

SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB



NEWSLETTER

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A HISTORY OF THE SCUTTLEBUTT

A tale from the Club's past, by the Editor, Terry Clothier

The Sussex Police Offshore Sailing Club was originally formed in 1982 as the Central Division Sailing Club, based in Brighton Marina. The Club's first newsletter was prepared in May 1993 by Editor Alan Haffenden, published and printed by Roger Dice. The main story centred on a cross channel trip by Roger in 'Carauliane of Brighton' and Frank Hooper in 'Shady Lady'. It also featured a letter from one 'Lenny Wheeler', suggesting the creation of an owner's rally! By January 1996 Roger had taken over as Editor and Publisher and the newsletter had acquired a new title, the 'Scuttlebutt'. On early English warships a barrel, or butt, which had been scuttled by having a hole cut in it was placed on the gun deck and filled with drinking water. Sailors would gather around the 'scuttled butt' to slake their thirst. Traditionally they would gossip, so tales or stories emanating from this became known as the 'scuttlebutt'. A new Club Burgee had also been designed, using a defunct Dinghy Section flag defaced with a sextant. Roger was to remain Editor until his death in April 2008, producing no less than 154 copies during this time. Interestingly the newsletter was threatened with closure in the winter of 1996 due to lack of input from the members. I know that Roger was frequently concerned that lack of 'copy' would eventually cause its' demise.

I took over in May 2008, producing a new look copy 155 in memoriam to Roger, and have been Editor ever since. In 2013 due to lack of input and my own personal circumstances, Scuttlebutt failed to make an appearance, however, by popular demand and with strong support it returned in yet another new format, with issue 167 this February. Continued support has made it possible to produce six further copies for 2014. One of those, the Gurney special going 'National' thanks to its' reproduction on the Police Sailing website, www.policessailing.org.uk Long may Scuttlebutt and its' Editor continue to receive such splendid support. I thank you! TC



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.



Roger Dice 1939 - 2008

SCUTTLEBUTT

Annual General Meeting @ 7.15pm preceded by a Committee Meeting @ 6.45pm on Monday 9th February, 2015

The Club Annual General Meeting is, as it's name suggests, an annual event, required by the club rules and the rules of the SPSA to demonstrate that the Club is being run correctly and to justify our SPSA grant. That money comes from your subscriptions!

Officers to run the club are elected or re-elected and the following season's programme is outlined. Every member is entitled to attend, meet the committee and have their say. It is also a social event and a great opportunity to meet many like minded sailing folk, swap salty sea stories, frequently the same tales that were swapped last year, and perhaps discover sailing opportunities you might otherwise have missed.

So come along, **all are welcome**, enjoy the camaraderie, the ambience and support **your** club!

Venue;

**Sussex Yacht Club
85/89 Brighton Road,
Shoreham-by-Sea,
West Sussex
BN43 6RE**

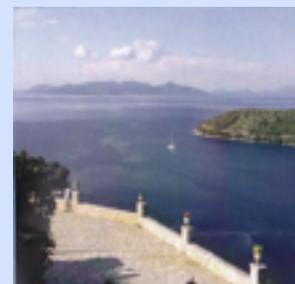


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SYC. Proud to be one of the oldest sailing clubs in the country!



With the main clubhouse, extensive boatyard with modern lift and moorings on the River Adur, along with the original clubhouse and locked moorings within Shoreham Port, SYC is first and foremost a members club with unrivalled facilities. Yachts of all

sizes call the club home, with both rallying and racing strongly supported, as is the dinghy section where particular attention is given to encouraging youth sailors. The club has a diving section and is home to Sussex Sailability, supporting handicapped sailors of all abilities. SYC also boasts a bar and steward famous for hospitality on both sides of the channel, along with a superb restaurant enjoying the best river views in Shoreham.



SCUTTLEBUTT



Sailing in the Ionian by Kevin Wallis

A sailing holiday in the Ionian is possible for anyone, whatever your sailing experience. Choose from bareboat charter, flotilla or sailing with the assistance of a local skipper.

