

# ARUN YACHT CLUB

## SCUTTLEBUTT SUMMER 2011

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### **COMMODORE'S REPORT**

Sometimes a glass half empty really is half full. If your boat's craned out, that's when you fix her. And if you're on the beach and you can't swim because the tide's out, that's when you build sandcastles or sunbathe.

So it is with the Club, I feel. At a time when we find it necessary to consolidate and go slow on projects we otherwise would all like to progress, it's wonderful for all of us to see just how active Club members have become and how our traditional calendar has been sustained, even embellished.

A first scan of this edition's copy convinced me that I would have very little to add to the various committee members' reports, cruise logs and announcements. This, I think, is a nice problem to have! It suggests that we are moving beyond the critical mass required to run events and communicate what's happening, and I'm sure this will, in time, translate into new Club developments. However, such is the pace of change around the Club, that I can offer a few updates along the way, as well as report on a few that still sit with me.

Philip Bush's full Sailing Report (page **3**) is ample evidence that the Club continues to get it done on the water, in terms of both cruising and racing, and often and delightfully to the consternation of our competitors. The Sussex Regatta showed our cruiser racing capabilities in depth and bodes well for our Round the Island challenge, where we are proudly entering TWO strong teams into the Team Trophy event. Best of luck to all of our competitors and my thanks in advance to the many supporters who will travel with them and take AYC on the road. Let's regain that trophy!

While cruiser support grows, Philip is right to highlight the need to ensure the Club's dinghy sailing programme rallies. Many of the current cruiser crews discovered the joy of sailing in the small boats first, and dinghy sailing is a fundamental part of the Club's identity as one of the few clubs where the whole family can find whatever sailing-related activity they care to think of. Without dinghy sailing we will lose cadets, parents, crews, and members.

The social side of the Club is buoyant, as Elinor reports (page 6). Apart from the scheduled events, it's good to see individual members making use of the Clubhouse facility to arrange private events, which all add to the ambience as well as Bar income! Thursday 'Club' evenings have gained critical mass as we see a bubbly mix of members sailing, watching, drinking and talking. When the sun's out, there's sailing afoot, and members are around (and the mud's covered!), AYC is really a very pleasant spot. So please

continue to support the social events and Club evening — it's members not the wallpaper that create the atmosphere.

You will have noted that Angela Thackeray, our incumbent Chef, has tendered her resignation and will be leaving us after 17<sup>th</sup> July. Angela has made a significant impact in her time with us, in particular offering high-quality dinners that have brought commendations from many clubs who have rallied to us as well as other organisations whose functions we have hosted. I would like to thank Angela for her hard work and commitment and, on behalf of the Club, wish her well.

This does mean that we have a vacancy for a Chef at the Club. The position has been advertised in the local press and an advert posted within the Club. Club members are welcome to apply for the position, or to forward applications from third parties. An expression of interest should be lodged with Sue in the Office no later than **Friday 1<sup>st</sup> July**, after which an application pack and further instructions will be emailed to applicants.

Training too is active and well supported, as David Lindsay reports (page 7). I am particularly impressed with the number of adults receiving sail training on Tuesday evenings and cadets on Saturday mornings. The majority have come to these courses through links within the Club, and a few of the adults are mums or dads of existing cadet sailors. It's clear that we can support this course and others organically from within and by word of mouth among friends and acquaintances, and we are beginning to see the emergence of new sailing families. This is wonderful, so please spread the word whenever someone expresses interest in sailing to you. I believe we offer a very engaging, customised and thorough learning package, and our location ensures experience of a broad range of sailing conditions. Our courses are well supported but we have room for more!

Ken Whitmore's report on the Moorings (page 8) emphasises that we have moved on from the delivery of the moorings dredge to a maintenance programme that seeks to make best use of existing facilities at minimal cost to the Club. Regarding the main marina moorings, many hands will clearly make light work, and I would encourage all users to contribute to the moorings maintenance. This can be as simple as reporting problems to Ken as soon as they occur, maintaining the boards immediately around your boat, or assisting the maintenance items that Ken has described.

As Ken reports, while we continue to receive a steady stream of moorings applications, more would be welcome. We recognise that a number of moorings are suitable for motor boats and we are looking to fill these. So, as Ken has mentioned, please assist the Club by encouraging any one who expresses interest in a mooring here to contact the Club via the Office, and we will do our very best to convince them to join.

At this point, I should change tack to mention the Open Members' Meeting held on Friday, 20<sup>th</sup> May. My thanks to members who ensured it was well attended despite a fire incident on Rope Walk making access to the Club difficult. I am encouraged that we had a very open and constructive meeting, which threw up some interesting ideas for the Management Committee to pursue. There was a clear consensus and interest in exploring sources of additional income through the Club's premises and facilities. Using part of our currently half-empty dinghy pen for RIB storage is certainly worth investigating, as is the encouragement of sections of other types or water user within the Club. Personally, I am

very keen that the Club does not lose its identity as predominantly a Sailing Club, as I believe it's the sailing that gives the Club its character. Yet additional income is important to the Club's survival and it'd be unwise not to consider all the options.

Cruising too is on the up! David Mead (page 9) has described the Easter cruise as one of our best and it certainly was eventful but enjoyed by all (read Barry Partridge's report also on page 9). The recipe appears to be early planning and good choice of destination (well done, Barry) coupled with enthusiastic support. Critical mass undoubtedly comes into play and a flotilla of 19 boats has got to add to the fun. But I think also the choice of a route that suited experienced and novice sailors alike, and allowed boats to join in and drop out as required, was also important to the success. So let's keep it going. As the cruiser racers continue to fly the flag at regattas along the coast, let's also see how many inlets can be graced with our burgee. For example, it was interesting talking recently with visitors rallying from Mengeham Rythe Sailing Club, who indicated that they have visitors' moorings and would be most pleased to welcome our boats there. How many more relationships with other yacht clubs can we foster? I very much enjoy receiving Club Rallies to our Club, but it'd be nice to reciprocate and visit other clubs en masse.

