



Founded 1956

Arun Yacht Club Ltd

(a Company limited by Guarantee)

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SCUTTLEBUTT SUMMER 2010

COMMODORE'S REPORT

Since the last issue of Scuttlebutt an enormous amount of activity has taken place in and by the Club and its members. What, with our redecoration, OnBoard and Cadet training, adult training, racing, cruises - both by individuals and as groups, social activities, Open Day, our achievements at the Round the Island Race – the list goes on. I could say something about all these activities here but I need to talk about some very important items that affect all of us sailors so I shall leave the activities to others elsewhere in this issue. However, before going on to write about the main issues I need to deal with, I first want to give my personal congratulations to Ron Goldsmith for achieving his ambition to sail around Britain via the Caledonian Canal. This is a major achievement by one of our members and speaks volumes for the tenacity and spirit that prevails amongst our sailors – well done Ron. I would also like to offer my personal congratulations to Richard Dobson, and his crew, for achieving First in Class in the RTIR – one day, I'm going to have a go at this event, but I don't think I will come close - a magnificent result.

The main things I need to talk about this month have been put on us by three different acts of Parliament that have recently come into force. The first – the Companies Act 2006 – requires the Club in its legal guise as a limited company to conform to certain requirements.

EGM

You will recall at our last EGM we gave members the right to vote by proxy which is one of the Act's requirements. The Act also requires us to bring our Memorandum and Articles of Association into line with the legislation and in view of this the Management Committee has decided to hold an EGM so that the members can vote on these changes. You will find the necessary papers included with this issue of Scuttlebutt and I would urge all of you to study them carefully. If there are any parts you don't understand, or questions you need answering, please let us have them in writing as soon as possible so that they may be answered or clarified in good time. Please be aware, however, that many of the changes are required by law and it is imperative that we have the new Mems and Arts in place before our AGM in November.

The other Acts of Parliament affecting us are to do with a proposed Dredge and with Marine Conservancy. I shall deal with the wish to do a Dredge first.

Dredge of the Yacht Basin.

As many will know, the Management Committee and I would like to dredge our basin this coming winter. It is six years since the last major dredge and the basin is silting up causing members difficulty in accessing and using their berths. Since the last dredge, we are now required to conform to the Food and Environment Protection Act 1985 (FEPA), as well as the old Coast Protection Act 1949 (CPA) and the government has formed a new agency to enforce the requirements of the Act and to manage the issue of licenses. The new agency is the Marine Management Organisation (MMO). This new agency brings together all the agencies dealing with Fisheries, Marine Works and Licensing, and Marine Planning. What this means to the Club is that before we can dredge we have to apply for a License to dredge under both FEPA and CPA, and this application alone is likely to cost in the region of £5,000 for an initial dredge and then approximately £2,000 a year for maintenance dredging. In view of this, we are currently taking advice from the MMO so that we may determine the best form of dredge and what is most likely to meet with their approval. In addition, the Licensing application also requires us to contact all local bodies and conservancy agencies to ascertain whether the dredged material can be put to any use by those bodies and whether any have environmental concerns if the dredge takes place – we are, therefore, in correspondence with these bodies and holding discussions with some. Another requirement of the application is for us to plan disposal by land – this is in hand.

I don't anticipate any particular problems with any of these requirements; they are just things we have to do, which were not necessary in the past. In the meantime we are looking at various different methods by which the basin can be dredged. They fall into three main categories:

1. Water Injection method
2. Removal by plough
3. Removal by bucket type dredger

The first method is the same as used by Van Oord during the last dredge but for them to do the same job now would cost in the region of £70,000. The second method was trialed by us about four years ago when we asked Shoreham Harbour Services to clear the build up in the basin between pontoons A and the Ferry Steps. This wasn't particularly successful and if they were to scrape the whole basin would cost approximately £30,000.

As you can tell, if we are going to hire any companies services to do the dredge it will be expensive and could seriously diminish our financial resources and may even affect the Club's cash flow.

The Management Committee has been looking at all the options available to us which also include purchasing a small dredger, but will not take any action until we have fully consulted with the membership. Once we have received the fullest possible advice from the MMO we intend to invite some members of the Club to help us in determining the way forward and to form a plan of action. When we have formed a comprehensive plan and have an accurate business proposal we shall put it to the members before proceeding further. In the meantime, if any members have any serious, well thought through, suggestions for dredging the 9,500m³ of silt we should be pleased to hear from them.

Once members' approval for a dredge plan has been received we must then obtain approval from the Littlehampton Harbour Board before submitting a formal application to the MMO.

I know a lot of you have been wondering what is happening regarding the dredge and I hope I have managed to put things as clearly as I can. As you can tell, a lot is going on behind the scenes. Please don't hesitate to ask me if you have any further questions and I shall try and answer them as best as I can.

Balanced Seas

The last of the legal issues I need to talk to you about I have briefly mention before that is the requirement under the Marine and Coastal Access Act 2009 for the formation of Marine Conservation Zones to protect the sea's wildlife and environment. The formation of the zones can affect where we can sail, fish and generally use and enjoy the seas around our coasts. The government has formed various agencies to cover the different areas of our coast and the agency dealing with our area is called Balanced Seas. This body is taking evidence now to determine which areas are suitable to be designated as MCZs and I should not be at all surprised if one of these designated areas would be quite close to our immediate sailing area. I would encourage all of you to look at the Balance Seas website at www.balancedseas.org and join in the discussions. If you don't individually let them know your feelings and concerns regarding MCZs in our area or others then decisions will be made without our concerns and desires being heard.

