



CLUB NEWS

August 2008



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Newhaven Yacht Club, The Riverside Hall,
North Riverside Road, Newhaven,

East Sussex BN9 9BP

<http://www.newhavenyc.org.uk>

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Don't forget to check out the NYC web site
<http://www.newhavenyc.org.uk>

Commodores report

The Solent Rally this year was well attended and proved to be an enjoyable week of (mostly) sailing. A variety of Solent ports were visited and I believe everyone found it to be a good experience. Wish all our rallies would work out that way. Eastbourne – delayed from May – proved to be a disaster due to weather yet again – perhaps we should have our Eastbourne rallies in Seaford Bay!! Anyway, it was good to see that Mike Price and his valiant crew braved the conditions not only to get to Eastbourne, but to do a circuit of the Sovereign Tower to claim the trophy.

I feel lost – boatless. Zeta has gone to a new owner in Langstone Harbour, so take pity on me and let me scrounge a ride until I can sort out my next cruiser. Any offers accepted.

French Rally approaching – 16th August. So far we have two skippers ready to go. We shall be taking in the Eastbourne Airshow on 16th, on the way to Boulogne, and working down the French Coast from there.

Anyone wanting to go please contact me ASAP. Some buddy sailors are available for crewing.

Regarding marina developments I understand that plans are being worked on and that there is still commitment to going ahead with the work. I think it fair to say that we can expect some delays in the present economic climate, but that we should still give support to Oakdene Homes if the aim of providing a decent Marina and a yacht club facility are still a priority with them.

The website is at present unable to show the newsletter. This will be rectified soon.

We have been looking at the need for public liability insurance for the clubroom. We now find that we only need a disclaimer as is described under "From the waterfront".

Good Sailing Nigel

From the Waterfront

Your committee has been looking at the need for public liability insurance when using the Riverside Hall clubroom. On closer inspection we find that all that is required is a disclaimer and which now enables us to fully comply with our constitution. All members should be aware of this when using the clubroom and the wording to be displayed there is as follows;

LIMITATION OF CLUB LIABILITY

Members of the club, their guests or visitors may use the club premises, and any other facilities of the club, entirely at their own risk and impliedly accept:-

The club will not accept any liability for any damage to or loss of property belonging to members, their guests or visitors to the club.

The club will not accept any liability of personal injury arising out of the use of the club premises, any other facilities of the club either sustained by members, their guests or visitors or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of them, the Officers, Committee or servants of the club.

Membership of the club and acceptance of these rules by the member will be deemed to constitute consent to the holding of relevant personal data for the purposes of the Data Protection Act 1984.

DAMARRI UPDATE

We have received another update from Damarri but lack of space and the sheer length of the report prevents it appearing in the news letter, it is however published on our web site and is well worth reading. Apologies to Damarri for the omission.

AKB

RYA RADAR CERTIFICATE COURSE

This was on Sunday 28th June at the RNLi building on West Quay with an attendance of six. A further course on this subject is planned for the winter season.

SOLENT RALLY 2008

Saturday 12th – Saturday 19th July. Boats joining the rally – Yachts Fafnir, (Paddy & Vida Turner), Sprat, (Peter Dook, Mike Kearon and Christian), Mani, (Peter Butler and Tony Titchener), Zeta (Nigel Cooper, Nina Heaton and Ann Headon) and MV Impulsive (Peter and Julia Llewellyn)

It was another gusty start to a Solent rally, with wind and tide against us, which meant an overnight first stop in Brighton rather than a hoped for night in Littlehampton. The basic plan was to visit Gosport, Bembridge, Cowes, Chichester, and Littlehampton. With slight variations by members of the rally to include Newtown Creek and Sparks Marina and Itchenor we mostly achieved our aim of a pleasurable sailing week with, for the most part, reasonable wind conditions and some good sailing. All boats returned the following Sunday to their home ports.

