

ARUN YACHT CLUB

SCUTTLEBUTT SPRING 2010

01903 716016 (Office) : 01903 714533 (Members)
arunyachtclub@btconnect.com
website : www.arunyc.co.uk

COMMODORE'S REPORT

Since the last issue of Scuttlebutt there has been some really good sailing done from our Club, as I am sure Dick will tell you in his section. The cruiser racers got some good results at the Joint Sussex Clubs Regatta in Brighton, despite some truly challenging conditions; the entrance to Brighton Marina had to be seen to be believed. Meanwhile, those of us who like cruising have had a couple of cancelled cruises due to the weather but others have ventured away as soon as a break occurred. There have been a few trips to the Solent and I was at the Club the other day just before Ron Goldsmith left to sail around England in a clockwise direction via the Caledonian Canal – good luck Ron, we all wish you fair weather and flat seas - let us know how you get on. Whilst writing this I have just received a message from Chris Beazer to say he is just leaving Cornwall en route for the Scillies and is going to meet up with Ron. Meanwhile, the dinghy sailors have been racing on alternate weekends and I am pleased to see the numbers beginning to creep up – guess it is getting a bit warmer out there! Training has also been going from strength to strength under the watchful eye of Nick Rusbridge and Paul Hughes. The adult sailing evenings on Tuesdays appear enormous fun, whilst the Saturday morning sessions for Onboard and our own Cadets are encouraging the members of the future to take part in our great sport and pastime whilst keeping them safe and showing them how to handle boats correctly, so that they can truly enjoy themselves.

Safety at sea is a very important subject and there have been some recent incidents that have shown that we can never take for granted things will go well and nothing untoward will occur. I would encourage all of you who want to take to the water to plan carefully, consider contingencies, make sure you have all the necessary safety equipment aboard (have you checked your lifejackets?), that you can be seen (flares and radar reflectors), that you can contact the emergency services, and you have warm, dry clothing available together with plentiful supplies of food and liquid refreshment for the journey being undertaken, for you and your crew. One thing I always remember from one of my instructors very many years ago was to make sure you had twice as much fuel than you need for the trip. We might be sailors, but sometimes there is no wind and we have to rely on our engines, so make sure you have enough fuel to get there and back – just in case. I can hear some of you sniggering in the

back, as you will no doubt have heard that I ran out of fuel in Diamond last weekend; which just goes to show that I should have checked and not relied on someone else. Although we do not have to have any legal qualifications or certification to go to sea in our own craft we do have to comply with the law and we do have a responsibility to others. Please look at the *Solas V* regulations, which state what these requirements are; they are sensible and straightforward and I don't believe there can be any excuse not to abide by them. I have made a link on the Club's website so that you can download these regulations from there, or you can go direct to the MCA site.

On a lighter note I am pleased to see that I have been joined on Pontoon A by two other members who have obviously decided that Pontoon A is the place to be and be seen, rather than those other pontoons which think they are better purely because they are joined directly to the clubhouse! I speak of Phil Bush, who has just purchased a rather nice Moody 31 called *Wavedancer*, and now berths next to me, and to Stuart Fairweather who has purchased *El Cid*. Welcome to you both, I hope you really enjoy your new craft and I hope to see you both out on the water.

As you may be aware there have been a few incidences of boats be stolen or damaged which have been devastating to the members concerned. It is pure coincidence that Sussex Police are shortly launching *Marine Watch* which is a sort of marine version of the Neighbourhood Watch scheme. There is a dedicated local police officer responsible for this and she can be contacted if you see or hear of anything suspicious; her name is Maria Dorey (she likes to be called Mia) and she can be contacted on 07769 741441. Please look out for the up and coming launch of this scheme and for posters which will soon be up giving further details but in the meantime, please be watchful and report anything you think suspicious.

Talking of suspicious, did you know that Littlehampton Harbour is one of the prime sites for the import of illegal drugs, people trafficking and other such nefarious activities? I certainly didn't. Sussex Police have started a new project to deal with these problems, not just in Littlehampton, but over the whole of Sussex, a vast area to cover and they need your help. The operation is called *Project Kraken* and they would welcome any information which you might think would help them in their investigations. If you see anything you think might be suspicious, or out of place, please get in touch with them on 0845 60 70 999. Things to lookout for might include :

- Boats with not enough or no navigational lighting
- People landing at unusual locations
- Boats moving late at night or early in the morning where they wouldn't normally
- People who don't seem to know how to handle a boat

- People who aren't dressed adequately or appropriately for being on the water
- Rigid inflatable boats being moved at unusual times or unloaded at unusual places
- Packages being transferred to waiting cars
- Boats with extra fuel tanks
- Boats with too many people on board
- Unusual boat training or handling

The guys at *Project Kraken* are a friendly bunch and they really want to combat these serious crimes, if you are in any doubt at all, do give them a ring. Remember the number—0845 60 70 999.

