

# SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB

## NEWSLETTER



### 2019 AGM

*Advance warning of the coming AGM. Your chance to have a say!*

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## STOP PRESS ~ 2019 AGM

**An opportunity for all members to enjoy the facilities of this wonderful local sailing club and have a say on the running of *your* club!**

Dear Members,

Please note in your diaries the date of the SPOSC AGM which will be held on the evening of Tuesday 12th February 2019 at the Sussex Yacht Club in Shoreham.



For the last AGM we changed the format which meant that the business of the AGM was concluded quickly followed by a great social evening, we will repeat that format for 2019.

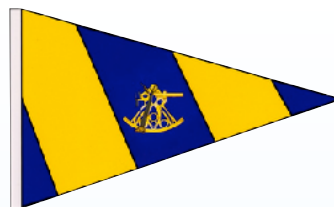
Please note the date in your diaries now and try to keep the evening clear, the more who attend the merrier.

Further details will follow in due course..

**Cheers**

**Owen Poppett**

**Commodore**



### 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.*



# SCUTTLEBUTT



## A September Passage (in August) by Cathryn Pedersen & Steven Fairmaner

This years September Passage had the objective of visiting the Channel Islands. On Sunday 12th August 2018, Steve and I joined the yacht Vantage, a Jeanneau Sun Odyssey 43 at Haslar Marina together with rest of crew, Alan Haffenden, Steve Fairmaner, Phil Russell, Dave Cherry, 1st Mate Chris Gillings and our skipper Alwyn Evans.

A check of the yacht, loading gear and food, followed by a safety briefing all took place, followed by a discussion on the weather and wind. The original plan was to leave about midnight to reach Cap de la Hague west of Cherbourg just after midday on the Monday to catch the tide down to Jersey. However the wind was SW due to go W early morning and even possibly NW later. From the discussion it appeared these were favourable winds for our journey with a delayed departure about 0200 Monday the 13th. **(Cathryn Pedersen)**



### Day 1 Monday (Cathryn)

After a couple of hours sleep we cast our lines at 2am in a light drizzle. The

main was hoisted and we motored sailed out past the Isle of Wight before turning off the engine and sailing a good course to Jersey with a west going spring tide.

However the wind stayed south westerly all night and the following day and with a strong spring tide, when it changed we were swept further east than we wanted to go or even sail! We adapted to the conditions and decided to go to Cherbourg instead. If we had chosen to go to the channel islands, it would've meant another 6+ hours sailing at least.

It was a bumpy crossing and in some people's words 'the usual crap crossing'! The crossing took us 12 & a half hours which made for a very long, windy day. Only two of us suffered from sea sickness. I went down to my cabin about 06:30 for a rest and as soon as I got down there I began to feel very queasy and green! Despite the rocky sailing conditions, chef extraordinaire Alwyn managed to somehow make bacon sarnies for those who were feeling tickety boo.

We arrived at Cherbourg and celebrated our safe arrival with a well earned late lunch and a delicious beer in the sunshine. That evening we went out and had a lovely meal and a few carafes of wine at a great restaurant near to the marina.

### Day 2 Tuesday.

#### By Steve Fairmaner.

Never having sailed anything larger than a dinghy, then badly and discounting some much larger commercial ships – this wasn't a walk in the park.

Having dipped my toes in the water (figuratively) with Frostbite 2017 where there was very little sailing due to adverse weather, this was a biggy for me. With no experience and age against me, I never imagined I could sail across the channel, albeit with five experienced sailors and one less experienced but young enough to be my daughter. Thankfully, Day one proved I could, due to a team spirit not experienced since leaving the police. My thanks go to everyone on board, especially our skipper Alwyn Evans, ably supported by his 2 I/C, Chris Gillings.

Leaving Cherbourg Tuesday at 10.30 to motor against an east running tide, the intention was to get to Cap de la Hague to catch the west going tide to St Peter Port, Guernsey. Reaching the Cap, we turned the corner but the wind remained persistently south westerly, contrary to the forecast, in effect, coming straight from St Peter Port. Having made little progress and despite tacking, we had to motor sail, arriving at 1745 local time.

Another fine meal awaited us at Village East and several drinks mellowed the weary souls. Drinks and chocolate back aboard closed another great day before collapsing.



