of Sussex Police Offshore Sailing Club, Dusty Miller, Phil Mears, Bob Trevis and myself are all sailing in this event.

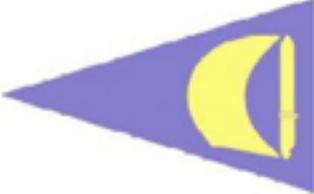
If anyone would like to enter this competition there will be dinghies available.

Please do not hesitate to contact me should anyone need additional information.



2015 PSUK Dinghy Championship

The Sussex Police Dinghy Sailing Club are your hosts of this year's PSUK Dinghy Championship being held Netley Sailing Club



Hosted by Sussex on Southampton Water. Further details of Club location and facilities at <http://www.netleysc.co.uk/index.php>

Tuesday 8th September 2015
single hander race

Wednesday 9th Sept & Thursday 10th September 2015
PSUK two day event

Updates as regards full programme will be published in due course at the Police Sailing website
<http://www.policessailing.uk/>

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PSUK Offshore Sailing Championships 2015 - Results

	Race 1	Race 2	Race 3	Race 4	Race 5	Total points	Position
Met A	1	1	2	1	1	4	1st
Met B	2	2	1	2	5	7	2nd
Cleveland A	3	4	3	5	2	12	3rd
Hampshire	5	DNF	4	3	3	15	4th
Cleveland B	4	3	5	4	4	15	5th

(Hampshire take 4th after taking 2 x 3rd places)

The 2015 PSUK Offshore Championships

The 2015 PSUK Offshore Sailing Championships took place in the Coastal Waters of Dorset and Hampshire between, 18th and 22nd May. Cleveland Police were once again very proud to host the event.

The event was a one design event using matched Beneteau Oceanis 37's from Fairview Sailing at Hamble. The yachts utilised an A-Symmetric spinnaker, rather than the more common Symmetric Spinnaker, making it a little easier for the crews. The crews gathered in Hamble on Sunday 17th May to collect their yachts and receive the initial briefing outlining the planned itinerary for the week. The plan was to race West from Hamble and set the majority of the races in the Weymouth and Poole waters.

Monday arrived with Gale Force (7-8) winds blowing through the Marina in the very early hours waking everybody up. The forecast was that the winds would blow through by midday, easing to Force 6 and getting lighter as the day went on.

The initial plan was to start racing around Midday off Hill Head, however the Forecast kept changing as the morning moved on. The yachts eventually left the Marina at Midday with a planned start of 1300. However the winds remained at Gale Force strength and the yachts had to shelter in the lee of Calshot Spit for a further hour until it eased.

The first race got underway at 1400 with some of the yachts still sailing with the full main. Cleveland 'A' skippered by Tony Riordan providing the 'Gate Boat' for the start. Metropolitan Police 'A' skippered by Mason King obtained the best start, followed by Metropolitan 'B' skippered by John Oldham hot on their stern.

The course was a long and arduous beat, with strong winds against a very strong tide causing lumpy and uncomfortable sea conditions, to Yarmouth on the Isle of Wight. A triangle was put in at the end of the course to lengthen the race should the wind and sea conditions ease. It didn't. Met 'A' skippered by Mason made it comfortably to 1st place, covering his tack all the way up the beat. He was followed across the line by Met 'B' skippered by John. Cleveland 'A' came in third followed very closely by Cleveland 'B' skippered by Iain Tribbick. Hants, skippered by Andy Buchannan (being in home waters) ensured the fleet got into Yarmouth Harbour before him.

The day started off with potential that no racing would take place, however the patience and determination of the crews, against awful sailing conditions, ensured we got the Championships off to a good start.

Tuesday 19th May arrived with the wind having eased down overnight, the forecast was to have steady winds throughout the day! The initial aim was to get to Weymouth, however the organisers erred on the side of caution (how often are forecasts correct) and settled for the halfway point of Poole instead. The weather and conditions eventually proved this to be the right decision. Race 2 started just outside of Yarmouth (George Hotel) with Met 'B' providing the gate boat. The ideal course was stay in close to the Island keeping out of the strong tide. Again Mason King with Met 'A' got an excellent start. The yachts remained in very close contention as they raced toward the entrance of the Solent in ever increasing winds and sea conditions. Those with a little more nerve went really close to shore gaining valuable advantage as the positions constantly changed in the early part of the race. Met 'A' broke out of the Solent first, closely followed by the remaining yachts. Between Hurst Point and The Needles, and not content with the rough sea conditions the fleet was already enduring, a few squalls decided to make an appearance. Hailstones in May, fantastic!

