

SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB

NEWSLETTER



2014 Frostbite

Tim Mottram and Anne Darling tell tales of this years frostbite.

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Notice to Mariners

Commodore Dusty Miller reminds us of the changes at Cowes entrance.

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Yachting Monthly

Sailor Ally Purchon says wearing a ring while sailing can be dangerous. She lost a finger!

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The Molyneux Globe

A piece of 16th Century maritime history to be found in the Sussex countryside. An article by Terry Clothier.

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SPRING IS HERE

scuttlebutt ['skʌtl,bʊt]

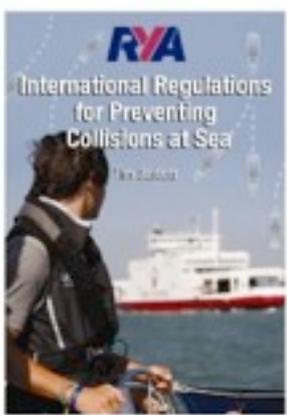
noun informal

rumor; gossip : *the scuttlebutt has it that he was a spy | the court cautioned against relying on scuttlebutt.*
 ORIGIN early 19th cent. (denoting a water butt on the deck of a ship, providing drinking water): from *scuttled butt*.

The Frostbite Charter of 2014 using two brand new boats from Fairview is now done, see the ensuing pages for an insight. Spring heralds the new sailing season and an exciting programme!

The PSUK Yacht Racing Championships 2014, this year for the first time incorporating the Police World Sailing Championships and hosted by the Metropolitan Police will take place in the Solent between the 18th and 23rd May. Teams from Switzerland, Holland, Hong Kong, Germany and PNSI will join the usual UK competitors racing Sunsail Class F40 one design yachts chartered from their Port Solent base. Sussex have an entry skippered by Dave Frey and we all wish him and his crew every success. Full details can be found on the Police Sailing Website at www.policesailing.org.uk which will also post results after the event.

In time for the race, on page 4, Commodore Dusty Miller advises of changes to the navigational marks at the approach to the Solent and this is probably a good time also to mention the International Regulations for Preventing Collisions at Sea. This is the Highway Code of the Sea and gives the International Regulations, based on British Naval Rules for keeping us all safe in our busy waterways. Every skipper should have a good working knowledge of these rules and possess an up to date copy of the publication available from the RYA. Copies can also be found online, together with various training tools. If things go wrong at sea not knowing the rules is no excuse for having failed to comply with them, so be warned!



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.



My second 'Frostbite'...by Tim Mottram.....



In 2012 I went on my first 'Frostbite' adventure. I had never sailed and was keen to learn before I was too old to do so. I was made so welcome by the experienced crew who had me helming on the Solent and showing me how to crew a yacht. I had a great time and went on to complete two dingy courses and have got reasonably competent.

I was unable to join the 2013 voyage and wanted to join this year's trip very much. Here is my journal of our memorable journey. Skipper – Owen Poplett, Co-Skipper Dusty Miller, Crew – Chris Gillings, Tim Mottram, Kevin Claxton, Brendan Wyatt, Dave Mallon and Ron Nevitt

The Dartmouth Dash

Sunday 9 March
4pm Arrive at Hamble and admire our Elan 434
a lovely yacht 'Wight Orca', meet the crew and have a conference and safety briefing before walking to the village for a farewell meal in a local pub. We had

decided to make our way to Dartmouth and would leave at 9pm and motor through the night. We agreed that we would be paired up and do two hour shifts through the night. There was no wind at all to assist 'The Donkey' but at least it made the boat steady as we went through the night.



Monday 10 March

I was paired with Dusty Miller and our shift was 2-4am. It was bitterly cold, but with the correct clothing it was comfortable. We headed west past the Isle of Wight and soon enough we had finished and were off to our cabin. We awoke at 8ish and joined the rest of the crew on deck. Owen Poplett our skipper, quartermaster and cook provided our first breakfast of bacon sandwiches. The wind got up and we hauled the sails and eventually got to Dartmouth at 2pm. One of the highlights of the week is to moor up in modern marinas and have the luxury of a hot shower. The shower block was being refurbished so we had to use a hotel bedroom but the facilities were great. Dave (Harry) Mallon, Kevin Claxton and I went exploring and ended up in a couple of bars testing the local ales. The others stayed aboard for an afternoon nap. Tonight was our first meal on board, and what a feast it was. Owen prepared a wonderful prawn chowder with all the trimmings which went down really well. We had enough food and drink aboard to last a fortnight so we had no option but to reduce the load. Beer, wine, port and malt whiskey were drunk and then the cheese and biscuits appeared. No one seemed to mind when the skipper said he

had studied the manuals and we needed to leave at 4.45am to catch the tide. Mmmmmmm that was going to be interesting.

