

# ARUN YACHT CLUB

## SCUTTLEBUTT

### AUTUMN 2011

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## **COMMODORE'S REPORT**

Once again, my colleagues have done a sterling job in reporting the activities of their various departments, and I would urge you to read their reports and then follow up with them (or me!) for any further details. It does mean I can use my 'column inches' to reflect on the Club generally, where we've been and where we might be heading.

I have been asked on occasions whether we are a sailing club, a members club, or a business venture, and the answer is 'yes'! We remain true to the spirit of the Club's Memorandum of Association '*To promote, encourage and facilitate the sport of sailing and other recreational watersport activities in Littlehampton Harbour, surrounding waters and elsewhere and also to provide social and other facilities for members ...*'. We seek to be a broad church of sailing with many denominations.

In terms of sailing, our exploits are there for all to see, and I thank the Sailing and Training Committees for their many endeavours. From young sailors trying their first tack, through racing in boats small and big, to cruisers flying the flag in foreign ports, we are 'on the water'. It's true that our numbers are down, both on the moorings and in the pen, but the quality and the breadth of our sailing remain intact. That is important, for if we are to attract new members we must have an attractive sailing product that makes them want to join us. It is a comprehensive sailing experience that differentiates us from other clubs. So, I would implore you to 'keep doing that voodoo that you do so well'.

Being a Members Club is also an important differentiator. We are not a marina or a dinghy pen but a sailing community founded on 'give and you shall receive'. I've learned all my sailing here thanks to the experience of others and their willingness to give up their time to help others. We have some wonderfully active members but we are also fewer in number than we have been. We perhaps now number no more than ca. 400 members (plus about 100 Associate Members). Now, more than ever, we need to give as individuals of our time, ideas and energy, so that we might reap the benefits as a community. In the build-up to our AGM, there is no better time to ask ourselves 'how can we help to drive AYC forwards'? There can be great fulfilment in being part of something bigger and driving towards a common goal. If you feel you have something more to offer, please don't hesitate to speak with me or other members of the Management Committee and we'll be pleased to involve you.

Which brings us to business. Those of you who have attended recent Open Members' Meeting – and I thank you for attending - will know that the Management Committee endeavours to keep our hands on the wheel but our eyes on the road ahead. And you will know that we have described our concerns regarding the Club's financial health. I will restate them here for the benefit of any members who were unable to attend these meetings.

Over the past few years' income through membership and mooring fees has been rather static. We chose to increase these fees by small, inflation-linked amounts and also experienced a modest decline in moorings occupancy and memberships. At the same time, Club operating expenses and overheads increased significantly over inflation. As a result, we have witnessed a fall in the operating surplus that we accrue, moving from a surplus to a deficit and meaning we are having to dip into our reserves to pay our bills. If our income/expenditure continues to operate as it has done in previous years we will continue to make a deficit and continue to deplete our reserves.

Of course, this is highly significant because our reserves are finite and are required to fund capital projects that enable us to maintain and develop the Club's facilities. In previous years, we have spent on a number of capital projects, including pontoon renewals, plant purchase, and moorings dredging. As a result, our reserves are depleted and cannot fund additional capital projects. We very quickly need to move to a position of regaining operating surplus and building up reserves to fund future capital projects that will safeguard Club activities going forward.

Those of you who attended the Open Meeting will know that the Management Committee is considering increases to membership and mooring fees that will help to turn this situation around. We are also minded of the advice that members offered, to examine thoroughly opportunities for additional income and cost savings, and we are looking at these closely. Nonetheless, while we do not wish to increase fees more than absolutely necessary, we do seek to secure the financial future of the Club and will recommend the action that we consider essential. At the Annual General Meeting, we will present a forecast for FY2012 to members for approval. The forecast will be circulated with the AGM papers ahead of the Meeting. In addition, we will be holding an additional Open Members Meeting on Friday 21<sup>st</sup> October at 8.00 p.m., during which we will explain the proposed budget forecast. I look forward to seeing as many members as possible at the meeting.