At Cowes, Sprat's team disappeared up river in the dinghy to the Folly Inn, and, I understand, enjoyed a good afternoon of food and ales. Sprat joined Zeta at Newtown Creek, picking up the last available buoy. (See photograph below left, below right is an attempt to sink Sprat).



Zeta's team attempted to get the dinghy out to go ashore, but the motor failed – dirty petrol I think – and we struggled to row back to the boat. An evening meal was provided on Zeta, ably prepared by Ann and Nina, with the skipper in the doghouse and keeping well out of the way!

Fafnir had sailed over to Gosport to spend the day in museums in Portsmouth, and Mani went up to have a look at Port Solent.

Next day we all moved out towards Chichester to start the return passage. Peter and Julia had already moved on to Northney Marina to look up old friends there, and Fafnir, Mani and Sprat headed into Sparks Marina. Zeta ended up on the pontoon mid-river at Itchenor, but was irked to find that the river taxi service finished at 6pm, preventing a look around ashore. With unsettled weather forecast next day, Zeta nosed out and went for Littlehampton while Mani, Impulsive and Sprat remained in the shelter of Sparks. As it happened, the expected bad weather did not materialise until after our arrival at Littlehampton, where we were to remain for two nights. Interestingly on Saturday night in Littlehampton we found a Turkish restaurant complete with belly dancer. With good food, music and entertainment we enjoyed a splendid evening, but Nina and Ann had trouble later with their skipper trying to get him back to the boat without the belly dancer!

On Sunday the weather was kind to us all again, and gave an enjoyable sail back to Newhaven. The only sad part of the rally for me was that, unknown to me at the time; this was to be my last rally in Zeta, as a buyer had come forward at Gosport and decided that it was his turn to own this fine craft. The happy memories will long remain.

Nigel

EASTBOURNE RALLY AND SOVEREIGN TOWER RACE

(Photograph below left)

This was planned for the 24th to 26th of May but postponed due to bad weather to the week end of Saturday 2nd August. There was only one entry for both rally and race. This was Moody Blue which would obviously win the race by default providing it could complete the course. Report by Steve Atkinson,

The Eastbourne Rally of August 1st was almost literally a one-horse race. The 'horse' in question was the beautiful seahorse Moody Blue, skippered by Mike Price and hindered only slightly by his crew Nina ('I've no feminist hang-ups, where's the kettle?') Heaton and me, Steve (Who sank my rubber duck?) Atkinson, ship's scribe and photographer.

It was supposed to be the Eastbourne Rally August 1st, 2nd and 3rd but due to lack of support the only entrant was Moody Blue.

The Moody Blue, however, soldiered on and set off from Newhaven on a beautiful evening to take Eastbourne completely by surprise under cover of darkness. They knew they didn't stand a chance and surrendered the harbour lock gates without a struggle.

Once inside, the marina was ours for the asking – well, pontoons E to D at least. We moored very close to a giant lobster fishing boat thereby guaranteeing an early morning alarm call and weren't disappointed.

The late evening trip from Newhaven to Eastbourne by dusk had been enchanting but the weather turned nasty on the Saturday morning so that we rounded the starter buoy just off Eastbourne in grim drizzle. But undaunted, the Moody Blue crew reached the Sovereign Lightship in sizeable swell shortly after 1400. The skipper said the GPS plot of our tacking course in fickle winds looked like the meanderings of a drunken snake.

Three tired but happy adventurers finally arrived back in Newhaven at around 1900 just before low tide and literally slid the last few feet through the mud to Mike's pontoon. Fun and games to the last. We were still a yard short of the jetty so we had a cup of tea and waited for enough water to float us fully home. A fine and jolly trip. Roll on France.

Steve Atkinson



LIFE BOAT RESCUE (Photograph above right)

On Tuesday 1st July your committee, having just finished the monthly meeting were congregated at the Ark pub and saw the lifeboat bringing in a yacht. We later found that it was a club member who has provided the following as a warning others can learn from.