During the next few months some great events are being held both here at the Club and elsewhere in which some of our sailors will be part such as The Great Escape Race, The Round the Island Race, our own Cruiser Regatta and RS400/RS500 National Championships. Please give our sailors all the support you can or, even better, take part yourself.

Thursday evenings are becoming quite popular. On these evenings you can take part in dinghy sailing with safety cover provided – there is no racing on these evenings, just a chance for you to get out on the water and either practice your skills or enjoy a pleasant evening on the water. The bar is open so, even if you don't sail, come down and enjoy the evening atmosphere. If you haven't heard about it already the Cadets going to stage a Duck Race in June – I think they are going to launch them (toy ducks, that is) off the bridge and see which one gets to the Club first – it should be a good fun event and there is a prize for the winner. If you wish to enter this race the cadets have many named ducks from which you can choose; entries are available from the bar for £2 each.

Do watch the notices, there is a lot going on both on the water and off and, as I have said before, the more you join in with club events the more you will get out of your membership and the more fun and excitement you will have.

Good Sailing

Nick Clare, Commodore

ARUN YACHT CLUB - A BRIEF HISTORY

DO YOU BELIEVE THAT THE CLUB'S FOUNDING PRINCIPLES REMAIN VALID TODAY?

In the early 1950s the only "sailing" club in Littlehampton was the Littlehampton Sailing & Motor Club (LSMC), which had progressively turned into a gentlemen's social club, where snooker was the main sport, ladies were not allowed into the main clubroom, children were to be seen but not heard and virtually no sailing activity took place.

As a consequence, a group of enthusiastic sailors decided that, as they couldn't influence LSMC to re-invigorate sailing activities, they would form an alternative, and so the Arun Yacht Club was founded in 1956, with the inaugural meeting taking place on Sunday 8th April. Over 90 people attended and agreed to form a family sailing club, where men, ladies and children could all share membership on an equal basis. 95 members signed up at that meeting and this number increased rapidly to 160 by May and over 300 by October 1956.

After a brief search for a suitable clubhouse, an old wartime motor-torpedo boat, lying on the west bank of the river and previously used as a houseboat, called "Lisboa", was purchased for around £200, financed by loans from the early members. To make the craft more easily accessible, there were many working parties of enthusiastic members who excavated a channel and then manhandled the boat further up the beach before she could be officially opened as the Club's premises in July 1956.

At that time the club was exclusively a dinghy and open day-boat club sailing a variety of classes including the Firefly, Albacore, Enterprise, Flying Fifteen, Island OD and Sprog. However, it was not long before a few members acquired small cruisers so, in 1958, a number of swinging moorings, secured with chain and sinkers, were laid on the foreshore between Lisboa and the then actively used Ferry Steps, with access by rowing tender from the shore.

Over the first few years the membership grew rapidly, whilst Lisboa started to show her age and progressively broke her back. After much debate, plans for a new clubhouse were approved and the test piles were driven in September 1961. The building was completed and officially opened by His Grace the Duke of Norfolk on 22nd September 1962.

The original building cost £12,600 and was funded through a variety of means including members' loans, fund-raising efforts and the sale of Life Membership. Such was the success of the venture that, by 1970/71, all the members' loans had been repaid.

The dinghy classes expanded rapidly and large fleets of Enterprise, Albacore, Merlin Rocket, Cadet and, later, Mirrors and Lasers raced regularly most weekends and carried the Club's burgee far and wide to open meetings and championships all over the country, with a good degree of success, and through this the Club continued to grow.

Our first foray into the running of major dinghy championships occurred in 1971 with the hosting of the Albacore National Championship. Expecting an entry of about 60 boats, the event was run from the Clubhouse with launching from the river. In the event, a total of 113 boats turned up, all of which needed to be towed in and out of the river each day! Notwithstanding that, the championship was a great success and was the fore-runner of many more, although in future these were run from marquee accommodation and a dinghy pen on the town Green, with beach launching directly to sea.