In the meantime, we have work to do. During the last Open Meeting, we clearly recognized that our membership level is lower than in previous years. One of the easiest steps we can all take is to work together to find new members and new berth-holders. This means welcoming visitors to our Club, presenting the Club and its activities in the best possible, most positive light, and reaching out to newly joined members to engage them in Club activities. I know I can rely on all of you to assist in this venture. Please note that we now offering secure pen storage for RIBs with river access via the beach with winch recovery.

Finally, an early reminder of our forthcoming AGM. The paperwork will be circulated in due course – please look out for it coming through your letterboxes and contact the Office if nothing arrives. The Notice of Meeting and Nomination Forms will be posted on 28<sup>th</sup>

September 2011. Nominations are encouraged for all open positions, of course, but this is also the time to stick your hand up and say 'I want to get involved in X', so that we can ensure that your interests are met and that the various Club committees are fully staffed.

If that's all a little heavy, then let me finish by thanking all Club members who have contributed to what has been, for me, a thoroughly enjoyable season on the water. I look forward to the winter months with a view to more social events and planning for an equally successful season next year.

Best regards,  
*Nick Rusbridge*  
Commodore

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## **SAILING REPORT**

In the past two editions of Scuttlebutt I have called for 'volunteers' to join the active Sailing Committee – nobody has stepped forward. Whilst this is sad it has not stopped the excellent work that members of the Sailing Committee do both individually and collectively to promote sailing within the Arun Yacht Club. Opportunities still exist for anyone who might be interested in joining this hard-working and enthusiastic team, much of whose efforts occur 'behind-the-scenes' and often go unnoticed. As Club finances have been the subject of much discussion within the Club of late it is also worth highlighting that during the past year the Sailing Committee have kept a firm control over their allocated monies and have come in at the year's end under budget.

On the cruiser front, many of the members of the Club have ventured away from the surrounds of the Arun River and Littlehampton Harbour with many making trips to the Solent. This year the destination of choice appears to have been the West Country with some sailing to the Isles of Scilly, to the Channel Islands and France. Perhaps the cruise of season that deserves most mention is Jasper's Round Britain Cruise onboard yacht 'October' with crew members Wendy and Michael Marston providing the necessary support. As they neared the end of their voyage, they called into Littlehampton. It was good to see so many Club members out on the water to meet Jasper and his crew. Having moored on the Harbour Visitors' Pontoon, the vessel's tender was boarded to cross the river to enjoy a well-deserved informal reception in the Clubhouse. Even on this short trip, command and control was not lost as firm orders were barked out throughout. What a pity that Club Rules prevented this intrepid skipper from joining his crew for a celebratory drink in the bar. Members of the Club will wish to be aware that Michael has been invited to give a Sailors' Talk about his adventures early in the New Year.

One of the key events in the Arun Yacht Club sailing calendar is the Round the Island Race (RTIR). This year it took place on 25 June 2011 and a number of Club boats entered. For the uninitiated, the RTIR is a one-day yacht race around the Isle of Wight. The race regularly attracts over 1,700 boats and around 16,000 sailors, making it one of the largest yacht races

in the world and the fourth largest participation sporting event in the UK after the London Marathon and the Great North and South Runs. This year the RTIR celebrated its 80<sup>th</sup> anniversary and over 1900 boats entered. The weather was challenging such that there were a little over 1300 finishers with many deciding not to compete (a sign of good seamanship on their part). Many of Arun Yacht Club entries decided not to take part and some retired. However, Richard Dobson and 'Sooper Trooper' braved the weather and finished with a class award – he also won the Arun Yacht Club Michael Bannister Trophy. So, well done to him and his crew.

One of Club's successes of this season has been the increase in those who have participated in the several rallies that the Cruiser Secretary has organised. After a season or two of apparent disinterest in Club Rallies, our Rear Commodore, Barry Partridge, has reversed the trend by stimulating so many members to join in on these manageable cruises during the year. He has also demonstrated the skills of the ancient mariner by predicting good weather on each rally.