Recently my family and I visited the Ionian Islands having booked a charter with our very own Alan Costello. We flew to Corfu, took a ferry to the mainland and a bus down to Lefkas where we met Alan and Ira – a lovely 37 ft Bavaria equipped with furling main, genoa, wheel steering and electric windlass! She was in excellent condition and had been professionally prepared for our charter. However, it was reassuring to know Alan was only a phone call away in the unlikely event of a problem.

On completion of the paperwork we set sail for Nidri, downwind all the way. On arrival we had the option of mooring up on the town quay, anchor in Tranquil bay or use the pontoon belonging to a local hotel. Well for just 10 Euros we choose a hotel pontoon which included electric, water and

free use of the hotel pool. It was Greek night at a local tavern, plate smashing and Greek dancing is the norm much to the embarrassment of my daughter. Not quite the Folly but not far off! At least the ceiling was higher.

Next day we decided on a fairly short sail to the island of Meganisi. The winds this time of year tend to be light in the mornings then force 3 to 4 in the afternoon. The southern Ionian Sea is protected by Lefkas Island so it's like sailing on a large lake. Meganisi is a beautiful island which has numerous anchorages for lunch and a swim. Then for the evening you can moor up at Spartochori where there is a free quay adjacent to the local tavern. No anchoring here - one of the tavern owners hands you a lazy line which you just tie up to your stern cleat and then tie up the bow to a metal ring on the quay. Time then to enjoy a beer/gin & tonic and enjoy the afternoon entertainment as latecomers arrive and jostle for places to moor up in this popular beauty spot.

The following day we were off to Sivota, another natural, sheltered harbour at the Southern end of Lefkas Island. Here boats moor up stern to alongside a wide range of tavernas and cafes. Sivota tends to be an ideal stopover for an onward trip to Fiscardo on Cephalonia.



So it was off to Fiscardo on Cephalonia, sometimes known as 'Kensington by Sea' because of its chic restaurants and shops. You need to get in early here – it's popular not only with yachts but multi million pound super yachts. We anchored on the north side in 2 metres of water with a long line ashore to a metal ring on the wall.



PSUK 2015

Hosted by Cleveland Police

At the recent PSUK Sailing Section AGM it was confirmed that Cleveland Police will host the PSUK Offshore Championships 2015

tony.riordan@cleveland.pnn.police.uk

the Championships to be held in the Clyde Estuary and surrounding Loch areas between 18th & 22nd May, 2015.

Contact Tony Riordan, Cleveland



SCUTTLEBUTT



Ionian continued;

Our charter boat had a tender which gave us access to the shore. Great place for people watching, swimming and relaxing.

Our holiday continued visiting a different island every day but sadly all good things come to an end and we had to return the yacht to Alan in Lefkas otherwise I would still be there !!

Although this was my first experience of chartering a yacht in the Ionian, I have sailed in the area several times before. Conditions are ideal for all levels of ability and experience. Even on my first visit, when I had a lot less experience of sailing and no local knowledge, I felt comfortable and confident at the helm. The only requirement is for a day skipper or equivalent ICC certificate. Sunsail and similar yacht charter companies grade the difficulty of sailing in the Ionian as grade 1 - the easiest of them all. If you are still unsure you can hire a skipper for the day or the week to show you round.

Next year it's back to the Ionian, so Alan expect a call!!



London Boat Show
09 ~18 JAN 2015

London Boat Show at ExCel

With the London Boat Show just around the corner, we are delighted to announce that the RYA can offer its Member's tickets to the Show at the special price of £12.00

for preview day or any other. If visiting Monday, Tuesday or Wednesday ticket price is £10 for all visitors. Check out the Show website on; www.londonboatshow.com

SCUTTLEBUTT



The Channel Pursuit and a bad case of 'Throttle Creep'. by Lenny Wheeler

For you aspiring promotion exam entrants 'Throttle Creep' is not notifiable under the Diseases of Animals Act but an unusual state relating to engine controls which reared its head when attempting to catch up with the club boat on the recent long passage charter.

