



Pevensy Bay Sailing Club



From the editor

Dick Holttum

I must start by thanking Elaine for taking a leap of faith in offering me the editor's chair after I had been a member of the club for less than 3 weeks. In her defence I can claim to be at least partly qualified for the job, in as much as I have quite a few sailing miles under my belt. Some of them at PBSC.

I started to sail at about age 13, when my father bought a Fleetwind dinghy (cue internet search). This boat soon turned out to be slow on the narrow tree-lined river at Hunts S.C., and we rose to the dizzy heights of National 12 no.885. Many Twelves and some Merlin Rockets later I gave up sailing when work got too much in the way, but now, 20 years further on, I find myself sailing an RS200 at Pevensy.

My wife, Tina, has sailed with me on big boats but is new to dinghy sailing, (thus you may have seen us wobbling about on the water 'practising' capsize drill) and we look forward to many years of happy sailing at PBSC. And a big thank you for the welcome we have had so far.

Please send me at dddh_uk@tiscali.co.uk stuff you would like to see in Aquila. If you have been away to international selection trials in Weymouth, (or Portugal) or round the Isle of Sheppey, (see Jackie Kinch's report this month) or even if you have a good sailing joke, please write it down and let me have it for inclusion.

Commodore's Communiqué

Elaine Fowler

Hi All,

So another month has been and gone, in fact it appears our summer has been and gone too. But what a summer it was, we had the cadet cup fiercely contended and won by Lewis Humphries who after coming in realised he had to go back out in the last race to hold on to his lead. It was great to see so many young female sailors out there, sticking at it regardless of the heavy conditions, with Lulu McNally and Suzy Geal coming 2nd and 3rd respectively, not to forget Rio Ashcroft in her Topper and Charlotte Griffiths in her Mirror.



Then of course we had Sea Week, I heard so many people commenting that it was the best yet, the weather could not have been kinder with all sailing activities going ahead as planned, the club was kept very tidy throughout and the children were all very well behaved - but clearly enjoying the freedom that our site brings. Big thanks to Ronnie for hosting our cruise to Cooden, those cold beers and biscuits always go down well after that long sail, also thanks to Eastbourne Sovereign Sailing Club for hosting us on Thursday with about 50 of us turning up, they did not know what had hit them. Lastly a big thank you to the caterers who worked all week to provided us the fuel to keep going.

We also had the taster day at the end of August and big thanks to everyone that helped as we had 54 visitors, all of whom appeared to have a fantastic time, this has so far translated into a significant number of new memberships, so well worth the effort. See membership report for specifics.

Again I need to mention the achievements of our young sailors, we have recently received news that Lewis Humphries has been selected for the National Topper Squad, well done Lewis, Tim I hope your wallet is deep enough? Also Nikki Boniface has just had success with a Bronze medal in the Santander (world cup rehearsal) event, second GB boat this along with her other good results all help her campaign for 2016 Olympics. Also Will Street coming 12th out of 45 boats in the 2.4 Nationals, very closely behind the 2 lead British boats again all very good results for his 2016 Paralympic campaign. Also a little mention for all our cadets that got their exam results during the summer, congratulations to you all, I have heard of some really good results out there, good luck with future studies and new careers.

Now for the more mature results, congratulations to Roly Thorpe and Fred Rayment for coming 2nd in their fleet in the Isle of Sheppy race, and to Gaz'n'Jax and Matt & Greg for their 32nd and 38th positions respectively (out of 95 boats).

Lastly a little mention (it was going to be a long spiel, but sense got the better of me), we are recruiting our new committee for 2014 and desperately need to know who might be interested in taking on a role, however big or small. Please let me know if you are even considering anything. I can explain what each role consists of, no pressure I promise!

Big thanks to our new member Richard Holttum, he joined in August this year and has kindly taken on the role of Aquila Editor, this is his first edition. Dick is an experienced sailor, he and his partner Tina can be seen most Sundays racing in their RS200 and certainly giving the other sailors a run for their money.

Sailing Sec's Ramblings

from Chris Clarke

Autumn seems to be well and truly with us now as I watch the hail coming down outside. On the plus side we did manage to run the Martello race this Saturday and although it was grey and overcast the wind was light f2-3 and offshore, which was a lot better than the forecast had said all week. 13 boats from the club took part, joined by 3 boats from

Eastbourne S.C. The first half of the race up to the Wish Tower was quite close but the fleet spread out a bit as they sailed against the tide back from Bexhill. The overall results, which were very close were: 1st - Gary & Harry Pearson in the Wayfarer; 2nd - Paul Limpus & Emma Boniface in the Spitfire and 3rd - Greg Cox and Nigel Fish in the Laser 2000. It was also great to see some of our new members taking part and completing the course. Also I would like to say a big thank you to all who helped run the race and the volunteers on the rescue boats without whom we could not run the race.

