

SCUTTLEBUTT



SUSSEX POLICE OFFSHORE SAILING CLUB

NEWSLETTER

Apathy

Thoughts on the future of our club from Commodore, Dusty Miller

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SPOSC AGM

Attend the AGM to have your say. Information and the full notice can be found on;

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Dartmouth and Back, or Bust!

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APATHY

The rambler-ings from a soon to be ex-Commodore.

Is there apathy in the sailing world? Can we not attract skilled members?

Apathy about sailing - Membership

The 2015 PSUK attracted three forces; however the combined 'The Annual United Kingdom Fire-fighters Sailing Challenge' attracted twenty-six yachts from many of our emergency organisations including a number of Police teams including Sussex.

The 2015 Met Open dinghy event this year was held at Stokes Bay and was the 'Emergency Services Sailing Championship' seeking to combine other organisations to increase the number of competitors and have a worthwhile fleet.

The PSUK National Committee have for a number of years resisted the call for a collaboration with other organisations but events have overtaken them with these Regatta's and the poor number of entrants to the PUSK will no doubt spark the whole debate again. Looking inwards we see that our membership is reasonably healthy but we do need to attract members who have a yearning to sail, plus increase our membership with persons who have

the right skills and qualifications to skipper yachts. We need members who are active sailors, who have skills that all the membership can benefit from when sailing.

When looking at other forces that have a Sailing Club they are all inclusive in that they include the dinghy section and the yacht section. The members of which are eligible to sail in dinghies and yachts. When we look at our membership the vast majority of us started out in our younger days in dinghy's and in later life have progressed into yachts.

Could we not make better use of our membership resources by combining?



Owen Poplett and Dusty Miller sailing in the 2015 Dinghy PSUK Championship



Editorial Note

Please remember that this is your magazine and should reflect your views and experiences for the benefit of other members. If you have any comment, articles or photographs you feel are appropriate for inclusion then please forward them to me, terryclothier@hotmail.com for publication.

The opinions expressed in articles within Scuttlebutt are those of the individual only and not necessarily those of the Sussex Police Offshore Sailing Club. No responsibility can be accepted for any inaccuracies or omissions.



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Rich Bates –
Chair of SPDSC

Could we not make better use of our membership resources by combining?

The members of the Sussex Police Dinghy section make a significant contribution to our Club not only in terms of their involvement in charters but more so in the management of the Sussex Police Offshore Sailing Club.

Our chairman Owen Poplett sits on the Dinghy Management committee of which



Bob Trevis

Bob Trevis is Commodore, and Rich Bates is Chair with Dusty Miller as Secretary, but each of us is involved in the Sussex Police Offshore Sailing Club.

It will not

significantly increase our membership but will bring together like minded people into one sailing club. Generally younger people sail dinghies and they are the future of sailing. The dinghy section has a fluctuating membership level. However the incentive would be for them to progress into yachts within one Club. Those who sail dinghies will often want to enhance their skills by sailing on yachts as they already have the basic sailing skills at their finger tips. The current dinghy sailors who are members of our club are testament to the fact they have gone on to gain RYA qualifications to skipper yachts.

Who will be sitting on the seats at the AGM in ten years time?

We have an aging membership. We know we need to attract additional active members for the long term good of our Club. We need as a Club to be open to all sailors and I can see that embracing the Dinghy section into our Club would be an asset for the future.

The combining of two sections and the issues of finance, rules or leaving things as

they are will be immaterial if we do not have active younger members who can Skipper a yacht and who are willing to on behalf of our Club.

We could become the Sussex Police Sailing Club.



Phil Mears

If you have any views, or concerns regarding this proposal please e-mail the chairman - Owen Poplett at

owen.poplett@sussex.pnn.police.uk



The Office of Commodore

It is proposed that at the AGM the office of Commodore will be merged with the Committee position of Chairman. Historically the Commodore, the club's flag officer has been a figurehead, separate from the Committee, able to represent the Club or to mediate where there are differences of opinion. It seems to me a retrograde step to reduce the number of Club Officers when trying to stimulate the interest of its' members, further devaluing the Club's standing

Terry Clothier, Editor & former Commodore

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The Office of Commodore!