By the early 1970s the growing number of cruiser members were getting tired of rowing out to their boats and the annual chore of digging up and renewing their mooring chains and sinkers, so a scheme for laying pontoon moorings was devised and these were established in 1974. By today's standards, this was a relatively simple affair comprising light-weight metal-framed pontoons, laid north-south, with timber decking. No basin was dug, so sailing times were still restricted to about three hours either side of high water for the outer moorings, but only two hours either side for the inner.

Further dinghy championships followed, with two further Albacore Nationals (1977 and 1990), two Laser Nationals and one National and one World Championship for the Enterprise class (1979 and 1984). These events were extremely hard work, but most rewarding, generating great esprit de corps within the membership. Non-stop catering from breakfast to supper and extended bar opening, plus changing accommodation, all from a marquee complex on The Green, not to mention fleets of rescue craft and Committee Boats to be manned. A typical championship required the involvement of about 100 members, some for the whole week and others for day or evening shifts.

Not content with just running dinghy events, in 1984 the Club hosted the British Open Championship for the First Class 8, of which we had a number sailing at Arun at that time. The French manufacturer, Beneteau, put up a new boat as first prize and many local helms fancied themselves with the chance of winning. However, they misjudged the French, who duly sent over their works team and won it back!

The Club continued to prosper and, by the end of the 1970s, the membership was seeking better moorings with extended sailing times than the original pontoon moorings could offer, plus enlargements to the bar and gents changing rooms. Two separate development committees were established; one to bring

forward plans to create an excavated basin with walk-ashore marina-style moorings and the other to design the improvements to the clubhouse.

These ambitious schemes were brought to fruition, with the enlarged clubhouse being re-opened at a ceremony on 18th July 1981. These improvements, at a cost of some £130,000, were mainly funded by loans from the Club's bank and, whilst all was well initially, by the mid-1980s the economy dipped, interest rates soared and the Club was finding it increasingly difficult to keep the moorings full at prices that were necessary to service the loan and, as a consequence, fell behind with its repayments. This led to the formation of a crisis committee with the remit to re-structure the Club's finances and restore them to a sound footing. After much effort and hard negotiation, a settlement was agreed with the bank whereby the Club's indebtedness was replaced by funds raised, principally, through a members' debenture scheme, with a pay-back over ten years from 1987. Coincidentally, the Council agreed to revise the Club's ground lease and to extend it to a term of 125 years.

With its finances back in order, the Club continued to flourish and was able to repay the debenture holders after only eight years. The moorings were again full and there was an increasing waiting list; the time had arrived to think of further expansion.

Once again the Club approached the Council to extend its lease, this time northwards so that it could extend the marina. Plans were prepared and approved and the lease of a further area of land secured up to, and including, the Island. However, no sooner had the lease been finalised than the economy took another dip and, mindful of its past difficulties, the Club put its expansion plans on hold. Subsequently, these plans were abandoned as it was believed that the needs of future members would be for deep water moorings, rather than more drying berths, largely influenced by the trend of increasing boat sizes and the reduced number of boats being designed to be able to take the ground each tide.

A revised moorings scheme was enthusiastically endorsed by the membership at an EGM in 2007, but subsequent difficulties with Littlehampton Harbour Board prevented the scheme proceeding. By the time an amended scheme was negotiated with the Harbour Board the economy had seriously deteriorated and, at the EGM last November, members rejected the scheme. However, many of those who were opposed have subsequently made it clear that their concern was over the financial timing, rather than being a vote against the principle of the scheme itself. In the light of that, your Management Committee is continuing to explore ways in which the cost to be borne by the Club can be reduced. At the present time, these investigations are on-going.

To enhance its contribution towards the furtherance of the sport, over the past ten years the Club has developed an extensive training department as an approved RYA Training Centre, offering a wide range of courses aimed at Cadet and Adult Sailing, Power and Safety Boat handling, First Aid, Diesel Engine Maintenance, Marine Radio, etc., and has continued the long-established tradition of running two highly popular Cadet Weeks each year.

The principal reason for preparing this brief history of the Club's evolution is to demonstrate that, for over half a century, the foresight of the original and successive previous members has enabled the Club to maintain and enhance its facilities to meet the expectations of future generations.

