



# ARUN YACHT CLUB

## SCUTTLEBUTT CHRISTMAS 2009

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### **COMMODORE'S REPORT**

You may have noticed that this issue of Scuttlebutt has been delayed. I took this decision to give us an opportunity to report on the recent events, and what a tumultuous few months we have just had, especially with the AGM and then the EGM. I am really pleased that so many members were able to use these forums to voice their worries and concerns, and I hope we can all learn from these and move the Club forward to the benefit of all.

#### ***Club Offices and Officers***

At the AGM a number of Management Committee members stood down and new members have filled their place. The Committee members have now been allotted their areas of responsibility, which are as follows:

**Nick Rusbridge** – will continue as Training Principal as well as deputising for me.

**Dick Holden** – will continue as Chairman of the Sailing Committee.

**Barry Partridge** – will take over House.

**Martin Gillam** – will take over Moorings

**Paul Hughes** – will continue looking after the Club's insurances and will take over Health and Safety, as well as continuing as our Chief Instructor.

**Ron Wood** – is filling a new post, that of Club Membership Support Secretary.

**Elinor Sorrell** – has been elected as our Hon. Treasurer.

I hope you will wish them all well in their duties.

You will notice that one very important area has not been filled, that of the Chair of the Social Committee. I have asked a number of members whether they would like to take on this role but none have come forward. The Management Committee have therefore asked our Club Steward – Tony Peterson - to step up to this role and I am very pleased to say that he has agreed to do so. Tony will still have a Committee of members to advise him, but he will be able to use his time in the Club to be very 'hands on'; I am sure he will do an excellent job. He will have to report to the Management Committee on a monthly basis and I shall ensure that we allot the first part of the Committee Meetings to hear his report, before dealing with other Club business.

Ron Wood's new position as Club Membership Support Secretary will, I believe, be of great value to the Club and I expect that you will be hearing a lot from him in the future as he contacts you to advise you of Club events and encourage you to take part. He will be of especial value to new members and will be able to provide a valuable facility for them, introducing them to the Club and involving them in all that goes on.

## ***Development***

As you are aware the proposal of the Moorings Development Committee was rejected by the membership at the EGM by a considerable majority. They are to be commended for all the hard work they have put in to this proposal over the years and I am fairly certain that if the economic climate had been different we would have had a different result. However, we must move on and look to the future. During the meeting, Hugh Evans and others brought up some very interesting proposals, and after taking a break over Christmas we shall look into these to see if we can move forward in a different, if less ambitious, way. In the meantime, Barry Partridge is looking at how we can improve the facilities we already have on the North Moorings. Maybe, by improving what we already have, we shall be able to generate some income from these which can be invested in a grander scheme in the future. Nothing is set in stone and we have lots to think about here.

## ***Proxy Voting and the Companies Act 2006***

The EGM also brought up another issue which I know that many of you found very annoying and questioned why we proceeded the way we did; this issue was Proxy Voting.

On the 22<sup>nd</sup> November, the day of the AGM, the Board of Directors were advised by our then Company Secretary that, due to sections of the Companies Act 2006 that came in to force on the 1<sup>st</sup> October this year, we may have an issue regarding Proxy Voting. Immediately after the AGM we then made enquiries as to the actual position and on the evening of the 24<sup>th</sup> November, after being advised that we had to allow members to exercise their right to vote by proxy, and after reading as much advice as I could, I made the decision that we should advise members of this right and send out the necessary proxy forms. It may be that at this stage some of you feel that I should have considered postponing the EGM and issuing a new Notice of Meeting, but I could not do this under our Articles of Association as we would have exceeded the 42 days from the date of request of an EGM and the required notice period of such a meeting. I was going to be damned if I did and damned if I didn't so I decided the only way forward was to act in the spirit of the law and issue the notice of a right to vote by proxy. For those of you who have interest in these matters, the sources I used to come to this decision are as follows:

- The Companies Act 2006 Sections 324 and 325 – pp149-150
- The advice issued by BERR – the Department for Business Enterprise and Regulatory Reform entitled *Private company information* and dated November 2007.
- Briefing from solicitors Freshfields Bruckhaus Deringer dated 8/11/2006 – available from their website.
- Briefing from solicitors Burness LLP, Edinburgh – available from their website.