How long until we Club rallied to Scotland, I wonder!? First Ron goes walkabout and now Michael and Wendy. We have several other boats planning extended cruises (to the Channel Islands, Isles of Scilly, Brittany, etc) and I fancy competition for several Club cruising trophies will be hot this year. Please keep the reports of your travels coming in, so that Scuttlebutt can reflect the wonderful range of Club sailing.

I have reported on finance, and development and publicity elsewhere. Suffice it to say here that in these areas we are actively regrouping and planning for the future.

Finally, the next Open Members Meeting will take place on Friday, 9<sup>th</sup> September, which will be our last before the AGM in November. I would encourage as many members to attend as possible, so that we can capture any developing theme ahead of the formal meeting.

I'll end by thanking all members, who continue to support the Club in many varied ways, from supporting events on and off the water, through maintaining our facilities and sitting on committees, to simply standing up and saying 'Here's an idea', 'It's good but it could be even better', or 'Here's how I can help'. It is this kind of community spirit that will continue to help the Club grow from strength to strength.

Happy sailing,

*Nick Rusbridge*

Commodore

## **SAILING REPORT**

Sailing is fun or it least it ought to be.

In the last edition of Scuttlebutt, we were embarking on a new season of sailing activities. Unlike many yacht clubs, the AYC can boast with considerable pride a wide range of on-

the-water activities involving cadets and adults in dinghy racing, cruiser racing and just plain cruising. The Club is progressing through its full and action packed Club Programme and, with one of the warmest Springs on record, there have been plenty of opportunities to get out on the water. There have, nevertheless, been one or two spells of 'unfriendly' weather that have necessitated some events to be cancelled.

In the last edition I called for 'volunteers' to join the active Sailing Committee – this opportunity remains open to anyone who might like to experience another dimension of sailing by sitting on an energetic and enthusiastic committee whose sometime frenetic behind-the-scenes activities often go unnoticed or are taken for granted. If you might be interested in adding another dimension to the work of the Sailing Committee or would like to learn a bit more please let me know ([philip.bush@arunyc.co.uk](mailto:philip.bush@arunyc.co.uk)).

Members may wish to be aware that members of the Sailing Committee are attempting to heighten the focus on youth activities. There has been a lack of take up on race coaching and there are concerns that this may have a deleterious impact on the development of younger sailors. This, in turn, could have a possible adverse long-term impact on the Club's future. Accordingly, if you are or know of a young sailor who would like to develop their sailing skills through, for example, race coaching please let us know. As part of this process, the Sailing Committee has also made a recommendation that an under 25-year membership category should be introduced as an incentive to encourage younger members to the Club. To determine if any lessons can be learned, we are also looking at youth development programmes that have been introduced at other clubs.

With regard to participation in dinghy sailing and dinghy racing, there has been a noticeable decline in the recent past. It would be good for the Club if this trend was reversed and we would welcome ideas and suggestions on how this might be achieved. For those who have not tried dinghy sailing (or would like to have another go) please let us know. In promoting this arm of the Club's activities we have also discussed organising a 'Dinghy Taster Day' similar to the Cruiser Taster Day that was held recently.

On the converse, there appears to be a resurgence of cruiser activities. It was encouraging, for example, to witness the high turn out at the recent Charity Race and that all that started finished the race. One should also highlight the sterling efforts of our Rear Commodore and Hon. Cruising Secretary, Barry Partridge, for encouraging some 19 cruisers to participate in the Club's Easter Rally to the Solent. As you will be aware, the next rally is planned for the first weekend in July where it hoped a large flotilla of Club cruisers will journey east to Brighton.

Staying on the theme of highlighting Club successes, it is well worth mentioning the Sussex Combined Clubs Regatta that was held at the end of April. The star of the event was Jack Holden who, sailing, Port Kerne, came first overall in his class and won the trophy for the best overall regatta performance. In another class the AYC bagged more honours with Sooper Trooper (Richard Dobson), Dedicated Dancer (David Robinson) and Free 'N' Easy (Nick Clare) gaining a first, second and third places in their class. The AYC also won the team trophy. Let us add thanks to the behind-the-scenes members who assisted the Regatta in a variety of support roles. A deserving acknowledgement also goes to the two representatives who sat on the organising committee, Dick Holden and Richard Dobson, who (forgiving the pun) did not always find the experience plain sailing.

On more mundane issues it is worth mentioned the Club's committee boat, 'Diamond' and the three RIBs. These are valuable and well-utilised assets and, as such, should be treated with care and respect by those who use them. Replacing damaged propellers is not cheap and, more often than not, such damage is avoidable. Members may wish to be aware that the Sailing Committee is preparing a 'maintenance replacement programme' for these vessels. The proposals currently being formulated are that each RIB should be replaced every 12 years and each RIB engine every 6 years. To achieve this we need long term budget provision. We need also to look at the replacement at some stage of 'Diamond'. It is understood that she may be over 40 years old and, at some stage, she and her engine will need to be replaced. Whilst some may be passionate about retaining this boat that has served the Club so well over so many years the hard realities are that at some stage in the future she will need to be retired. To achieve this we must consider the long-term budget provision.

A few words about the 'individual' exploits and adventures that some of our members are embarking upon this season. Many of you will be following the journey of Jasper (with occasional support from 'crew members' Wendy and Michael Marston) on his around Great Britain adventure on board yacht 'October'. David Robinson has compiled a separate article in this edition covering their experiences so far. We hope that we can invite one or more of the intrepid travellers to describe their experiences at one of our planned Winter Sailor's Talks. Sue and John Bewsey have taken 'Peggy' from her mooring and have embarked on a Summer cruise which, I understand, involves travelling west and beyond. Janet and David Gates are shortly planning to take 'Herrag' on a summer sailing vacation. Our good wishes and happy sailing also go to Elinor and Ken who have just embarked on a 2-month trip on board 'Phoenix'. I know other Club members are also planning trips away and will hopefully be prepared to share their experiences at the end of the season.