Tuesday 11 March

4am, up and into the shower before leaving on time as twilight broke. The wind had got up, unfortunately it was North easterly and right into the direction we needed to head. No option but to start the engine and head towards Portland, our overnight stop. The difference in the sea state was amazing, the boat was rearing up and down and the decision to 'party on' the night before was a regret to some as they leant over the stern and chundered. We also realised that the tide was running against us, so a certain skipper had misread the manuals and was teased slightly. No matter, we did manage to get the sails hauled and we had a play, before pulling into Portland at about 6pm. Another magnificent feast, thanks to Harry who prepared a massive Spag Bol. For some reason, we seemed to be more cautious on our alcohol consumption tonight.

Wednesday 12 March

A more leisurely start today, the facilities at the marina were first class and we had our first 'fatboys' breakfast and what a meal it was. Well we got off and were heading for Lymington. We had to sail out a fair way as the military were practising gun fire out to sea from Lyme Regis. We got the sails up and got to the marina at 5pm. Tonight we were again eating in style, a cracking vegetable curry. A few drinks followed and we all settled for an early evening.



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afternoon, past dusk and towards the early hours.

Thursday 13 March

A leisurely start today, our huge breakfast followed by a stroll round the town before heading off across the Solent into Cowes. It was a glorious warm spring morning but the wind had completely died. We tried to use the sails but eventually gave up and motored into port. We met up with the other Frostbite boat, skippered by Kevin Wallis and we all went into town and had

a meal in a pub. The temperature had dropped and the harbour was now ensnared in fog. Both crews converged on the white orca and many tales were told and malt supped as we went into the early hours.

Friday 14 March

Our final morning and we just have to travel back to Hamble. The fog was thick as we negotiated a route back and we took it in turns to stand on the bow looking for danger and sounding the fog horn. Soon we were gliding into Hamble Marina and our voyage was over. I had a tremendous time. It was great to sit on board, learn from the experienced crew. We also did what retired police officers do and tell countless war stories which never fail to amuse.

If you fancy sailing a yacht, look out for next years date and put your name forward, you won't regret it.

Frostbite Journal for the Second Half of the Split Boat Week by Anne Darling

Wednesday 12th March 2014 saw the timely arrival of Wallis, Castell, Bates, O'Dwyer and Thurley, who were to join me on a 37 foot Beneteau Oceanis "Femme Fatale" at Hamble Point Marina. The skipper and crew were a welcome sight, at the edge of a sun decked jetty. The balmy weather felt more like a July day. After a safety briefing, we set sail and drifted our way down the river and east towards Gun Wharf keys. With little or no breeze, newcomers were afforded the opportunity to team build and learn winching, knots and helming. Sun cream rather than cuppa soups were clearly the order of the day.

A late afternoon of bowling at Gun Wharf helped develop a healthy competitiveness. It was on the bowling alley that we saw the emergence of some true spirit and character. With Bates advising on the finer skills of the rear swing, it was in fact Wallis who time and again managed to win a strike, whilst using his phone, holding a conversation, and watching others at play! How on earth did he do it!

Back on board Femme Fatale, and despite the flat screen, the array of mobile phones and other technical gadgets, we all simply needed no more than good food, good wine and good company. What more

could cruising yachtsmen need at the end of the day. Huddled below deck, the joviality ramped upwards from late into the afternoon, past dusk and towards the early hours.

On day two, we set a course to Osborne Bay, slip-slop-slapping as we went. Peaceful easy feelings abounded. We lazed, we slept and we practised mooring to buoys. Then with a momentary gust, we quickly took advantage of the breeze, and closely watching our tails we managed a speed of 8 knots for a whole minute or two, with some enjoyable tacking, before motoring to Cowes to berth alongside the fellow police boat.

A late night was spent sharing the company of our other Sussex colleagues on the other SPOSC boat, which culminated in sharing Poppett's version of "The Life of Brian" over a tasty cheese board with Port and Sloe Gin.