*Present Commodore
Dusty Miller*

Firstly, I would like thank the Committee and Members for the trust and confidence they had in me when they invited me to be Commodore. It has been a real honour and a privilege.

There have in the past been many eminent and distinguished Commodores representing our Club. It was Terry Clothier, who as the past Commodore highlighted and I concur, "it is a great shame that in the past we have been unable to attract the services of a senior serving Officer to take up the position of Commodore".

There are rule changes being proposed, to be agreed at the next AGM, which will amend and update the Sussex Police Offshore Sailing Club management structure. Amongst these rule changes are some really good positive proposals, in particular, giving detailed roles and responsibilities to officers of the club and committee members. These proposed new Roles and Responsibilities are a guide to

how we will operate but can never be a substitute for common sense.

The proposed changes also include doing away with the Commodore position and combining it with the role of the Chairman. As I reflect on my time as Commodore, I believe that there is a role for a Commodore. The Commodore has a 'non-executive' function, independent of the committee, without voting rights, which is as originally laid down in the initial rules of the Club. It has involved being a 'sounding board' at times for the Chairman and members of the committee to give advice and general guidance. My role as Commodore has been that of 'confidant', 'arbitrator', 'listener' and at times, someone who put forward the opposing view point, plus also a person to whom members can appeal if there is a concern or grievance. In essence, the Commodore is separate and independent from the Committee.

The proposed combining of these two roles means losing that acknowledged independent position from the executive, as intended in the original rules. It will mean the Chairman will be the last point of appeal and as such may not be seen as truly independent.

Is the 'Commodore' not a position that should be considered to be retained, disassociated from the Committee to be independent, to provide a focal head as past Commodores have done?

I wish the Club every ongoing success and look forward to continuing to make my own contribution to the club in the future.



A.G.M.

Notice of the 2016 Annual General Meeting,

**Tuesday 2nd February, 2016
at the 1st Floor Function
Room of the John Harvey
Tavern, Bear Yard, Cliffe High
Street, Lewes. BN7 2AN**

I noted with interest that the notice of AGM was circulated to no less than 125 e-mail addresses. Sadly it seems that very few of these messages are heeded as the numbers attending the AGM seem less and less every year. The Committee excepted, the larger part of the attendees being those who have been long retired.

This is your club and this year many changes are proposed that could well affect the future of the club. If you are interested in sailing and wish to make the most of the fantastic opportunities available, paid for by your contributions then this is your time to stand up and be counted. Join your Committee at the John Harvey Tavern and make your views known.

Your Club Needs You!

The full notice is printed in full on page 7 of this Scuttlebutt, please read on!

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Dartmouth and Back or Bust! by Brian Donald

Hey Guys!

It's your roving sailing reporter again, Brian Gaborone.

What a week! Uuunnnbelievable! Phil scooped me up on Sunday evening and we sped off for the Hamble, to meet Alwyn, Penny, Kev and Richie and of course, the bateau, Vaelis. (Is that a medicine? No, it can't be.) A Beneteau Oceanis, 45 feet long. Fabulous! A real party boat. Bags of room in the saloon and in the cockpit. Mainsheets overhead, so nothing to trip over, but also not much to hang onto, when it all gets a bit tippy.



Kev, Richie, Phil, Brian, Penny & Alwyn

We spent the night at the Hamble and after doing the admin, set off on a glorious Monday morning, following wind, tide and our noses (that nose bit may explain my difficulty keeping the boat in a straight line). Vaelis tucked up her skirts and we shot off down channel revelling in the late Indian Summer!

I was really lucky to get in with this crew. They can do it! Penny has sailed the Atlantic in a Square Rigger (she doesn't look old enough) She can keep the whole crew entertained with word-games, which leaves the more mature crewmember, grappling with his memory until he is counted out. Phil has been a professional

seaman and looks so at home on the wheel. Kev is cool and knows what to do and so does Richie. Alwyn exudes a calm confidence and understands what everyone should be doing. In control he is. If he had met George Lucas, he would have been in all the Star Wars films. I was immediately happy as it was clear to me that I would be safe in their hands.