Finally, a note of disappointment is expressed to those AYC members who recently entered a challenging yacht race organised by another club. By all accounts each did admirably well in sailing terms and displayed some exceptional skills by finishing well up the field. Unfortunately, on arrival at the destination they were subject to inspection by a scrutineer and were disqualified on some technical breaches of the rules. The events have stimulated a debate about whether it is time for the rules of racing to be reviewed such that penalties other than disqualification might be introduced (say by introducing a "yellow card" rather than just a "red card"). Apart from the obvious bad taste that the incident may have created, it is possible that people will be positively de-motivated and much less likely to participate in future events. One is also reminded of the saying made famous by World War II RAF fighter pilot Douglas Bader: "Rules are for the obedience of fools and the guidance of wise men." To repeat the words I started with: Sailing is fun or it least it ought to be.

Enjoy your time on the water

*Philip Bush*

Chairman of Sailing

## **THE SOCIAL SCENE**

How nice to see so many Club members using the clubhouse for their events. All sorts of functions are now taking place, including a very successful ladies craft evening organised by Carol Rusbridge, when each lady left with five handmade cards. After a riotous evening, Carol and her daughter Ellie also provided some very tempting morsels for our delight. More 'workshops' to follow so watch this space.

With so much going on such as Regatta's, Rallies and our own Club Racing and other sailing activities, it really feels as though the season is well under way.

The Social Committee is always pleased to receive suggestions from members regarding the entertainment we provide and will always do its very best to accommodate the very varied tastes within the Club membership.

As always we are very conscious of various disparate needs of the members when putting forward ideas for Social Events and Tony is always willing to lend an ear to requests for specific themes.

We have an 'Elvis' night coming up in the Autumn and have already run some very successful events including a Race Night, where there was much hilarity.

We were also all on parade for Open Day and attracted more new member's - it was a great success with a lot of the 'Onboard' scheme parents staying on with their children to enjoy the day and sample our excellent cuisine.

*Elinor Sorrell*

Treasurer/Company Secretary/Chairman Social Committee



### **Arun Yacht Club, Littlehampton**

#### **Chef/Cook**

Versatile, flexible chef/cook sought for catering concession  
(includes lunches, evening meals, snacks, and functions)

Please contact the Secretary (01903 716016;  
arunyachtclub@btconnect.com)  
with your expression of interest no later than Friday 1<sup>st</sup> July

## **TRAINING REPORT**

It seems hard to believe that we are already halfway through the year and training programme.

Our on-the-water sail training programmes for Cadets and Adults are very well supported and, as in previous years, the Cadet Weeks are proving very popular.

The Spring Cadet week which took place in sunny, warm and near ideal conditions was judged a great success. The enthusiasm and commitment shown by the young participants was fantastic and bodes well for the future of sailing and the Club. My thanks go to all those hard working and committed helpers, both on and off the water, who freely gave their time and helped make the week such a success. As always, however, we would welcome more people to assist with the Cadet weeks and with the regular Saturday morning Cadet sailing sessions. If you are interested in helping in any way please let me know or speak to our Senior Instructor, Paul Hughes.

Our shore-based courses so far this year have received a rather mixed response. In some instances there has been good support and take-up, but for others, such as Diesel Maintenance and Radar, the number of people interested in participating has been such that it was not financially viable to run them. We are now in the process of planning our programme for next year and I would welcome any suggestions for courses or training – RYA or otherwise – that you would like to see offered at the Club. At the moment we have a mixture of shore-based courses together with Cadet and Adult on-the-water sail training Courses. We also offer Powerboat and Safety Boat training.

We are actively investigating how we can conduct ICC tests at the Club and I hope to be in a position very shortly to let you have further information about this.

One notable success this year has been the completion of a Shore-based RYA Day-skipper/Yachtmaster course which was run over a series of evenings at the Club. This course is demanding and of the seven people who started five eventually successfully completed it. Whether it is run again next year will depend largely on the demand from members. If you are interested, please let me know.

In response to members' comments we are considering running the shorter RYA "Essential Navigation and Seamanship course" which, as the name suggests, provides a general introduction to Navigation and Seamanship and will provide a good basic introduction to these subjects – especially for those who may have recently taken up cruising. Again, I hope to be able to give you further information about this when our plans have been developed further.

We have been very fortunate this year in being able to add to our fleet of Topper sailing dinghies which are used extensively for Training and Cadet Weeks. The grant of £12,500 which was obtained at the beginning of the year enabled us to buy six new boats to replace some which were in need of replacement. In addition, we have been fortunate to secure a grant of £1,800 from the RYA for updating and improving our two Wayfarers which are used largely for Adult and two-handed training. Ideally we would like to have a further two Wayfarers to complete our training fleet and enable us to meet adult needs

better. Realistically, however, unless we can raise additional funds it is unlikely we can do so in the foreseeable future.

Finally I would like to thank once again all those who are involved in Training at the Club, from those who help with maintenance of the dinghies and other Club boats, (thank you Richard and Barry!) to those who help take the bookings for courses (thank you Sue), provide instruction, helm the safety boats and provide the help and support in so many other ways. Without your help all this would not be possible.

*David Lindsay*  
Training Principal

## **MOORINGS REPORT**

With most of the work on the moorings now completed our attention has been drawn the north moorings in an attempt to improve the situation there. The pontoons there are now all afloat and the decking washed down to make them less slippery. And the replacement bridge to the Island is nearing completion. One of the remaining issues is the way the pontoons dry out at an angle. If you are using these pontoons please be careful, particularly if they are wet.

We are also proposing to dig out some of the sand from the south of our moorings, but due to the cost this work is now proposed to be carried out in the autumn in the next financial year. In the meantime Barry will use the club's digger to get the work started. In order to plan for dredging in the future, we the club must reserve funds over the next 4 years to enable the preferred type of dredging to be used. The committee is committed to making sure this is properly planned and money put by for this in the future.

We still have some empty berths. Some are waiting for new arrivals, but we do need more boats, both sail and power. If on your travels this year you come across anyone looking for a new berth please remember the club has berths available.

