

SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB

NEWSLETTER



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“FULL WIND IN OUR SAILS”

A message from SPOSC Chairman - Anne Darling

With the sailing year now in full swing, many of you will have already enjoyed the March Frostbite, the Milebuilder and the World PSUK racing event, which placed us firmly on the map against formidable competition!

The year ahead continues to look most exciting. With taster sails from Brighton, the Owner's Rally at the end of this month, another Long Passage and more racing, members should register their interest as each event is advertised. The skippers will endeavour to give as many members as possible a good crack of the whip!

All members can monitor events, committee meeting minutes and future proposals on the web-site. Any member wishing to comment on any articles or proposals, should forward their views to Secretary Dave Frey for review and discussion by the committee, who are there to serve you.

Fortnightly adverts continue on the police sites, which so far have attracted 20 new interested parties into the club. Finances are very healthy and the future is promising with young newcomers arriving with their own boats and RYA qualifications.

The SPOSC Social BBQ event is on 6/8/14 at Lancing Beach Sailing Club, so please diarise this and come along if you possibly can. A summer sunset, the smell of hot charcoals, sizzling sausages and the taste of a good pint from the pump should lure you all...to say

nothing of the camaraderie!

Finally some thanks and acknowledgements. The Scuttlebutt magazine continues to be a huge hit amongst all members and our sincere thanks goes to Terry Clothier for his commitment to this, as well as Dusty for his excellent management of the web-site and Facebook page. I would also like to take this opportunity to thank the committee for their dedication and passion for the sport, and our long standing stalwart members who are the foundation and backbone of this great club!

Fair winds to you all!



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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The cost of a lost spinnaker halyard, SPOSC Chairman Anne Darling climbs the mast!

Competing in our first pursuit race on Tyke at Shoreham, gave us one of the most exciting mornings ever. There was a good breeze and the spinnaker was feeling very cramped and in need of a good stretch. But with gusts in excess of 20 knots we felt a bit exposed. So we kept to the white sails and still managed some 9 knot bursts on the downwind leg. By the time we had crossed the line we had passed all the other boats in our sights and we were streets ahead. We won the race and now we have been stung with our staggered line start increased from 9 minutes to 15 minutes !

We even had time after the finish to try a spinnaker lift - a big mistake...I think somebody mentioned we had broached, dipping the boom in the water. As well as that, the foredeck crew had let go of the spinnaker halyard, which shot to the top of the main mast pole. There was no alternative but to have someone deal with its recovery.

We returned to the Lady Bee marina, and with winds still gusting, I was passed the bosun's chair. Being the lightest, it made sense for me to climb the mast, and with two very secure bowline knots securing the chair to the main halyard and the spinnaker halyard, I began my ascent.



Anne Darling at the top of the mast



Looking comfortable in the bosun's chair

Recovery and a spectacular view

Despite the pole feeling shiny and slippery, there were numerous opportunities to place my feet and apply leverage, thus speeding the ascent. As the pole narrowed and the winds became more apparent, the exhilarating feeling of taking in the wider arial view grew stronger. As I reached the top of the mast, and took hold of the halyard, my view was simply panoramic ! People below were spots on the deck. and the marina itself looked like a miniature jigsaw of sails and vessels. The descent was steady, comfortable and easy and the halyard was successfully recovered..

To others in the future who may have the opportunity to try climbing the mast, I can thoroughly recommend the experience. Just keep looking up constantly if you have any doubts about coping with heights, and trust completely in your equipment and colleagues.

By Anne Darling

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A Voyage to Rye

by Graham Castell

Most of us have never sailed to Rye. Ooer! Don't we have to moor up and let her dry out? So when I had the chance to go to Rye – in someone else's boat I jumped at it!

Rapid Fire is a Nicholson 303 – quite old, late 70s, but in good condition and belongs to friends in Brighton who were sailing to Rye in company with three other yachts – Petite Fleur a very old lady, Galatea a 37ft Najad and Mimosa a 14 year old owner designed yacht of about 40ft. So with 11 others I set off on a voyage of discovery, only three or four of the others had been there before so we were in with a chance.