Friday saw the arrival of thick fog at Cowes and therefore a challenging return journey to Hamble. With an eery silence, we set sail, in slow convoy with the other Sussex boat leading the way. We took it in turns to place crew on the foredeck, who would blast the horn long and hard every two minutes. All other crew members took 45 degree angles of vision to observe and listen for any other vessels, their horns, or any bouys. Slowly and successfully, we manoeuvred our way back to base, travelling in a close column formation as we crossed the busy shipping channels and veered west of Bramble Bank. Some very good quality navigation work was successfully accomplished by Bates.

Overall a thoroughly enjoyable time was had by all. Yet again, this event reminded me of the positive effects of the cruising camaraderie. I am so happy to report that the spirit of conviviality lives on. Now doesn't that warm the heart!



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LOCAL NOTICE TO MARINERS No 01 of 2014 - Navigation within the Cowes Harbour Fairway

31st December 2013

(This notice supersedes LNTM 14 of 2013 which is hereby cancelled, this notice shall remain in force until further notice)

The Cowes Harbour fairway has been divided into two distinct areas; the 'Outer Fairway' and the 'Inner Fairway' (see Figure 1).

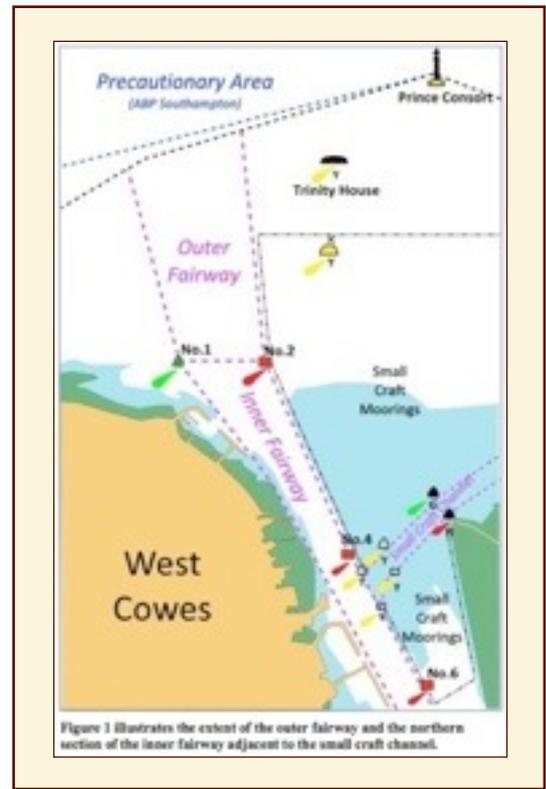
All mariners are reminded of the requirements under Rule 9 of the Merchant Shipping Distress Signals and Prevention of Collisions Regulations 1996 (COLREGS) as amended, in particular parts a) and b), which state that:

a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

The Cowes Fairway extends north of No 1 and 2 buoys, and is referred to as the 'Outer Fairway'. Small craft should be vigilant for large and regular commercial traffic which cannot safely navigate outside of the Outer or Inner Fairway, and are reminded again of their duty under Rule 9 of the Collision Regulations; compliance with the Collision Regulation is also a requirement of the Cowes Harbour Commission General Directions.

During strong tides and/or winds it may not be possible for some commercial vessels to proceed safely at speed that is less than 6 knots whilst trying to maintain their required course. This is particularly true in the vicinity of the harbour entrance. All small craft must comply with Rule 9 and not impede the passage of these vessels.



General Direction 4.6 – Sailing in the Inner Harbour

“The Master of any vessel fitted with sails and an auxiliary engine when navigating the Inner Harbour south of the Shrape breakwater shall proceed with the engine running and ready for immediate use, except in an emergency or with the permission of the Harbour Master.”

In addition sailing vessels, if safe and practical, particularly in very light or very strong winds, are recommended to have their engines, if fitted, ready for immediate use when navigating in the vicinity of the Cowes Fairways.

General Direction 3.7 – Departing Marina or Moorings

The Master of a vessel leaving a marina area or moorings within the Harbour shall give way to vessels navigating within a fairway.