Each day, one of us would be 'Skipper', but helming and trimming duties were shared pretty much equally between us.



Probably the only Selfie Kevin took all week. Pretty impressive!

Freedom is a gift and we had it. We could go where we liked. With Kevin as the 'Skipper' for the day, we came out of the Hamble and turned right. He spent some time at the chart table, with Phil, working out a way of getting to where we were heading. It is all very technical, you can't always go in the direction you want, the road you're driving on is moving too, but after some black magic and I think a sacrifice to the gods of navigation, the afternoon saw us pull into Weymouth, as if we had taken the A35 to Dorchester and then the A354 to Weymouth. A lovely town, with still some of the Olympic glory clinging to it. We dined on board that evening and I was surprised at quality of the cuisine. I knew the company was good, but these sailing types understand the kitchen. At this rate I was not going to shed many Kg.

Tuesday dawned and we let it. Apparently you can go backwards in tide. We took off when we wouldn't be pushed back to the Isle of Wight and set off to... where?

Phil had command for the day and once we had negotiated our way past Portland Bill, Dartmouth looked on the cards! Another whole county! Devon!

Phil spent some time in the cabin communing with the gods. They must have smiled because we were visited by a pod of dolphins. None of your porpoises, yer actual bottle-noses! Wow. They didn't hang around for too long, our eight or nine knots were too slow for them and they smiled their good-byes and were gone.

Getting into Dartmouth was fun, there was the Mew stone, which we didn't want to hit and then work out which way the tide was going in the river, so we could go agin the tide to moor, to make sure we didn't rip out the pontoon. Phil made it look easy!

Alwyn said Dartmouth was the furthest he had travelled for fish and chips!

They were delicious! And along with the sailing, the company (crew and dolphins) and the weather, worth every penny we had spent and nautical mile sailed!

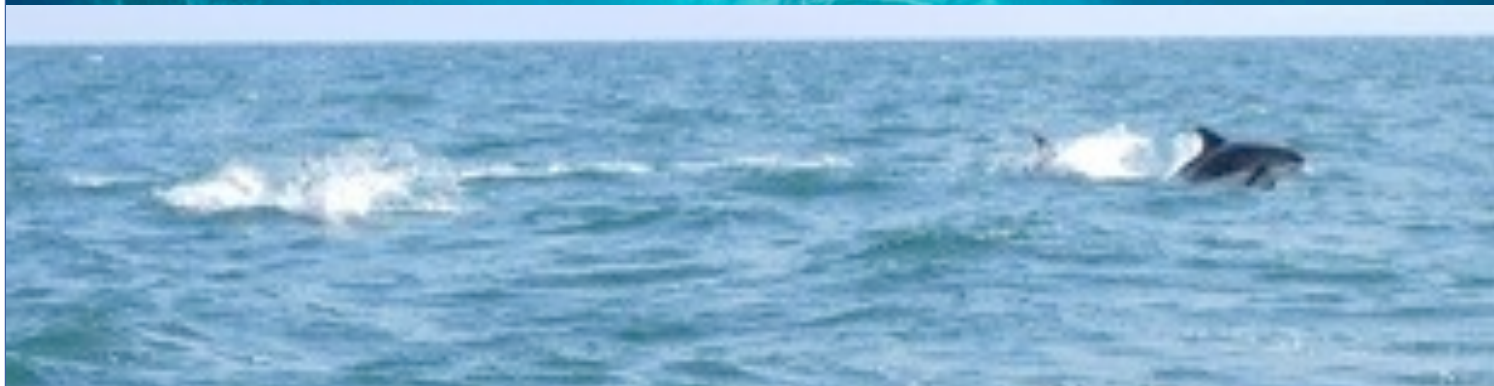
Skipper for Wednesday, was me! What course should I sail for the route back? I sat at the chart table, with the chart and wrestled with the gods, we agreed a price and I looked at the line that had

brought us to Dartmouth and figured with a little basic arithmetic, it could take us back out, possibly to Lulworth Cove!