I set off from Chichester with two friends a day before the club boat was due to leave the Hamble and set off overnight for Cherbourg but as often happens there was no wind at all and had to motor all the way and reached there in 12 hours in time for an afternoon back of eyelids examination before going ashore for the regulation moules et frites.

The next day we set off from Cherbourg with a decent wind on the beam

for Cap de la Hague where Alwyn on the club boat had texted he would arrive at 1pm BST and we did in fact arrive at that time . On speaking to LaJournet they inform us that they had motored all night and were off the west side of the Race close to Alderney and were pressing on to Jersey and we turned the corner to head south to find, as anticipated, the wind dead on the nose and commenced to motor sail . This practice is the death for main sail stitching as was proved after a short time when a short section of seam at the top of the sail opened up and we dropped sail. We pressed on and arrived at the northern end of The Little Russell and it was at this stage that the phenomenon in the title reared its head. The engine revs started to slowly die and after imagining all sorts of horrors looked at the Morse controls to find they had moved from their set position

upwards. I pushed it back down but after a short time this reoccurred and continued to do so with increasing shortness of times between events. This culminated in me having to physically hold down the lever for over an hour in order to sustain boat speed and beat the tidal window for the cill into St Peter Port .

On berthing and after the customary libations to the wind gods we quickly perused the manual for the Morse controls which revealed an extremely complex set of moving parts that I feared a marine engineer would probably take half a day and numerous pound notes to cure. On this basis and with this to sort out we booked for two nights and retired hurt to our bunks after several more libations to any one half minded to listen.

The next morning after breakfast I further examined the manual and tucked away at the back under maintenance I found the answer to our problems and was able to cure the problem in about 30 seconds flat. Behind the lever in the cockpit covering the metal frame of the controls are two plastic covers that split in the middle upwards and downwards for removal and once this is done the gear lever has to be put into astern to reveal a Phillips screw which is tightened. I am not sure if I should have known this or not as everyone I have spoken to, including marine engineers, had not heard of this.



Anita in a rather empty St. Peter Port



SCUTTLEBUTT

Throttle Creep continues!

Having succeeded so well with the throttle I set to to sort out the main and made use of the sail makers palm, needles and whipping twine and embroidered away for a merry hour on the coach roof closing up the seam in very strong manner. It is fortunate that this repair is at the head of the sail and very difficult to see from below as my repair would not win any sewing bee contest (which is probably the next inane TV program to be made).

Having completed our chores we had the rest of the day to wander ashore to research our dining spot for that night and after a crab sandwich on the quayside (sorry Frank) settled on a very good Italian - La Perla. Alwyn had texted that due to technical difficulties (I translated this as too much vino and oversleeping) they would not arrive at the marina in time to get over the cill so would be pressing on to Bray on Alderney. The next day we decided to do likewise and arrived to discover that they had obviously heard we were coming and had moved on to Weymouth. Going ashore we took the taxi man's advice and ate in the Divers Inn where the food is cooked and delivered from the hotel kitchen next door but with



suitable bar food prices. For example my beef burger was £8.50 in the pub and on our way back to the boat I found the same thing on the hotel menu at £12.50.

The next morning we awoke to hear the Solent forecast of 6/7 winds and rain in the next 48 hours so decided to curtail our trip and the purchase of boxes of vino in Cherbourg and run for home. What wind there was, was of course, in the east and very little of it, and after leaving at 8am arrived at 3am the next morning back at Chichester having travelled in shorts and T shirts for the daylight hours in crazy warm

weather for the time of year. The downside was that out of the whole trip we only had three hours of sailing the rest of the time burning diesel. The return trips highlight was having to alter course to starboard to go astern of a tanker by about 100yards as the Coastguard helicopter was practicing dropping a line stretcher and crew member aboard. During the return we had considered entering the western end of the Solent to join the club boat in Cowes for the night but could not achieve the tidal gate at Hurst so stood on round the eastern end of the island. I suspect that had we done so Alwyn would have heard that we were coming and run for shelter elsewhere.