- Briefing from solicitors Bates Wells & Braithwaite, London – available from their website.

I have copies of all of these documents and will be happy make copies of them available to you, if you wish to have them. I should also like to add that one of our members spoke to a Barrister, albeit informally, on our behalf. From the advice given, I don't believe I could have acted in any other way.

Reviewing this Act of Parliament has also made me realise that our current Articles of Association may be out of step and may require some adjustment to bring them into line with the Act. Over the coming year, and prior to the next AGM, I shall ask Officers of the Club to review our Articles and, after taking legal advice, amend them as necessary, so that they can then be put to the members for consideration and adoption. I don't want any future Commodore or Board to be put in the unfortunate position that I have been placed in through being out of step with current legislation.

### **Marine and Coastal Access Act 2009**

Another Act of Parliament received Royal Assent this November and that is the Marine and Coastal Access Act. This act divides the coastal area into five sections and projects have been formed by the government to evaluate these areas. The project dealing with the coastline in which we are situated is called *Balanced Seas*. An initial meeting of this project was called at the University of Brighton on the 24<sup>th</sup> November and I attended this on behalf of the Club. The initial meeting was to decide who would form a representative group of stakeholders to advise the Minister on the formation of Marine Protected Areas. The views of all the delegates at the meeting were noted and I await the Project Manager's decision as to who will make up the representative group. It may be that we shall be asked to take part in a County body to advise the stakeholder group or be on the group ourselves. This is important as it will have a direct effect on where we can sail, where we can anchor and where we can fish. It is important that all Navigational considerations are taken in to account when the areas are determined and that we sailors are kept fully aware of the implications. This Act also implements regulations regarding dredging and other water based works which must be taken into account when deciding how we may wish to develop our marina in the future. I shall keep you informed as to the progress of this Act and its implementation.

### **West Bank Regeneration Scheme**

Lots of things seem to be affecting the way our Club may operate in the future and our effect on the Harbour and its environments. Yet another such thing is the West Bank Regeneration Scheme. Anne Carnegie, the Littlehampton Harbour Project Co-ordinator, is holding a meeting on Thursday 17<sup>th</sup> December at 4.30 p.m. in the Boat House Restaurant, Littlehampton Marina, to present the West Bank Regeneration Study. The study is being commissioned by West Sussex County Council and Arun District Council and is being led by Baca Architects. The study is investigating the deliverability and

viability of the regeneration of the previously developed land of the West Bank, taking account of climate change and flood risk, ground contamination and access. Barker, lead consultant and director of Baca Architects, will explain how the study is being developed and answer your questions. Unfortunately, I shall be unable to attend as I shall be in the Far East that week visiting one of my clients, so Nick Rusbridge will attend on my behalf. I would urge all of you who are interested in this scheme to attend, so that you hear what is being proposed and, maybe, let your views be known. If you wish to attend, please let Anne know by phoning her on 01903 721215.

### ***Other Matters***

Over the last few weeks I have heard Club members mention the dredging of the marina basin on so many occasions I have lost count, and some seem to have been under the impression that it was put off, delayed or postponed due to the development which was considered at the EGM. This is and was not the case.

The reason for not dredging this year is simply due to our investment in new pontoons and our wish to keep a healthy bank balance and reserves, and so that our new Treasurer was not faced with a cash flow problem as soon as she took office. We may have just afforded to do a dredge this winter but we decided it was better to be prudent and act with caution. It is my intention that we have a major dredge of the marina basin next winter and the Management Committee will work to this end.

Provided that we don't have any major causes for expenditure or suffer a significant drop in income, I don't see that this will be a problem. We are keeping our options open as far as the method of dredge is concerned but, to get the best price and to deal with the logistics of this will involve critical timing – and probably a lot of manual help.

Due to the recent storm surges the Dinghy Pen has recently suffered from undermining of the south east corner. If it wasn't for the quick response of Barry and others we may have lost this corner and the fencing. This will need reinforcing and Barry is looking into methods by which this can be done.