On the dinghy front, it would be good to see more people engaging in dinghy sailing generally, and dinghy racing in particular. It would be especially good to see some younger sailors participating and remember there are opportunities to receive expert race coaching. The converse is true for those dinghy sailors who would like to experience cruiser sailing. Many Club members with cruisers would, I feel sure, be prepared to take anybody who might be interested out for a trip.

It would be good think that all Littlehampton Harbour users and especially members of the AYC would show courtesy and respect for others. It is disappointing to report two incidents where RIB helmsmen failed to show regard for vessels leaving and entering the AYC pontoon fairways. The fast flowing River Arun presents special challenges to these vessels and their ability to manoeuvre. A failure to keep clear could result in accidents occurring.

Accordingly, a very polite and respectful request is made to helmsmen and skippers of small vessels to show consideration for vessels entering and leaving the fairways, and to exercise good seamanship by keeping clear. This is particularly important when they have been invited to keep clear by the skipper.

Staying on the subject of safety, a reminder that all harbour users are advised to maintain a listening watch on the LHB Working Channel (CH 71). This is especially important when commercial shipping movements are expected. Remember also that if a marine VHF radio is fitted to a vessel it is a legal requirement for the skipper or a crew member to have a valid marine operators VHF licence – this legal requirement includes those who helm the Club RIBs.

**Spot the Pot Campaign.** I was recently alerted to the news that Motor Boats Monthly (MBM) has recently launched a Spot the Pot Campaign. I know that many Club members get frustrated at dodging pot markers especially on the stretch between Littlehampton and Selsey Bill. The MGM have devised a five-point manifesto calling for bigger, better and more visible

marking for lobster pots, as well as safer practice when it comes to disposing of torn nets and broken fishing gear. The manifesto is summarised as follows:

- 1. Clear marker.** MBM is calling for all pots to be marked with a danbuoy with a flag extending to at least one metre above the water.
- 2. Sinking line.** MBM wants to see all pots fitted with sinking lines to keep the danger well below the surface.
- 3. Lights.** MBM wants to see cheap, effective yellow buoy lights installed on all the markers, making them visible in the dark.
- 4. Dumping.** MBM is asking for a clear commitment to properly disposing of debris, whether you have five pots or 5,000.
- 5. Channels.** MBM knows that sometimes it is hard for fishermen to avoid working in the channel, but a little common sense when it comes to paying pots and nets would make life a lot easier.

If any member wishes to support the campaign they can do so by completing an on-line petition at: <http://www.gopetition.com/petitions/spot-the-pot-with-motor-boats-monthly.html>

Happy and safe sailing

*Philip Bush*

Chairman of Sailing

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## **TRAINING**

With the end of the sailing season fast approaching it is an opportune time to look back at the training that has taken place at the Club.

The on-the-water sail training for Cadets and Adults has been very well supported and we have been pleased to welcome some new Cadet and Adult members who have joined the Club through our Training Programmes. We hope that the participants will now feel sufficiently confident to take part in Club Racing and other sailing activities and to further develop their skills both on and off the water. It really is not difficult and you will, I am confident, receive plenty of encouragement and support from other sailors to become actively involved.

Our third and final Cadet week in August was once again very well supported and it finished on a high note with a dinner and prize-giving on the final day. Well done to everyone involved and a special thank you once again to all those helpers and instructors who gave their time.

Our shore-based courses have not proved as attractive as we would have liked or need to make them viable to run, and unfortunately we have had to cancel a number of them. Whether the lack of take-up is because we are not offering what people want or whether it is perhaps a reflection of the economic times we are now in is not clear. Although our costs have continued to rise we have sought to hold our prices at competitive levels and offer what is effectively a discount for members of the Club. This is proving increasingly difficult to do with an evident over-supply of sail training available and with many training establishments competing by offering discounts in a generally depressed market.

