



# SCUTTLEBUTT

## SUSSEX POLICE OFFSHORE SAILING CLUB

## NEWSLETTER



### A Question of Time?

*A conundrum explained in an interesting article found by our Commodore, Dusty Miller*

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### 9th February, 2015

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## A QUESTION OF TIME?



Here's the question. Is there one shortest day with two equal long length nights either side, or is there one longest night with two equally short days either side? The whole event might be a metaphor for rebirth in cultures the world over but my mind doesn't have room to accommodate both.

Seeing me pondering away in front of the study fire a few frosty nights ago the good Mrs told me that no matter how hard I frowned she wasn't going to tell me where she'd hidden the Angostura Bitters (knowing that even I find neat gin hard to swallow). Actually I know she hides it in her knickers drawer but there are some places that should forever reside outwith a man's experience.

Ignoring the jibe I explained the challenge with which my mind was wrestling. How gobsmacked was I when she smiled and immediately replied 'don't be silly, it's all about a moment in time – and this year it's all about 23.03 GMT on December 21st'. By all accounts that's the moment when the earth decides it's on full tilt and had better have a word with itself before it topples base over axis.

I asked how she could be so certain, only to discover that she'd learned about it at an Open University, apparently for the past 3 years; whilst I've been out on the ocean wave she signed up for a degree in Astrophysics – well she always was a fan of Brian May and since that Brian Cox has come on the scene she's taken to the skies claiming that sailing is a 'no Brianer'.

She pointed me in the direction of a rather good thing on the intra-web called Time and Date which does actually show that the 21st and 22nd of December are identical in length at 7 hours 40 minutes and 16 seconds. It's not until the 23rd that the days start to get longer – albeit only by 7 seconds. After which the days increase in length by around 7 seconds every 24 hours..

Which all accounts for the timing of Christmas. Back in the days before the World Wide Web was even a twinkle in the eye of Sir Tim Berners-Lee the only way was Stonehenge. After going full tilt on the mulled mistletoe infused ciders down on Salisbury Plain it took the Druids a few days to see straight.

Anyway the main point is that the lengthening of the day has always been a symbol of hope and rebirth. I'm a huge fan of Christmas because secretly I know all's well with the world and another sailing season is on the horizon. Do you know – that still excites me.



### 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](mailto: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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## 2014 Ionian Sailing arranged via Alan Costello.

### Firstly the crew;

#### Owen Poplett

**Owen Poplett** – the man with a word, a sentence, a monolog about everything, who has skippered the SPOSC Frostbite charter for the last few years taking us to many Ports and harbours not only in the Solent but further afield to name but a few Poole, Weymouth and Dartmouth. On these trips he does make an excellent breakfast and famed for his evening meal – fish chowder. Foremost a sailor who will usually opt to sleep in the saloon.

#### Dusty Miller

**Dusty Miller** – author of this monolog. An RS 400 dinghy sailor often racing against Peter Goodman but thank goodness he is in a different class of dinghy. Enjoys big boat sailing including a Beneteau First 40 during this summer for a couple of weeks crewing down to the West Country. Often found to be the skipper of the SPOSC Support yacht supporting the Sussex Police Race yacht taking part in the PSUK offshore Race event and this year included the Police World Championship. Is also the SPOSC Commodore and Webmaster.

#### Peter Goodman

Many will recall **Peter Goodman** as the Bobby on the beat in Bexhill....who is also an ace sailor in his own right. He is a yacht-master being involved in yacht delivery. Plus is an ace dinghy sailor, who taught his son Colin to sail. Colin Goodman become the Fireball World Champion in 1996 in Canada and then again in 1998 when held in Australia. So Peter knows a thing or two about racing and about sailing a yacht. If anything goes wrong with the yacht call on Peter. He has a quiet dry sense of humour which makes you think...did he really say that!

#### Peter Kennett

**Peter Kennett** – well who does not know Peter? OK there is someone, clearly under forty five then! Peter has a wicked sense of humour often about subjects and jokes that cannot be repeated other than on the yacht – what is said on the yacht stays on the yacht – often had us all in stitches...and jokes and comments that make you think...he really did say that! Peter tells tales from his time as a top cop in the Cayman Islands and then nearer home as a Detective Superintendent. We all treasure him as a great guy. . Oh yes, he sails as well!