I hope that in the New Year, after all our festivities are over, we may be able to make some way on the Clubhouse redecoration/refurbishment. All your ideas and comments have been collated and will be handed to Club member Phil Bush, who has agreed to head a steering committee in the New Year to push this project along. I would like to see as many members as possible have a hand in helping with this project, as it is by joining in and doing such schemes that we take true ownership and pride in our Club.

Lastly, the Commodore's Reception and Christmas lunch is being held on Sunday 20<sup>th</sup> December. Please come along and meet all of our Club's Officers, enjoy a few canapés and a glass or two, and maybe stay for Christmas lunch. I have invited the Commodores and their partners from three other clubs to join us and hope that we can all work together to bring some exciting events for you all to participate in, in the coming year.

I hope a lot of you will also be able to come along to our New Year's Eve celebration and enjoy the fun and frolics (or food, wine and dancing), please sign up if you haven't already done so.

For the rest of us, the Winter Series of Dinghy Racing has now been completed - see Dick Holden's bit, the Cadet Awards have been distributed, those of us with Cruisers on the hard will be scraping, rubbing down, and getting covered in paint and oil. For those of you with boats still in the water, I hope there will be fair weather and the opportunity to get in some winter sailing.

Most of all, I wish you all a very Happy Christmas and a great New Year.

*Nick Clare*  
Commodore

## **REPORT FROM THE REAR COMMODORE SAILING**

Well, it's dark at 4 o'clock, endlessly wet, windy and definitely the end of the year. Reflecting on the past season, I think the cruiser event that sticks in my mind most has to be the *Round the Island Race*. So many AYC boats and members were there. Wasn't it Winnie the Pooh who said "It's much more friendly with two..." and he might have said it is even more friendly with forty. For dinghies, it has to be the RS500 national championships. Not that I raced, but we had two boats with AYC crews to cheer on, and as a RIB driver there was lots to do. I enjoyed being part of a big AYC team putting on a major sailing championship, but most of all I enjoyed being with my AYC friends. Surely this is the essence of the AYC – enjoyable events and camaraderie?

The autumn has not been kind to our racing programme. We managed to finish off the two 15-race summer season series in dinghies (that's the Holland Trophy won by Martin Gillam/Cameron Holmes in his Lark, and the Silver Wire Salver which I won with Jack Munnelly crewing in my RS400 ). But we lost the last cruiser race (Len Nolan Cup Series) of the season to a lack of wind! Can you believe it? But we were able to re-sail it just before crane out. Since then the weather has been terrible, and when we have raced the dinghies at all it has been in the river, and in very turbulent strong wind conditions.

Cruiser prize-giving was combined with the Crane out Supper, and was an enjoyable evening. We didn't want to bore anyone, so our compère Michael Marston kept the ceremony short and entertaining. *Sooper Trooper* walked off with both the main summer cruiser racing series trophies this year. This boat has always been a good performer in a blow, but this year it managed to win in the light winds as well. Richard Dobson has a very determined and well coordinated crew and a superb sail wardrobe which he has used to very good effect. The merit awards were also presented, and there is always keen interest in who has cruised the furthest and visiting the most

ports. It is astonishing how far some of our members go! This year *Peggy* (John and Sue Bewsey) was the winner of the Glen Morag trophy with a very extensive cruise down to the Channel Isles and beyond to Normandy and the north coast of France. *Crazee B* (Chris Beazer) was first boat down to Guernsey, and *Herrag* (Janet Gates) won the trophy for the Crew's Log. The Admirals Boot – for the incident the member would most like to forget – went to Alan Campion for inadvertently parking his yacht on the beach. Dinghy prize-giving took place at lunchtime on 13<sup>th</sup> December.