Despite this we have developed a full programme of courses for 2012 which will include the two day RYA 'Essentials of Navigation and Seamanship' course and the more comprehensive and longer shore-based Dayskipper/Yachmaster Offshore programme early in 2012. If you are interested in either of these courses please let Sue in the Office know as soon as possible as we need a minimum number of students to make them financially viable to run.

We are also intending to again run three Cadet Weeks in 2012, as well as the usual Cadet and Adult training sessions. The full programme will be published later in the year.

Finally, can I please ask everyone to support our training programmes and to tell your friends (members or otherwise) what we have to offer. With Christmas not too far away what better present could you give to someone than a pre-paid sailing course for someone! (Full details and prices are available from Sue in the office).

*David Lindsay*  
Training Principal

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## **MOORINGS REPORT**

Maintenance of the main moorings is ongoing with no major issues noted. Regular inspections are being made and mostly minor repairs are carried out. If you notice anything that needs attention please let me know. Recently the decking on the bridge to pontoon B was replaced, mainly with free decking donated by Solent Marine. If I can obtain further free decking I will try to refurbish the bridge to pontoon A over the coming months.

As you are aware all the work is carried out by volunteers and there are still some tasks to be carried out, the main one before the winter being repairs and painting the pontoon gates. If you are able to help, please let me know.

After several months with little interest in our vacant mooring, we have now received several enquiries from prospective new members with boats, mostly sail. But we still have berths available so if you get the opportunity, please encourage boat owners you may meet in your travels to come along to the club.

*Ken Whitmore*

Committee Member Moorings

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## **REPORT FROM THE HON. SECRETARY – CRUISING**

We have had three very successful Cruises since the last edition of Scuttlebutt.

The first was to Brighton and fourteen Club boats and about twenty five members joined us. The weather was glorious and on this particular cruise we have no incidents to report! Brighton Marina made sure we were all moored together and we had a most enjoyable evening at a 'Wetherspoons' restaurant.

The next cruise was to Itchenor, and again was well supported with twelve boats and their crews. Unfortunately we were unable to eat at Itchenor, but Mike Wilkinson on his yacht 'Bertie' ferried all the crews to Chichester Marina where we dined at the Chichester Yacht Club. We were also joined by Michael and Wendy Marston, Ron Goldsmith and Chris Beazer. Lovely evening, lovely food, and a slightly merry band were returned to their boats on Itchenor pontoon aboard Bertie.

The last cruise of this season was to East Head for the Arun Yacht Club annual East Head Barbecue. Again there were at least fourteen boats and crew. On arrival Chris Beazer was waiting for us in a deckchair on the beach and being 'Beach-master' by directing us to our moorings for the night. The barbecue on the beach was great fun (even though Barry says he ate more sand than chicken!) and when the evening turned a little chilly that same merry band as the Itchenor weekend returned to their boats. Next morning it was observed that one of our boats had misjudged the height of the tide and was aground – all I can say is that the person concerned should have known better!

For all three cruising weekends we had fabulous weather, not reflecting the general greyness of the summer, so we were very lucky on all occasions.

Watch out for a Cruising Programme next year. It is envisaged that the Easter Cruise will be to the Solent. Early May another visit to the Solent. Early June will see a return to Brighton. And in the middle of August there will be the Annual East Head barbecue.

There is a race for 'J' Class Yachts in the Solent next year, and when the dates are confirmed I should like to add a weekend cruise to this event.

Let's hope for such good support and weather next year. If you are experienced or a novice who want the comfort of company come along for a really good time – good company, good food and a good laugh, as well as good sailing.

*Barry Partridge*

Hon. Cruising Secretary

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## **SOCIAL REPORT**

Now that the sailing season is drawing to a close it must be time to concentrate on the 'social' side of Club membership.

We have had quite an uptake in member's functions recently with a very diverse theme, from wedding receptions to a barn dance and a few very sad occasions.

We have an excellent team at the Arun Yacht Club, all fully prepared to make your event as enjoyable as possible. Tracy and Juan are always pleased to discuss member's requirements, and as we all know Tony is ever ready to act as MC, ambassador or just to serve us drinks.