### We chartered the yacht via; Alan Costello

**Alan Costello** an ex Sussex Inspector located in Lefkas, Greece. He needs a woman in his life, to add the female touch to the charter yachts. Has been out there for a number of seasons in the last few years and clearly enjoys life in the sun. He does lack the female touch. Any offers please contact him direct. A seasoned devoted sailor in his own right – Yacht-Master – and all round good egg!

[www.seasail.eu](http://www.seasail.eu) or email [alan@seasail.eu](mailto:alan@seasail.eu)



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## Now the yacht we chartered, Bavaria 39 CR named 'Anna'

So we four arrive in Lefkas after an early morning flight, well three of the guys did, Dusty had been out there sailing for the previous two weeks with his family. We arrived at about midday and were met by Alan.

There was an introduction to our 2008 Bavaria 39 yacht named Anna which has in-mast furling plus a furling genoa, three cabins and two heads. After a detailed Briefing off we went with Peter K at the helm down the channel into the Southern Ionian making for Spartochri on the Island of Meganisi. Where we moored bows in and with the clear blue water it was time for a swim off the back of the yacht which also resulted in feeding the fish virtually from our finger tips and was like swimming in an aquarium.



Go to Nikos in Vathy if you are ever there <http://ithicagreece.com/onikos/onikos.htm> or The Old Store in Sivota - [http://www.tripadvisor.co.uk/ShowUserReviews-g1488830-d4878539-r218482228-Old\\_Store-Sivota\\_Lefkada\\_Ionian\\_Islands.html](http://www.tripadvisor.co.uk/ShowUserReviews-g1488830-d4878539-r218482228-Old_Store-Sivota_Lefkada_Ionian_Islands.html)

not only recommended on the Trip Advisor but also in the Rough Guide to Greece, or, Seven Islands Restaurant in Lefkada – no menu - you are taken into the kitchen to be shown what is being cooked that evening. You choose what you want. We did eat well no matter where we were

Now this year we were seeking to get to visit Zakynthos the most southern island in the Southern Ionian which has on it a Marine sanctuary for Turtles. We were leaving Vathy on Ithaca and the weather forecast indicated high gale force winds. We motored out and down the coast and the sea was calm, the sun was out and we decided to find a bay to swim in and then have lunch and see what happens weather wise. No problems and after lunch the sea was calm, the sun was out and the wind was a gentle force two. There was no bad weather at all. We started to make our way the fifteen miles towards Zakynthos. Full sails and it was a great sail with the wind behind us pushing us along at three knots. As time progressed we gained speed to five and six knots

continuing with the wind behind us, a lovely sail. The waves were starting to have white tips to them. The wind speed indicated 15 mph and gusting from time to time. No problems still a great sail. The waves became larger and our default port in the passage plan should bad weather come in was to go into the Port of Poros on Cephalonia – famed for the book and film Captain Corelli's mandolin – which was in sight only five miles away. The sea grew, as did the wind. A regular 20mph and with the wind behind us we were shooting along. The wind grew further with the occasional gusts of 25mph. Decision made to furl up all the sails and motor the short way into Port. Was a good decision – winds of 30 mpg with gusts of 35mph. Time for Life Jackets? We were also getting wet surfing the waves but it was exciting. Then into Poros. The large inter-island ferries were there and made no move for some while with the sea bursting over the harbour breakwater. Time for a G & T – well several.

The following morning all was peace and quiet as we made our way up the coast of Cephalonia, enjoying the sunshine and light winds. The previous afternoon's high winds are a rare event and usually the winds in September do not reach above a very manageable force four.



An evening meal at the local tavern resulted in many carafe's of local wine which got better as the evening wore on, which was a feature of the week, the more wine the better it was. This was purely for bodily purposes as you cannot drink the water. Somewhere it says drink at least two litres per persona day and we sought to achieve this throughout the entire trip.