Unfortunately the Junior Federation event at Bexhill was cancelled due to high winds. On the plus side this gives all the cadets another year to practice so that we retain the trophy next year!.

There are still a few months left of potentially good sailing weather this year. We still have the club championship at the end of the month and the Cock of the Bay next month, plus the Autumn series and the Cooling Down trophy up for grabs. So why not come out and enjoy the sailing before it gets too cold, and who knows, you might even pick up a prize at the laying up supper which this year is at the Sovereign Harbour Yacht Club so book early to avoid disappointment. And remember prizes are not just awarded to the winners, but also for various other achievements throughout the year so anyone could be getting a trophy.

Could I please also remind any cadets who wish to apply for the youth award scheme that you need to submit your event reports and applications very soon.

Also anyone who was lucky enough to win trophies last year can I please ask that they are returned ready to be engraved for the laying up supper by the beginning of October.

I hope to see you all on the water soon.

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The Social Side

from Karen Hilder



What a great evening at the BBQ and Chris's 50th last night, thanks to everyone who contributed.

Next in the diary is the Cadet prizegiving and Halloween/Bonfire night on the 26th October. Cadets- don't forget your racing series starting at 2pm on Saturday 21st September running for 6 weeks, 12 races with 7 to count, good luck to you all.

Tickets are now available for the Laying Up Supper on Saturday 30th. November, please see the attached poster with all the information. We have a great venue with lots of

fun planned, but we are restricted on numbers so please get your tickets early to avoid disappointment. For those members travelling from out of town the Travelodge (www.travelodge.co.uk) at Willingdon Drove is currently offering a double room online at £36.00 for the night and it's just a short taxi ride.

See you all in the clubhouse soon to buy your LUS tickets.

Karen

Elf and safety(!)

from Matthew Key

Hi everybody! I realise that Health and Safety is becoming ubiquitous these days but there have been a few 'incidents' recently so I've had to come out of the woodwork and put pen to paper!

RIBs: There has been an incident when a RIB was started in very shallow water resulting in a cloud of pebbles showering people on the beach. This could have hurt people/passing dogs/equipment not to mention the fact that using the engine as a food processor to mulch gravel can be very expensive. A new prop costs around £160, that's £160 that could be spent on much more 'fun' stuff. *Solution: No starting of engines in the shorebreak! We have a 'haul-out rope' and the clue is in the name. We should be using this to haul the boat out into deeper water. Don't forget to wait until the engine is purring like a cat before letting go of the haul-out rope though!*

Boathouse winch: During sea week the boathouse winch cable became so seriously knotted up that we needed 3 people working full time for 4 hours with an angle grinder to remove the damaged cable. Thankfully, we had already decided to replace the cable during sea week so a replacement was available. *Solution: When using the beach winch, make sure that you keep a regular watch on the drum (in addition to your 'spotter') to check it is rotating in the correct direction and the cable is spooling tidily. Issues are more likely to occur if the cable has gone slack, for example after running a RIB down the beach ready for launch. Also if your beach spotter walks away before you can see the winched boat, and they do for a number of reasons, stop winching until they return their full attention to the winch cable. If you cannot see the end of the cable, DON'T winch.*

Boathouse winch: Please remember that the boathouse winch should only be used to haul one RIB at a time. Please DO NOT tie another boat onto the back of the RIB. You may have seen people do this but the small 'time saving' is far outweighed by the potential problems that could occur. The winch is very old and needs to be treated appropriately.

Right, -now I've got that off my chest I can go back into the woodwork and you can hopefully enjoy reading the more interesting stuff! Cheers, -Matt

Barrie Roberts.

30 November 1928 – 1 September 2013

Barrie came to Pevensey Bay in the late 60's having lived in South London after a career in banking. Barrie and June took over what is now Castle Bakery, but in those days it was a greengrocers shop. When the postmaster in Pevensey Bay retired, Barrie took over the Post Office and later moved it across the road to its present position. This was very useful for PBSC, which June and Barrie had joined, as it was a very convenient place to keep the clubhouse keys. The clubhouse being in the middle of the village in those early days. Barrie remained the village Postmaster until his retirement.

Barrie, June and their son Neil were fully involved in the sailing club through many years. Barrie worked his way through the various secretary and Flag Officer jobs and was Commodore 1983-1985.

During the 1980's there was group from the club who went to Salcombe yearly for a fun cruising week. This was always greatly enjoyed by Barrie and June.

Barrie continued to give his support to PBSC through many years and was very honoured to be Vice President and President. Due to the deterioration in his health he did not visit the club as frequently as he would have liked in recent years.

He will be remembered with love and respect by those that knew him.