A reminder to all members seems appropriate here - although we love having members' events we are also very aware of the needs of all members, and to this end the bar and catering facilities are always available during such functions for members to enjoy their usual visit to the Club.

We have several events coming up in the coming months, an Italian evening, Elvis night (sold out I believe), and a craft evening for those with an artistic bent, or just out for a fun evening with something to take home at the end of the evening. There will also be a fun evening held on 5<sup>th</sup> November – no fireworks but perhaps the odd sparkle (details to be announced).

We know that we are going through 'difficult times' at the moment so the opportunity to relax in a lovely venue with good food and wine and an atmosphere of conviviality at a modest cost must be welcome. It is our clubhouse and we should enjoy it.

Coming into the festive season there will be the usual round of receptions and members events as well as our own Dinner Dance in November and a Christmas Lunch and Commodore's reception in December – look forward to seeing lots of you there.

*Elinor Sorrell*  
Social Committee

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## **SECRETARY'S REPORT**

We would like to welcome the following new members to the Club and hope all present members give them a very warm welcome.

Pauline Sturges; Clive Bastable; Alison Guterson; Philip, Alison and Adam Oakley; Alan Wolfe; Nick MacWhirter; Stephen Davis; Lee and Louis Rand; Paul Rixon; Douglas McLeod and Nadine Hastings; Chris Sene; Stephen and Carole Doe; David O'Regan; and James Sutton.

All new members will be invited to the Commodore's & New Members' Reception on 10<sup>th</sup> December so look out for your invitation later in the year.

*Sue Jenkins*  
Club Secretary

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## **CADET ROUND-UP 2011 SEASON**

### **Duck Race 2011**

The Cadet Committee decided to reprise last year's success and hold a 2011 Duck Race on the final day of our July Cadet Week. As ever, the membership did not disappoint! We sold every duck and, including the proceeds from the Thursday Evening BBQ, raised £221-47 for Cadet Funds. The race itself almost ran quite smoothly. However, some tricky tides and defiant ducks meant that the race area changed somewhat from our original plan! Eventually, the winners were identified as follows:

- 1<sup>st</sup> Place: Shaun Kerrigan with Duck "Harry"
- 2<sup>nd</sup> Place: Bo with Duck "Tom"
- 3<sup>rd</sup> Place: Tony Peterson with Duck "Ellie"



### **Cadet Open Regatta**

August 6<sup>th</sup> 2011 saw our First Cadet Open Regatta prove a fantastic success. Over thirty Cadets from AYC, AYAC and Felpham Sailing Club attended in twenty dinghies to take part in three races under the watchful eye of Race Officer Richard Dobson. Thankfully, the black flag stayed in Richard's pocket where it belongs, and an enjoyable day of



racing was had by all. The Club received a feature in the Littlehampton Gazette, which is available to view on the Cadet Notice Board. With a combination of proceeds from a post-Regatta BBQ and entry fees the Cadet Fund received £115 from this event. The Cadet Committee extends its thanks to the Sailing Committee for supporting the Regatta.

### **Littlehampton Sports Awards**



The AYC Contingent at the LSA 2011 (from left to right): *Joe Northeast, Georgia Miles, Shaun Kerrigan, Katie Sweeney, Gabi Holmes, Tom Rusbridge, Susie Jenkins, Cam Hughes*

The Sports Awards this year was another wonderful event attended by the Cadet Section. This year four Cadets received nominations for Young Sportsperson of the Year, with Certificates of Commendation being awarded to Joe Northeast and Katie Sweeney. Sue Jenkins received a nomination for Sports Administrator of the Year.