Other Matters

The end of the Club's financial year is approaching and the Management Committee is preparing a budget for 2011, to be presented to the members at the next AGM. If there are any special items that you would like considered in next year's budget, we need to know now, so that we may consider your request and give it the attention it deserves.

We still have some weeks left in this year's sailing season and I hope you can all make the most of this time. There are lots of opportunities to get out on the water whether you own your own boat or not. Many of our cruisers are looking for regular crew whilst our duty teams are often looking for help to make up their numbers whether it is just time keeping on the committee boat or assisting in the RIBS. Do come down to the club and join in.

Good Sailing

Nick Clare
Commodore

Racing: "If winning isn't everything, then why do they keep score.?"

Cruiser racing seems to be going quite well this year, helped by the good weather no doubt. The Round the Island Race marks the equinox and this year *Sooper Trooper*

(Richard Dobson) put in a best-ever performance to win class 8C of 60 odd boats, and take 13th overall in the entire ISC handicap. *Dedicated Dancer* (David Robinson) also did well in class 8b with 8th out of 60 odd boats. For Club cruiser races we get a regular core of dedicated racers and a number of others who come out to enjoy the occasional race. At the suggestion of the Management Committee, the Sailing Committee organised a Charity Fun Race in August, to try to lure out some more Club members to come and join in a bit of lighthearted racing for a good cause. *Bajau* (Steve and Babs Leach's bilge keeled Hunter 31) won. With 10 boats taking part this was something of a success, but we could have done with a lot more boats. I think we have about 90 or so sailing boats in the Club, so turnout was only about 11%. What does it take to get the other 89% motivated to participate? The recent Owers Race saw a good turnout of "irregulars" – despite the 25 knot winds. At the post-race supper it was very heartening to see our Commodore Nick Clare lift the Owers Light Trophy in his bilge keeled Westerly Centaur "Free N'Easy", and Nigel Townsend come second, also in a bilge keeler.

Nick paid tribute to the role of his various crews in enabling his boat to race well, and this is echoed by all the cruisers who race. Even a quite modest Club race turnout involves some 30 odd members taking to the water, and pushing the boats hard through a series of manoeuvres requires a skilled team who work up a good sweat during a windy two hour race. A lot of the skippers are looking out for regular reliable crew who are willing to learn a role on a boat. Foredeck men are particularly sought after. Many of the cruiser crews come from the dinghy fleet, and keen youngsters are getting an unusual opportunity at AYC to learn sailing in both dinghies and cruisers, which must give them a wonderful start to their sailing lives.

As an example of this, let me mention Jack Munnelly, who came to the Club to learn to sail a modest 420 dinghy when in his early teens, but progressed to become a high performance dinghy crew and helm, and then moved into crewing cruisers. Now in his late teens, Jack is working for a company chartering racing yachts in the Solent, and this winter he will be one of their elite team taking Farr 65 yachts out to Antigua for the Caribbean racing season. With the help of the charter company he hopes to return to the UK in spring 2011 as a yacht-master-qualified skipper, to earn his living in the Solent.

Like most other Clubs, our dinghy fleet has been a bit thin at times this year, with the Evening Series in particular struggling to attract the turnout it needs. We lay on very good racing for our members – much better courses than most other Clubs offer, and although the numbers taking part are sometimes not as high as we would wish, a lot of members continue to obtain great enjoyment from the dinghy racing, and the quality of the fleet is excellent. The proof is that many of our dinghy sailors do very well in open meetings and events where they come up against other racers.

As an example of this will you forgive me if I mention my son Jack Holden, who recently won the best individual sailor award at the National Schools Sailing Association Regatta at Datchet – the largest youth regatta in Europe. Jack was not alone at this event – many of the Club's cadet members were camping there, and all did very well in the racing and had a great time socialising too. Having boasted that we have good dinghy sailors, I now have to admit that in the Club dinghy regatta in July, we were all soundly beaten by a visitor – the Commodore of Felpham SC sailed down with his son in his RS 200, beat us all and went home with the prizes! The positive side of this is that we hope to organise a joint

regatta for next year with Felpham and perhaps other local clubs – just as was done years ago.

Dick Holden

Rear Commodore – Sailing

AUGUST CADET WEEK 2010

Our Summer Cadet Week was undoubtedly successful. But that's not to say it was pain free.

At the end of the Cadet Dinner on the Friday, it's easy to look back and smile. Thirty young sailors – some of whom have never sailed before – have just been instructed for five days solid, and now they're leaving the Clubhouse, injury free, clutching their RYA certificates, accompanied by happy mums and dads. Most will return for another cadet week or for further cadet sail training, and many will join as cadet members – often as family memberships. Some are even interested in joining the Club racing. This is why we do it – to increase our sailing activity and our membership base, to improve the quality of sailing from the young shoots upwards.

But then your back starts to really ache and you realise it's been hard work - months of planning for the training committee and a lot of work for the Chief Instructor and designated Senior Instructor in charge of the week – lining up instructors and equipment, identifying volunteers for safety duties and shore-based support. For the Training Principal and Secretary, lots of advertising and paperwork in terms of registering, invoicing and tracking. When you set out to run a cadet week for 30 students, it's a major undertaking.

It worked. We enjoyed four days of good sailing weather and one day of rather challenging weather, whereupon we remembered what a boon it is to be able to choose to sail on the river when the weather starts to blow. James Millett as Senior Instructor was running his first Cadet Week and was in charge of a team of five instructors, each responsible for six students. Each day typically comprised a sailing theory, morning sailing, lunch, afternoon sailing and then some more shore-based work to finish the day. The week ended with races on the Friday afternoon.