Don't listen to the fashion pundits - FLARES ARE IN! And I'm not just talking about my Sixties wardrobe. After a brilliant day swimming, fishing and generally chilling in the bay off the scenically incomparable Cuckmere Haven, it was time to go home. Alas, a turn of the ignition key confirmed every skipper's nightmare - no battery so NO engine and NO radio and unfortunately NO outboard auxiliary either. And they haven't invented a mobile phone signal there yet, either. Thank heaven for flares, I say. Steve Atkinson, Flying Fish.

BRITTANY AND THE CHANNEL ISLANDS

Fifteen day July cruise with "Motor Boat Monthly" cruising club.

PERROQUET - a 33 foot Aquastar Oceanranger, built in Guernsey in 1991, has just undergone a major upgrade. New twin 260 hp Volvo Penta D4's were expertly fitted by Cantells of Newhaven in place of the two 150 hp VolvoTMD engines. The owner installed the electronics himself for the engine, navigation and domestic system. She replaces 36 year old Cavallino whose photograph was in the front of the last club magazine.

Captain's log – star-date Friday June 6.

Having collected the hydraulic steering ram from South Coast Hydraulics (needed a replacement end crown and ram seal), all that was left for me to do was to fit the ram to the boat – and do the bleeding system routine. When the job was accomplished and the hydraulic fluid mess cleared up from both ends of the pipe-work, we loaded the remainder of our belongings, filled up at the fuel pontoon, and left Newhaven at 15:40, just one half day late, straight for Cowes.

Fortunately it was still daylight when we arrived at 8 p.m. Noted new Volvo Penta engines now in double figures - at 12.9 hours run (ideally need to run in for at least another 7 hours).

Only problem (apart from lobster pots un-thoughtfully actually placed IN the Loe gap between the red and green buoys) was more water coming inside the windscreen when we washed it rather than onto it outside (silicon round the spray nozzle soon sorted this out).



Saturday 7th; kicked out of our Cowes marina: – we were politely told that if not out by 11:45 would not be able to get out for 24 hours as around 50 sailing boats had a block booking; pity we were not told this the night before when we arrived as we could have gone to the next door marina and had lunch ashore and done a bit more window shopping. So being one of the first boats to arrive at Haslar marina for the official assembly of the Motor Boat Monthly fleet, we took the opportunity to top up with fuel.

As this was our 'shakedown' cruise, daily checks of the engine room was even more important than normal. Discovered a small pool of engine coolant so traced source and ended up tightening some jubilee clips for the calorifier piping which were loose. The engine oil was so clean it was difficult to check its level on the dipstick – I wonder how long it will remain that clean.

After the MBM welcoming reception and subsequent briefing on the next day's passage, we settled down to a fantastic dish of spare ribs at the Lighthouse restaurant – so good was the smell that we started a trend. The other 23 boats varied in size from 55 feet down to 29 feet.

Sunday 8th: 7 a.m. start to maximise the tidal advantages for our 75 mile trip crossing to Cherbourg. One ex-yachtie who had recently retired and bought a new motor boat said that he had given up sailing to avoid these early starts! But when burning one litre of fuel a minute any assistance from the tide is well worth the sacrifice.

The long run gave us a good opportunity to experiment with the new and the upgraded (principally Raymarine) equipment.

The Automatic Identification System (AIS) gave us hours of consternation. On one occasion when no ships were in sight we eventually got to a quarter of a mile from an AIS target; we were wondering if friendly submarines had it fitted and where was it. Then as the target passed us we suddenly realised that the tiny sailing boat passing us was the source. What a brilliant idea for lone (sailing) boats we thought, and made a mental note to check up on its price later. Obviously if all motor and sailing boats in the Solent were to have one fitted and switched on, you would not be able to see anything else on the map at all – it would mainly be a benefit in the dark and for situations such as this one mid Channel.