## **Cadet Training**

(pictures above)

## **The Cadet Committee 2010-11**



Cam Hughes,  
Cadet Captain



Katie Sweeney,  
Deputy CC



Tom  
Rusbridge



Richard  
Keen



Amy  
Simpkins



Ken  
Whitmore

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## **PEGGY'S CRUISE TO THE ISLES OF SCILLY**

### **FALMOUTH**

We spent over week in the Falmouth area in the middle of June in mostly wet and windy weather waiting for a period of settled weather and crew morale was very low at times. We were cheered by contact with Herrag who were discovering the joys of the Fal as a hideaway in bad weather and we had agreed to have our VHF switched on each morning so that we could make a DSC call to discuss the day's boating movements. We now realise what a useful method of communication this is – it saves calling up on Channel 16 first. We all met for a splendid meal at the Heron Inn at Malpas (having struggled to tie alongside the nearby pontoon with the wind pushing us off, gusting at 24 knots – but that's another story).

### **Monday 27 June**

Leaving St Mawes anchorage heading for the Isles of Scilly (hooray!) at 05.00 (boo!) with the fog lifting giving us about 2 miles visibility, no wind – no surprise there. We motor off to the Lizard, the fog has come down to about ½ mile visibility as we round the Lizard, and then patchy to about 200 metres. Fog finally clears at Wolf Rock, still not enough wind to sail as we need to keep up our speed to meet the tidal gates. 2 hours before getting to the Isles of Scilly there is plenty of wind, average of 24 knots gusting 31 knots and, of course, right on the nose. Heavy rain and lumpy sea now. Cruising is so much fun!!

## **THE ISLES OF SCILLY**

### **ST AGNES**

We finally arrive at Isles of Scilly after 11 hours. Go straight into our favourite anchorage for easy arrivals and departure in The Cove, St Agnes, and tuck right in front of all the fin keelers who can't get into the shallower areas – it's great having bilge keels and a shallow draft. Rough seas and wind all but forgotten now as the anchorage is well protected. Herrag is already here, having left the previous day in thick fog!! There is only one thing left to do – a

quick tidy up and bite to eat then off to the Turks Head pub with Janet and Dave for a well-earned drink and to exchange sailor's tales of travels.

### **Tuesday 28 June**

Wake up to a calm sunny day with a NE wind, but we are well sheltered in The Cove. Sue's birthday today so we take a BBQ over to The Gugh which is attached to St Agnes by a sandbar which covers at high tide. Spend the afternoon on a secluded beach, chilling out after our long trip yesterday and enjoying the tranquillity, BBQ and glass of wine (or two).

### **ST HELEN'S POOL**

#### **Wednesday 29 June**

We head off to anchor in this isolated spot between Tresco and St Martin's. Next morning we move anchorage nearer to St Helen's Island and take the dinghy ashore to explore the parts of the island we can walk round without being attacked by nesting gulls. Visit the ruins of "The Pest House", an 18th century isolation "hospital" for sailors – rather grim conditions we think.

Back to the boat to move anchorage as there is a bit of a swell here now that tide is coming in and the protecting reef of Golden Ball Brow is starting to cover. Move back to anchor off Northwethel nearby, take our picnic ashore and enjoy a read in the sunshine with a glass of wine and lunch – this is the life!!

We have now discovered additional comfortable anchorages in St Helen's Pool to suit different weather conditions, so can add those GPS numbers to our chart for future visits.

### **EASTERN ISLES**

This is a small group of uninhabited islands which provide lovely anchorages for a lunch stop. Our anchorage today was off Little Arthur while we are waiting for the tide so that we can get up to St Martin's. We sit in the sunshine enjoying lunch and watching the seals that are in the long seaweed nearby and pop their heads up from time to time to take a look around. On another trip we have taken the dinghy round to the back of Great Ganilly to see the seals – once we had a rather fierce looking seal come very close and follow the dinghy so we made a hasty retreat as we were obviously unwelcome in his territory. Another anchorage off the Ganilly sandbar provides a great place for a picnic when the tide is out and the long sandy bar is uncovered.