Photo's courtesy of Peter Rowles



SCUTTLEBUTT

A Passage to the Channel Islands.

"An archipelago of British Crown Dependencies in the English Channel, off the French Coast of Normandy!"

by Alwyn Evans

In June this year the Committee agreed to 'excite and entice' members with a further club passage trip in the autumn. The date was set for Sunday 28th September to Friday 3rd October 2014.

It's worth mentioning here the 'Objects of the Club' which are 'to encourage and train members to sail in offshore waters with a view to participation in cruising, racing and social sailing.' With this in mind and subject to the weather a visit to the Channel Islands was planned. Several attempts had been made in past sailing seasons but always thwarted by the 'darn' weather.

Details were circulated to all members with the opportunity for existing and importantly any new or less experienced members to gain sea miles for future/ further qualifications and/or to get passage planning and offshore sailing experience.

Only 7 members expressed interest in the club charter which dropped to 5 actual participants. Frank Hooper, Club member and club skipper since its inception in the 1970's. Skipper of numerous Atlantic deliveries and world-wide sailing. Chris Gillings, bitten by the sailing bug 10 yrs ago who has competed in numerous club trips together with own chartering in Greece and Turkey and logged 5000 NM. David 'Harry' Mallon, ships victualler and chef extraordinaire. 3000 miles racked up under the guidance of Frank and a 'Day Skipper' in the making. Eamonn O'Dwyer, newish club member. Token import from the Met Police, apparently 'PC' requires that we

carry such a member on such trips. Owner of a Dufour (coincidentally computer spell check comes up with 'dugout') 34? And this his second channel crossing. And finally, the author of this article. I think we just about fulfilled 'the objects of the Club' but a big shame that we didn't have any new members to bore with ancient tales of maritime exploits and when the club sailed coracles and square riggers through the shipping channels to 'Francia the land of the Franks!'



Day 1, Sunday

"The first step toward success is taken when you refuse to be captive of the environment in which you first find yourself"

We bumped into and luckily recognised each other at 5pm on the Sunday at Port Hamble Marina. Concerns for loved ones, worries of the unknown and occasionally tears. But no problems, and although we would be at sea for 5 days we were satisfied that our pension payments would still be electronically transferred to our accounts to which our loved ones had access!

Amazingly Fairview Sailing handed over to us, well actually we departed when they turned their backs, with Le Jouanet, a 44ft Beneteau. A well chosen and carefully selected sturdy craft able to face the perils and often tumultuous weathers and gales of the English Channel. Our skipper of the night/day 'Dam yer eyes' Gillings manoeuvred us without incident out of the Hamble at 1915 and into the 'jaws of the storm!' Forecast was zero wind! Maybe S/SW Beaufort Force 1, clear skies, good

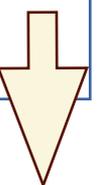
visibility and a calm sea. Heck this was going to be some crossing!



As well as keeping paper chart records of the passage and the yacht having all the normal electronic plotter and instruments we also had 3 I-Pads on board equipped with 'cutting edge' Navionics electronic chart Apps and more importantly Ace Pilot Simulator, Road Rage Race Boy, Space Invaders, Specsavers and Candy Crush. Sign of the changing times but such an App does give exceptional live time navigation, Navionics that is. Passage planning is made much easier, quicker and ability to monitor the progress, tidal streams and update the plan en route. In all my years with the club I have never seen so much navigation, passage planning and monitoring take place throughout a trip!