The end result was very pleasing. All groups completed the teaching they set out to deliver, and there were no accidents beside the odd bump or bruise. In all, 24 certificates were awarded, including certificates in seamanship skills for the most accomplished sailors. As usual, two awards were presented. The Dillon Cup for the Most Improved Cadet, which recognises sailing skills, was awarded to Anne-Laure Villa. The Aircrew Association Shield for Outstanding Cadet of the Week recognises the Cadet who made the biggest contribution to the week, in terms of enthusiasm, appetite to learn, hard work, and so on. It was a pleasure to see Graham Watson of the Aircrew Association present it to Tom Shorten, who then had the biggest smile on his face you could imagine!

The week worked because of the large number of Club members who either instructed or volunteered to help on safety boats on in the Clubhouse. To all of you, I say a big thank you. Without you we could not run Cadet Week. I hope that you got as much pleasure as I did from being part of the learning experience. Just as the cadets learn how to sail, so we learn how to be better safety teams, teachers and ultimately role models to our future Club members

Cadet weeks, 2011

Next year we plan to run three Cadet Weeks. Are we mad? No, it's just that by running three and limiting the intake to 18 students per week, we can eliminate some of the stresses that come from managing a larger group of students and we can also reduce the need to hire in dinghies from outside. And we already have a provisional registration list! If you would like to make a note of the dates and pre-register for a cadet week next year....

Spring cadet week: May 30-June 3, 2011

July cadet week: July 25-29, 2011

August cadet week: August 8-12, 2001

Nick Rusbridge

Vice Commodore and Training Principal

Training Report

Since the last Scuttlebutt, we've been busy offering sail training to cadets and adults alike. In addition to the August Cadet Week (see separate report), we have been running adult training on Tuesday evenings and cadet training on Saturday mornings. Both classes have been well attended, with the Club dinghies and RIBs being put to full use. Adult training will end at the end of August as the evenings draw in, but cadet sailing will continue as long as they are supported by cadets, can be staffed, and the sailing conditions remain favourable.

Thursday Club evenings have been supported by a handful of die-hard dinghy sailors and have not attracted as many Club members as we might have hoped. This is surprising because we always saw Thursdays as open-to-all Club evenings, offering something for everyone. We saw Thursday evenings as being the one time where everyone knew that there would be members down at the Club, doing something. We imagined coming down to the Club and finding dinghy sailors sailing and cruisers evening sailing, whilst other members gather around the bar and still others are tinkering on their boats. Well, while Thursday Club evenings will soon finish and we will soon move to winter bar opening hours, we will come back in 2011 with a fresh approach to Thursday and make a greater success of the idea.

One development that has been good to see has been an increase in the frequency of dinghy sailors sailing casually alongside training sessions, taking advantage of the safety cover on the water. This sailing has featured Club members hiring Club dinghies as well as using their own boats. Whilst it's great to see such enthusiasm for sailing, we must

ensure that we do not forget to sail safely and with respect for those members providing safety cover or sailing instruction. So, please may I remind sailors of the following :

If you're sailing your own boat, it remains your responsibility alone to decide whether it is safe for you to sail in the prevailing conditions and to sail accordingly

If you are proposing to hire a Club dinghy or use a Club RIB for training or safety cover, you must follow the published procedure for signing out and signing in the Club boat. You should seek approval from one of the named Club members to use the boat in the prevailing conditions, and dinghies should not be sailed in the absence of safety cover. If the approver is not willing to approve the boat's use, you must not use it.

During scheduled training sessions, the instructors and safety crew are focusing on their students and the training boats – and NOT on other dinghies that may be sailing casually. Bearing this in mind, casual sailors should sail within their comfort zone, which may mean staying close to safety cover and other sailors.

Before you sail, please ensure you share your sailing plan with the attending safety crew or other sailors. Otherwise, sailing into the distance may be mistaken as intentional rather than accidental!

In summary, the training programme is continuing to attract support and sustain our sailing activities and membership. The training programme for 2011 is close to finalized and will be published as soon as possible. As always, we would welcome your suggestions for courses to run, as well as any feedback on courses that you have attended.

Nick Rusbridge

Vice Commodore and Training Principal

SOCIAL REPORT

It has been another busy quarter for the Arun Yacht Club Social scene, but I have highlighted some of the events held over the past two or three months.

A 'Noel Coward' evening was held comprising music and comedy of the era, with a buffet included—dressing up was not compulsory but many did.

There was a Harbour Board Exhibition on the Regeneration of the West Bank which attracted many local residents as well as Club members.

Boat related social events were the Regatta Supper for the AYC Cruisers, RNVR Dinner, which some Arun members also joined, RS400/500 Regatta over 2 days in June, the Little Ships Rally to Arun Yacht Club and dinner here and Cadet Weeks with daily lunches and a Prize-giving Supper and disco at the end.

Private parties have been held for midnight charity walkers, Round the Island Sailors' lunch day before the event and Supper on their return, and supper for one of our local

teachers who was retiring. 41 Club Supper, Tangent Club Supper and black-tie Rotoract Dinner and Dance.

There have been Air Crew monthly Meetings, LMBHA Meetings and a most successful joint Phoenix Club and Arun Yacht Club barbecue with live music.

Sunday lunches still prove to be very popular, and in between all this the Club was re-decorated! This is just a sample of what goes on in and around Club in quite a short space of time.

Forthcoming events will be **Saturday 24th August**—our second Jazz by the River Barbecue—please book early to avoid disappointment as these Jazz Evenings are very popular.

And on **Saturday 25th September** an Abba Beat Tribute Band. The Social Committee, Angela and I are going all out to make this one of the best nights of the year—this will be a ticket only event—details to follow.