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The first mark (South West Shingles) after a long and very challenging beat, was to taken to Stbd. This then allowed the crews a more comfortable point of sail (Reach) to the next mark at Christchurch Ledge, however the mark was missing, Mason King, Met 'A' who was first to the Latitude and Longitude substituted the missing mark for a bright pink 'pot' mark close by. All the yachts located the 'new' mark and successfully rounded it. The fleet raced to the next mark (Needles Fairway) on an almost reciprocal reach. Again Met 'A' got to the mark first, quickly followed

by Met 'B' and Cleveland 'B'. As Cleveland 'B' approached the mark they reefed the main from full to the first reef point in what was an excellent show of seamanship and speed, without losing any position. As the yachts rounded the mark they were hit with ever mounting seas as the tide changed and the wind speed increased. The additional squalls didn't help either. Met 'A' pulled away from the rest of the fleet at this point. Cleveland 'B' and Met 'B' then vied with each other for second position along the next leg of the race to Peveril Ledge, near Swanage. Andy Buchanan, Hants took a tactical decision and took his yacht out of the tide and closer to shore to gain an advantage. On nearing Peveril Ledge his planning was let down when the forestay halyard snapped causing him to retire from the race. The last leg of the race from Peveril ledge to Poole Bar No1 allowed the yachts to fly the spinnaker for the first time in the event. However the squally weather didn't allow this for very long with the crews having to wrestle the kites safely to the decks. Mason King, took line honours, followed by John Oldham and Iain Tribick.

The weather forecast for the rest of the week meant the fleet was never going to be able to make it to Weymouth.

Wednesday 20th May saw Race 3 starting outside of Poole and sailing East with a finishing line at NE Gurnard outside of Cowes on the Isle of Wight. Again Met 'B' provided the gate boat at the start. On this occasion it appeared to be to their advantage. After a very short beat each yacht hoisted its Spinnaker, Cleveland 'B' and Hants got into a little difficulty with the hoist and allowed, Met 'A', Met 'B' and Cleveland 'A' to take advantage and put some distance between themselves. As the three yachts sailed away with Met 'A' once again stealing the lead from 'Met 'B' it appeared to be a choice of which one of these would get to the line first. However Cleveland 'B' and Hants had other ideas. Quickly sorting out their Spinnakers and catching back up to the lead yachts and putting pressure on them with the following wind. All the yachts had to make it through the entrance to The Solent before 1300 otherwise they would face a battle against the increasing tide flowing out. All the yachts managed to get through the entrance in time. Mason King and John Oldham battled it out for 1st and 2nd position. Cleveland 'A' were quite content that they had taken the correct tactical decision to sail close into Hurst Castle and dropping the Spinnaker to gain tidal advantage, however Hants battling against what was supposed to be the stronger tide (having also dropped their Spinnaker) in the middle of the Channel went ahead as they neared the mark Dunford. Cleveland 'B' were falling further behind as the tide was pushing against them. At Dunford, Cleveland 'A' were the quicker crew at hoisting their Spinnaker and managed to overhaul Hants. Up ahead Met 'B' had overhauled Met 'A' and taken 1st position. It was now a race for the finish. Met 'B' skippered by John Oldham having now gained 1st Position wasn't going to allow Mason King in Met 'A' get his third race in a row. John pulled gradually way from Mason, who unfortunately had also managed to lose the use of his Spinnaker. Between the mark at Salt Mead and the finishing line Cleveland 'A' Tony Riordan with the advantage of still flying the Spinnaker began to gain on Mason King, however he managed to hold on to taking 2nd place. John Oldham took line honours after he and his crew sailed an excellent and very close race with Mason. Cleveland 'A' took third, followed by Hants. Cleveland 'B' followed home the fleet.

Thursday 21st May arrived with no wind in sight. The start was delayed for several hours until sufficient wind arrived. When it arrived it provide exciting and exhilarating racing conditions. Race 4 got underway with Met 'A' providing the gate boat. The course was a series of Marks in the Solent covering all points of sail. The first mark was a beat to NE Gurnard with the teams undertaking a series of very short tacks to gain advantage in the shallow waters outside of Cowes and at the same time keeping away from the strong tidal current further out that would cause disadvantage. Everyone except Met 'B' judged the windward mark correctly, causing them to go from second position until last around it. Not to be downhearted Met 'B' hoisted their Spinnaker with speed and precision and within a mile had regained second position.

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Cleveland 'A' were having a nightmare of a downwind sail with gybing causing a series of mishaps. Met 'A' once again stormed away from the rest of the fleet finishing the race well ahead. Met 'B' finished second with Hants getting their first podium finish of the week with a well-deserved third.