We exited the Eastern Solent with a favourable tide clearing Bembridge Ledge at 2215 and settled down to a carefully planned and executed watch system. Gillings first two hours, Hooper followed second two hour watch, Mallon & O'Dwyer completing a two hour duo, and myself finally from 0430 to 0630. Seem to recall all of us were in the cockpit at one time during the night! Insomnia or confused alarm setting! Otherwise an event-free night with much snoozing, motoring and little else, followed by the excitement of the sunrise! 75NM completed from Bembridge to Alderney Race.



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Day 2, Monday

“Our greatest fear should not be of failure.....but of succeeding at things in life that don't really matter!”

Nothing beats a full English all day breakfast prepared by Harry as we ate up our breakfast and miles approaching the east side of Alderney. Here we were in radio contact with 'Anita' (a yacht not some floozey!) a Dufour owned by club member Len Wheeler on passage from Chichester via Cherbourg to St Helier. We had previously arranged to rendezvous in St Helier. However he had sustained some damage to his main sail and was diverting to Guernsey for sewing duties.

Ever the stickler for detail and preservation of marine traditions, Gillings paced the poop deck and completed a Noon day sight and fixed our latitude quite accurately prior to our entry into 'The Race'.

We entered the Race of Alderney on our forecasted time of 1300 with the wind strengthening to a Force 3 and 15 knots but as usual bang on our 'le nez'. To sail this put us 30 degrees to the east of our course and so we had to motor sail to maintain our course to the next waypoint of Desomes West Cardinal off the north west coast of Jersey some 25 NM. As the sun set, we had a beautiful sail down the west cost of Jersey turning east after passing La Corbiere lighthouse.



Interestingly, La Corbiere was first light house in the British Isles to be built of reinforced concrete and has light visible for 18M in clear weather. 'Bus Route 12 from St Helier if you're interested and light refreshments and public toilets are nearby. A very popular point for locals and visitors alike because of spectacular views and sunsets!



A slight delay due to a couple of ferries leaving St Helier, but we eventually moored up by 2000. Having spent the last 24hrs aboard we were somewhat cabin fevered to venture ashore and were joined by a previous SPOSC club member Andy Linsell. Together with Frank and I, Andy crewed as foredeck with us in the late 80's when we first raced in the PAA now PSUK racing. He coined the phrase 'death roll' every time we flew the spinnaker as we always seemed to manage a decent broach, but 'not arf' as spectacular as other teams back in dem days. He transferred to Jersey Police from Sussex Police and so over a few beers historic racing events were recalled and club activities discussed.



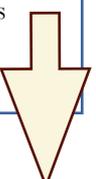
Day 3, Tuesday

“Swift is the word, sharp is the action.....remember surprise is on our side!”

We departed St Helier shortly after 0900 on the Tuesday with an intended passage to St Peter Port Guernsey. Skipper for the day was Mallon. However wind and tide assistance could not guarantee we would get over the Marina sill by 1315 so an alternative plan was debated. Braye at Alderney some 30 NMs was agreed upon and we made our 'Northing' up to the west side of the Island. Assisted by a favourable tide, blue sky and plenty of sunshine, we passed Sark to our starboard singing along to the songs of Rod Stewart. Not all the crew were delighted in the course change or the singing in fact. Frank least of all and went into a sulk as he had told us about a Guernsey quay side restaurant that does magnificent crab sandwiches with a glass of ice cold Sancerre and had been looking forward to this on arrival. He was even less pleased when we arranged for Len in St Peter Port to send him a text that he was enjoying a crab sandwich and cold glass of White wine!



We reached Alderney and entered 'The Swinge' (not missed the 'r' here, with only 1900 inhabitants probably quite difficult to either participate or avoid I guess) about 1530 just as the tide turned against us. This is an area of overfalls and strong tides and can be a treacherous location if wind is against tide.