Now some of the restaurants may not have appeared to be top notch but we usually received a welcome that made us feel at home, the food they produced was first class. We always sought out the local Greek dishes. Recommendations:-



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During the day we always sought out places to go for a swim in the clear blue warm water. Often at the places we went to there were other yachts anchored and the crew swimming and snorkeling. It is hard to believe that some of crew had no dress code whatsoever. Regretfully the binoculars were not much good!

At some time during the week we received a message from Alan that the Marine Police had forecast a thunder & lightning storm with Force 6 winds advising all yachts into Port. We made our way to the sheltered fishing harbour of Sivota. Finding that many of the fleet flotilla charters were also making their way there but we were able to get into a sheltered quay side mooring – stern too – with a anchor and a long chain out. We also put out the kedge anchor off the bow which entailed getting out the dinghy putting the engine on it and Owen towing the kedge, chain and warp manoeuvring it into position as guided by those of us on deck!!! It was a successful operation. In the event the storm passed us by in a haze that evening.

We had a great time sailing in the sun, swimming in the warm waters, very enjoyable meals but best of all was the company.

At the conclusion of the charter what I can say about the yacht Anna - it was totally functional with a totally reliable engine, good anchors, sail, windlass, fridge, electronic, steering having no mechanical issue that caused interruption to our holiday.

***Thanks Alan.***

## Seasail.eu Lefkas Yachts



Join us in Lefkas and sail the stunning Ionian Islands aboard a luxury yacht.

The Seasail.eu team has more than 25 years charter experience and a fleet of over 40 modern well maintained yachts.



We offer a number of flexible services including bareboat, flotilla and skippered charters.

Highly competitive discounts are available to serving police officers, retirees and civilian staff.

For further information and a friendly direct service visit [www.seasail.eu](http://www.seasail.eu) and contact:



**Alan Costello**  
0044(0)7501809112  
[alan@seasail.eu](mailto:alan@seasail.eu)



**Sussex Police - retired**



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## Ex Northern Phoenix Sail 2014 - a military expedition by Ed Brooker.

After a flight into Edinburgh, a night kipping on the floor at the local Army Reserve Centre, and a wander down through the Royal Mile, after seizing the opportunity to visit the CI Section at the Castle, we were packed up in the van and across to the West Coast for a bit of Adventurous Sail Training. Our journey comprised the return delivery leg for the HMSTC Yacht GAWAINE, which had recently participated in the Scottish Islands Peak Race (SIPR) 2014. However, why rush up to Faslane in a couple of days when you could spend a week, developing new skills, working as a team with both Reservists and Regulars and, most of all, enjoying pushing ourselves, learning and gaining confidence in a challenging environment? For example, I've learned not to panic in a boat during a storm, only by thinking clearly and acting fast can you prevent a challenging situation escalating, to becoming a dangerous one, and risk ruining your day!



Having sailed before, my next aim is to obtain the RYA Day Skipper practical qualification. As I do not sail regularly, I was very grateful of this opportunity to build on my previous experience, and to practice my drills in advance of Day Skipper course and examination later on in the year. Now, I wouldn't call myself 'Jack Sparrow', I mean 'Captain' Jack Sparrow, but neither am I 'Will Turner' or 'Lucky Jack' either, but I have to admit the idea of getting a tub with a long pole, a few sheets of sail and a load of rope, does have an adventurous appeal - especially when you don't know what is going to happen with the weather... It is the UK after all, and the waters around the Scottish Islands are challenging!

We arrived into Troon mid-afternoon on the Monday, it was raining quite hard and the sea didn't seem as inviting as the marina restaurant on dry land. The sky was dark on the horizon and we could see a storm beginning to develop as we collected our items together and headed onto the pontoon to look for the vessel on which we would be living for the six days. There were three of us being dropped off: LCpl 'Dougie' Trainer, LCpl 'Baldrick' Rowley, and myself; a Regular and two Reservists. LCpl Trainer was also Scottish, so I was thinking that, "it should be good to have a local to provide an opinion and advice for any Whisky tasting...". We found our vessel, Yacht GAWAIN (a nice 38 foot Sail Training Vessel, with the appearance of having spent a long life at sea) moored amongst the local Super- Luxury Yachts that appeared to be automated to the point that they could sail themselves...