However, I am becoming increasingly concerned by the mutterings of a small but vociferous minority of members that we should not invest further to improve our facilities for the future, that we should seriously consider cutting back on our training activities and the funding of the Club's sailing programme and to actively encourage an increased number of power boats onto our moorings. To my mind, such an attitude is exactly the situation that led to the break-away from the LSMC half a century ago and it is my fear that, if these views are not comprehensively quashed by the membership, we are likely to suffer a similar fate.

As a founder member and past Commodore, I would be deeply disappointed if that was allowed to happen, and make no apology for seeking to initiate a membership-wide debate to see whether the majority of you agree with me that we should re-affirm the Club's founding principles to establish and advance an **active sailing club**, but still retaining a balance of others who are happy to be members of a club that supports those objectives. I would, therefore, invite all members to let me have their views, anonymously if they would prefer, either to davidrobinson@bilsham.freeserve.co.uk or addressed to me via the Club office. A summary of your views will be incorporated into a future edition of Scuttlebutt.

David Robinson

DUCK RACE
3rd June 2010

Thanks to all who have contributed to our duck race. It will really benefit the Cadets with all the money we raise. For those of you that haven't, they are selling fast, so make sure you get one soon!!! It's £2 a duck and all money raised goes towards improving Cadet facilities at the Club. Thanks from The Cadet Committee.

Cam Hughes
Cadet Committee

SUSSEX COMBINED CRUISER REGATTA

My crew took the boat to Brighton safely enough without me, in company with David Robinson on *Dedicated Dancer* on the Thursday before Good Friday. Andy Walkers *Fingers Xed* and Richard Dobson's *Sooper Trooper* were already there.

I had ordered new Batt sails at Christmas and Dick Batt agreed to open up his sail loft on Good Friday morning so I could collect them. Interestingly they weren't ready for collection the day before. I asked: "Are they cool enough to touch?" "They'll be fine" was his deadpan reply, honed no doubt by a lifetime of sail-making brinkmanship. "I have made them a bit bigger than you asked for so you'll have plenty of sail area..." I drove away a worried man. What did he mean? Would they fit...?

The 3 races scheduled for Good Friday afternoon were cancelled because of the terrible cold, wet, windy weather.

Saturday morning was better weather, but still very windy and cold. The sails fitted perfectly of course, and I had obviously been wound up by Dick Batt (note: I will get him for that!) We headed out of Brighton Marina into a biting wind and tempestuous sea. Seasickness immediately took its toll on the crew and then the lifting keel mechanism failed. We were obliged to return to the marina to make emergency repairs.

Race 2, and the keel's fixed but we were now only 4-up in a boat which relies on crew weight for ballast. At last we are finally going to get a race. The OOD is broadcasting the instructions over the radio, but on our radio she sounds like a parrot ventriloquising a frog. An unintelligible babble of meaningless timing countdowns interspersed with the regular croaky cry of "Here we go!" We don't know where to start or when but decide to go anyway. I hail the nearest boat: "Have we started?" "Oh yes" he replies. Good! We sheet in and race him to the windward mark. As we round he shouts across "You were over the line though." Blast! It is now half way through the 3-day regatta and we have not counted a single race. We come in for lunch. Andy Walker is finding the conditions tough on his Formula 1 *Fingers Xed*, which has torn its mainsail. Richard Dobson in *Sooper Trooper* is, as always, battling David Robinson in *Dedicated Dancer*, but they are both behind a pair of Sonar keelboats from Shoreham that are proving too fast and too well handicapped to be beaten.

Saturday afternoon, race 3, and thanks to seasickness tablets we are back up to a full complement of crew again. We know where the start is, and we are keyed up for a good race. We all work as a team and the old boat, resplendent in her shiny new sails, responds very well, but there are still funny noises from the keel.

We press on, close-racing a powerful Maxi 1000 and a slippery Young 8.8 who are pushing us hard. We take line honours in race 3 and feel confident for race 4. However, the wind has now eased, and even after shaking out the reefs we are underpowered. We need to change up from the No 3 to the No 2 headsail but the spare halyard is jammed and a bare-headed change will take too long. The Young 8.8 is in its sweet spot and powers away. We are rolled by the Maxi but manage to get back with some quick tacks into the tide to the weather mark, and hold on off-wind to limp home in second place.

Sunday brings out the Committee Boat and line starts for race 5; a simple windward/leeward course in a fresh and shifty NW wind. I misjudge the tide which is flooding fast and holds us back from the line. Fortunately the sails are working superbly, and we have both speed and height on the opposition, rounding the weather mark in a close second place. Off wind the crew get our old spinnaker up in a flash. It has so many patches it looks as if it is made of dalmation hide, but it does the business and we are away to win the race.