And lastly, the moorings are maintained only by voluntary labour, so your help is needed to do all of the routine tasks. If you are able to help, please let me know. The following tasks need to be completed before the winter: -

- Painting the bridges where rusty.
- Preparation and painting the pontoon access gates and fencing.
- Continue the power washing of the pontoon decking.

Please let me know if you can help.

*Ken Whitmore.*  
Committee Member - moorings

## **EASTER CRUISE 2011**

The Easter weekend Cruise to the Solent was well supported by both experienced and less expert sailors.

On Friday 22<sup>nd</sup> April (light north-easterly\_ nineteen cruisers left Littlehampton for Gosport. Unfortunately, two of the boats developed engine trouble and had to turn back. At Gosport we met up with 'October' with Michael and Wendy Marston plus Jaspar the four-legged crew on board.

On Saturday 23<sup>rd</sup> April (again with a light north-easterly breeze) the fleet left for Lymington. That evening we took over the balcony of the Lymington Yacht Club and were joined by Frank and Penny Tarijanyi and Richard Buckwell and Tracey of Sea Chief, who drove down for the evening following his engine failure in Littlehampton the day before.

On Sunday 24<sup>th</sup> (yet more north-easterlies) Chris Beazer with his crew Lee Cullen, left for the Channel Islands; David and Janet Gates, Steve Leach, and Ron Goldsmith all departed to head west, and Michael and Wendy Marston (with Jaspar) left for the round-Britain-cruise. The rest of the fleet put up at East Cowes Marina where we had been allocated a whole dock, enabling us all to moor up together. Tony and Rosie Sutcliffe joined us for dinner that evening in the Lifeboat Restaurant, which, as always, was without fault.

On Monday 25<sup>th</sup> April (more light north-easterlies) the fleet left East Cowes for Littlehampton. From Cowes to the Looe Channel was mainly motoring, but at the Looe the wind picked up and we had an excellent sail back to Littlehampton.

It was a shame that Sea Chief and Portia sustained engine trouble; another casualty was Wellwisher who touched Ryde Sands, but was easily refloated by Andrew Auld on Artemis. I would like to thank all cruisers and their crew who made this Cruise such a resounding success and proves that there is a good element of camaraderie within the Club. Until the next time ...!

A further Cruise is booked for 2<sup>nd</sup> and 3<sup>rd</sup> July to Brighton Marina. A list is displayed in the Club House and so far eleven cruisers are booked in. If anyone is interested and lets me know I shall book a restaurant for Saturday evening. Please let me know in advance if you would like to put your name down and sort of food you prefer.

We shall leave at approximately 11.00 a.m. Unfortunately, we will be punching the tide going down but it will be in our favour for the return on Sunday. Fingers crossed for some good weather.

*Barry Partridge*

Hon. Cruising Secretary.

## **ARUN YACHT CLUB EASTER CRUISE 2011**

This has to be the best Cruise we have ever taken part in. There were originally nineteen yachts involved, but sadly two had to give up because of engine trouble and return home.

The weather was superb with plenty of sunshine, though more wind would have been appreciated. As it was we motored from the Club to Gosport in five-and-a-half hours arriving at 1700 hrs, and took our berth in bright sunshine. One by one our boats arrived and we all settled in for the evening in our various berths around Gosport Marina. The facilities were excellent and the sunshine added to a very pleasant stay.

One of the bonuses of staying either here or Haslar Marina is being so close to Portsmouth, the Victory, Naval Dockyard, Warrior and Gunwharf Quay – all of which are only a short ferry trip away – or Gosport itself with the submarine museum only a short walk away. So much to do and so much to see – the Spinnaker Tower is also well worth a look on a good visibility day ... and then there is the old town, etc. etc. ...

The next day we set off at 1030 hrs for Lymington, again with no useful wind but plenty of sunshine, and we had a delightful trip along the Isle of Wight coastline and over to Lymington river, which was as busy and interesting as usual. We were booked in at Berthon Marina, and we settled in without any problems. After exploring for a while we all met up at Lymington Yacht Club for our evening meal, which went very well – great spot and lovely views.

We particularly like Lymington for exploring the area, and we often cycle down to Hurst Castle for a snack. Other options are good with a train station nearby for Bournemouth or wherever else you fancy; buses for the New Forest with all its lovely villages, and Beaulieu and the National Motor Museum; or just plenty of choice for walking (and, of course, plenty of shops).

On Sunday we took the tide down to Cowes, still with very little wind but plenty of sunshine after the mist cleared. After passing the chain ferry we went to East Cowes Marina and tied up, mainly as a group, between their pontoons. This time we ate aboard after the usual explore. There are many opportunities here for shopping such as walking down to the floating bridge or taking the water taxi to West Cowes; wandering upriver – perhaps visiting The Folly (for a drink or food), Newport or up to Osborne House (which is well worth a visit). Easy to spend some time here with so much to do and see.

On Monday we left at 0930 hrs and sailed back to Littlehampton again with light winds and plenty of sunshine – arriving at around 1500 hrs. Rather oddly we were passed by an owl a mile or so off Chichester Harbour entrance!

What a great time was had by all and with the weather being so kind to us.

Just looking forward to the next Club Cruise.

*Skipper and Crew*

'Charlotte Russe'

## **HOUSE MATTERS**

We have completed the first Cadet Week for this year, and I was very grateful to the lady helpers who kept the wet and sandy cadets in the wet area of the Clubroom so we did not have a repetition of last year's water on the wood floor and ding tables.

A new bridge to the Island has been built by Tony Powell, together with a gangway to the north pontoons. A very special thank you must go to Tony and his gang for doing this excellent job.

The dinghy pen wall is still giving problems, but with the co-operation of Littlehampton Yacht Club repairs and planned for the work to commence.