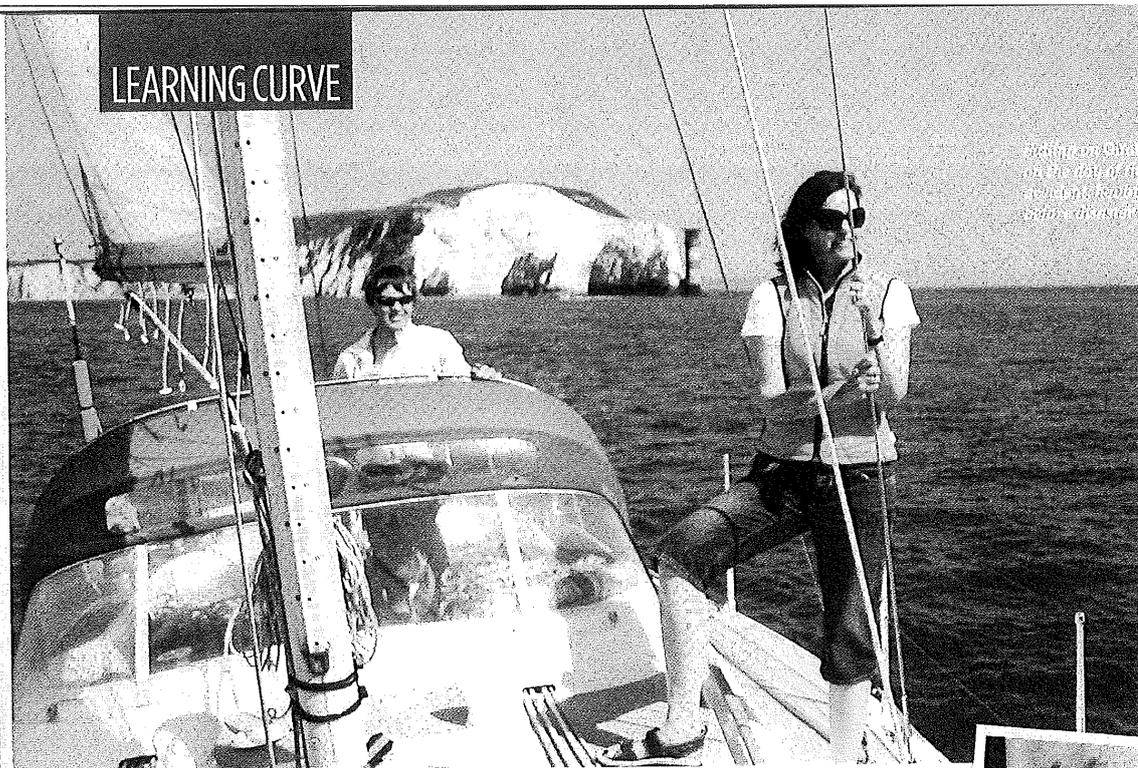
No Anchoring areas

Vessels must not anchor in the fairway, small craft channel, and in any of the areas containing small craft moorings due to the presence of ground chains. These areas are clearly identifiable on the navigational charts for the area.

‘Cutting through mooring areas’

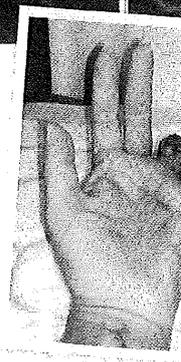
Additionally, vessels shall not bypass the small craft channel or fairway approaches by ‘cutting-through’ the small craft mooring areas; such action is associated with much risk because of the concentration of unlit moorings and moored vessels in this area. Harbour Patrol staff have been instructed to bring this notice to the attention of vessels that fail to comply with this instruction.

This update from the Local Notice to Mariners is added at the request of our Commodore Dusty Miller as a timely reminder for all those using the Cowes area for sailing and especially for those involved in the PSUK National and International Championships this May.



Why sailors should never wear rings

Ally Purchon lost a finger on her sailing holiday. Could this happen to you?



Disasters don't just strike in bad weather, or with equipment failure, as I had often thought. In July, an innocent sailing trip in perfect conditions, in well equipped boats, with competent and trained crew turned, in a matter of seconds, into a full-scale medical emergency. Have you ever considered the damage a ring, or watch, or chunky necklace could inflict? I know I hadn't.

My husband, Simon (an ex-Merchant Navy navigator), and I, along with our two children Jessica and George have enjoyed sailing in the Solent and along the South Coast to Salcombe, across the Channel to the Channel Islands, and along the Brittany coast in our much-loved 34ft Westerly Seahawk, *Gimbal*.