Race 6 and I again fluff the start so we are behind beating into the tide. Hair raising stuff getting round the windward mark, which is set in a tideway and the boats are swept onto the mark. Lots of shouting! We race the Maxi side by side until the final spinnaker drop. He leaves it very late and his jib jams in the track, so cannot raise his jib or douse his kite. We leave him enveloped in red nylon at the bottom mark as he tries to head upwind whilst still flying a gigantic masthead spinnaker. A wonderful guilty feeling of schadenfreude as we sail away from him. It is not enough to succeed; others must fail!

Race 7 is the final race of the regatta. By now the keel is clonking and banging under the hull but we keep going. Now a wind shift has turned the run into a close reach and most boats are dropping their spinnakers. We decide to use ours, at least on the first half of the run which has a slightly better wind angle. The Maxi also goes for it. It's a hairy ride with the whole crew up and aft on the weather rail to hold us upright, but as the Maxi drops her kite we just keep ours flying for the whole length of the leg, planing 80 yards clear of the opposition and securing another win. After we finish we are able to watch an exciting race between the three other AYC boats. Andy Walker has got *Fingers Xed* going well and on the white sail close reach he is able to stay ahead of *Sooper Trooper*, so we give him a cheer. In this race *Dedicated Dancer* is behind, but overall she has scored the best of these three boats. As always, *Sooper Trooper* and *Dedicated Dancer* are scrapping against each other throughout the regatta, with first one, and then the other getting ahead.

With 7 races to count the rules stipulate 2 discards, so we discard races 1 (DNC) and 2 (OCS) to count a score line in our class of 1,2,1,1,1. There were 44 boats in the regatta, spread fairly evenly across 4 classes. Two classes are IRC handicap and here there are some wonderful modern fast boats to marvel at.

The other boats are given Sussex Combined Clubs Handicaps. At prize giving late on Sunday afternoon we are presented with a handsome trophy for winning our class SCCH 1. Excellent crew work and the new sails have given us great boat speed. The other Arun boats are in class SCCH2 which is dominated by the two Sonars but with *Dedicated Dancer* 3rd, *Sooper Trooper* 4th (just 2 points behind) and *Fingers Xed* 6th.

Bank holiday Monday and its back to Brighton through the traffic for 3 of us to make the ferry trip home, which is surprisingly pleasant and takes exactly 3 hours. The keel noises are now very prominent, but the keep is essentially secure and it gets me home to AYC where a repair can now be effected – somehow. *Sooper Trooper* is back ahead of us, and *Fingers Xed* and *Dedicated Dancer* come in the next day. So ends a very wearing but ultimately very enjoyable long weekend, made all the better for being part of a group of 19 members taking part from the Arun Yacht Club.

Dick Holden (Port Kerne)

MOORINGS RELOCATIONS

Just a reminder that if people want to change boats they must complete a new mooring application form before bringing the new boat to the Club. If they want to move to a new mooring they need to get approval from the Committee Member responsible for moorings — Martin Gillam.

Recently a few people have decided to ignore the Club's mooring policy and this has created problems - besides not having an up to date berthing plan making new mooring applications more difficult, other berth holders may struggle to get past the new boat and the Club may invoice people incorrectly.

Martin Gillam

Committee Member Moorings, Moorings and Berthing

MOORINGS REPORT

The sailing season is well under way and some of the vacant berths on our moorings are now filling-up. The Council's Health and Safety inspection picked up a few minor issues with the pontoons, and all these points have been addressed and completed.

Due to the moorings work completed by LSMC, the sand bank has extended over the ferry steps and some of the boats on "A" pontoon have had to be moved until we can resolve this issue.

We have received a quote from Van Oord to dredge the moorings, but unfortunately this was much higher than budgeted for. I know many members are keen for the moorings to be dredged so all alternatives are being investigated, including the possibility of purchasing our own dredger. Providing we get the go-ahead from the Harbour Board we plan to do a dredging trial in June. Following this we will then decide whether or not to proceed in this direction.

Martin Gillam

Committee Member Moorings and
Berthing

SOCIAL REPORT

The last quarter has been a busy period for the Bar and Galley and below are some of the events that have been catered for during that time. The Social Committee meet every six weeks and are open to any ideas or suggestions that you may have; contact either Tony or Sue at the Club.