Finally, Open Day and the Arun Art Exhibition over 120 people attended with 20 new members signed up. The bar and galley were kept busy all day. A big thank you to all those who helped with the banners/notices, RIB rides, cruiser trips and for spending time with prospective new members. It was good to see the young cadets getting involved at this level.

On a personal note I would like to thank in particular Carol Rusbridge and Faye and Roger Hamson for their hard work behind the scenes to enable this day to go so smoothly

Thanks also for the volunteers who have managed to keep the bar open whilst I have been off with my ankle injury.

Tony Peterson

Bar Steward and Chair, Social Committee

FOLLOW-UP TO MAY SCUTTLEBUTT ARTICLE

In the last edition of Scuttlebutt I sought to initiate a debate about what **you** want out of **your** Club and in what direction you would like to see it developing by setting out my personal aspirations for you to knock down. In the hope of stimulating some responses I was deliberately a little provocative (without, I hope, being offensive!) and I promised to give some feed-back in the next issue, and this is what I will try to do now.

The first thing I should say is that I've been decidedly underwhelmed by the responses I have received (a total of 8, including one from a former member)! There could be a number of reasons for this: the article was so **boring** you didn't bother to read it; you thought that everything I said was so obviously **right** that you didn't bother to write in and say so; you thought that everything I said was so obviously **wrong** that I wouldn't

publish your views if you did respond, or you were so **apathetic** you couldn't be bothered to respond!! Whichever of these is true, it has to be said that the small number of replies means that it's not yet possible to gain any meaningful statistics from which to move forward.

In the hope that this résumé of what has been submitted so far will stimulate some further responses, I would summarise the views expressed to date, with my comments alongside, and invite you, once again, to let me have your views; either addressed to me by letter via the Club office or by email to davidrobinson@bilsham.freeserve.co.uk.

	Summary of Views Expressed	My Comments on Those Views
1	No more motor boats should be allowed on moorings. I agree with the views in Scuttlebutt final para. Sailing & Training programmes must not be cut back.	As this, more or less, corresponds with the views I had expressed, it is unsurprising that I agree with it! It is also interesting that these comments have come from a relatively new member.
2	We must meet current, not former, members' needs. The membership's needs have changed over the years. We need to cater for all forms of watersports activities and types of boats. The Management Committee (MC) needs to engage with the membership and undertake a survey of their boating activities.	Agreed, but I think that a look at what has worked successfully (or failed) in the past can, sometimes, be a helpful lead for the future. Agreed, provided there is a strong emphasis towards sailing activities. Agreed, and my initiative was an attempt to start that process (albeit from outside the MC).
3	The moorings development should not proceed at the present time as this could overstretch the Club and lead to financial problems. I'm interested in cruising, not racing. The impression given is that the Club is primarily concerned with racing. I'm personally interested in all forms of sailing. By an "active sailing Club" did you mean a "racing" Club?	I fully understand and respect members' feelings that the proposed moorings development was mis-timed. I think that was the view of the majority of those who opposed it at last December's EGM; not the merits of the scheme itself, but merely its timing in the economic cycle. When I referred to an "active sailing Club" I do not mean just an active racing Club. I have never subscribed to that view and believe that we should cater for all those who wish to actively sail, whether that be to race, cruise or just potter about in sailing boats. My emphasis was intended to be on the words "active", "sailing" and "Club" as I have detected a trend over recent years for too many members to just use our moorings (and dinghy pen!) as a cheap place to park a boat and then leave it to slowly rot away!

	<p>The current membership is now much older than in earlier years, as befits Littlehampton's demographic mix. The club should offer courses aimed at older recruits. The nature of sailing has changed over the last 25 years with fewer home-built boats. Those interested in dinghy sailing are likely to seek out Club's offering class racing, which AYC doesn't do. AYC should re-state its commitment to sailing of all types. It should not be solely a racing or a social club.</p> <p>I agree that the current proportion of motor boats on the moorings is about right, but we may need to be pragmatic in the current economic climate; could we offer berths for motor boats for a limited period only?</p> <p>We should be more tolerant of various sailing activities, including those who don't want to sail but visit and use the facilities. The Club needs to be on a sound financial footing, with all the varied members' needs recognised, not just those who want to race. Priority must be to maintaining and, where possible, develop our existing assets (moorings, clubhouse, fleet of dinghies, etc). Proper maintenance would retain existing members and attract new ones.</p> <p>We must complete the long overdue dredge, possibly buying our own</p>	<p>They rarely use the other facilities and, as a consequence, in my view, do not benefit the Club, other than with the mooring fees and subscription they pay. Surely, being a member of a club involves more than that?</p> <p>The Training Department offers both adult and Cadet training, with the intention of serving all age groups.</p> <p>Times have certainly changed since AYC's heydays as a major dinghy racing Club and our current membership profile is much older than it was fifteen or more years ago. I agree that we need to acknowledge that and cater for it with the Programme we run. However, I also believe that we should encourage younger members to join and take part in our activities and it is here that the training department is going an excellent job. Surely there is room for both ends of the age-scale?</p> <p>Under our current policy, the only moorings we offer on six month licences are the old piled north moorings.</p> <p>Agreed – I think I've covered that above.</p> <p>It is intended that a dredge will take place this winter and the MC is working hard to try</p>
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	<p>dredger. We should redevelop the clubhouse to provide a separate bar area, distinct from the function room and restaurant and improve the changing rooms. We should purchase a boat lift and modify the ramp to accommodate it. We should actively promote core dinghy classes and move towards class racing.</p> <p>We should consider introduction of social membership.</p> <p>We should listen more closely to what members are saying and find out why some leave.</p>	<p>and achieve that.</p> <p>Can we afford this at the present time? The bar barely covers its costs. Certainly, it could be explored, but my personal view is that our facilities are still good in comparison with many similar Clubs on the south coast (but not the likes of Hayling Island, Royal Southern or the Island Sailing Club which are in a different league).</p> <p>See the member's comments received under 4 below.</p> <p>Ron Wood is the MC member with responsibility for just that!</p>
4	<p>As a founder and life member (now living away) the article was read with some sadness. I am the Rear Commodore Sailing and a trustee of the Whitstable Yacht Club so I fully understand the financial pressures that face sailing clubs today. But I also know that if you don't invest in training, development and infrastructure the club will wither and die and become just another "social" club. As an initiative to increase revenue at Whitstable we instituted a "social membership" to encourage non sailors from the town to join. This has not been the success we expected, as although some new social members have joined, a number of existing members, who perhaps did not sail very often, have converted to social membership and we have actually lost income! I mention this only as an example of a club losing sight of its core objectives. These days it is very difficult to engender the volunteer ethos that built successful clubs like Arun and Whitstable. Members are much more demanding in expecting things to be</p>	<p>Agreed.</p> <p>This is an idea that AYC has considered and rejected in the past, fearing exactly the situation that Whitstable has experienced. This reinforces my view that we should remain an active sailing club. That includes both racing and cruising (and, for that matter, those who want to potter around in sailing boats). I also believe that a balanced Club should have an active social side, but that we should not introduce any form of social membership.</p> <p>Whilst we are often looking for more volunteers, by and large I think that our membership at AYC respond well to calls for help. For example, virtually all those who race, plus many others, "willingly" serve on the Race Management Teams, without which</p>