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The scenery, numerous rocks and Shearwater gulls provided a spectacular view as we motored towards Braye. In true Dads Army fashion Frank 'made a pot of tea and we had Eamonn's Aunt Dollys Lemon drizzle cake!' as we crept forward to the harbour entrance. Braye for those who are unaware is the major port and town of the island and visiting yachts have only one option of mooring to one of the many buoys in the harbour. Water taxi, helmed/driven by a salty haired, mahogany skinned, toothless, one eyed Neptune like character took us ashore to enjoy some local food through locally sourced produce at the Maj Thai restaurant? and beer at £2 a pint.! NM sailed 54.



Day 4, Wednesday

*"Dream as if you'll live forever,
live as if you'll die today"*

Skipper for Wednesday was O'Dwyer. He insisted on a departure of 0800 in light winds which played around from SW to NW and clear skies with an intended passage to Weymouth distance 58NM. Not

much to report on this passage. The overnight western storms had left the residue of a mucky swell from the west/south, pushed us forward in a rolling corkscrew fashion until the afternoon when the sea flattened. Harry produced Pukka Pies and beans for lunch over golden oldies from the Beatles.....great out of tune and key singing here! We actually got the spinnaker onto the deck at one point and opened the bag before the wind went back to 'for'd of the beam' and thwarted this good intention. We passed the shallows of the The Shambles outside of Portland harbour at 1600 and were tied up in Weymouth by 1700 to sample more local beers and delicacies.

Day 5, Thursday

*"Life's journey is not to arrive at the grave safely in a well preserved body..... but rather skid in sideways, totally worn out, shouting 'Holy S*t.....what a ride!'"*

Thursday forecast was for light variable and possibly SW winds for our transit to Cowes some 55NM. Admiral Mallon returned to the exalted position of Skipper and ensured a 0800 departure. Lullworth Gunnery Ranges were practice firing this morning so we had to maintain a course south of 50 degrees 34 minutes N. Wind turned out to be easterly and bang on the proverbial English 'hooter' so we had to motor with tide assistance to make Cowes by 1700. The sea was mirror calm.



A hearty meal of spaghetti Bolognese topped with grated cheese, garlic bread and Songs from Greek Taverna Top Hits!!! was enjoyed whilst passing The Needles. Following a night out in 'Club land of Cowes' we retired to our bunks about 8.17pm and completed our passage back to the Hamble on Friday morning.

Miles completed 340, actual sailing time 50 hrs. Circumnavigated Isle of Wight and Alderney (nearly!) Despite best efforts never did meet up with Len Wheeler who had a 20 hr trip back to Chichester from Braye to beat the incoming weather and high winds. Good company, good food, eclectic music, plenty of navigation, skippering by all, sometimes a committee of skippers! passage planning experience and the not so often visited moorings of St Helier and Braye experienced.

See I told you it was all 'enticing and exciting' bet yer gutted you missed this!! The list is already filling for next years offshore passage !!

Sussex Police Offshore Sailing Club will be organising a yacht charter between the evening of Sunday 15th March and Friday 20th March 2015 in The Solent and surrounding area. There will be opportunities to sail for the whole week or for half the week.

The cost will be £25 for each full day plus £1 per day towards the RNLI.

This is an excellent opportunity to enjoy a week sailing, for those who have been before, or to try sailing for the first time.

As a crew member you will be given the opportunity to try all aspects of sailing the yacht and also expected to join in during the preparation and cooking of meals. The social aspect of the trip equals the sailing experience. There is no need for any previous experience or to have any special clothing or equipment.

If interested please contact Owen Poppett direct by email or on 07901 670721.

SCUTTLEBUTT

The October Support Boat 2014, by Penny Furtado

Preparation:- Book leave, speak to "Darling", find yourself volunteering to stock the vittles and maybe cook a first night meal, complete said shopping, cook the meal then realise you're meant to join the boat on Sunday NOT Monday. Mini panic, get additional time off and Breathe....