The new programme is about to be issued for the 2010 season, and once again it offers a packed programme of events. Our new Hon. Cruising Secretary, Dominic Carlton, has included a number of relatively gentle, local cruises, kicking off with the Easter Cruise on April 2<sup>nd</sup>. I know Dominic is keen to develop the cruising side, and I hope these events will prove popular. On the racing side we have kept the format for the various Club race series much the same as last year, since this seemed to work well. We do have a number of interesting events lined up though. For the cruisers, the season kicks off with the Sussex Combined Clubs Regatta at Brighton over Easter. This is a lively regatta, and the last time boats from AYC took part, which was a couple of years ago at Shoreham, we did rather well. It is an easy sail to Brighton and it should be an enjoyable season opener if the weather cooperates. This, plus the annual racing jamboree that is the *Round The Island Race* in June should provide some good outside competition to our cruiser racers.

On the dinghy side, we have two very exciting open events planned. On the 5/6<sup>th</sup> June we have a combined RS400/RS500 open meeting. We held a first class RS400 open meeting in 2008, and a fabulous RS500 nationals in 2009. To bring both classes together at the club for an open meeting weekend should provide some spectacular top-flight sailing and keep the club bar very busy. Then, on Sunday 5<sup>th</sup> September we host a Laser Grand Prix race (essentially an open meeting) where we hope many of our club Laser sailors will get the chance for a good race. We have some good Laser sailors in the club – Steve Leach, Jack Holden, Jack Munnely, Richard Keen, Martin Keen, Henry Durman, Nick Rusbridge, Nicola Hortin and many more. To make sure they are up to it, we are organising a training day on the 4<sup>th</sup> September too.

We just have to get through this dreary winter to reach another summer of sailing ... The dinghy Frostbite Series (Christmas to Easter) will help fill in the time, but the Sailing Committee have also arranged a couple of "Sailors Evenings" – supper and a talk. On 9<sup>th</sup> January we have multiple class champion dinghy sailor Nick Craig as our guest speaker. Nick is a one of those people with astonishing talent, but he has gradually learnt his sailing skills and is happy to share his knowledge. He is unusual in that he is a true amateur and balances work, family and sailing. His talk is all about how he got to the top and stays at the top with limited resources of time and money. Then, on the 13<sup>th</sup> March we have David Cusworth of Clipper Ventures as our guest speaker. He will tell us about the extraordinary annual *Clipper Round The World Race*, which rapidly turns everyday people into competitive ocean racers.

The Club programme is there for everyone, and everyone is welcome. If the competitive side seems complicated, intimidating, or something only done by other people, then it doesn't need to be. You can participate in any boat – we will give you a suitable handicap rating whatever you sail. Do please talk to me or any of the regular competitors if you are interested in taking part and need some advise. On the cruising side help is available with issues like navigation and planning to give people the confidence to have a go. I hope we will see more of you taking part – it is what the Club was founded for. With any luck you will enjoy the events and make some friendships. In my opinion, perfect!

*Dick Holden*, Rear Commodore

### **MEMBERSHIP MATTERS!**

This is my first article for 'Scuttlebutt' as Membership Secretary which is a new post/area of responsibility created at the last AYC Management Committee meeting. I am also a new member to this Club and although mine was a good experience when first joining, I am told that this is not always the case and more should be done to ensure that new (and some not so new) members are aware of what the AYC is about and how the Club can actively support members' sailing and boating requirements.

Some of the ideas on how this can be achieved are listed below:-

- Monitor membership applications to ensure potential members are kept informed of progress, updating club's records and publicising details of new members, as necessary.
- Improve the Welcome Pack to provide more information, facts, contact points, FAQs etc.
- Show new members the various Club facilities.
- Introduce new members to relevant Club Officials and other interesting people (!)
- Facilitate the inclusion of members in various Club activities they are interested in.
- Set-up a new members' area on the AYC web-site.
- Support the existing membership and report any information, suggestions or ideas to the Management Committee.

I welcome any thoughts on the above or more importantly any other ideas you may have to improve the 'lot' of new members as well as anything else that existing members that have not been in the Club for very long would benefit from.

Ron Wood.  
Committee Member/Membership Support Secretary

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## **A WARP FACTOR WOW EXPERIENCE**

Friday 2<sup>nd</sup> October 2009 is a date that may not be etched in the minds of many AYC Members but for 12 of them it signalled the start of a memorable adventure albeit one that was over (some say with slight relief) by the end of the next afternoon.