	<p>done for them, rather than doing it themselves. At Whitstable we call it the "pay and play" mentality. I suggest you put an item on the Agenda for the AGM posing the question that you did in Scuttlebutt: "Do you believe that the clubs founding principles remain valid today". Then ask the membership what they want and react accordingly. Much better to get it out in the open than to allow it to fester – your excellent article has already started this process.</p>	<p>our Club Programme could not operate.</p> <p>Maybe this is the next step!</p>
5	<p>The founding principles remain valid today and should be enshrined in writing to form a membership ethos. Three groups of members exist; competitive sailors who see this as the club's core activity with all other functions as ancillary; cost-conscious berth holders who merely require a cheap marina-style mooring and may use their boats only infrequently and Sea Dogs who enjoy active cruising, sometimes for long durations of time.</p>	<p>Whilst I generally agree, I'm not quite sure how it can be "enshrined in writing". Maybe through the Membership Application Form?</p> <p>How should we serve these three groups of members?</p> <p>Should AYC be a cheap "parking lot" for boats that are seldom used?</p>
6	<p>I'm a Life Member of long standing. The Club must remain as a sailing club with funds spent on sailing activities and motor boats referred to the marinas.</p>	<p>Agreed.</p>
7	<p>(From a former member) The previous moorings scheme was reckless and should not be revived. Many aspects of the Club need improvement but there is a vociferous minority whose interest is limited to racing and training (for racing). Cruising members receive scant encouragement.</p>	<p>I believe that the majority of those who opposed the scheme last December did so because of fears over the national economic climate, than over the underlying scheme. In my view, we should remain an active sailing club that includes both racing and cruising. The Club offers a wide range of training activities including sailing, power boat and safety boat handling, radio and first aid courses, diesel engine maintenance and, yes, basic race coaching. This covers a broad remit of the range of RYA approved courses and the Club has attracted many</p>

	Without a change in direction the Club will continue to lose members and berth-holders and will become a dinghy club supplanting what should be a lively social scheme.	new active sailing members as a result. Whilst an active social scene is to be encouraged, what I do not support is a drift towards a motor boat club, or a Club where its social activities take centre-stage.
8	Assumes "lease" to motor boat owners is on a six months basis and they are not accorded Club membership. The present situation has arisen by failure to take positive action since the vote was lost for deep water moorings, by providing pile moorings for sailing craft; the motor boats are there by default. Even if the moorings scheme is revived in the future, we are in danger of descending into mediocrity by doing nothing in the meantime.	This is not correct. It is only the north moorings that are "let" on six-monthly licences. All moorings within the main marina are held for a calendar year and are only available to Club members. This is not understood. If the MC still has aspirations to revive a scheme to provide deep water moorings at some time in the future, it is surely in the Club's best interests to utilise the existing piled moorings, but without incurring any major expenditure in their maintenance.

If any member has mislaid their copy of the May edition of Scuttlebutt and wishes to be sent another copy so that they can contribute to this debate, please let me know by email as above or by asking Sue in the office.

David Robinson

HERRAG CRUISE TO ISLES OF SCILLY

18th June – 8th July 2010

We left AYC at 14.40 on 18th June - first stop was Whitecliff Bay. Next day we sailed past St. Catherine's Head on a course for St. Alban's Head and Weymouth, then after rounding the Bill of Portland and crossing Lyme Bay we moored to the visitors' pontoon in the Bag at Salcombe. After spending the next night in the Helford River we rounded Lizard Point and reached Newlyn. We stocked up on water and food and the next morning passed Lands End on route for the Isles of Scilly.

We anchored in The Cove on St. Agnes, a beautiful place to anchor and the weather was fabulous, as was the only pub, The Turks Head - quite possibly the best place we have ever been to!