Pevensey Bay Sailing Club
Laying Up Supper & Prizegiving
Saturday 30th November
7pm for 7.30pm
Until midnight
At Sovereign Harbour Yacht Club
Top floor
£30 per person
3 course dinner and dancing to Bedraggled
Starter choice:
Homemade Rustic Pâté or Feta Cheese with Cherry tomato Salad
Main choice:
Supreme of Chicken or Stilton and Leek Tart
Sweet Course choice:
Classic Lemon Tart or Seasonal Fruit Salad
Tickets are now available at the clubhouse
Please see Terri or Karen

Membership Matters

from Judy Griffiths

Please give a warm welcome to our new members this month:

Edward and Nina Campbell,
Dariusz and Ola Janowicz,
Paul and Helen Naylor and children Finley, Storm and Clay,
Adam and Sarah Harwin and children Evan, Saul and Peter,
and Debra and Oakley Ward.

We've had quite an influx of new members over the last few months so please introduce yourselves to any new faces around the club to make them feel at home.

I'm not going to harp on about boat stickers this month but if you do know the owner of a red labelled boat please can you let me know?

Judy

Sailing School Rambles

from Dave Watson

Power Boat instructor hat on : You will all no doubt be aware of the tragic RIB incident earlier this year in Cornwall, where two people were killed and a family day out ruined. The MAIB (Marine Accident Investigation Board) were involved with looking into the incident and have subsequently published their findings. Fundamentally the RIB was found to be fitted with a fully serviceable Kill Cord, the occupants had been trained on its use, however no one on board was using/attached to the Kill Cord. The occupants fell out of the RIB which subsequently circled and ran them over, the Kill Cord didn't work because it wasn't attached to anyone. It's an easy thing to overlook, especially if the helm is moving around the safety boat helping the crew and forgets to reattach the Kill Cord.

So safety boat crews, please also keep an eye on the helms, and make sure they attach the Kill Cord, it should be worn around the top of the leg/thigh. Wearing around your wrist has several issues, firstly you can fall out of the boat and the Kill Cord will slip over your hand, also if you remain at the helm but wish to assist the crew etc. then as soon as you move your arm you pull the Kill Cord off. When you are preparing the safety boat prior to launching, whilst the engine is running, pull the Kill Cord off and make sure the engine stops. Whilst holding the Kill Cord, check its integrity, no nicks or cuts, that the crimps are in good order etc. Any doubts about its integrity, then replace the Kill Cord. Each boat does have spare and we also have spares in the club house.

If you are assisting people in the water, approach with the bow of the boat preferably, thus keeping the engine as far from the person in the water, when the person can reach the safety boat, stop the engine, if you stop the engine by pulling off the kill cord, then the person in the water can be visually reassured that the engine has definitely stopped ! Keeping the engine running means that the helm can accidentally leave the engine in gear or whilst moving around the boat the engine controls can be forced into gear as someone falls on them or hits them with an object, i.e. windsurf sail etc.

Another tip, when driving at high speed, keep one hand on the throttle all the time, go over a large wave at speed and try to grab the throttle, it's very difficult as you bounce around, **result = you're out of control** ! You should also be playing the engine speed as you climb and descend waves.

Any questions with the above then please email me or come and find me at the club, more than happy to discuss.

Sailing instructor hat on : The Cadets have had a bit of a raw deal recently with training, what with the summer break, the Junior Federation and the Martello Race, means that we have not been on the water as much as we could, to cap this, Saturday 28th Sept is also the Club Championship race, however I am hoping that we can get the Cadets on the water prior to the race start. We will endeavour to run Cadets up until the end of October, but this does become weather dependant. We currently don't have enough interest to run a Dinghy level 1 course, so if you do wish to enrol in dinghy training, it will have to be next year now.

See you on the water,

'OUT'

Dave Watson PBSC Principal

Email: dwatson.pbsc@gmail.com

Isle of Sheppey Race 2013

from Jackie Kinch

3 Pevensey boats took part in the 55th Isle of Sheppey race on Saturday 7th September; Greg Cox and Matt Fowler in Greg's Laser 2000, Roly Thorpe and Fred Rayment in Roly's Miracle, and Gary and Jackie Kinch in their Laser 2. We all went down to Sheppey on Friday night, set up camp on the open space in the nearby Catamaran Club and had a fish and chip supper and a beer or two before bed. The boats were safely arranged on the beach by 7.30am on Saturday morning and then everyone had breakfast before final rigging of boats and the race briefing.

The Forecast for the day had been for winds of force 3-4, however the briefing revised the forecast to Force 4-5 gusting 6, S/SW on spring tides with low water being 8.30am, and high tide 2.38pm. There was no container ship activity expected. (In previous years we have had to dodge huge boats delivering cars from the continent to Queenborough docks or massive barges being transported down the Swale).