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## Day 3 Wednesday (Cathryn)

The discussion the previous night regarding our sailing options concluded with returning to the Solent on the Wednesday. The forecast was for strong winds and heavy rain on the Thursday. Wednesday's forecast was SW to W force 3-4 winds, dry and sunshine, force 6 latter. So I was pleased with this decision.

We woke up at 06:30 and left Guernsey at 07:30 to catch the north flowing tide to go through 'The Swinge' which is a strait between Alderney and Burhou. The sun came out to join us and it turned into a beautiful day. Alwyn didn't have a hat with him so decided to make one. It's amazing what can be done with the packaging from Tesco's finest sausages! After constant demands from Chris! Alwyn and Phil put up the cruising chute, but alas there was hardly any wind, so it promptly got taken down again. Then we were joined by some porpoises swimming just off to the left of us.



Alwyn and Phil then put up the head sail to goose wing to maximise the speed. Unfortunately the downhaul line broke and after improvising to fix the problem, another one broke! Fortunately they must've been boy scouts as they managed to sort out the problem and off 'a goose winging' we went! Poor Phil lost his sunglasses when the sail brushed over his head and knocked his glasses off. There were no

volunteers to go and rescue the glasses. The wind must have been increasing as a little later, Steve's hat got blown overside from his head. A busy day for the English channel lost property department!

We were sailing down wind against an adverse tide towards the Needles, Isle of Wight. We reached Yarmouth at 18:30 and were all treated to a delicious meal of pasta and meatballs cooked on board by Chris and Alan. This was promptly followed by a couple of drinks at the Kings Head pub and a chat through the days sailing.



## Day 4. Thursday. (Steve)

Just a short hop from Yarmouth to Cowes – unfortunately, the weather was poor and the light rain got steadily heavier. Started with a big fat boys breakfast before leaving late morning for 1 ½ hours motor sail to Cowes. Rain let up on arrival and Alwyn managed to park the boat in an impossibly tight berth when another small boat stole ours and a further inconsiderate person occupied a berth at the end of the pier, preventing access beyond (he wasn't appreciated!).

Having moored, we were joined by another SPOSC boat owned by Lenny Wheeler and crewed by Geoff Randell,

two retired officers heading towards their 30 year pension anniversaries and two further crew. They were good friends of Alwyn and other members of our crew.



Last night aboard took us ashore to the Anchor Inn for yet another perfect meal. Very good pub grub and a few pints. Then there still alcohol to be consumed and cheese and crackers on board our boat, so we all returned for a final evening of humour in a relaxed atmosphere.

I don't know where the time went but as a virtual stranger to most on board on Sunday, I had a fantastic few days and look forward to joining them again in the near future.



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## Day 5. Friday. (Cathryn)

We departed Cowes about 09:30 on the last morning. Just after Lennie Wheeler, Geoff Randell and crew on Anita. It was a lovely sunny day but there was no wind so we just motored back to Gosport. After dodging the hovercraft and numerous ferries between the mainland and the Isle of Wight we got back at around 11:00.

I had a brilliant time. As a 'newbie' (I am very much a beginner) I felt that I learned loads during my time on board. I have only sailed a little bit before, and usually spend by time feeling utterly useless. But everyone was very helpful, patient and informative and I no longer feel like a complete hindrance!

Crossing the channel really was quite an experience, especially in the dark. It made me feel very glad that there were a lot of others on board with a wealth of experience between them!

There were a lot of laughs throughout the week, lots of banter and mickey taking, which resulted in all of us bonding very well as a team.



### Skippers comment!

*Cross Channel trips are a few and far between to those the club used to do. Whether new or old members it was really great to see that actually the spirit and humour does not change. The challenge and achievement of crossing the channel, whether old experienced or new first*

*timers is a unique experience to be enjoyed. Incredible to see the faces of those first timers and what they have achieved in such a short space of time! Thursday night after eating in the pub, back aboard, old sage members interacting with new members was such great fun. Recounting stories of our founder members of Frank Hooper, Roger Dice and John McKinney. Have always said how such a passage trip develops the individual, creates team work, communication, team spirit and is the best way to de-stress.*

*So, whether you are an old salty dog member or even a new member who worries about us / those old salty sea dogs, don't worry. Guarantee you will not only have a great sailing experience, you will also have a great social time.*

*Look forward to seeing you all on the water next trip!*

**250 NM covered this trip.**



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## What a Star - Adelaide Star GBR 8368T Bavaria 44 - Commodore Yachting

by Dusty Miller

Seeing photographs of Adelaide Star in the recent Scuttlebutt bought back many memories of this yacht.