Next morning we sailed up Smith Sound between St. Agnes and Annet we went via the North West Passage to New Grimsby Sound and picked up a buoy between Tresco and Bryher. We stayed for two days before going back up New Grimsby Sound and motor sailing down the Eastern Isles to Porth Cressa on St. Mary's. We could only stay for a

couple more days as water is a bit of an issue on the islands. We had a bit more wind to return to the mainland so sailed straight to Lizard Point and up to Falmouth. From there we went to the River Yealm, another beautiful area. We returned home via Dittisham, Brixham, Poole and Newtown on the IOW, altogether a fabulous trip. The only problem with the weather apart from the lack of wind was thick fog from the Mixon to Littlehampton on the way home!

We both really loved the Isles of Scilly and can't wait to go back!

David and Janet Gates

Letter Received from Happy new members

Dear Sue,

We as a family would like to express our gratitude to the Arun Yacht Club for the way we were greeted and treated on your Open Day. The Officers and members were so helpful and sociable, and your galley served the most delicious food. An extra pat on the must go to David Robinson and Ken Whitmore who took us **all** to sea - and attempted to explain the fineries of sailing - to us land lubbers!

The atmosphere created in the Club was incredible, and long may it continue.

It goes without saying that you have secured four new adult members and two juniors!.

Thank you **all** once again.

Yours very sincerely

Theresa & Alan Estill.

(Members who joined through AYC Open Day)

SUE'S SECRETARIAL BIT

We would like to welcome the following new members – many of whom have joined through Arun Yacht Club Open Day and through taking part in our Training Courses. We wish them a long and happy association with the Club.

Victor and Caroline Lowe – former members moving back from the West Country Joe Northeast (CADET) John Glover Paul Bashford Michael Bashford Jalil Jacallen Jean-Paul, Tracey, Anne Laure and Constance Villa	Amy Biggs – cadet Rob Hunter - cadet Mollie Embleton – cadet Cordelia Gaskin - cadet Simon Baldwin John and Anne Baldwin Michael and Anne Scott Justin, Gina, Katie and Annabel Sweeney Nigel Osborn
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Trevor Smith Steve Mole, Sarah Knox and Becky Knox Russell Thorn Strachan and Cameron Robertson – cadets Alan and Theresa Estill Roy Wood	Trevor Wood and Linda Whitehead John and Pamela Barnes Roy Bater Chris, Jayne, Georgia and Lea Dearnley Alan Morrison Paul Williamson
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RON GOLDSMITH'S EPIC VOYAGE AROUND BRITAIN

After leaving Littlehampton at 0600 on 23rd April 2010, I have now completed my sail around England and arrived back home at 1100 on 8th August 2010.

Together with Footloose, I visited over 50 ports and anchorages, shown on the map opposite, including Newlyn, the Isle of Man, Bangor, Inverness and Lowestoft. I covered approximately 2,000 nautical miles, with speeds ranging from 3kts to 9kts and managed to sail over 50% of the time. I went through the Crinan and Caledonian Canals and saw some spectacular scenery, especially in Scotland with some wonderful wildlife, including dolphins and seals. I have met some inspiring and friendly people, including Henry (going round in his Folkboat), Fran (going round in her Wayfarer) and my new friends on Parity (going round in another Moody 31).

I could sit here and write enough to fill the entire Scuttlebutt, so have kept this to a very short summary, but a full log and photos of my time sailing will be available soon and if anyone is interested in reading all the details, they need only contact me for a copy.

My journey started with favourable, albeit cold, winds and quiet moorings. However, early on I decided to change to the working jib as this is much easier to handle in the heavier winds. This proved to be a good decision, since the winds increased as the weeks went by!

My biggest challenge was calculating the tides to ensure I arrived in time for the relevant tidal gates. This was especially important around Land's End, where I made the lock at Padstow with only 20 minutes to spare and Strangford Lough, where the tide runs at 7.5kts in springs. When you are 4 miles off course, it is all too tempting to take corrective action and this trip reinforced the importance of resisting this temptation and waiting to come back on track with the tide.

The memories of my sail around England will stay with me forever and I have thoroughly enjoyed seeing the entire English coastline. My geography is much improved and the lowlights of my time away, such as sitting in Inverness for a week waiting for 40kts of wind to pass through are far outweighed by the highlights, such as sailing across Loch Ness with the wind gusting up to 23kts.

I am finally going to use this opportunity to thank Lynn for allowing me to go off for three and a half months, to thank those of you who were kind enough to lend me charts, those who stayed in contact by phone and email and especially those who took the time to come and visit – it certainly eased the homesickness!!

Footlose and Ron Round Britain April - August 2010



- PORTS VISITED**
- Littlehampton
 - Gosport/Portsmouth
 - Lymington
 - Weymouth
 - Dartmouth
 - Salcombe
 - River Yealm
 - Plymouth
 - Fowey
 - Helford River
 - Newlyn
 - Padstow
 - Milford Haven
 - Fishguard
 - Pwllheli
 - Holyhead
 - Port St Mary (Is)
 - Ardglass
 - Portaferry/Stran
 - Bangor
 - Glenarm
 - Campbeltown
 - Portavadie
 - Tarbet
 - Loch Fyne (& Or
 - Ardrishaig
 - Crinan Canal
 - Croabh Haven
 - Oban
 - Cafedonian Can
 - Inverness
 - Whitehills
 - Peterhead
 - Arbroath
 - Eyemouth
 - Blyth
 - Sunderland
 - Whitby
 - Scarborough
 - Bridlington
 - Grimsby
 - Wells Next the S
 - Lowestoft
 - Harwich
 - Ramsgate
 - Dover
 - Eastbourne
 - Brighton
 - Littlehampton



WHERE HAVE ALL THE CRUISERS GONE?