A party for the local tennis Club, a very busy Easter Lunch, a Phoenix Lunch and a rehearsal for an up-coming Noel Coward Play. The Boat Jumble raised £164 for the RNLI and the day went very well with the Club being very busy, serving breakfasts and Sunday Lunch. Angela and her team managed to serve over 70 people - a record number. And we have catered for a Cadet Training Week, with the Galley being available for lunches.

We had a successful Founders Day Lunch with 55 people attending - it was marvellous to see our older members. As always it was impeccably organised by David Robinson. On the same evening we also catered for a Rally from Brighton. A Dinner/Dance held on the 24th went very well with over 50 diners all enjoying the entertainment provided by Barry Lynton. LSMC held their AGM at AYC and last weekend we hosted the Port Solent Rally.

The Bar is now open summer hours and we look forward to seeing our members in the evenings. A reminder to you all - the Galley is now open Friday lunchtimes.

Please note that our first Jazz By The River evening 21st May. **Still spaces left.**

One last- the Cadets are holding a Fund Raising 'Duck Race' on 3rd June. To support

them purchase a 'duck' at the bar.

Tony Peterson
Social Secretary

TRAINING UPDATE

At the time of writing, we've just finished the first 4-week session of our Onboard Saturday Club, and it went very well. Around 12 children who had never sailed before had a taste of sailing at AYC at little cost to their parents (the schools that provide the children also provide some support) and all seemed to enjoy it. The Club is run in parallel with our cadet sailing session (also on Saturday mornings), which allows the new starters to see other children who have progressed a little further. It is pleasing to see a number of parents getting involved – and wanting to stay involved after the course has finished – and to have a good number of the new sailors want to continue in the cadet sessions. We have more Onboard sessions planned this year, so if you are involved with a school or youth club where you think some of the children might like to try sailing, then please let me know and we'll see if we can't generate some more sailing converts!

We recently ran a Dinghy Instructors Course at Arun Yacht Club, which was supported by local young sailors. Congratulations are due to Richard Keen, Tom Rusbridge, Amy Simpkins and Cameron Holmes, who all passed and are already providing valuable instructing support to Paul Hughes. Other courses run recently include First Aid, Radio and Powerboat Level 2.

We have just completed the third our 'Club sailing evenings', which run every Thursday evening, meeting at 6 pm. The concept is to provide one regular evening a week where all Club members can be sure that there is an opportunity to visit the Club and find a 'buzz' - sailing activity, socialising, boat fixing and so on. The first three evenings have been supported by the most regular dinghy sailors. Therefore, please could I encourage all members to try to support this evening. If we can get non-sailing RIB crews to cover the safety boats, then it frees up the sailors to sail. If cruisers want to have an evening sail and come and join the dinghies, then great! If you just want to come down and tidy your boat before sitting on the balcony, that works too. And, if you want to dinghy sail, be advised that this is not a formal training session run by the training department – it is simply an opportunity for members to sail how they want to (if you want to train that's fine but leisure sailing is also encouraged!). Club dinghies are available to hire (see Club policy on use of club dinghies) and I would hope that there are a few sailors who will be seeking crews, providing an opportunity for new sailors to sail with more experienced ones.

What's coming up? Well, Cadet Week, of course. The Spring Cadet Week (does it

really feel like Spring?) takes place on 1-4 June and there are just a few places left (so be quick!). Adult Tuesday evening sail training and cadet Saturday morning sail training continue every week, and we have a Radio Course scheduled for 12 June, and a Safety Boat Course on 10-11 July. Summer Cadet Week (also booking up fast) is on 9-13 August. As always, please contact Sue Jenkins in the Office to book or ask questions (01903 716 016).

Finally, the training team is working hard to deliver an extensive and varied training programme and we could use some help! If you have some time to spare and think you could assist us, then please do give me a call. We would like to grow into a team that has layers of support – shore-based support and encouragement, safety cover, instructing and administration. And if you have ideas for new courses that we might run, then I'd be happy to hear them (07962 813919)

To the members of the training team, thank you – you're doing a great job!

Nick Rusbridge - Vice Commodore and Training Principal

HOUSE MATTERS

Main entrance gate.

The main gate is now up and running and is activated by your blue key fob. Sensors are on the fence post on the north side of the gate. The pedestrian gate lock is activated by the same sensors. Should you open the gate to allow in a vehicle please wait until the gate is fully opened, otherwise the safety beam is cut and the gate will stop at that point (maybe not fully open).