Over the past few summers, we have enjoyed an annual sailing holiday with two other families, the Lancasters and the Kidstrucks. Last year, we all met up in Lymington, and were so delighted to have



Ally Purchon

Ally, 51, lives in a village called Welford on Avon, a few miles from Stratford upon Avon, Warwickshire. She works as an acupuncturist in a GP's surgery and is married with two children – Jessica aged 20, and George aged 18. She has sailed for many years and the family has owned a number of boats.

picked the hottest week of the year, with the weather set fair, and a great week of sailing ahead. With not much wind we set out in both boats in search of a good spot for lunch and a swim. Spirits were high and we had a gentle sail to the lee side of Hurst Spit, where we dropped anchor, and rafted together. Disaster struck, however, when I jumped from the bottom rung of the stern ladder in to the water. Somehow my wedding ring caught on a cleat and ripped my finger off.

As soon as I hit the water, I knew exactly what had happened. Everyone quickly got into first aid mode and Simon rescued the detached finger, placed it in a glove and put the glove into a bucket of ice (amazingly he knew of a similar incident in his Merc Navy days not to put the finger directly into ice, or into ice or water as to over chill is as damaging as to chill at all). All the while I could hear David on the radio calmly and efficiently putting

out the Mayday. As I lay down on the aft deck, feeling dizzy and shocked, my daughter Jessica (my good) hand and my son packed overnight bag for me, as I thought I be kept overnight in hospital – little we know of the extent of medical treatment that lay ahead. I remember thinking how fantastic everyone was – no panic or distress was ever transferred to me, and this made me feel confident I could cope with the situation.

LEARNING CURVE

My wedding ring caught on a cleat and ripped my finger off'

Assistance arrived in the form of the Lymington Lifeboat. As soon as they were alongside, the relief was palpable. Incredibly, they were with us only seven minutes after receiving our Mayday call. Their calm efficiency gave us all heart, and I was assessed, put aboard the lifeboat, along with Jess holding the precious finger, and we were on our way in minutes. Before I knew it we had arrived at Lymington Bath slipway, where the ambulance was waiting along with the regulation crowd of onlookers, who seemed rather crestfallen when I walked ashore unaided and popped myself into the waiting ambulance.



After a hair-raising blue light journey to Southampton the system broke down a little, as it took nearly an hour to be assessed. This, however, gave Simon the time to bring *Gimbal* into Lymington Yacht Haven, borrow a car, and get up to the hospital to meet me. No sooner had he arrived, though, than I was sent on again, to Salisbury Hospital, where plastic surgeons were waiting to reattach my finger.

A life-changing experience

The operation took 11 hours and was initially successful, but the re-implantation of a finger is a delicate thing, and only 50 per cent result in a successful outcome. Sadly for me, after three days, and following a further heroic eight-hour operation to save the finger, it was considered best to amputate.

I stayed on the plastic surgery ward in Salisbury for nine days, and during that time met a number of staff, surgeons and nurses who were keen sailors. They all told me injuries such as mine were not as uncommon as I had thought, and confirmed that rings and watches should not be worn on any boat. The last injury



PHOTO COURTESY RNLI

ABOVE: Being rescued by the Lymington Lifeboat shortly after the accident. LEFT: Ally on the ladder where her ring got caught



Gimbal is the ideal size for a family of four to cruise on. Here you can see the offending stern ladder

such as mine had arrived in the unit only the week before, and on average they see seven patients like me each year.

My experience has been traumatic and life changing. Although it may never happen to you, why take the risk? After I was taken off by lifeboat, everyone in our party removed their rings and will never sail with them on again. It is a simple thing to do, and I would urge you all to make it a part of your normal sailing safety routine.

As for us, it wasn't long before I was back on the water celebrating George's 18th birthday on *Gimbal* with three of his school friends. I let the boys do all the hard work and felt glad to be back on board again. To complete my rehabilitation, I went up and down the ladder a couple of times, and received a round of applause for my efforts. My experiences have not put me off sailing, but I am unable to participate as fully as I would like, and this is frustrating. ▲

Lessons learned

■ Whether it's stanchion tops, split pins or cleats, there is any number of ways you can snag a ring and after that, injury is almost certain. Leave rings at home. If you can't take it off, tape it over. Make sure your

watch strap isn't loose and keep it tucked under a sleeve if possible, tuck in any lanyards to prevent them catching.

■ Tape over everything on board that could cause snags. Mooring cleats aside, do you need horn cleats on board? Would a camcleat or jamcleat serve the purpose just as well? Could you fit chocks to horn cleats? Keep hands well away

from windlasses and use a boathook to clear any jams. Never hold the working end of a line on a winch, particularly an electric one.