The first start was at 10.30 for the slow fleet; Roly and Fred launched and unusually there was enough water to sail out to the start line. As they reached the committee boat, some dark clouds came over, bringing with them a shower of rain and the gusty winds that would become a main feature for the day. However they got off to a good start as the hooter sounded and headed towards Minster on a reach. The rain was short lived and had stopped before the 11am start for the medium fleet. The Rear Commodore, apparently responsible for maintenance in the club seemed to have overlooked the maintenance of his own boat – Matt, who was helming, noticed that the rubber connector for the tiller was about to break off! This was during the 4 minute countdown, but some quick thinking and a piece of string saved the day. (This was not the only boat maintenance issue for the Laser 2000 – during the race the bridle came undone, and at one stage a random nut was found languishing in the bottom of the boat – the original location for the nut was never identified, but nothing fell off during the race!)

The second start saw Greg and Matt and Gary and Jackie away and they both launched their spinnakers from the start, but it proved too tight for the symmetric and just as they were thinking of dropping it, Gary and Jackie took an early swim with spinnaker out so they took some time getting the spinnaker in as they righted the boat. Greg and Matt also decided to drop theirs without the swim, as it was taking them out in the direction of the Montgomery, a wrecked munitions ship from WW2 that apparently still has some unstable munitions on board, and whose funnels are visible much like our own beloved Barnhill.

It was a white knuckle ride down the estuary past Minster to Leysdown. With wind against tide the waves were high and close together as we all approached the mouth of the Swale. The wind direction curled to make it a point and boats were shipping water almost faster than bailers were getting rid of it. Fast though it was, we had all been on the same tack for at least 1 ½ hours, which is long enough, and all were very glad to tack and give our necks a rest and change of direction.

The shingle bank off Leysdown seemed to be covered enough to allow some cutting of the corner, and all turned into the Swale, where it broadened out to a reach again. By now Jackie had spent 2½ hours out on the wire and contrary to popular opinion had not managed to get a wink of sleep.

As the bridge loomed closer there was a brief moment to use the spinnaker, but seeing others ahead getting into difficulties, Gary and Jackie stowed theirs and powered up with Jackie on the wire again.

Shipping is an ever present hazard round Sheppey, and coming down the Swale there was a large cargo ship heading towards the estuary. Also heading in that direction was a large motor cruiser. By the time Matt and Greg encountered these two vessels they were alongside each other and with their spinnaker up they had no other real option but to cross their fingers and head for the gap between the two boats, hoping that the wind shadow would not be too disastrous. When they opened their eyes again, they found themselves

successfully through; powered up again, they continued hurtling up river.

The land support team of Terry Cox and Pauline Thorpe expertly chauffeured by Peter Vaughn and his wife Ann were having difficulty keeping ahead of the fleet's progress due to the speed of this year's circumnavigation; they caught sight of the team from Leysdown, then from the Harty Pub and were there at the bridge in time to see first Gary and Jackie, then Matt and Greg and finally Roly and Fred make a success of getting the boats over on their sides and walking them through under the bridge.

Unfortunately for Roly, once they had righted the boat and were off sailing again, they noticed that their spinnaker pole that had come loose during the journey up the Swale was missing presumed lost in the Sheppey mud under the bridge, meaning that they were unable to fly their spinnaker for the rest of the sail.

Through the moored yachts Gary and Jackie hoisted the spinnaker and kept it flying all through the docks, sailing close to the island side to try to stay out of the tide. As Matt and Greg rounded Garrison point, a wind shift and split second delay dropping the kite led to a swim for Greg; Matt however did his usual twinkle toes manoeuvre onto the centreboard and they soon had the boat upright and were off again. So Roly and Fred were the only ones in the team not to have had a capsize.

As everyone made their way along the estuary towards the club the wind tightened and soon it was a fetch all the way back across the line. The land crew arrived just in time to see Fred and Roly past the post, whilst Greg and Matt, Gary and Jackie were already ashore.

Pat and Tom arrived to cheer everyone home about an hour after all were ashore – they had looked at the weather forecast from the morning and expected it to be a slow race because of the forecast light winds! They joined us for tea before the prize giving.

There were 97 boats signed on in total for the race, but due to a computer failure, there is a problem extracting the results and the race team are having to resort to pen and paper, so the full results will only be known in the fullness of time, but Roly and Fred came Second in the Slow fleet –CONGRATULATIONS Roly and Fred! The best piece of news of the day was the return of Roly's spinnaker pole – one of the helpers at the bridge had seen it in the water and rescued it, so it was a great result all round.

Supper at the Ship Ashore pub went down well, where we all swapped stories from the race. We will do it all again next year, because by then we will have forgotten how challenging it was!