The gate is automatically opened and closed at the following times (outside these times use your key fob) :

Monday	8.00 a.m.—4.00 p.m.
Tuesday	8.00 a.m.—10.00 p.m.
Wednesday	8.00 a.m.—4.00 p.m.
Thursday	8.00 a.m.— 10.00 p.m.
Friday	8.00 a.m.—11.15 p.m.
Saturday	8.00 a.m.—11.15 p.m.
Sunday	8.00 a.m.—6.00 p.m.

Club refurbishment and redecoration.

This has at last been given the green light. Tenders were sought, but due to

stringent Club rules, written tenders were received from contractors.

I wish to thank the Refurb Committee of Carole Clapham, Phil Bush, Hilary Walker and Sue Bewsey for their enthusiasm and patience in obtaining the quotations and the go-ahead.

It has been decided that the work will be undertaken by a Club Member, who has satisfied the Tender criteria, the Management Committee and our Refurb Committee.

Work will commence within the next week or so and we apologise for any inconvenience you might experience during the period of redecoration. The work could take up to two-three weeks and your patience would be appreciated.

Volunteers

They are always required for work around the Club, and suggestions for improvements around the Club are always appreciated. Please get in touch with me or the Office if you wish to help.

A mop and bucket has been put in the gents changing room at the request of the Sailing Committee so that members can clear any excess water or sand they deposit whilst changing after racing or sailing (cruiser or dinghy sailors take note!)

Barry Partridge
Committee Member—House

Club Member Sailing Round Britain

Ron Goldsmith, owner of Footloose with Lynn Newman, is fulfilling a life-time dream by sailing around the coast of Britain this year.

He left about ten days ago, and has made it to Cornwall (lots of visits to Rick Stein's then?) where he is holed up for a while until the weather changes. Then off to the Scilly Isles and onwards.

Lots of different crew will be joining him at points on his cruise to help with the trickier/longer crossings.

We wish him well, lots of fun and look forward to the stories on his return.

More Club Members' News

Russell Burton (Pip of Arun) and Tina got married in Sri Lanka on 7th April followed by a honeymoon in the Maldives. They didn't seem to want anyone from Arun Yacht Club to attend - (can't think why!!)...

... but it didn't end there! A volcanic ash cloud blew over Europe the day they were leaving, and three days later via various countries and modes of transport they arrived back safely in Blighty. (That'll teach 'em).

Just kidding. We wish them all happiness for the future and Well Done!!

Calling all Cadets

CADET WEEKS 2010

SPRING CADET WEEK—

1st—4th June 2010

£120 members

£150 non-members

STILL A FEW PLACES LEFT

SUMMER CADET WEEK

9th—13th August 2010

£150 members

£190 non members

**BOOKING UP VERY FAST -
PUT YOUR NAME DOWN SOON TO AVOID
DISAPPOINTMENT**

**Contact Sue in the Office on
01903 716016**

THURSDAY CLUB EVENINGS

As a non sailor I have always kept my distance on sailing evenings/events believing that I would just be "in the way", but being encouraged to attend the Club on the first Thursday sailing evening of the year was a real eye opener.

I really enjoyed the sense of fun and friendship that prevailed on the evening, it was lovely to just relax at the bar with other members and watch the sailors working so hard at enjoying themselves! It was also very rewarding to be able to talk to two of our cadets and two new sailing members about their vision for the future of our Club.

The Cadet Duck Race is being well supported and they have many more ideas for fundraising events which will bring in, not only funds for their activities, but also new active members to the Club. It is very encouraging to see so much energy being directed to a truly community activity.

I would certainly encourage members to make more use of our bar, especially in the summer months, and to perhaps get more of a flavour of what we are actually providing for all members not just the "sailors".

Elinor Sorrell

Treasurer/Company Secretary

SUE'S SECRETARIAL BIT

We would like to welcome the following new members to the Club— Zara Miles, Linda Marks, Jilly Lynn, Mike Ingle, George and Elizabeth Hibberd, and Evelyn Marks. We wish them all a long, happy and fruitful association with the Club.

Sue Jenkins

Club Secretary

Don't Forget! **Reporters needed**

We need members to report on Club events so that the full story and action can be posted on the club website. If you would like to cover an event, please contact Nick Clare at nick@clare.org.uk who looks forward to receiving your contributions in the near future.

And articles for Scuttlebutt too please!

