

SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB
& DINGHY SAILING CLUB



NEWSLETTER

Frostbite 2023

Ready for the new season? Get afloat with the traditional 'frostbite' cruise.

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PSUK Race 2022

Good to be back, October 22 PSUK Race week
By Alwyn Evans

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AGM Minutes

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NOT SO FROSTY, FROSTBITE 2023

Back to the Water, with first trip offer!

It is proposed to run the traditional Frostbite Charter during a hopefully not so frosty April. The charter will be between Monday 24th April and Friday 28th April 2023 and the cost will be £20 per day plus £1 per day donation to the RNLI.

Places will be available for those who wish to cruise for the full five days and for those who only wish to come for one or more days.

The boats will be 38 to 44 feet yachts. If you join the cruise for more than one day you will enjoy the experience and social activities of catering on a yacht. The cabins are double births and will be two per cabin.

If you are a serving officer or member of staff and this is your first trip with Sussex Police Offshore Sailing Club, the cruise fee of £20 per day will be waived for the first two days.

In addition to the cruise fee of £20 per day everyone will also contribute towards the cost of mooring fees, fuel, and food on the boat. This will be on a pro-rata basis and would probably work out around £20 per day per person.

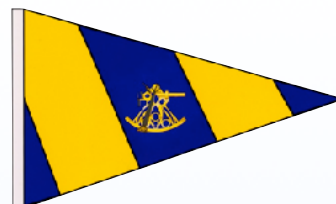
Each boat will have a qualified skipper and first mate. You do not need to have any previous experience or training to join the cruise.

If you wish to join the cruise, please email your registration of interest to me ASAP.

I look forward to seeing many of you In April.

Owen Poplett

Surrey & Sussex Major Crime Review Team
Specialist Crime Operations
Mobile: 07901670721



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 or Dinghy Sailing Clubs. No responsibility can be accepted for any inaccuracies or omissions.



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PSUK Yacht Racing Solent Monday 10-14th October 2022

By Alwyn Evans (skipper)

Going back to the 80's, SPOSC have managed to enter a Police team into most annual Racing events whether it was under the title of PAA, PSUK, Fire Brigade and Law Enforcement Regatta or latterly the Griffin Law Enforcement Regatta which incorporated PSUK.

This year unfortunately there were not enough race charter yachts available to run the Griffin Regatta which requires 20 or so one class/design. The PSUK event was separated and initially 9 Police teams expressed interest but on the 'day of the race' as they say only 5 teams turned up on the start line.

Teams were from Metropolitan, Warwickshire, Cambridgeshire, Hampshire and Sussex Police.

SPOSC team comprised of Richard Bates, Bob Trevis, Owen Poplett, Pete Ewen, Chris Young and myself. Yachts raced were Sunsail Jeaneau 41.0's with spinnaker from Port Solent.

Monday

After collection of the yachts Monday morning and a short practice we had a race scheduled to Cowes starting from Kemps buoy just off Ryde at 1300. Normal sort of format, going around about 6 race buoys, making westwards and finishing off the Snowden buoy in front of Cowes entrance. Wind was about 10-15knts, dry bright and sunny but with a higher than normal strong Spring tide running westwards.



It was agreed between the skippers that we were not trying to break any World records, trial for the Olympics or qualify for any other important National event. Just some gentlemanly racing, no dramas, sensible sailing and keeping everyone safe and boats undamaged. What can go wrong!

We had what we call a 'gate start' as opposed to a Committee boat start, won't bore you trying to explain the difference but fair to say it caused some confusion on the line. This resulted in a significant impact between the Met boat and Hampshire and also inviting Kemps steel buoy to join in with the melee. Fortunately we were clear of this new found partnership which resulted in serious damage to both yachts and a few more scratches and dents to Kemps.

The Met boat was completely in the wrong and incurred the most damage, so much so that it was unsafe to race and returned to Port Solent. Hampshire team continued and finished the race but next day had to return their yacht to Sunsail due to the damage. Sunsail were unable to replace both yachts and so the Met team retired from the event fully admitting their errors and unfortunately financial liability for repairs to both yachts.

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Tuesday

Only 3 boats raced and most of the Hampshire team, now without boat, were distributed amongst the other yachts.

Weather sunny, very light winds and exceptionally strong tides. Started

from front of Cowes at 1000. With little breeze short upwind downwind courses were set racing towards a race mark off Norris Castle just east of Cowes, back to Snowden buoy front of Cowes and twice round.

Tactics to utilise wind and tide are important to winning a race. After the start Warwickshire and Cambridge kept close to the Cowes breakwater where strangely they had the most foul tide against them and little breeze. Sussex sailed out into the stronger east running tide and slightly stronger breeze. When we rounded the windward Royal London buoy and set our spinnaker for the downwind leg the other two teams had still only barely crossed the start line and were drifting about the breakwater going nowhere. Sussex romped back down to the Snowden buoy to start its second lap but due to the dropping

breeze the course was shortened by the Race Committee and we crossed the finishing line for a 'stonking win.' The two other teams retired without completing the course. Unfortunately wind was now non existent and racing was abandoned for the rest of the day.