Race 5 got underway shortly after, again around a series of marks in the Solent. Met 'B' once again provided the gate boat for the start. This was a longer race than the previous one and once again catered for all points of sail. The tide was now at its fullest strength and the crews needed to take it into full consideration when deciding upon their tactics. After the first few marks a beat of approximately 5 miles took the yachts to the final windward mark, East Lepe, Met 'A' were once again showing their pedigree by steadily moving away from the fleet. Cleveland 'A' determined to make good of their disaster in the previous race got their act together and sailed a good race, covering their position from the following yachts, aware of Andy Buchannan's knowledge of the local waters being at the forefront of their thinking. Met 'B' decided to take an inshore tack much to the puzzlement of the other teams and went from a definite third position to last. Met 'A' once again took line honours, followed by Cleveland 'A' and Hants. That concluded the racing and the Championships for 2015. No racing took place on Friday 22nd due to lack of wind.

The presentation of prizes took place at Hamble on Friday, 22nd May

Mason King and his team Met 'A' sailed fantastically all week, displaying excellent levels of seamanship, tactics and team work to take 1st Place.

John Oldham and his team Met 'B' pushed Mason all week to try and retain their title of PSUK Offshore Sailing Champions, but unfortunately had to hand over their title to Mason.

Tony Riordan and his team Cleveland 'A' finished third.

Hants and Cleveland 'B' finished on the same points total and final positions had to take account of the last race position with Hants just pipping Cleveland 'B' for fourth.

Cleveland Police would like to thank all the crews who participated in this year's event and helped make good a very competitive week of racing.

2015 Police Sport UK Offshore sailing consultative meeting



This meeting was held in public at Poole, Dorset on the 19th May 2015

Persons present:

C.C. Sara Thornton (Chair) NPCC
 John Oldham (met) Secretary and minutes.
 Roger Glass (met)
 Andrew Buchanan (Hampshire)
 Iain Tribuck (Cleveland)
 Derek Neil (Cleveland)
 Tony Riordan (Cleveland)
 Adrian Roberts (Cleveland)
 Nick Hunt (Cleveland)
 Dave Clough (Cleveland)
 Martin Campbell (Cleveland)
 Mason King (Met)
 Steve Clyburn (Cleveland)
 Nick Mason (Met)
 Stuart Jenkins (Met)



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Introduction

Sara Thornton welcomed the competitors to the meeting and to the event.

2015 Championships

Tony Riordan informed us that this championship had been very difficult to arrange. The original request given to him this time last year, was to run the event in Scotland.

However the skippers simply could not find suitable boats to charter around the Clyde area.

An additional complication has been that The North British championships (PSUK Scotland) are having their annual event starting in two weeks on the 30th May. Whilst it is not thought that the same crews would enter both this may in hindsight be the case (await event report to see).

Tony's view overall was that there was little interest by forces to enter the PSUK offshores and indeed there were only three forces represented by five boats. This was in spite of a successful event last year and lots of focused emails to each force sailing / sport section.

The boats chartered from Fairview have been comfortable and of a good standard plus the overall cost is £500 cheaper than Sunsail. There was concern amongst crews however because the damage deposit was £3K (Sunsail now £2K) plus the Genikers were not insurable.

Costs have been further reduced by using Gate starts and a competing committee boat which works well.

Nick Mason suggested that this event joins with the currently successful Fire Brigade championships. However Mason King felt the FB event was already up to capacity and they would not wish too many police boats. However clearly there are not many police boats willing to sail anyway.

In view of the efforts over the last few years to increase competitor numbers and the current lack of support it was proposed and agreed that there would not be a PSUK offshore event next year and the World police sailing championships due to be held in 2016 would be the next PSUK sponsored event.

The Worlds will be held in Croatia (details to be finalised)

Action to the Secretary John Oldham to liaise with the worlds organising committee to obtain details.

The matter of the next UK based event will be discussed at the PSUK Sailing AGM 16th September @ NCC (ACPO) offices London 10am. (All forces welcome)

PSUK Awards

The committee or others did not believe anyone is eligible for a PSUK award this year.

Other business

The discussion continued on the theme of how to attract more forces and sailors to police sailing. The use of mixed force boats is a possibility (badge as PSUK) obviously any funding will have to be agreed under local social club rules.

PSNI – have previously been good attendees to this event, the event also has not been held in Ireland, suggested as a venue?

All forces report that there is a lack of younger officers who wish to take part in police sport; there are no specific reasons other than the “changing landscape of policing”.

The Meeting formally thanked Tony Riordan for his work organising the current championships.

Meeting concluded with an informal meal at the local Italian restaurant for a gathering of all crews.

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Proposed Amendments To SPOSC Rules.