*Barry Partridge*

Rear Commodore House

## **LITTLEHAMPTON SPORTS AWARDS**

This year's Littlehampton Sports Awards were held on Monday June 13<sup>th</sup>, providing the Arun Yacht Club contingent an opportunity to rub elbows with Littlehampton's other sporting greats and grace the (somewhat sticky) carpets of the Coco Lounge with their presence. The Awards was a wonderful event with representation from many Littlehampton based Clubs and speeches from Town Mayor Alan Gammon and Bob Champion MBE, former Jockey and Grand National Winner. From AYC, we had nominated our very own Sue Jenkins in the Sports Administrator of the Year Award, and for Young Sports Person of the Year Joe Northeast, Gabriella Holmes, Katie Sweeney and Georgia Miles. For the Youth Team Award our entrants for the recent Feva Regatta were nominated, as were our Team for the WSSYSA regatta in September last year, including Shaun Kerrigan and Henry Durman on both teams. As always, our Cadets (and the wonderful Mrs J) conducted themselves with grace and perfect manners all evening and were an excellent advert for the Club. Even more so, we were elated when both Katie Sweeney and Joe Northeast were awarded Certificates of Commendation from the Littlehampton Town Council Sports Forum for their efforts and achievements.

The contest for the Young Sports Team of the Year was a very close run competition, losing out to Littlehampton Badminton Club by just one panel vote. I would like to thank all of our Cadets for how well they represented the Club on the evening and all the parents who got them there, this truly was a splendid celebration of our community and what an integral role sport plays for the Town. It was wonderful to see our Cadets at the heart of the Awards, and I can only hope that the Cadets continue to go from strength to strength. Resident Cadet Captain, Cam Hughes, also in attendance said: "It was great to see our guys get known throughout the community. To get awards is just a reflection of all the hard work that everyone has put in, whether it be the Instructors or the Cadets themselves. Now our aim is to do our best in WSSYSA and in our very own Cadet Regatta".

Check out the Cadet board for photos from the night, and keep an eye open in the Littlehampton Gazette for a full write up of the night ...

*Tom Rusbridge*  
AYC Dinghy Instructor

## **SECRETARY'S REPORT - NEW MEMBERS**

We would like to welcome all the following new members who have joined the Arun Yacht Club since March this year :

Louise Burgess  
Ian White Sharman with an RS600  
Joel and Elliot Grout and Lewis Smith – Cadets who have joined through  
Saturday Morning Cadet Sailing  
David Parker  
Dr James Burgess  
David, Sarah and Elliot Day  
Louis O'Neill and Cameron Hashemi (both Cadets)  
Olly Miller(cadet) with an RS200

The following new members applied on Open Day and since they were met by a plethora of Flag Officers and Committee Members, I am sure their memberships will be approved in July :

James Balchin and Sandra Clark  
Lorna Horne  
Nigel Morgan  
Peter Bourne, Julie Smile & Lucia and Joshua Bourne  
Robert and Pauline Denton  
Christopher and Vivienne Whitton with Sophie and Toby and a  
Topaz Magno dinghy

We wish them all well, and a long and happy association with Arun Yacht Club.

I should also like to express my gratitude to the Cadets for their nomination at the Littlehampton Sports Awards which were held this week. How marvellous it was to see so many there, and what energy, enthusiasm and devotion they give to Arun Yacht Club. Cadet Weeks are my favourite weeks of the year as they bring such life and vitality to the Club.

*Sue Jenkins*  
Club Secretary

### **Extracts from the Diary of Michael and Wendy Marston's Trip Around the UK Aboard October**

(From their diary which is available at <http://yacht-october.info/diary/> which you will need to access to see the photos!)

## **Friday 29<sup>th</sup> April**

Today was the Royal Wedding day and for us this meant a 60 mile punch against up to 20 knots of wind, so pretty lumpy towards the end of 10 hours at sea. Still we are now in the truly delightful Padstow harbour with the friendliest Harbour Master ever. He is expecting more than 60 boats this weekend for their "Obby Oss May Day event". It sounds truly pagan and is hugely popular apparently with some small yachts sailing for fifteen hours just to be here!

Now some thank yous; to Janet for the Easter eggs and thank you Paul and Felicity for the kind words.

## **Wednesday 4<sup>th</sup> May**

After 4 windy days in picturesque Padstow, and having enjoyed the ancient pagan "Obby Oss" May Day celebrations, yesterday we grabbed a weather window and crossed the Bristol Channel to Milford Haven. We sailed for 5 hours and motor sailed the remaining seven arriving in Milford marina last night at 19:00. At 83 miles, this trip was possibly the longest planned on our route. We saw puffins (a few), dolphins (two pods), gannets (several or one many times) and guillemots by the score on passage yesterday. Today windy and wet so we may move on upstream later to Neyland for more natural surroundings (after visiting Tesco!) Thanks to Paul for his weather advice and to Caroline for offering a food parcel!!

## **Saturday 7<sup>th</sup> May**

The picture is the Large Milford haven lock we had to ourselves at 0600 yesterday before rounding SW Wales. Our route interestingly passed inside "The Smalls" and outside "The Bishops and Clerks", up the St George's Channel before crossing Cardigan Bay to Pwllheli. Initially the swell, at about 5m, seemed huge and while this gradually reduced through the day the wind was less than expected and permitted a lovely three hour sail in blue skies and warm sunshine as we closed the Llyn Peninsular. Arrived off Pwllheli and managed to find the narrowest entrance ever with less than 5m to the rock mole on Starboard, the red can buoy that seemed only inches from the port side and 2.5m on the tide gauge. Safely in we were kindly offered a welcome glass by Mike and Sue on their immaculate HR36 who had followed us in to their home port. The GPS said we travelled 99.5 miles today and we said it was our most enjoyable leg so far. Wendy's Shepherds Pie for supper and a very welcome bed.