Wednesday

Forecast was for reasonable winds on this day but very little for Thursday so the Island Sailing Club Race Committee wanted to get 4 races in on this day.

Racing commenced at 1000 and the strong Spring tides continued. A selection of courses took the teams around the Solent on different courses starting and finishing off Cowes entrance. The wind increased as the day went on providing some good tactical close quarters but safe sailing with teams finishing within minutes of each other. Sussex were placed 3rd, 2nd, 3rd and 2nd.

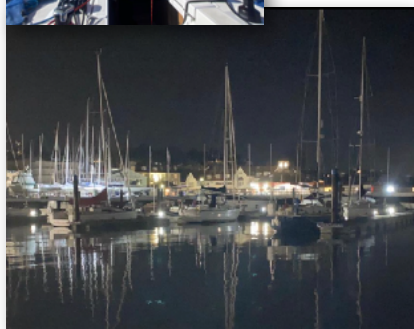
Thursday

1000 start again with Race Committee trying to achieve 2 races before the wind dropped away just after lunch. Light winds and strong tides provided some challenging tactical racing between the teams with Sussex finishing 2nd position. On the second race start the strong tides continued running westwards with light easterly winds. After the start gun all yachts continued to tack back and forth along the start line for about 25 minutes but could not even cross the line due to very light winds and the strong tide against us so the Race Committee abandoned the race.

Thursday evening Race dinner and presentation was held at the Island Sailing Club a great setting on the Medina river overlooking the Cowes entrance.

Overall in the Sunsail One Class racing Warwickshire won the event, Sussex second and Cambridge third.

The plan for 2023 is hopefully to get the two fleets, PSUK and Griffin Law Enforcement joined back into one fleet of about 20 yachts. This would make for greater competitive tactical sailing and overall a first class event again.



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Summer Cruise 2022

by Owen Poppett

The summer cruise was booked for Monday 4th July to Friday 8th July with me as skipper, Mike Tagg as first mate, Chris Gillings, Peter Kennett, Peter Ewen and Graham Castell. Having avoided any positive COVID tests we assembled at Port Hamble for a 10am handover of 'Oarsome Dream', a Dufour 46.

We got off to a great start when one of the crew looked at a corroded rod holder fixed to the push pit, there was a plop, and the corroded rod holder was no more! The rest of the handover went smoothly. We slipped our lines and headed down the Hamble. It was a lovely day and having exited the river the sails were hoisted with Yarmouth the proposed destination. It was a pleasure to sail in the Solent without foulies with sun burn being the biggest concern!

Peter Kennett took the helm as we crossed over to Calshot then followed the channel until we could turn southwest towards Yarmouth with the light breeze directly behind us. I asked PK to make sure we didn't accidentally gybe which resulted in him using his eloquence to tell me what he thought, he had no sooner finished telling me his views and the boom swung across the boat and he agreed with the description of himself he had given! The wind eased and the tide built in the opposite direction, and we eventually gave in and

put the engine on at Chris's repeated suggestion. We moored without incident in Yarmouth and enjoyed a meal ashore.

Tuesday was another beautiful summer's day, cooked breakfast cleared away and we headed off to Poole. A lovely sail with a bit of practice calculating a course to steer, which took us to the entrance of the channel and the pretty motor up through Poole, waving to Peter Kennett's relations on the way. Poole Marina provided us with a tight slot to fit into next to an expensive looking motor cruiser. Graham took us in expertly without any concerns. Moored three boats down was Chris Young with his own boat Twister on his way back from Dartmouth. Drinks with Chris Young and his crew on the Dufour. We then headed ashore to eat, on the way out we marvelled at Pip Hares, foiling mono hull "Medallia", how she sails that single handed I will never know! The other marvel in Poole was the Tuesday night motorcycle meet, hundreds of bikes of all types and ages most in immaculate condition.

Wednesday morning, we waved off Chris Young as he left while we were cooking breakfast, then it was our turn to cast off. We discovered the motor cruiser prevented us turning and the length of the Dufour was greater than the width of the fairway! Fortunately, there was a vacant berth almost behind us that we managed to tuck the stern of our boat into before turning and escaping the fairway. With sufficient

breeze to sail we hoisted the sails with Lymington our destination. They were supposed to be short tides, but we had to steer towards Durlston Head to the west and still only just cleared the Shingles approaching the Needles! We made good time and anchored off Keyhaven for a late lunch before heading into Lymington. The tide was low, with Peter Kennett on the helm, as we made our way up the channel. Just as we were approaching the flood barrier, we met the ferry coming out, this is also where the channel is at its narrowest, but PK did a sterling job of maintaining our boat in position with mud flats alongside and without going aground.