Rye is just 21 nautical miles from Eastbourne so it is an easy sail given we have to get round Fairlight which is not usually a problem. We left at 8.30am lock out of Eastbourne on Good Friday 2011 in clear calm conditions with not a breath of wind and a lake like sea under a brilliant blue sky that lasted for the whole of Easter producing almost Mediterranean conditions. We motored all the way and took 4 1/2 hours to get to Rye at a shade under 4 knots. Galatea was first in to the river mouth at 12.50. The river Rother has a maximum flood stream of five knots during spring tides and reaches maximum velocity between HW - 2hours and HW + 1

hour. HW on the day in question was 14.50 and we entered the mouth at just on 13.00 The tides being almost on Neaps.

The entry to the river Rother is not at all clear and would almost be invisible save for the presence of a very large and distinctive black groyne that is visible at some distance. Approaching from Eastbourne this is now aided by the presence of an enormous wind turbine farm set to the East of the entrance and seems to be just behind the groyne. Just outside the entrance is a very large red Tripod which is like a Fairway buoy and one should sail around it leaving it to port to enter the river.

Local knowledge certainly helps here and it was useful to have people who had been to Rye before – Therefore I took a series of photos to help us in the future.

The first thing upon entering the river is to recognise the Admiralty building which is a large white structure on the East bank. Sailors are required to tie up there and advise the Rye harbour Master of our presence. This is not too easy as first of all we were facing the wrong way so had to turn in the fast current so as to moor up port to facing the current. Therefore early use of fenders is desirable. There are large metal rings set into the vertical piles and it necessary to secure a line to one of the rings. – Sounds harder than it is. Having fastened a bow line to a ring it is then possible to tie the stern. The piles are faced with rubber so there is little chance of doing any damage. Having booked in you are free to move on up the river. – Easing the bows the bow just swang out to starboard and away we went up river. The trip up river to the Strand Quay is reckoned to take about 25 minutes. It is useful to know at this point that vessels – ie yachts, start taking the ground at the Strand about 2 hours after HW – This obviously depends on the vessel and the state of tide – Springs or Neaps. So you do not want to be entering the river much after HW and expecting to be able to

tie up. Having said this it turns out that HW at the Strand is about 45 – 60 minutes later than the published HW time for Rye, which is for Rye Harbour Approaches. I have obtained a copy of a local map – or chart for our purposes, which will assist in the final stages of the approach, but basically the river is straight before a sharp left turn where it narrows down for a few hundred meters before a sharp right turn which is the final approach to the Strand.



Approaching the Strand we thought it best to turn and moor Port too – so as to be facing the right way when leaving. There is little or no current by this point. Mooring up is not difficult - just aim to have the widest part of the boat close to one of the dozen or so vertical ladders, fenders already out ofcourse. We had the use of a fender board, which is pretty essential owing to the constant rise and fall of the boat and rubbing on the fenders. (This is best prepared in advance and taken with us. A simple floorboard or piece of 4x2 about 8 – 10 foot long will suffice, drilled either end to take a piece of rope and secured to the safety lines like the fenders and hung over the side to protect them from the rubbing) Having moored up in the usual style it then becomes necessary to rig up long lines with enough slack to allow for the fall in water level. We remained with the boat to monitor this for the first tide, making adjustments as necessary.

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A Voyage to Rye continued

The speed with which the tide goes out from the Strand is pretty surprising and equally later comes in. It seems that the river bed is largely mud – certainly by the walls and the boat soon settles into this and seems to hold firm. At the time of writing this is the situation although when the river is dredged it seems that there is a bed of gravel which will present different issues.

There was much discussion about what to do to ensure that the boats did not fall over! This was not a problem at all. Initially we all tied the Main halyard to a ring set into the grass for this purpose to hold the boat upright with different ideas put into practice. Our rope was not long enough so we had to tie another rope to it, and adjust it as the tide went out. Others hauled in on the winch or let it out as appropriate.

However we soon switched to another idea – which was very simple. Fasten a block or a pair of shackles to the shrouds and then take a line to the ladder. As the tide rises and falls the shackles simply slid up and down the shrouds keeping the boat in the same place, simple!

One morning we became aware of a French boat – a yacht that had failed to negotiate the approaches at night whilst on a falling tide. It had gone aground at a crazy angle on a mud bank on the last right hand turn before the town quay but was ok by the morning when it turned up on the quay looking a little sheepish. Moral – get it right!

Leaving the quay was simplicity – we just had to wait until there was sufficient depth of water on the rising tide to move away and we motored off down river. The return journey was as calm as the outward.

All in all it was the most amazing weather for Easter that any of us had experienced. It was so hot that we had to rig

up a bimini over the cockpit to give us some shade. Amazing.

Leaving Rye the return trip was equally uneventful and I am now wondering why we have resisted visiting Rye for so long.