## **Wednesday 11<sup>th</sup> May**

Today we got it wrong. The correct time to leave Pwllheli to make the window at Bardsey Island was low water. The tide gauge suggested the entrance at Pwllheli had 2.5m, but a marina notice had said there was 0.4m less. To wait for sufficient water we cast off 90 minutes late, at 11:30, and within 5 minutes had gone aground in the main channel. The harbour has badly silted and when we were finally freed by the tide we were two hours late. We scraped out of the entrance with a few inches under our keel and made Bardsey Sound with 4 knots of fair tide rather than slack water, so got a right pasting from the SW6 blowing. We then made good tracks up St Georges Channel and rounded South Stack off Holyhead an hour late with 2kn of tide against us. For much of the trip we had a huge

sea running, up to 25 knots of wind and doing over 10 kn through the water at times, at one stage Wendy said "I could be at my art class now with Rosemary"!

Finally tied up in Holyhead Marina with a very nice welcome from the Marina Duty Manager at 19:45.

The nice young man with the parrot (in the photo) is Paul who is sailing around Britain, single-handed anticlockwise raising money for "Crohn's and Colitis Charity". He was a lot of fun, with tons of personality, a parrot and quite a task on his hands. If you, like us, would like to support him, and more importantly his charity, please visit [www.justgiving.com/paul-hardaker](http://www.justgiving.com/paul-hardaker) He will be thrilled.

### **Friday 13<sup>th</sup> May**

Leaving the Holyhead Marina late enough to miss most of the adverse tide, but soon enough to ensure a high water arrival in Douglas, IOM, meant for us a 10:00 departure. The nice people we had drinks with the night before, David, Alison and Chris, left 90 minutes before us but were going to Port St Mary, a very small harbour SW of Douglas. They were in an HR36 which I remember from the Solent called "Innesfree". Our trip was not quick with a lot more adverse tide than expected and towards the end a big black cloud added 10 knots to the wind strength and a 90 degree veer, making the last 6 miles in quite a challenge. Now tied up in the Douglas Inner Harbour and supper is on.

As too is the heating for it is decidedly cool. We find that in the morning and evening it is cold so the heating goes on. However on the plus side it is light till 21:40, a benefit of going north. Ron said he was cold this time last year and we find it so, we are still sailing in thermals, wets, hats and gloves and get through lots of Cup-a-Soups!

We are really looking forward to exploring the IOM, perhaps on a steam train, and then getting to Northern Ireland.

### **Monday 16<sup>th</sup> May**

We have been port bound for two days with strong winds so have taken to the buses, yesterday visiting Peel and today Port St Mary and Port Erin. We have been wet and cold both days and poor Jasper (the dog!) has been soaked. Tomorrow we hope to skip across to Northern Ireland as it is Wendy's birthday and I promised to take her somewhere special!

### **Tuesday 17<sup>th</sup> May**

The picture of the boat is taken in Douglas Inner Harbour just before we left, it has just stopped raining! However, a civilised departure time of 11:00 enabled us to exit the Douglas Inner Harbour, collect fuel and be on our way by noon. We had a quick motor south with some tidal help, down to the Calf of Man and the lighthouse in the picture is on a rock ledge south of the Calf of Man, the most southerly point of the Isle of Man. With all sails drawing we had a splendid sail across the Irish Sea to make a landfall a little earlier than planned. This meant entering the Strangford narrows with an ebbing tide of 5 knots! Staggering amounts of water, whirlpools and savage turbulence were experienced even at this late stage of the tide, but some 90 minutes after entering we arrived at Portaferry

where we are safely tied up for the night. The wind is with us as usual and the lapping water on the hull is quite noisy, but we will sleep well. The other pics are of the birthday girl enjoying the sail and then picking up her text messages as we closed the NI coast. It seems that it was not possible to receive texts in IOM so Wendy had lots of greetings and kind wishes as we came into range of the mobile network.

### **Thursday 19<sup>th</sup> May**

Yesterday we looked around Portaferry and had a good lunch in the local hotel, Guinness accompanied by a seafood chowder, followed by fresh scampi, simply delicious.

Today we crossed the narrows on the ferry and explored the pretty village of Strangford and this afternoon left Portaferry an hour before high water to make the 40 mile sail up to Bangor in Belfast Lough. A relatively easy sail in 20 knots of south wind with a favourable tide gave us a prompt arrival here at 20:00. The weather had deteriorated through the afternoon and we had a good late shower from leaden skies. While sailing up, for much of the time we were able to see The Rhins (Scotland) some 18 miles off to starboard, our first not very clear view. We look forward to more.

### **Sunday 22<sup>nd</sup> May**

We have been port bound now for two days with a lot of wind and tomorrow we have a storm force 10 or possible violent storm force 11 forecast, so we are not popping out for a sail just yet.

Yesterday we took the bus into Belfast and thoroughly enjoyed the city. It is clean, busy, vibrant and very attractive. We loved the atmosphere, the people, the shops and the general prosperity of what we saw.

Glenarm is the next planned stop and we are told repeatedly it is lovely. Whether to take the Crinan canal or not is the next dilemma and Ron G has strongly recommended going the east side of the Mull of Kintyre and using the Crinan. We are concerned about our being shorthanded, which is not a problem usually but with one of us handling the boat in the locks and the other doing the ropes on shore, there is no spare hand to deal with the error, so to speak. I will take advice from the Crinan Canal Office tomorrow and then decide. Whatever, we will not be on the move till Tuesday at the earliest.

### **Wednesday 25<sup>th</sup> May**

The barometer alarm went off at 0420 and as we were awake and it looked peaceful outside we prepared our porridge breakfast and cast off at 0600. Bound northwards we decided Glenarm was the sensible destination despite the temptations to go further, but the 5-7 in the forecast had been updated by Belfast coastguard and added to with an 8 – gale force at times. We had enjoyed the superb facilities of Bangor and now delight in the simple rural harbour at Glenarm, probably the smallest we have been in so far. It is beautifully situated in rolling green country and we were welcomed by the friendly harbour master as we arrived at 09:30, 24 miles further on our journey. Scotland is just a few hours sailing away.