Thursday morning was another fine day, a stroll around Lymington then off out into the Solent, a light wind and an ebbing tide was not ideal, as we made ground towards Cowes on one tack we went backwards on the opposite tack and lost all the ground we had made. We eventually got bored watching the ferries plying their trade, so the engine was put back on and we started to motor towards Cowes. Once we had cleared Hamstead Point and were off Newtown Creek the wind filled in and we enjoyed a lovely sail to Cowes with all crew getting the opportunity to helm. We eventually dropped the sails and headed up the River Medina to above the chain ferry where under Mike Tagg's excellent guidance everyone practiced berthing the boat on a pontoon and other close quarters boat handling techniques.

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The practice was to pay off when we went into the North Basin of Cowes Yacht Haven and were given one of the angled outer berths with a motor cruiser ahead and another yacht behind, the angle made the position a tricky one to look at, but all went smoothly, and we were soon moored and the traditional cockpit G&T with nibbles were enjoyed. We ate at the Island Sailing Club which through the summer season operates an excellent restaurant.

Friday morning dawned and we cast off about 07:30 as the boat had to be handed back by 11:00. For the first time I was thankful for the bow thrusters as another yacht had rafted on the yacht behind us, what a joy, we just drifted out from the pontoon using the engine and tide to maintain station then used the bow thruster to swing the bows through 270 degrees then just motored forward out of the marina. Not being very experienced with bow thrusters, I tended to find them a distraction rather than a benefit, but this day I

realised the benefits of having them. An uneventful trip to the Hamble followed by cleaning the boat and we handed the boat back to Fairview at 11am, said our goodbyes and thus ended another thoroughly enjoyable SPOSC week.

My thanks to Mike Tagg, Chris Gillings, Peter Kennett, Peter Ewen and Graham Castell for making it such an enjoyable and humorous trip.

Unfortunately, since COVID the charter companies have changed their rules. We have not yet found one that will let us aboard on a Sunday evening without paying an astronomical surcharge. Most of the companies are now operating midweek charters with boat pickup at 10:00 or 11:00 on the Monday with hand back to the company by 11:00hrs on the Friday. You are therefore unlikely to leave the pontoon until after lunch on the Monday and must be back at the base or a marina close by on the Thursday evening to ensure

handover on time on the Friday. This clearly makes it difficult to visit venues too far from the Solent. To run a charter to the Channel Islands or further west along the coast would realistically require a seven-day charter which is double the price of a midweek charter. An alternative would be to look for alternative venues to charter from, e.g., Dartmouth, Plymouth or even from the Channel Islands etc.

I would ask all Skippers to start thinking about this year now, to consider when they would like to run a charter, and where from, to enable the committee to formulate the 2023 programme. Just send an email to me or Alwyn.

Owen Poplett.



It is proposed to hold the PSUK Sailing Offshore Championships between Monday 9th October and Friday 13th October 2023 in the Solent.

Interested? Contact Owen and represent your Force in this longstanding race series!



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SPOSC ANNUAL GENERAL MEETING 2023 1900hrs Tuesday 7th February 2023

Minutes of meeting held at The John Harvey Pub, Lewes.

- 1) **Welcome. Present:** Owen Poplett, Kevin Claxton, Richard Bates, Alwyn Evans, Graham Castell, Dave Cherry, Mike Tagg, Kev Wallis, Pete Ewen, Sharon & Mark Ford,

Apologies of absence – Johnnie Walker, Bob Trevis, Dusty Miller.

- 2) **Minutes of last AGM (2022).**

Due to COVID restrictions there was only a virtual AGM 2022 with no minutes to be taken.

- 3) **Matters Arising from Minutes** – Nil as there were no minutes.

- 4) **Commodore's Report.**

Accepted as read (circulated)

- 5) **Secretary's Report**

Accepted as read (circulated)

- 6) **Treasurer's Report.**

Accepted as read (circulated)

- 7) **Election of Committee.**

7.1 Commodore – Owen Poplett – No other nominations

7.2 Assistant Secretary – Peter Ewen – No other nominations

7.3 Treasurer – Alwyn Evans - No other nominations

All carried as proposed.

- 8) **AOB**

None notified to the Commodore by 7th January 2023, nothing mentioned at the AGM.

- 9) **Close of official business.**

- 10) **Presentation of Trophies**

Commodores Shield - Awarded to Alwyn Evans for the magnificent effort in PSUK

Roger Dice Trophy - Awarded to someone who has done a lot of training – to be awarded to Chris Young.

Scuttlebutt Trophy - Sharon Ford

Portobello Cup - Irretrievably lost!

- 11) **Opening of crew lists for future events.**

Frostbite - 24-28th April

PSUK National - 9-13th Oct

PSUK National 24 - 13-17th May 2024

Other trips will be organised.