The proposed amendments to the SPOSC rules that I referred to in my introduction are shown below.

The background for the proposals arose from what has developed over the past few years.

I am a relative new comer to the club compared to many of you. When I first became a Divisional Rep and started attending committee meetings, I discovered that prior to the AGM, the committee sought out members who were willing to sit on the committee and then nominated them at the AGM for the roles the committee felt the member would be most suited to. Many may think that this was appropriate, as many members do not wish to sit on the committee for a variety of reasons. Hopefully this process put member's skills to best use. At the AGM members present were told of the nominations and then asked if there were any others. This process did not encourage others to come forward.

During the evening of the last AGM, due to a sudden change in future employment opportunities and other personal reasons, it became apparent at the pre AGM committee meeting, that members of the committee would need to stand down or take less active roles.

Unfortunately I am aware that members felt that the subsequent nominations were not suitably advertised or sufficient notice given for others to be proposed.

While the events this year were hopefully unique and couldn't be avoided, I hope the proposed amendments will ensure that in future the election of officers provides opportunities for more members to become involved in the running of the club and makes the whole process more transparent.

Please look at these proposed amendments and send me your comments if you wish any alterations to be considered prior to circulation for the AGM to vote on the amendments.

Owen Poplett

Proposed change Rule 3 ii Management, Current Rule.ii. Re-election of the 'Officers' and 'Representatives' shall take place at each Annual General Meeting. If an officer retires or resigns from the Committee, a temporary appointment may be made at a Special Committee meeting.

Proposed Rule Change.ii. *Election* of the 'Officers' and 'Representatives' of the *General Committee* shall take place every *two years* at the Annual General Meeting. If an officer retires or resigns from the Committee, a temporary appointment may be made at a Special Committee meeting. *Secretary will issue a notice to members by 31st December prior to election year, of those Committee Officers standing for re-election, forthcoming vacancies and inviting applications from members for election as a Committee Officer. Nominations should be returned to the Secretary by 14th January and these will be circulated by the Secretary together with Notice of AGM and Agenda at least 21 days prior to the AGM.*

SPOSC – Committee roles & responsibilities

(Alwyn Evans - Proposed Committee Structure, Committee Officers & Responsibilities.)

General Committee: The Club is managed by a General Committee elected by Members every two years at the Annual General Meeting. The Committee is composed of 6 'Officers', supported with Area Representatives, who all 'report' to the General Committee and have the following roles & responsibilities.

Commodore: Principle Flag Officer and Member of the Committee. Sets the direction for the Club and is responsible for the organisation, Health & Safety and management of the Club. Ensures the Club is run according to its Rules and Constitution. The Commodore chairs the Committee and Annual General Meetings. Prepares and presents the Annual Sailing Report to the AGM. (In effect the previous Chairperson)

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SPOSC – Committee roles & responsibilities (continued)

Vice Commodore: Second in Command and Member of the Committee. Deputises for the Commodore in their absence. Responsible for the organisation and management of the Club and ensuring the Club is run according to its Rules and Constitution. Prepares and presents the Annual Sailing Programme to the AGM. Maintains the database for SPOSC authorised skippers. (In effect the previous Assistant Chairperson).

Secretary: Member of the Committee. Responsible for all Club records, maintaining all Club legal documentation, point of contact for all mail and internal / external enquiries. Organises, produces agenda and taking of minutes of General Committee and Annual General Meetings. Arranges Skippers for Club Charters.

Assistant Secretary: Member of the Committee. Assistant and deputises for the Secretary in above functions. Has principle responsibility for all Membership matters and maintaining up to date record of all members and contact details. Maintains record of trophies and holders. Arranges trophies for awarding at AGM.

Treasurer: Member of the Committee. Responsible for all Club finances. Applying for Annual Club Grants, payment of Charters and receipt of members Charter contributions. Treasurer required to keep the Committee apprised of the Clubs financial position at each Committee meeting. Makes recommendations to AGM for members charter contributions. Prepares and presents a Financial Report at the AGM.

Assistant Treasurer: Member of the Committee. Assistant and deputises for the Treasurer. Responsible for administering Associate Members Subscriptions.

Area Representatives: Members of the Committee. Elected by the Committee. Promote SPOSC and it's activities in their designated areas of Sussex Police.

Other Key Roles: (non General Committee)

Web Master*: Responsible for the management and updating of the Club web site.

Training*: Responsible for advising and promoting training within the Club.

Scuttlebutt Editor*: Responsible for the editing and publishing of the Club publication.

*The above 'Key Roles' may be undertaken by a Member of the Committee as an ancillary responsibility, or a non-Committee member.