### **Friday 27<sup>th</sup> May**

Our time in Glenarm was occupied by a very nice walk through the forest and 36 hours of horrendous weather. NW gales brought breaking waves into the tiny harbour and we were jumping all over the place. I even checked the bolts holding our mooring in place as I felt sure we would demolish the pontoon at any time. (Should have known it would be OK as it was a Walcon marina!! Thanks Robin. ) Today dawned quiet and we cast off in Glenarm at 11:30 in order to catch the last of the north going ebb through the North Channel hoping to catch the easing NW wind avoiding too much "wind over tide" and be across by the time the backing SW 5-7 arrived. We had a fast passage across the channel, enjoying some great views of the Mull of Kintyre, Ailsa Craig and Sanda, but then nearing Cambletown the drizzle and wind arrived, in full. We came up between the Mull of Kintyre and Arran on plotter and radar sadly seeing virtually nothing. What we had come to see, the majesty of Scotland, was hidden from us by their own scotch mist. It was wet, windy and grey. Happily we found the superb Portavadie marina in Lower Loch Fyne and were tied up around 20:00 after a passage of 64.5 miles.

### **Monday 30<sup>th</sup> May**

We have enjoyed some wonderful scenery while walking locally and we visited Tarbert, by ferry, as the harbour is full of racers. Tarbert is very pretty.

Today we left the 5\* Portavadie Marina bound for Ardrishaig, the entry for the Crinan Canal. En-route we tangled with the Scottish Spring Series on their fourth day of racing in Loch Fyne, the photo is looking back down the Loch with Arran in the background. They had managed half days of racing each day so far but today was the only complete day without cancelled races.

In alternating drizzle and sunshine we entered the Crinan. Here we will stay for four days while another gale passes through and then onwards.

### **Friday 3<sup>rd</sup> June**

Last evening we saw the first blue sky for a while and today dawned clear and gentle. We joined the first lock down and then out through the sea lock at 10:15 to anchor outside and await the fair tide. The currents run at 7kn at springs, and we are at springs now, so we planned everything very carefully.

As it was windless, a very nice gentle motor out through wonderfully named paces like Dorus Mor and the Sound of Luing before joining the Firth of Lorn and finally up to Oban Marina via the Kerrara Sound. The views were magnificent and the currents, despite our careful planning, failed to help us today!

Internet access will probably become scarce and we may be out of contact for several or many days at a time, please do not be concerned. (As if!) Pics may not accompany text for the same reason.

### **Sunday 5<sup>th</sup> June**

Our arrival in Tobermory was in pouring rain and no wind. Our 25nm trip from Oban was easy under motor with up to 3kn of wind, what a change! A gentle favourable tide and our

passage up the Sound of Mull was simple, but visibility was not good and the rain started in earnest for the last hour. We saw 3 porpoises or the same porpoise three times but sea life generally is a bit scarce. The Tobermory Harbour Association RIB greeted us upon arrival and allocated a berth ("any one you like" said the lovely lady) and she came round a few minutes ago for the £27 dues which includes electricity. This is a really attractive place with very brightly coloured houses lining the waterfront; hopefully a picture will be taken if the rain stops before we leave! Cold roast lamb and salad with jacket potatoes is being served cold for supper.

### **Wednesday 8<sup>th</sup> June**

We have arrived in Kyleleakin tonight, some 52 nm north of Tobermory. It is a little place that used to be the Skye side of the ferry across from the mainland before the bridge was built. Our trip passed the "Small Isles" which are Muck, Eigg, Canna and Rhum before gliding up the Sound of Sleat with Skye on our portside. Finally through Kyle Rhea, a passage just 800 metres wide and out into Loch Alsh with the new Skye bridge out to the Western horizon.

We had some warm sunshine today, saw a school of porpoises, and enjoyed a nice gentle sail as we had to await the new tide, but our day ended up with it raining quite hard. Supper on board was beef olives stuffed with haggis and rounded off with a single malt from Jura. Life can be so hard!

### **Friday 10<sup>th</sup> June**

We enjoyed the company of Robert (Dr Finlay) and Lorna on their Nick 32 last evening and somewhat reluctantly departed Kyle Akin at 10:30 this morning. We went under the Skye Bridge and northwards through the Inner Sound where the new sub went aground, which was not entirely surprising as the buoyage is backwards for some reason!!. Bound for Gairloch, we made the 30 miles there in good time and changed plan to press on Loch Inver. Having advised the Coastguard of our change of mind we pressed happily on passing 5 pods of dolphin, a whale (still to be defined) and many of the happy gregarious little guillemots. We arrived in the tiny marina at Loch Inver at 20:30 and managed to get a carrier bag full of langoustine from a fisherman for our next meal, but tonight we have a rack of lamb to enjoy.

We still sail in full thermals and wet gear to keep warm, last night a frost was forecast for Glasgow. Today was a good day with light winds and plenty of sunshine, and rain only upon arrival. I signed off with the coastguard tonight by phone and she gave a good forecast for tomorrow so onward we go.

### **Saturday 11<sup>th</sup> June**

We liked Loch Inver, it was safe and comfortable, had a few shops and a few restaurants, some nice views and a very nice fisherman, who when asked if he would sell me some fish he gave me a carrier bag full of just caught langoustine. They were divine when freshly cooked for lunch today. We were almost sorry to leave but the forecast was good.

The forecast was wrong and we had a tough punch around to Kinlochbervie. The wind was dead ahead when we left, as we rounded the Point of Stoer so it veered and as we changed course to NE so it changed to head us again. And it was quite rough and uncomfortable with a big swell.

Now we are in Kinlochbervie which Wendy, having taken Jasper for a walk around, tells me is the most remote place she has ever been. There is a shop but it doesn't sell food! So we now wait out the weather again as it will be a few days of winds in the wrong direction. A skipper who arrived a couple of hours before us just said he was going out backwards just so that he could argue with his wife that the wind was not always on the nose! Our pics include a view of the 22 berth marina in Loch Inver with an amazing mountain behind, "The old man of Stoer" which is the stack off the Point of Stoer, Wendy preparing for mooring up as we enter the very narrow Loch Inchard!