Letter to the Commodore :

30th March 2010

Dear Mr Clare

I had occasion to hire Arun Yacht Club for the reception (wake) of my late wife, R Wilson.

I would like to make it known to you of the excellent manner in which this was organised by your staff in attendance, my dealings were with a person called Tony who looked after my every request to the highest degree, nothing being too much trouble to fulfil.

The facilities, food, drinks, and cleanliness of the Clubhouse all to a high standard and commented on by many of the people attending. I had occasion to leave my car at the premises prior to the event and the Club Secretary looked after me equally as well.

I will not hesitate to highly recommend to any one the good service and venue for any similar occasion.

Sincerely

Brian Wilson

Ron Goldsmith's Log on Footloose so far (updated 11th May 2010)

Well, I read the books, I finished the research, and the boat was adapted for single-handed sailing. Footloose was ready, I was ready, the weather was fair and the winds were light, so, at 0600 on Friday 23rd April, I slipped Littlehampton and had a gentle "shake-down" cruise to Portsmouth. After a night in Gosport, I left at 0810 on Saturday and had a lovely sail in a southerly 5-10kt wind to Lymington. I stayed there until Monday, as Lynn and I went to Beaulieu Boat Jumble on Saturday.

Got to Beaulieu Boat Jumble, albeit a bit late due to toilet problems! Some of you will know and some of you can imagine how difficult it is to get a 38mm pipe through a boat! Anyway, persevered and managed it. Did not get the missing charts at Beaulieu, but did manage to get a Volvo Engine Panel, which I have been looking for for nearly 10 years!

Left Lymington on Monday 26th April and sailed in light SW winds. Tied up for

the night on the Harbour Master's moorings in Weymouth. Left Weymouth the next morning and again, light SW winds took me across Lyme Bay - in fact, so calm, I managed to cook pie, potatoes and vegetables and eat them at the cockpit table, whilst sailing along!

Arrived in Dartmouth where it was very quiet. I must say, it is very cold at sea - I have been wearing my thermals day and night! Left Dartmouth and had a short hop across to Salcombe, where again it was very quiet. Another Moody 31 arrived with me and we both had trouble with weed in the engine inlet. Managed to clear this and headed round to the River Yealm for a night. Absolutely beautiful there.

Moved round to Plymouth on Friday spent the Bank Holiday weekend there. Good decision, because the wind picked up and it turned even colder. I also discovered en route that everything has gone digital in the West and had to buy a digi box in Plymouth, so that I could watch TV again now.

Before leaving Plymouth on Tuesday 4th May, I swapped to the working jib, because it is a bit easier to handle in heavier winds, which were forecast for the next week. Had two cracking sails from Plymouth to Fowey and then Fowey to Helford, wind was 70 degrees off the bow, 14-18 kts. Complete contrast to Thursday when there was no wind and I motored from Helford river to Newlyn!

It was clear by Friday 7th May that it would not be possible to go round Land's End on Saturday, but Tim Freeman, Debbie Harmsworth and Lynn had joined me, so we went off on foot for a short walk - got to Mousehole, which was only about a mile away, then decided to continue on the South West Coast Path ending up in Lamorna Cove some time later, after quite a difficult walk. Luckily there was a cafe so we were able to get some lunch and have a drink to recover! We then walked back to Newlyn on the road, which was a lot easier, but still about 4 miles.

After much consulting with various weather forecasts, the decision was made that it was not going to be possible to sail on Sunday either. So, we opted for a few more drinks in the pub, and walked (again!) into Penzance where we had a lovely meal in The Dolphin. On Sunday, we decided to go by road to Padstow to have a look at the Harbour anyway and this gave me a chance to see the entrance - it looked like I would be sitting it out until Tuesday 11th May before I could get round Land's End.

From the editor : update from Lynn at 11.30 a.m. 11th May—Ron has made it round Land's End, and the sea was very lumpy!! I am sure he will be grateful for a bit of land tonight.

Photos and updates available via Facebook—contact Lynn Newman for details.

ANNUAL ARUN ART GROUP EXHIBITION

**TO BE HELD ON
SATURDAY 24TH AND SUNDAY 25TH JULY TO COINCIDE WITH THE
AYC**

OPEN DAY ON 24TH JULY

Come along and see how creative
your Fellow Yacht Club members are

**COPY DATE
FOR
NEXT EDITION OF
SCUTTLEBUTT**

1ST AUGUST 2010