Thanks to some good marketing by charter organiser David Lindsay, the motley AYC Crew had each "volunteered" (at personal cost!) to sail a Round-the-World yacht. David included the words: "Participants should be willing and able to become involved sailing the yacht". There can be no doubt that each met the "willingness" criterion but in the event the "ability" bit was certainly put to the test!

We dutifully arrived at noon (well a couple were a few minutes late!) to be given a briefing on the yacht "Challenger 4" – a 72-foot yacht owned by Tall Ships Adventures. Under the expert tutelage of the skipper and first officer, we prepared the yacht and departed at about 4 pm setting sail for Cowes. Throughout our "adventure" we were exposed to a plethora of nautical jargonise. Hoisting the mainsail, No 2 yankee, and staysail on day one and replacing the no 2 with a No 3 yankee and the staysail with a storm staysail on day two. Sweating (by sweating!) the halyards, sitting in the snake pit grinding one or more of its three large winches and enjoying (a more appropriate term does not immediately spring to mind!) the delights of listening to the shouts of "two, six heave" whilst attempting a corporate hoist of the 1-ton mainsail (a team effort that sapped the energy of most!). We were taught how to tie Admiralty Stopper Knots and Tugman's Hitches, told that Milton Keynes was out of bounds (strictly for safety reasons), told that locking turns were forbidden such that only OXOs were permitted on the cleats and sat or stood to grind the mainsail, yankee and staysail winches (there were nine in all) in the cockpit.

Our trip to Cowes was spent practising how to manhandle the heavy sails and how to tack and gybe this sizeable yacht. After an evening ashore and some socialising (with some seeming to achieve more success than others!) we each attempted to get some well-earned rest in our allocated bunks. Saturday saw an early start and an element of trepidation with a weather warning of gale force winds. Our trip took us to the East of the Isle of Wight and out beyond the Nab Tower. As we eased out of the lee of "The Island" the wind speeds increased as did the wave heights. At this stage there were two reefs in the mainsail but the skipper decided to put in a third. The problem was the reefing pennant was not attached so with safety harness attached and a considerable amount of agility he climbed the edge of the sail to fit this length of rope (needless to say, there was a noticeable lack of volunteers from the AYC crew to attempt this feat!). The inbound trip was both exciting and exhilarating with over the ground speeds of 10 to 11 knots being recorded. For a few, the excitement was a little too much and they had to take to their bunks to recover! To add to the white knuckle and nail biting experience, the skipper had to take avoiding action at one stage from a

foreign-registered cargo ship whose master seemed unaware of the Col Regs and did not maintain a listening watch on Ch16. Prior to our return to Gunwharf Quays we carried out a practice MOB and managed to recover the "object" in about 9 minutes. The stiff breeze continued such that coming alongside presented a final challenge for the skipper but with patience we tied up, tidied up and all went home for a well-deserved sleep.

Reflecting on the adventure, it was a challenging and, to some extent, demanding experience (especially for those of us in the Over 60s bracket!). A special vote of thanks must go to David Lindsay for organising the charter and for subjecting so many of his fellow club members to physical exhaustion and psychological trauma! Jokes aside, it truly was a warp factor wow experience.

For the technically minded (and the anoraks), the vessel we sailed on is one of 12 Challenger Class Ocean Racing Yachts that were built about 10 years ago for the Global Challenge Races (each involving a circumnavigation of the world) that took place in 2000/01 and again in 2004/05. These Rob Humphreys-designed steel-construction yachts have a LOA of 72 feet, a beam of 18 feet 2 inches, a draft of 10 feet and a displacement of 37.5 tons.

*Phil Bush*

Crew member for the weekend.

### **FROM THE NEW HON. TREASURER**

As you will now know, I have taken over as the Hon. Treasurer from Michael Marston following his resignation at the AGM.

I would like to invite six Club members to form the Finance sub-Committee—and interest and understanding of finance matters would be a distinct advantage—as would a sense of humour.