### **Sunday 12<sup>th</sup> June**

A few pictures from Kinlochbervie on Loch Inchard, 12 miles from the most NW point on mainland Britain.

The skipper of a local boat gave me three live crabs for lunch tomorrow; he had 16 tons of live crab on board.

*Dear Editor*

How nice to hear from you, and thanks for all your thoughts. We are having an interesting and sometimes challenging time, but before we got far with the planning of this, a happy sunny morning with Sam Steele - who wrote a Circumnavigators' Guide for the UK, having done the trip herself - advised us to pick our battles, so we knew it was not going to be a piece of cake. I confess I had hoped it would be a lot better than this but we are lucky in that the boat is safe and comfortable. Wendy was a tad more realistic but did not expect quite so much cold.

However, we are meeting some nice people and the weather, being the main topic of conversation up here, is now taking a rest from activity and remaining stubbornly dull - damp, raining, overcast and sometimes windy and sometimes not. It has yet to get warm and we are still running the heating morning, evening and sometimes during the day.

We had some fun last night when our neighbouring boat asked a newly arrived fishing boat if they had scallops. "No" was the answer. A couple of minutes later one of the two crew was donning a dry-suit over his jeans and t-shirt. Putting on a backpack and grabbing a long hose he jumped over the side and descended into the murk below. Bubbles started rising and then up he came quite fast, but it was only about 6-8 metres down, so not a problem. His difficulty was he couldn't walk around the bottom because he had too much weight on for the shallow depth, so he had discarded his weight belt. He came up rather fast, put on some fins and went back down in search of scallops, and now his weight belt as well. As he proceeded to get further from the boat, the skipper decided he had gone too far. He then made his lifeline fast to stop his further travels, the lifeline

went slack and then it was pulled in. Only to find that the diver had shed that as well as his weight belt!

So the trail of bubbles drifted up from the sea bed. It was getting dark and the umbilical hose was pulled none too gently by the skipper. Another few minutes passed, the skipper making ever more disparaging remarks about the "t\*\*t under the water", when he popped up under the ladder at the stern, no weight belt and no scallops and gasping for air. It seemed the skipper had doubled over the air pipe over to encourage his prompt return - needless to say it worked. But the poor guy was gasping and knackered and had to be helped up on board.

He duly stripped off the dry suit, lit a fag, and called the skipper names to make you blush. But no scallops and no weight belt so he had to go down again in the morning when it was light.

This morning the fishing boat had gone and our neighbour had three scallops on his transom!! The skipper then brought out an oven dish full of freshly fried scallops and gave us a fork each to share his supper with him. Lightly fried with bacon and onions they were fantastic

So now we sign off from a damp and cold Scotland as we get through the checks prior to a nine hour trip tomorrow taking us 52m north to the Kyle of Lochalsh. (This is the old harbour that provides the ferry boat base for the Island of Skye, now made largely redundant by the bridge.)

And of course, it is raining quite hard, as it did all last night and probably will do tomorrow. Hey ho!

Love and best wishes

*Wendy, Jasper and Michael*

## **LITTLEHAMPTON BOAT JUMBLE**



Continuous rain flawed the advertising of the club at the Littlehampton Boat Jumble as the photo shows!! However leaflets were handed out even though they were a little soggy!!

Thanks are due to those who donated or gave the club items to sell and also to those who braved the weather to help on the stall. £70 was raised for the Club after paying for the stall.

## **PHOTOGRAPHIC COMPETITION**

### **ARUN YACHT CLUB PHOTOGRAPHY COMPETITION**



As we announced in the last Scuttlebutt we are holding a Photography Competition this year and we are asking members to submit their efforts. Several members have already been out testing their skills.

There is a full calendar of events coming up during the Sailing Season, such as Regattas, Round the Island Race, Cadet Weeks, Cruiser and Dinghy Racing - so get involved and take your pics! You do not need to be on the water at the time to put in an entry – there are many opportunities for taking photos from the land - think crane in, up and down river races, etc. – the field is limitless (even details of boats).

Entry details are attached separately to this newsletter or can be obtained from Sue in the Office. If you need any advice do ask. We would ask you not to send in low res. pictures – set the camera on fine preferably.

There will be a small entrance fee (to cover costs) and a limit on the number of photos submitted – no discs with 100 pictures on please! There will also be a prize at the end with judging and prize-giving later in the year (late September).

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



**ARUN YACHT CLUB**

**Riverside West, Littlehampton, West Sussex, BN17 5DL**

**Tel. no. : 01903 716016**

**Email address : arunyachtclub@btinternet.com**

**PHOTOGRAPHIC COMPETITION**

*'THE SPIRIT OF SAILING'*

*Rules and Registration Form*

**Artist name**.....

**Artist address** .....

.....

**Email address** .....

**Telephone number** .....

**Title(s) of photographs** .....

.....

.....

.....

.....

.....

***You don't have to be a Sailor to enter – shore-based photographers welcome, as well as photos from motor boat owners of their activities***

**Images :**

1. All images must be original (i.e. owned and taken by the **'Artist'**)
2. All images must be submitted in hard copy (i.e. prints) up to a maximum of 10" x 8"
3. A maximum of five images can be submitted by each person.
4. Each image should be of 'fine' standard if possible if taken in digital format
5. Prints from film, transparencies or camera phone images will be accepted.
6. Each image must have the Artist's name address, telephone number and title on the back of the photograph.
7. All images submitted may be used by Arun Yacht Club for promotional and publicity purposes.
8. Images to be taken by Arun Yacht Club members of any sailing related event, cruise, course, rally, etc
9. A charge of £5 for entries will be made to cover costs with any profit being donated to Arun Yacht Club

**Other details**

- ❖ Entries to be received at Arun Yacht Club by 1<sup>st</sup> September 2011
- ❖ A prize-giving and supper will be held at the end of September – (date to be [announced](#))
- ❖ The Judges will be non-members of Arun Yacht Club
- ❖ There will be a prize for the image that the Judges consider the best submission