My sacrifice was to wake everyone up and get the show on the road by 0600hrs.



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Dartmouth etc. continues

Whaaat? 0600?

Oh six-bloody-hundred! Tides and winds. 0600.

By 0600, we had cast off (what a crew!) and were heading SE down the Dart to skirt the Mew Stone and to retrace our steps (can one retrace steps, in a boat? Probably not, but you know what I mean).

It was magical! Not a cloud in the sky. The stars were as bright as, ... as bright as ... stars on a clear night with the moon already gone. Venus, hanging huge in the sky, was my steering point and Orion sat on my right shoulder. Magical!

We rounded the Mew Stone and headed NE. Lulworth Cove, here we come! Or not, as it transpired. The tide and wind demons had the last laugh and we were six miles South of where we wanted to be, if we wanted to go to Lulworth Cove (remember Lulworth Cove?).

Alwyn to the rescue;

"We are on a perfect course for Yarmouth"

Isle of Wight, I love you! And that is how, at 2100, we stepped off Vaelis, at Yarmouth.

Richie took control on Thursday morning and at a reasonable time, we slipped our lines and headed for some pontoon bashing and MOB (Man Overboard) drills at Cowes.

We found a bit of the Medina where we could practice arriving at and departing from the pontoon, in peace (possibly the wrong word, but without getting in anyone else's way). We all had a go, but not everything went according to script. Kev managed to jettison one of those fuge fenders, but fortunately he was able to nimbly leap, like a panther, onto the pontoon and recover it before it headed North down the Medina.

On the next approach, I was on the foredeck, trying to pull the bow to the pontoon, against the tide pushing us off the pontoon. I leant over the guardrail, dug my heels in and started to put all of my eight stone into pulling Vaelis alongside. I heard the unmistakeable sound of gas escaping and looked around quickly to see if anyone else had heard. Fortunately, I was alone on the foredeck and no-one else was in earshot. Then my life jacket filled and I had to try and deflate it as quickly as I could (once those photo's go viral, there is no end

to the ridicule) with one hand, while making the boat fast, with the other.

Everyone seemed to think it was far funnier than it actually was.

The final day saw Penny in charge and we tacked our way back to the Hamble to bid farewell to Vaelis, until next time! Thanks are due to Alwyn, Penny, Phil, Kev, Richie and the weather gods, for an unforgettable week.

Brian (Mae West) Gaborone.