*Elinor Sorrell*

Hon. Treasurer

### **TRAINING REPORT**

#### **Training: Building for the Future**

This year, 2009, was a terrific year for the Training Team, as we delivered the courses listed, swelled our cadet ranks and increased our dinghy fleet, so building for bigger and better training events in the future. This was made possible by the hard work of a determined bunch of instructors and volunteers, and I thank every one of them for making it happen.

Right now, we're busy planning the delivery of training events for 2010. We are offering an extended series of events and I am hoping that more Club members will want to become involved in cadet and adult training—as students or volunteers, or both!

The 2010 training programme (see attached sheet with the full schedule of Training events for 2010) includes traditional events and some new twists on old themes.

From a shore-based training point of view, we will continue to offer support for our race duty teams and cruiser sailors in the form of RYA courses in first aid and radio, as well as sea survival (this year, it will run out of AYC and the Littlehampton swimming pool), diesel maintenance and radar—to enable our cruiser sailors to extend their knowledge and peace of mind.

On the water, powerboat courses (Level 2 and safety boat courses) will continue, hopefully enabling us to maintain a stream of suitably qualified volunteers for race duty teams. A dinghy instructor course, for which we already have names of interested parties, will generate the next generation of dinghy instructors.

There will be a change to the programming of sail training courses. Whilst adult training will continue to take place on Tuesday evenings (lessons to be taken in groups of six), cadet sail training will move to Saturday mornings, which we hope will make it easier for more cadets to take part and for parents to participate more fully in the events. We plan to run cadet training in parallel with Onboard taster sessions for local schools and youth centres. (If you think you know of a group of children who might like to try sailing, please pass your tip onto Paul Hughes, our Chief Instructor, via the Office).

What will happen to cadet training on Thursday evening, you may ask? Thursday evenings will now be reserved for Club sailing evenings, when all dinghy sailors are encouraged to free sail with safety cover standing by. This initiative is intended to maximise the opportunity for novice and improving sailors to spend more time sailing their boats in a secure environment. No training will take place, and the emphasis will be on activities to suit those taking part.

Race coaching for aspiring dinghy sailors will continue on Wednesday evenings, as we continue to strive to achieve Volvo Champion Club status. We've developed some excellent young racers over the past couple of years, but more candidates are appearing with every cadet week that we run.

Did someone mention cadet weeks? Yes, as usual, we will run 2 cadet weeks over the school holidays (please note the dates—the Spring Cadet Week is particularly late this year). Same format and hopefully the same outcome—lots of enthusiastic cadets wanting to take sailing to the next level? This is where cruiser crew members and club racers are born!

If you're interested in enrolling on a course, please contact Sue Jenkins in the Office. I have to thank Sue for doing a great job in coordinating training events in 2009, and she'll be on hand in 2010 to sign you up.

By the time you read this, I will have written to every person who volunteered in 2009 to invite them to participate in 2010.

But we need more support. We don't just need water-based volunteers. When we run a cadet week, we need helpers in the clubhouse and helpers on the beach. When we take the cadet racing team to WSSYSA, we will need help with transport and with beach support. If you would like to get involved, please let me know and I will find you a role to suit your tastes.

### **The Cadet Section Reborn**

Perhaps the greatest achievement of 2009 was the rekindling of the Cadet section of our club. Cadets and the younger families from which they emanate are the future of our Club, and we must do everything we can to involve them in the club community and its activities. We can do this in several ways:

- a) If you are a dinghy sailor without a crew, find yourself a cadet and get out on the water!
- b) Cruiser sailors short of a crew member, why not introduce a cadet (and his mum and dad?) to cruiser sailing?
- c) While cadets are sailing, let's make their mums and dads more welcome in the Clubhouse, so that they can enjoy our hospitality whilst they watch their children learn to sail.
- d) Let's redouble our efforts to make the Clubhouse a family-friendly environment.

Some of our cadets are beginning to show interest in the life of our Club, beyond just participating in sailing. Let's help them to grow into rounded young Club members who can relate to current Club values and offer new ideas for the future.