There cannot be many members of the SPOSC who have not been on, slept on or sailed in Adelaide Star. I can remember the first time I stepped aboard Adelaide Star which must have been twenty plus years ago. It was my first experience of sailing with the SPOSC. I have some very happy memories as I am sure other past and present members have of sailing Adelaide Star.



The time we were heaved to off the Dorset cliffs having lunch in the sun shine, watching buoys racing past us at some great speed and the tears ran down my face as the talk revolved around a submarine that was pulling these pots along under the yacht. Thank you Freya and Leonie for that and many many other great times and laughs.

Or the time with Ron Nevitt who in my younger sailing days would when I came up with a plan would give a cough and a look that clearly indicated that there may be a flaw in what I was proposing!!!

Adelaide Star was often the Support Boat to the Sussex Police Race Yacht in the PSUK and I remember a time sitting in a pub in Yarmouth with Alan Costello and the Race Boat team where he was put on

trial, with an appointed Judge - Steve Rigby and a jury, prosecutor and defender made up of the rest of the crews – the defender Lee Floyd who did his best but knew Alan was going to be found guilty - which again bought tears of laughter to us all.

The time a crew member had his mobile phone tampered with resulting in the text messages he thought he was sending to his lady love were being sent to another crew member who was replying in a very saucy manner to the delight, frustration and excitement of the owner of the phone as to the treats he would be receiving from her on his return from the charter. There was great amusement from the rest of the crew especially when the phone owner twigged and he was not going to get all that was promised to him!!!

Of Tara preparing sumptuous meals for the whole week. Of Owen introducing Port and cheese to late night sessions in the main cabin.

Of Dave Cherry sleeping during the afternoons in the lounge and undertaking party tricks in the evening.

One St Patricks day we arrived in Poole and guess what we went to a Pub!!! the bar staff supplied us all with hats and lots of the alcohol and alike. We all went back to our bunks very happy.



**It has been Adelaide Star that has bought me many happy memories.**

Adelaide Star is a Royal Offshore Racing Club prepared yacht. It has for

many, many years taken part in RORC racing across the channel and down to Plymouth, all preparation races for the Fastnet Race. Adelaide Star has participated in the Fastnet for many years. As such this means that the yacht has been in prepared in accordance with the RORC entry requirements.



Like the crew, the boat needs to be capable of taking on the conditions likely to be seen during the Rolex Fastnet Race. RORC invoke the Category 2 requirements of the ISAF Offshore Special Regulations (including RORC Prescriptions) to decide on the suitability of a boat's stability, equipment and construction standards. The RORC has certain stipulations regarding the speed and minimum/maximum length of eligible boats and Adelaide Star meets and conforms to all these requirements. So the yacht itself is well equipped, and regularly participates in Round the Island Race.

Adelaide Star is in comparative terms an elderly lady but is still able, as we did when sailing last year, capable of a consistent 12 knots, with the highest being 13.7 knots just off Cowes. Even this year we took on the yacht the week following the Frostbite charter after Chris Gillings had returned it and with its new main sail were able to sail it at a constant 8 to 10 knots – anti-clock wise - completely round the Isle of Wight. Adelaide Star is also very good in strong winds and in 25 to 30 knots of wind reefed down sits in the water well and continues to be a great sail.

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## Adelaide Star (continued)

The engine has generally been faultless. There have been some minor problems that any lady of a certain age may develop and that many of the sailor sailors enjoy overcoming. Adelaide Star has its own idiosyncrasies and for those that know, it is no problem.

However Adelaide Star is a yacht you can trust. Stuart Cooper the owner of Commodore Yachting is as we know, unlike many other charterer's not overly precious about Adelaide Star and provides for us many items not included in other charter boats plus complimentary items that make our week away that more enjoyable.

The times Adelaide Star spent as the PSUK support yacht to Steve Rigby and his Race Crew were a delight.

The main cabin would have many tales to tell and often I have sat around with many colleagues all of whom have their own stories to tell about sailing on the yacht. There must be many members who have fond memories of their time on Adelaide Star and if so let Terry Clothier know about them so that they may be re-produced in Scuttlebutt.

*Dusty Miller*



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You never know who you are going to meet when you go sailing. Are you in these photographs?



Did Dolphins really appear as we were sailing?  
You never know who you will meet sailing!