As we got closer to the vessel - well, let's just say that the smell was less appealing than her look, but then, what can you expect when you have a team of five men living on it, having just raced 24/7 for the last four days. Just then, a dusty face appeared, and Sgt Ripley (our Skipper for the next week) smiled and welcomed us to

board the yacht. The departing SIPR Race Team had a 'posh-wash' in the marina, while we disappeared to stock up on supplies. Then we wished them a 'farewell' as they clambered into the combi-van and we climbed down into the galley.

The area was 'cosy' and thankfully there were only four of us, but with enough space to live in and not get too claustrophobic -I'm no 'submariner' either. After an initial Safety Brief and an idea for what we will be getting up to for the week ahead, it was dinner and a last 'run-ashore' before getting an early night. Sitting at the bar, looking out over the Firth of Clyde we could see the storm brewing on the horizon, the rain finally came in, along with plenty of lightening, which added some interesting additional lighting to the place. After the initial rain had passed, we made a quick dash to the boat, and arrived just in time before the next wave of the storm rolled in, lighting up the boat in a peculiarly spooky fashion as we tried to get our heads down for the night.







## SCUTTLEBUTT -

## REMINDERS FOR 2015

## Annual General Meeting @ 7.15pm preceded by a Committee Meeting @ 6.45pm on Monday 9th February, 2015

The Club Annual General Meeting is, as it's name suggests, an annual event, required by the club rules and the rules of the SPSA to demonstrate that the Club is being run correctly and to justify our SPSA grant. That money comes from your subscriptions!

Officers to run the club are elected or re-elected and the following season's programme is outlined. Every member is entitled to attend, meet the committee and have their say. It is also a social event and a great opportunity to meet many like minded sailing folk, swap salty sea stories, frequently the same tales that were swapped last year, and perhaps discover sailing opportunities you might otherwise have missed.

So come along, **all are welcome**, enjoy the camaraderie, the ambience and support **your** club!

### Venue;

**Sussex Yacht Club**  
**85/89 Brighton Road,**  
**Shoreham-by-Sea,**  
**West Sussex**  
**BN43 6RE**



## PSUK 2015

### Hosted by Cleveland Police



*At the recent PSUK Sailing Section AGM it was confirmed that Cleveland Police will host the PSUK Offshore Championships 2015; to be held off the Hampshire and Dorset coasts using Fairview's matched fleet of Beneteau Oceanis 37's.*

**18th & 22nd May, 2015.**

Contact Tony Riordan, Cleveland.

[tonyriordan@hotmail.co.uk](mailto:tonyriordan@hotmail.co.uk)



**Sussex Police Offshore Sailing Club** will be organising a yacht charter between the evening of Sunday 15th March and Friday 20th March 2015 in The Solent and surrounding area. There will be opportunities to sail for the whole week or for half the week. The cost will be £25 for each full day plus £1 per day towards the RNLI.

*This is an excellent opportunity to enjoy a week sailing, for those who have been before, or to try sailing for the first time.*

*As a crew member you will be given the opportunity to try all aspects of sailing the yacht and also expected to join in during the preparation and cooking of meals. The social aspect of the trip equals the sailing experience. There is no need for any previous experience or to have any special clothing or equipment.*

**If interested please contact Owen Poplett direct by email or on 07901 670721.**

## SYC. Proud to be one of the oldest sailing clubs in the country!



With the main clubhouse, extensive boatyard with modern lift and moorings on the River Adur, along with the original

clubhouse and locked moorings within Shoreham Port, SYC is first and foremost a members club with unrivalled facilities. Yachts of all sizes call the club home, with both rallying and racing strongly supported, as is the dinghy section where particular attention is given to encouraging youth sailors. The club has a diving section and is home to Sussex Sailability, supporting handicapped sailors of all abilities. SYC also boasts a bar and steward famous for hospitality on both sides of the channel, along with a superb restaurant enjoying the best river views in Shoreham.



*Who will win the coveted SPOSC trophies in 2015?*