### **Events Early in 2010**

I know it's hard to think past Christmas right now, but you need to if you want to enrol in some super courses being offered in early 2010. In particular, please consider enrolling in the following events :

## January

Jan 14 Cadet and adult shore-based Training at 6.30 p.m. - Free

Jan 23 RYA Radar Course - £75 for members

## February

Feb 6 RYA Sea Survival Course - £90 for members

Feb 13 RYA Marine Radio short Range certificate Course - £75 for members

Feb 18 Cadet and Adult shore-based Training - Free

Feb 20/21 RYA Powerboat Level 2 - £160 (£75 for members who commit to a year's Safety Boat duty)

Feb 27 RYA Dinghy Instructors' Pre-assessment - £30

Finally, may I wish every member, friend and colleague a happy and prosperous 2010!

*Nick Rusbridge*

Vice Commodore and Training Principal

## **MOORINGS REPORT**

I would just like to wish everybody at Arun Yacht Club a Merry Christmas and thank them for their support.

I am happy to serve as a committee member and it seems that I have already been thrown in at the deep end. My first task is to organise the update of Pontoon D and Ron Goldsmith has very kindly offered to help. Terry Hortin has carefully worked out alternative berthing and I am very grateful for their experience.

We would like to start assembling the new pontoons over the Christmas holidays, which doesn't give us much time to relocate all the boats and disassemble the existing pontoons. Please add your name to the list on the board if you are able to support.

Merry Christmas and happy new pontoons.

*Martin Gillam*

Committee Member—Moorings

## **SUE'S SECRETARIAL BIT**

We would like to welcome the following new members and wish them a long, happy association with the Club :

Cheryl and Greg Koiston—former Club Members  
James and Sheelagh Meacham—also Former Club members (welcome back!)  
Michael and Lina Cole  
Robert Minchin.

May I take this opportunity to wish everyone a very happy Christmas, peaceful New Year and good sailing in 2010.

*Sue Jenkins*  
Club Secretary

## **PROPOSED CRUISER PROGRAMME FOR 2010**

Saturday 17/18 April	Itchenor—CHC buoy or anchor off Roman Transit — East arm of Harbour HW 13.48 5.6m
Saturday 1/3 May	River Medina, Folly Inn or anchor to the south HW 14.08 5.8m
Friday 28/31 May	Yarmouth—YH buoys or anchor east of pier (good holding) HW 11.25 5.6m
Saturday 12/13 June	Bembridge—either HB/Marina mooring or anchor in Priory Bay HW 11.53 5.5m
Saturday 26/28 June	Newhaven Marina or anchor on east side of East Pier HW 12.13 5.4m
Saturday 10/11 July	Beaulieu River—anchor in lower reach or use Bucklers Hard Marina
Saturday 24/25 July	Langstone Harbour Marina or anchor in Russell's Lake or Sinah Lake
Friday 6/8 August	COWES FIREWORKS Anchor at Osborne Bay or off Gurnard, or south of Prince Consort buoy - HW 08.27 4.5m
Saturday 28?30 August	Studland overnight, anchorage to suit if required HW 14.07 5.6m

NOTES : For Western Solent venues :

As the tides west of Cowes run East at springs, it is best to pass Cowes between one hour before HW Portsmouth to four hours after. Slack water in eastern Solent is two hours before HW Portsmouth and again about four hours after HW Portsmouth.

**ALL EVENTS ARE SUBJECT TO WEATHER**

*Dominic Carlton*

Hon. Cruising Secretary

***PS Remember—I believe in supporting the RNLI, not them supporting me.***

### **FORTHCOMING EVENTS**

Sunday 20th December                      Commodore's Reception and Christmas Lunch

Thursday 31st December                      New Year's Eve Party

**PLEASE PUT YOUR NAMES ON THE LIST IN THE CLUBHOUSE  
TO AVOID DISAPPOINTMENT**

### **GROUP EMAIL**

If you have an e-mail address and are not receiving David Robinson's weekly e-mail - get in touch with the Office and Sue will pass on the information.

You will still be able to receive your copy of Scuttlebutt if you wish.

You will then be able to find out what is taking place at the Club on a weekly basis such as racing, Social Events, etc.

**COPY DATE FOR  
NEXT EDITION OF  
SCUTTLEBUTT**

**1ST MARCH 2010**