■ Address the patient first. Make them sit or lie down, raise the injury, ask the patient to apply pressure to the wound while you send an 'Urgency' message on your DSC VHF, and/or make a pan-pan call on

Ch16 (no immediate risk to life), and cover with a sterile bandage when the blood stops. Check the patient regularly for signs of shock. A tourniquet may affect the chances of stitching the finger back on so use only if the bleeding won't stop. Then retrieve the finger, clean the wound, wrap in a sterile gauze, place in a resealable bag and either put the bag on ice or into cold water.

SAILING

The First English Globe.... a little local history from Terry Clothier



Photo Courtesy of the National Trust,
Petworth House

In the late 16th Century England was becoming a major player in international exploration and discovery. Sir Francis Drake circumnavigated the globe, the first Englishman to do so, though his example was soon followed by Thomas Cavendish. Raleigh had seized vast tracts of Virginia in the name of Queen Elizabeth I, while Davis and Frobisher were busy exploring the North Atlantic. Thomas Harriott, employed by both Raleigh and Henry Percy 9th Earl of Northumberland, mapped much of Virginia but there were few nautical charts at this time. The European Portolan charts were horribly inaccurate and most sailors used globes for navigation. That is of course with the exception of the Portuguese who were forbidden from doing so by Royal Decree lest such valuable instruments should fall into the hands of the enemy. The globes of this period were mostly German or Flemish and of course lacked much detail, particularly of the Americas. Following the defeat of the Spanish Armada the English were established as an important maritime power and English navigators needed a more up to date version. In the 1580's Emery Molyneux was an English Stationer with premises in

Lambeth where he specialised in hour glasses and magnetic compasses. His love for nautical instruments was no surprise as he had sailed with Drake, Davis and possibly Cavendish on some of their voyages. London merchant William Sanderson agreed to provide a sum of £1,000, a vast fortune, to enable Molyneux to create the first ever English Globe incorporating all the latest discoveries.

Molyneux used a recently discovered method of projection attributed to Gerardus Mercator, well known to modern navigators, to plot all known positions on to a series of gores, or tapered segments of paper. Each gore representing 30 degrees of longitude and 80 latitude from the equator, therefore requiring twelve gores for each hemisphere plus two circular plates representing each of the polar regions. When completed the gores were engraved on copper plates by Flemish cartographer Jodocus Hondius, then resident in London to escape religious persecution. This enabled the gores to be printed as required. The globes themselves were formed on wood moulds using paper and flour paste, two hemispheres being joined together over a wooden cross and weighted with sand for stability. The printed gores were added and the whole supported in a wooden stand. The great globes, intended for use by statesmen, navigators and scholars were 2 feet 1 inch in diameter and cost between £2 and £20. Smaller globes were also produced, "that the meaner students should not be disadvantaged". The globes were produced in pairs, one terrestrial the other celestial and a manuscript pair were presented to Queen Elizabeth I. They were first published in late 1592 or early 1593 and were hailed as the wonder of the age, even qualifying for mention by Shakespeare in his 'Comedy of Errors'.

Despite the enormous popularity of the globes and their widespread use only one of the original Molyneux terrestrial globes

exists in the world today. According to family tradition the surviving globe was originally owned by Sir Walter Raleigh and kept by him in the Tower of London during his ten year imprisonment. On his release in 1616 he reputedly gifted this globe to fellow inmate Henry Percy, 9th Earl of Northumberland, known as the Wizard Earl for his interest in alchemy, astronomy, astrology and other sciences. Two years later, following a failed voyage, Raleigh was executed to appease the Spanish Crown. Henry Percy remained in the Tower until 1621 when he was released under condition of residence, moving to his family seat at Petworth House. He took with him fifty two cases of books, scientific instruments and globes. A pair of 17th Century Blaeu Globes has been sold by Lord Leconfield, but in July 1949 the sole remaining Molyneux globe was located in Petworth House, where it can be seen today in the property's North Gallery, in the care of the National Trust.

There are three remaining Molyneux celestial globes in Germany and a later pair of globes, produced in Holland by Hondius after the death of Molyneux and dating from 1603 in London. They are kept in the library of the Middle Temple at London's Inns of Court, not on public view. The photograph above showing the Molyneux Globe is produced courtesy of the National Trust at Petworth House.



Petworth House NT

Photo by Terry Clothier