### **ST MARTIN'S**

Tied onto a buoy off St Martin's On the Isle Hotel and have dinner at the hotel – lucky we booked as Sunday seems a busy night. All the hotels seem to be very "posh" but there is no problem coming in casually dressed and everyone is made welcome. We have the luxury here of the use of the showers – clean towels provided! Also tied on to the buoys was a large old boat called White Knight of Scilly which we had seen at Bembridge where it was based for some years while the owners were carrying out restoration work. The chap came

from St Martin's and his wife from Littlehampton and the boat had also been on the visitor's moorings at Littlehampton one winter while new masts were fitted.

No visit to St Martin's is complete without a visit to Higher Town Farm to send a bouquet of local grown pinks to Mum and buy a small posy for the boat. In the winter they specialise in bouquets of fragrant narcissi sent by post.

We enjoyed a BBQ on the beach which was rather spoilt by the distraction of a young couple in a small open boat trying to get the engine going while drifting rapidly away from the shore towards the Eastern Islands. In the end John went out in the dinghy to try to rescue them. They were supposed to be going back to Tresco but were drifting in the opposite direction. Alas the offer of assistance was not well received as they were convinced they could get the engine going, so John persuaded them to accept a tow nearer to the shore and left them to get on with it.

Then off to our special anchorage on the east side of the island in Little Bay – a long sandy beach and no other boats in sight.

## **TRESCO**

### **Wednesday/Thursday 6 & 7 July**

Strong SW winds are forecast up to gale force for the next two days. Our safe haven for this type of weather is Old Grimsby Sound off the eastern side of Tresco. We have tied to a buoy with ropes doubled up. The wind arrives as forecast, gusting 34 knots, averaging 28 knots, howling through the rigging; only a slight swell in the Sound so this is a good place to be in these conditions.

### **Friday 8 July**

The weather turns calm and we find a new anchorage in Pentle Bay off Tresco. This is truly Caribbean scenery with white sand, blue skies and an island coastline. No need to worry whether the anchor has dug in as you can see it at 4 metres deep, dug well into the sand.

## **ST MARY'S**

### **Saturday 9 July**

Another glorious day so we decide to do a lunchtime anchorage stop in Watermill Cove off St Mary's. This is a very pleasant cove, just wide enough for a 32 ft boat to swing in, with about 10 metres either side, the cliff wall on one side and rocks on the other. We take our lunch ashore, walk up to the hillside past the Innisdgen Neolithic Entrance Grave and the view from here we can see St Martin's, Eastern Islands, St Helen's Pool and Old Grimsby Sound. We could stay in the anchorage overnight but the wind is forecast to blow in here so we up anchor late afternoon and sail all the way to St Agnes. A brilliant sail; downwind, beam reach and four upwind tacks - sometimes the weather does let you have some fun and makes you appreciate what sailing and cruising is all about.

## **Monday 11 July**

Weather is calm again so we head off round the west side of St Agnes for a look at the puffins off Annett, where they nest, and then a lunch stop at Samson which is a small uninhabited island with a beautiful anchorage. Not many puffins off Annett but we see more as we approach the channel leading to Samson, as well as a seal. Anchor off Samson and row ashore. Explore the island which has ruins of old houses left by the last inhabitants who could no longer scrape a living on this desolate island and left in 1855 to live on St Mary's.

Then onto Green Bay to see if we can find a space in the anchorage there.

## **BRYHER**

Green Bay is a drying anchorage off the island of Bryher. There seems to be a community of mariners (lots of French!!) who come to Green Bay every year and spend their summer at anchor here. We are fascinated by the antics of this community – what do they do all day? When the tide is out there is the ritual of going ashore to collect water; then there is wandering around the bay looking at people's boats; when there is a change of wind forecast everyone moves their anchors so that boats are facing the right way for that wind; Christian (the Frenchman) adjust his solar panels before wandering the rocky areas picking up shellfish and then when the tide is in he goes off in his dinghy fishing. We recognise a Southerly from Poole who we have seen before – they have been visiting these islands for 25 years and have seen some real changes; there is a restored lifeboat based at Newton Ferrers which is a regular visitor and a catamaran from Wales.