Whilst much attention is given in the Scuttlebutt, or in the AYC Weekly Briefing e-mails, to the few that enter the programme of Club racing there are several Club members who take their yachts on cruises well away from the local waters of Littlehampton. Whilst this stalwart band of dedicated cruising yachtsmen (and women) receive little attention in the AYC 'media' it is time that their endeavours are not only highlighted but, in some cases, praised. They need to possess and demonstrate skills in seamanship, sailing and navigation that far surpass those required for sailing round the cans.

Perhaps most notable in this year's cruising achievements has been Ron Goldsmith's solo voyage around Britain in his Moody 31—Footloose (not forgetting the patience of his shore manager Lynn). A separate article describes his experiences.

In another Moody 31—Herrag—Janet and David Gates had a three week cruise along the South Coast and across to the Isles of Scilly.

In yet another Moody 31—Wavedancer—Sue and Phil Bush have sailed to the Channel Islands and more recently across the English Channel to Fécamp.

John and Sue Bewsey have taken their Sun Odyssey 32 Peggy on a two-month extended cruise, and this year sailed to the Rade de Brest in South Brittany. To demonstrate that the world of cruising is smaller than one might imagine they met up with David Mayne, who set off in June to sail Northern Gipsy (a Vancouver 32) to France and the most recent reports are that he is now in the Golfe du Morbihan in North Biscay.

Sue and David Mead on their Moody 29 Charlotte Russe are regular visitors to the Isle of Wight and adjacent Solent ports. Recently married Russell and Tina Burton on board their Sadler 26 Pip of Arun have already visited the Channel Islands and are now thought to be heading to North Brittany. Graham Langford and Judy Skillington have taken Kusi Y—a Hunter Channel 32—on a cruise along the Normandy Coast. Steve Leach has travelled to Weymouth and back onboard his Hunter Horizon 30 Bajau.

One of the most prolific of the Arun Yacht Club cruising fraternity is Chris Beazer who, with Sue, regularly sails Crazee B (a Bavaria 30) to countless locations. This year they have sailed to Falmouth and have crossed the Channel to visit Fécamp, Honfleur, Courselles and St. Vaast.

Let's not forget those other Club members who make regular visits to the Solent and South Coast destinations on their cruisers. I feel sure that most members of the Arun Yacht Club would welcome regular cruise reports, not only in Scuttlebutt but also in the AYC Weekly Briefings. I know I would.

Barry Partridge

Response by the Scribe of the Weekly Briefings

Members should appreciate that the Weekly Briefings are intended primarily as a reminder of scheduled Club activities, with the object of generating maximum participation from members. Whilst it's true that some of the content relates to forthcoming races, those of you who read them will also know that there is also mention of up-coming social events and training sessions (and, sometimes, cruises). That's because Tony Peterson feeds me with social news each week and Nick Rusbridge tells me about the training events he wants publicised. The minimal content about cruising activities is because usually nobody tells me about them and I don't have the time to continually chase up those who might know!

Whether or not those who go cruising "*possess and demonstrate skills in seamanship, sailing and navigation that far surpass those required for sailing round the cans*" is a matter of opinion. If you chose to drive safely around Britain, you'll need to be a good driver, plan your route, take a map and, probably, a GPS, whereas should you decide to drive around Silverstone in the British Formula 1 Grand Prix, you will need other, quite different, skills!! The same applies to the different aspects of sailing.

The majority of the cruising exploits that Barry has mentioned are one-off personal ventures and I suggest that reports of these are best suited for publication in Scuttlebutt and Barry should be commended for bringing them to our attention. The recent exploits of our members who have cruised far and wide is just as commendable as members' racing achievements and deserve equal mention. However, if you know about either and want them mentioned in a Weekly Briefing, but fail to pass me the information, please don't lay the blame at my door!! The briefings go out every Wednesday so, if anyone wants something included, all they have to do is send me details by email by Tuesday evening (to davidrobinson@bilsham.freemove.co.uk).

David Robinson

DEAD RECKONING OR DEAD GPS

From our Reporter Phil Bush

The US Global Positioning System (GPS) was designed primarily for military use but nowadays has widespread civil and commercial applications. In broad terms its development emerges from LORAN and the Decca Navigator Systems used during WW II. GPS is managed by the US Air Force and has been in development since the 1960s, with initial operational capability being achieved in 1993 and full operational capability declared in 1995. Access by civilian users was initially restricted to "Selective Availability" but this was discontinued in May 2000 allowing all users to receive a non-degraded signal globally. This improved the precision of civilian GPS from about 1000 feet to about 65 feet.

None of the 20 satellites launched between 1978 and 1990 are currently in use and, since then, a further 40 satellites have been launched of which 30 are "currently in orbit and healthy". To maintain their "performance standard" the US Air Force needs to maintain a

“constellation” of a minimum of 24 satellites and going below this could result in lower GPS performance.

In May 2009 the US Government Accountability Office (GAO) reported concerns over the ability of the US Force to acquire new satellites in time to maintain the current GPS service without interruption. The GAO also reported the increased likelihood of system degradation from as early as 2010 as old satellites began to fail. In response to these so-called “outage” concerns the US Air Force claimed that “the issue is under control” but admitted to a “small risk” of performance degradation. This risk will persist if the US Air Force is unable to improve its satellite replacement programme.

So what are the alternatives to GPS? Russia in partnership with India is resurrecting the GLONASS system that went into disrepair following the demise of the Soviet Union and had planned to restore global coverage by 2009. It is reported that the revamped GLONASS system will be compatible with the US and other systems. The European Union and European Space Agency are developing a system called GALILEO. This will complement the US GPS and the Russian GLONASS systems but will be independent. It is anticipated that GALILEO will be operational by 2013 although some predict that this will be delayed until 2014. China is presently developing a satellite-based global navigation system called COMPASS that is similar in principle to GPS and GLONASS.