Club AGM Venue



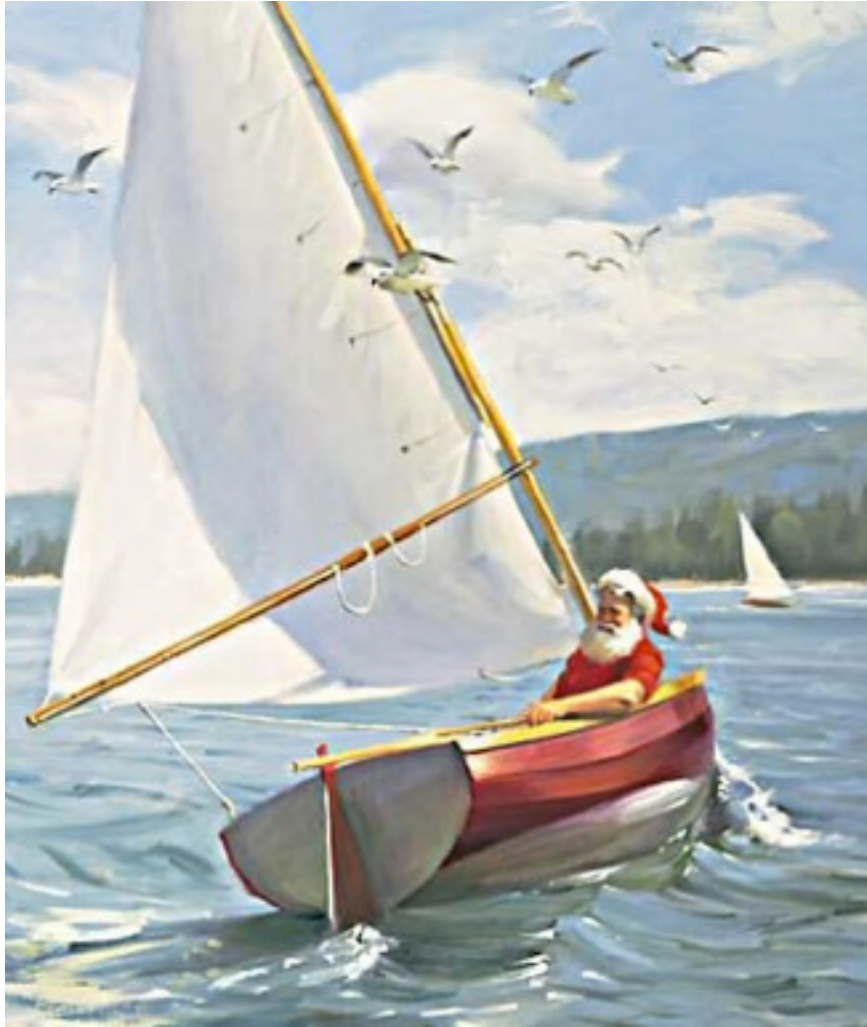
You are always assured a friendly welcome at The John Harvey Tavern. A traditional pub with a rustic feel in the heart of the historic town of Lewes, situated opposite Harvey's Brewery and next to the River Ouse.

THE LONDON BOAT SHOW
8TH TO THE 17TH JANUARY, 2016
AT EXCEL LONDON

FRI - WED: 10:00 TO 18:00 THUR: 10:00 TO 20:00 FINAL FRI - SUN: 10:00 TO 18:00

For full information see <http://londonboatshow.com>

**A VERY MERRY CHRISTMAS 2015
TO ALL SCUTTLEBUTT READERS
FROM THE EDITOR**



**AND HAPPY SAILING
IN THE NEW YEAR
2016**

Sussex Police Offshore Sailing Club

Notice of the Annual General Meeting

Date: Tuesday 2nd February 2016

Time: 19.30hrs

Venue: 1st Floor Function Room, John Harvey Tavern, Bear Yard,
Cliffe High Street, Lewes, East Sussex, BN7 2AN.

The proposed rule changes have been previously circulated in Scuttlebutt 177 14th August 2015. Although these rules have not been adopted, the Committee are seeking to follow those rules as regards the election of future officers of the Club.

Nominations

Members are invited to submit nominations for the role of the below officer's of the club.

Where possible include who will second the nomination, the second is not essential.

For communication purposes, the roles of Chair and Secretary should be employees of the Sussex Police if possible.

Please return nominations to the Chair, Owen Poplett by 4th January 2016 owen.poplett@sussex.pnn.police.uk so they can be circulated on the Agenda.

All flag officer posts are up for re-election at the AGM.

The proposed rule changes will amend the roles of flag officers of the club. The Chair and Vice Chair will perform the roles of and be known as Commodore and Vice Commodore. If the rule changes are accepted any nominations for Chair and Vice Chair would be accepted as nominations for Commodore and Vice Commodore. Nominations for the existing honorary role of Commodore would be discarded, unless the nominee is willing and able to stand in the new role of Commodore.

Area reps will make up the other committee positions.

Officer	Current	Willing To Stand 2016
Commodore	Dusty Miller	No
Chair - Commodore	Owen Poplett	Yes
Vice Chair - Vice Commodore	Anne Darling	Yes
Secretary	Dave Frey	No – Resigned - Vacant
Assistant Secretary	Colin Jaques	Yes
Treasurer	Alwyn Evans	Yes
Assistant Treasurer	Alain Jaquet	No – Resigned - Vacant
HQ Rep	Owen Poplett	Yes
West Rep	Vacant	Vacant
East Rep	Graham Castell	Yes
Brighton & Hove Rep	Richard Bates	Yes