This is the ideal stop for boat maintenance so John gets busy scrubbing off the Arun mud and algae which has grown on it before the tide goes out completely, changes the paddle wheel on the log, checks the propeller and clears all the long rubbery strands of seaweed which Peggy loves collecting round her rudders.

Alas, there have been dramatic changes on Bryher since our visit two years ago. Mrs Bushell has retired – she was famous for her home-made bread, cakes, fruit pies and delicious pasties. We wandered ashore to get a pasty and found the shop closed and converted to self-catering holiday accommodation. A new shop has been built elsewhere; no more home-baked goodies. Still, there are the delights of the Fraggie Rock Café and their home-made burgers to enjoy. Alas, the day we visited the burgers were not on the menu – what a tragedy for John! The crab double-decker sandwich did go some way to making amends. As it was raining that afternoon we logged onto their wi-fi and spent some time getting weather reports and catching up on e-mails and AYC news.

The next day we walked around the island in brilliant sunshine and made a note of a couple of anchorages where we spied other boats, so that we can try them on our next visit. Had lunch on the west side of the island at the Hell Bay Hotel. This must be a great spot in rough weather as the force of the south westerlies comes across and the sea crashes against the cliffs and rocks.

## **Thursday 14 July**

Up early for our last breakfast at anchor in the Isles of Scilly. We are in our favourite anchorage at The Cove, St Agnes. The sea is flat calm, we can see the bottom clearly at 5 metres and follow the anchor chain to where the anchor is buried in the sand. The sun is shining and it is hard to leave this tranquil place. Strong winds are forecast for the weekend so we have reluctantly decided that it is time to leave and head back to Helford.

As we motor out in the flat sea where dolphins come out to bid us farewell, John catches up with his log book and we reminisce about our days in these unique islands. We have spent 16 days here and only 2 days have been bad weather which has kept us in one place.

## **Impressions of the Isles of Scilly**

It is so difficult to convey the uniqueness of the Isles of Scilly, even with photographs. There is the tropical white sand and clear blue water contrasting with rugged rocky cliffs and heathland; each island is different and special in its own way; an unhurried pace of life – change your clocks to “Scillonian Mean Time” when you arrive; very little traffic, mostly tractors and golf buggies; a friendly greeting from everyone; “hedge veg” – local produce left out for sale outside houses, with an honesty box for your payment; seals, dolphins, puffins and other sea birds; the challenge of negotiating the passages between islands avoiding the nasty rocks.

There are plenty of isolated anchorages to enjoy but you have to keep an eye on the weather forecast and be prepared to move to another anchorage if there is a change. There are no marinas to run to for shelter!

The downside is the cold Atlantic sea – a wet suit is a great advantage if you are brave enough to go swimming.

This is just a glimpse of our stay in the Isles of Scilly. We have been three times now and each time we find new places to anchor and still wonder at the peaceful and easy pace of life.

*Sue & John & "Peggy"*

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## **PHOTO COMPETITION**

As you already know we are holding a photographic competition. Several entries have already been received, and we have extended the submission date until **31<sup>st</sup> October** to give the rest of you a chance to enter as well.

Preferred method of entry is prints from 6 x 4 to A4, but if you must you can email photos to me at [arunyachtclub@btconnect.com](mailto:arunyachtclub@btconnect.com) There is a small entry fee of £5 (not each but per entry up to a maximum of 5).

For further details please get in touch with Sue in the Office on 01903 716016 for further details.

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## **Fun Workshop**

**Make your own Christmas Gift Boxes & Cards**

***All materials supplied***

**Wednesday 26<sup>th</sup> October 2011**

7.00 'til 9.30 pm

***With mulled wine and hot nibbles***

***£6.00 per head***

**Take home at least 5 items**

***Come & join us (a chance to be creative, have fun and be sociable)***

See posters in the Clubhouse for further details.

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## **OBITUTARY**

It is with great sadness that we announce the death of Barbara Thompson. She was a long-time member of Arun Yacht Club with her husband Colin, and they formerly owned the catamaran 'Sea Chief'. Our thoughts are with her family at this time.