I would have little fears now about taking Ruby to Rye for a visit.

Rusty from too many years ashore? Or perhaps you have not yet been to sea. If you fancy trying your hand at sailing a yacht from Brighton Marina contact Owen Poppett as below....

The Offshore Sailing section are considering running taster day sails to give SPSA members and complete newcomers, an opportunity to experience sailing a yacht.

Before the section commits to chartering a yacht we wish to gauge how many would be interested.

The plan would be to run sailing trips from Brighton Marina, during term time, between 10am and 2pm to assist those with child care responsibilities. Times could be varied day to day to cater for other commitments.

No previous sailing experience is necessary, as we would ensure suitably experienced crew were on board each trip, but we would encourage members to get involved in sailing and helming the yacht.

We are considering September as a potential period, after children have returned to school, and hopefully while the weather is still good.

If you are keen to take part, please email Owen Poppett.

owen.poppett@sussex.pnn.police.uk

If there are sufficient expressions of interest, the section will arrange the charter of a suitable yacht.

PSUK 2014 and the Police World Sailing Championship by Terry Clothier



Photo by Stuart

The 2014 PSUK National Sailing Championships, this year for the first time incorporating the Police World Sailing Championship was held from the 18th to 23rd May. The matched fleet of Sunsail's 40 foot racing yachts based at the UKSA moorings at Cowes faced varying conditions with strong tides and light winds at the start of the week giving way to strong winds with the tide weakening as it approached neaps.

Lenny Wheeler and I, together with a friend of Lenny's from Amberley Village, sailing Lenny's Dehler 31 'Anita' managed to spend a few days with them. We joined the crew of the Sussex support boat, skippered by Dusty Miller, in the Castle Tavern, Gosport on the Sunday evening and after a gentle sail Monday morning met up with both crews aboard the support boat at Shepherds Wharf, West Cowes on Monday evening. The crews were attending the official function on Tuesday evening, so we on 'Anita', after a lovely sail to Newtown Creek and back gently meandered up the Medina to tie up alongside the Folly Inn Pontoon.

Wednesday morning we set sail back to Chichester, leaving the fleet to continue the battle. Hopefully there will be more about the race next issue but for now the results are as follows;

PSUK Yacht Racing Championships 2014

Boat No.	Skipper	Mate	Team	Final Result
4014	Stuart Jenkins	Nick Mason	Met Police	1
4006	Nick Mason	Bob Mahoney	Met Police	2
4022	Andrew Buchanan	Richard Griffiths	Hampshire Police	3
4008	Alan Beckett	John Snowden	National Crime Agency	4
4011	Philip Quinn	Clive Patterson	Northern Ireland	5
4027	Ian Ingram	Andrew Carter	West Midlands Police	6
4019	Jason Crammer	Lee Mosscrop	Met Police	7
4016	Henry Scutt	Andrew Barker	Warwickshire Police	8
4028	Tony Riordan	Iain Tribick	Cleveland Police	9
4013	Dave Frey	Kevin Wallis	Sussex Police	10
4001	Graham Higginson	Charles Pitman	Devon and Cornwall	11
4023	Stan Thingsaker	John Walsh	Herts Police	12

Police World Sailing Championships 2014

Boat No.	Skipper	Mate	Team	Final Result
4014	Stuart Jenkins	Nick Mason	Met Police	1
4006	Mason King	Bob Mahoney	Met Police	2
4029	Roger Schumacher	Franz Vogal	Switzerland	3
4031	Justin Shave	Paul Stripp	Hong Kong	4
4022	Andrew Buchanan	Richard Griffiths	Hampshire Police	5
4008	Alan Beckett	John Snowden	National Crime Agency	6
4011	Philip Quinn	Clive Patterson	Northern Ireland	7
4027	Ian Ingram	Andrew Carter	West Midlands Police	8
4019	Jason Crammer	Lee Mosscrop	Met Police	9
4003	Rolfe Lange	Kurt Haarmeyer	Germany	10
4026	Marcel Migchelsen	Arthur de Rijk	Netherlands	11
4016	Henry Scutt	Andrew Barker	Warwickshire Police	12
4028	Tony Riordan	Iain Tribick	Cleveland Police	13
4013	Dave Frey	Kevin Wallis	Sussex Police	14
4001	Graham Higginson	Charles Pitman	Devon and Cornwall	15
4023	Stan Thingsaker	John Walsh	Herts Police	16