The voyage:- Head out of Gosport Marina, keep an eye out for other boats of various shapes and sizes, bob about for a bit towards Cowes, stop over at Cowes, back to Gosport, back to Cowes, some more bobbing about with sailing thrown in for good measure. Some wet, some sunny and don't forget to avoid the massive cargo ships!! Point of interest, Osborne House always looks good from a distance even smaller close up. !!

The Crew:- A week of two halves. For the first part Lee "I'm the King of the After Eight" Floyd took the helm with a mixed bag of First Mates, namely Graham Castell and Owen "Do you drink port and eat cheese" Poplett.

Deckhands, maggots, decorations, call us what you will; Zoe Daws, Michelle Shepherd, Lee Cook, and my long suffering permanent crew mate Clive Wigglesworth.

For the second half Floyd was substituted by Kevin "I can feel it bubbling" Wallis, First Mates Anne Darling, and AJ.

Supporting crew; Jane "seriously Dave where is your phone" Broughton, David "where's my phone" Sharpe, Trevor "chumbawamba" Hinkley and my long suffering permanent crew mate Clive "now my socks really smell of gorgonzola" Wigglesworth.

The purpose:- Support Boat to the racing demons of Sussex Police headed up by Steve "Riggers" and his crew, sorry I can't name them all! Following a 'water sport related injury' sustained in a watering

hole on Cowes, my ability to recall has been left somewhat lacking. Although I have my suspicions that a certain person called 'Hughes' might be responsible!

When you look up the word "Support" you will find the following definition:-

Verb;

1. Bear all or part of the weight of; hold up.
2. Give assistance to
3. Suggest the truth of; corroborate
4. Produce enough food and water for; be capable of sustaining.
5. Endure; tolerate.

Noun;

1. A thing that bears the weight of something or keeps it upright.
2. Material assistance.
3. Evidence that serves to corroborate something
4. A secondary act at a pop or rock concert.

So if I was to compare my time onboard the Support boat in relation to the above definition, I believe all crew played their part in bearing part of the weight and holding up to the challenge of ensuring everyone had a good time.

Each person gave assistance to ensuring everyone had a good laugh and sailing experience. There was some corroboration with regards to the use of mobile phones and why you should always know where your phone is, the less said of that the better. I don't believe anyone went hungry or thirsty especially after the gourmet breakfast supplied by Owen "the port" Poplett. Or the various libations supplied by all the crew which went so far as to include Earl Grey, Lady Grey, Builders tea, Ovaltine, Gin, Vino Claspo, Prosecco and Hobgoblin, to name but a few.

With regards to endurance and tolerance in comparison to the Race Boat I do believe the Support Boat possibly faired better on the endurance and even alcohol tolerance... if you know what I mean.

At this point I wish to say I couldn't believe how apt the actual definition of Support was when it came to the final description. "A SECONDARY ACT AT A POP OR ROCK CONCERT". What can I say other than TOP last night onboard. With DJ "I can feel it bubbling" Wallis on the decks and disco lights, AJ "beat that rhythm" Jacquet, Anne "play that mast" Darling, additional backing crew, Jane and Dave "where's the phone" Broughton-Sharpe, on dance moves "I'm the king of the Chumbawamba swingers" Hinkley, and finally Clive "top tunes" Wigglesworth. To this day how we haven't picked up a fine for noise pollution is beyond me. Although I do believe we sounded AMAZING and not a single beat out of place!!!

In conclusion SPOSC please can I come back again. A Huge heart felt thank you to the Skippers and their First Mates for their patience and instruction. I leave you all with this little ditty, a play on the Twelve Days of Christmas entitled (funnily enough) The Twelve Days of Sailing (starting from the final verse)...

On the last day of sailing the skipper gave to me:-

12 Bags for sickness

11 Knots of wind

10 Tacks to starboard

9 Nautical phrases

8 Sea sick sailors

7 Sodden Seamen

6 Wenches winching

5 Cups of tea

4 Flapping foresails

3 Riding turns

2 Trumping crewmen

And a double G&T for me.....



Personally I blame it all on "Darling".