There can be little doubt that reliance on Global Navigational Satellite Systems (GNSS) has increased to such an extent that traditional back-up systems are falling into infrequent use and traditional navigational skills are declining.

In 2008 the US declared an intention to develop an Enhanced Loran (eLoran) as an alternative to GPS in the event of outage or disruption. Yet in February 2010 the US Coast Guard stated their intention to switch off all Loran C stations – so, in general terms, there is no longer a backup system for GNSS.

The situation is precarious – for political reasons the US Government could deny access (either globally or regionally) to GPS. Russia, India, China and the European Union could do the same. There are also risks associated with disruption due to unintentional factors such as solar flares and accidents arising from, say, space debris damage. Of much greater concern is the vulnerability of GNSS to intentional “jamming” by foreign powers, criminals and terrorists. Jamming devices are sold on the internet for less than £100 and criminals might even transmit a false location using a “GPS spoofing” device.

For those who may have forgotten or have never been taught traditional navigation methods the present situation provides much food for thought – over reliance on GPS (or, as they emerge, the other GNSS) could have serious consequences. It begs the question - does anybody have a sextant for sale?

FROM THE HON. CRUISING SECRETARY

On Saturday 10th July we wife and I made a start to go to the barbecue at East Head—I had put a note out about it with my `phone number (I do not have electronic mail of any sort) but had no takers.

We decided to go round via The Owers rather than through the Looe Channel. The weather was fine and sunny and the wind F3-4 from approximately SW by S at 1000 hrs. However, about three miles out, halfway to East Borough Head, fishing boats to our south vanished into mist!

We decided to go about and head for that set of Arabian tents called Butlins, still glittering in the sun. They too vanished in the mist so we about again and sailed east about two and half miles off, and at about 1430 hrs turned north to attempt to pick up a land mark to confirm by DR—rather rusty not having been used for about seven years. The fog was not quite as thick so we picked up a cardinal mark—Express—an excellent fix. About this time the coastguard told another boat that the fog was all along the region, so we turned about and headed back for the Arun on DR.

Whilst I do not mind navigating by traditional methods in fog it is not an ideal option. Knowing where you are going is one thing but, taking into account the antics of people in speed boats, PWC and racing craft and also the consideration of larger ships if one is near a shipping lane, caution is to me the obvious choice and good seamanship.

Dominic Carlton
Hon. Cruising Secretary

Navigation Classes

Phil Bush has asked me to include the following:

The WSCC Adult & Community Learning Service have recently published their 2010-2011 Programme. Included within this (Pages 23 and 24) are a range of RYA Courses that might be of interest to AYC Members. I have extracted those courses that are being held in Littlehampton and these are included in the attachment.

To enrol on courses arranged by the West Sussex Adult & Community Learning Service complete the Enrolment Form on Page 7 of the 2010/2011 Programme, visit www.westsussex.gov.uk/adulteducation or call 0845 6010161.

Of particular interest is the following statement: "Increasingly insurance companies are asking that boat owners and skippers should hold an RYA certificate thereby ensuring safety for themselves and other users on the water."

West Sussex Adult & Community Learning Service 2010/2011 Programme
 RYA Courses – Littlehampton

CODE	COURSE TITLE	LEVEL	TUTOR	COURSE VENUE	DAY/TIME	START	WKS	COST £
L0401A	RYA Ocean Yachtmaster Shore-based Certificate	3	Terence Clothier	New Learning Shop, Littlehampton	Mon 1900-2100	20 Sep 10	22	260
L0402C	RYA Coastal Skipper/Yachtmaster Offshore	2	Terence Clothier	The Littlehampton Academy	Tue 1900-2100	21 Sep 10	22	260

	Certificate								
L0403D	RYA Day Skipper Certificate	1	Terence Clothier	New Learning Shop, Littlehampton	Thu 1900-2100		23 Sep 10	22	260
L0404F	RYA Basic Navigation & Safety at Sea	1	Terence Clothier	New Learning Shop, Littlehampton	Sat & Sun 0900-1730		12 Mar 11	2	160

To enrol on these or other courses arranged by the West Sussex Adult & Community Learning Service complete the Enrolment Form on Page 7 of the 2010/2011 Programme, visit www.westsussex.gov.uk/adulteducation or call 0845 6010161.

Editor

HOUSE MATTERS

Regular visitors to the Club will notice the huge improvements in decorations and that this work is now coming to a close. Apologies for inconveniences already experienced, but I am sure you will agree that the effort has been well worth it.

I would like to thank in particular the Refurbishment Committee of Carole Clapham, Hilary Walker, John Harman and Sue Bewsey.

Thanks also go to Ray Dumbleton and Nigel Townsend for undertaking and completing this work.

Thanks must also go to Tony Powell for doing such a wonderful job on the front balcony and improving the entrance no end.

Suitable tables and chairs have been placed in the wet bar and Cadet area for use by sailors using the Club in wet clothing. We should be grateful if you would respect this.

There are still improvements that can be made to the Club and its surroundings, so any suggestions would be most welcome.

The front gate, as you know, is on a timer system. Please note if you open it manually with your fob outside these hours please remember to allow full travel of the gate before attempting to either enter or exit (otherwise it closes automatically whilst you are in transit).

Barry Partridge
Committee Member House

**COPY DATE FOR NEXT EDITION OF SCUTTLEBUTT
1ST NOVEMBER 2010**