Having now realised that it was not only huge ships that fitted AIS, our second lesson with the AIS was that, like all electronic equipment, it might not always work properly. While crossing the main westerly shipping channel we found that a large tramp freighter's AIS transmission was functioning for approximately 1% of the time. Whether intentional or a loose connection, it certainly impressed upon us that nothing beats a good watch, and radar. In fact upon clicking on the target box we discovered that though its 'number' was 413113000, the information that it failed to provide made it even more suspicious. It gave no name, no call sign and no destination – I indeed wondered what it was up to.

A subsequent search on the internet showed that a suitable AIS kit for small boats can in fact now be bought for under £ 500.

For the record Class A units are a mandatory fit under the safety of life at sea (SOLAS) convention for vessels above 300 gross tons or which carry more than 11 passengers in International waters. Many other commercial vessels and some leisure craft also fit Class A units. Class B units are currently not a mandatory fit but authorities in several parts of the world are considering this. Class B units are designed for fitting in vessels which do not fall into the mandatory Class A category

Still 'running in' the engines and varying our speed as recommended we finally tied up, the last boat to arrive, just after midday, at Cherbourg.

In the afternoon we replaced a faulty sea water intake alarm pressure sensor (did not have time to do so before leaving) – one more item was ticked off the list. However whilst at this end of the engines I discovered the engine cooling water pipe to the stern gland was loose: tightened up one hose clip and replaced the one on the other engine with one from the spares department as upon tightening it, it just went click, click...

Having now done nearly 23 hours on the new engines we were pleased to find only one engine mounting bolt required tightening to the appropriate grunt factor.

After the 6 p.m. MBM briefing for the next day's trip to St Helier, as we had been travelling on bare boards since the engine refit, instead of going out we decided to re-lay the foot square floor carpet tiles.

Unfortunately, even though the engine suppliers had reassured us that the new ones would fit in place of the old Volvo's, Cantells ended up having to do the impossible and raise the floor 2½ inches to fit them in. This meant many of the carpet tiles had to be re-cut in a mammoth two dimensional Rubik's-cube puzzle. This we finally finished just after midnight, so decided to have a scrambled egg dinner on the boat. One more item ticked off the list.

Monday 9th; left Cherbourg at 07:30 for St Helier, heard on the MBM channel a dolphin was active in the outer harbour, but it had finished its ablutions by the time we passed. Again good timing by MBM as we had a 4 knot tide with us much of the way to St Helier so our averaging 15 knots (still running in) gave us a healthy 19 knots over the ground. 57miles later we arrived, last again, but as we now had to fuel up did not have to wait so long in the queue. (Not as cheap as we had imagined at 78 pence per litre and in fact more expensive than Newhaven the previous week – it was suggested that it was only at this high level whilst another fuel supplier was being refurbished). Great facilities, even soap provided here (and one per washbasin too).

This time though the engine room equipment was all in order but found over a gallon of sea water in the locker under our front double berth, and the contents rather damp. Fortunately it was another sunny day so the contents dried fairly quickly. The source was discovered to be a loose backing nut on the skin fitting for the holding tank breather pipe. With 30 metres of chain and 120 metres of anchor rope piled on the foredeck, and my wife and myself contorting into shapes the human body was not designed to bend into, armed with spanners and the gun this time primed with sikaflex, we finally pronounced the boat watertight. As the next day was a 'day off' the evening briefing session was replaced with a bring-a-bottle style pontoon party; great merriment was had by all.

Tuesday 10th: day off and left to our own devices. Not really very surprised to discover that we could get a chromed cabin hook at less than half the chandleries price at the local hardware store. In the evening we enjoyed a superb dinner which MBM had arranged for all of us at the local St Helier Yacht Club.

Wednesday 11th: left for Paimpol at a very reasonable 10:30 for the 49 mile trip, and spent almost as much time waiting at the other end to get through the locks.

We all moored right in the centre of this most attractive town on the visitor's pontoon. Checks this time included the fuel tanks, the top of which were discovered to be a bit diesely. I had obviously not tightened up the visual inspection plate bolts quite enough upon changing the fuel senders (made by VDO) the previous week (old ones not compatible with the new Volvo engines – or so they told us - as one of the reasons the Volvo EVC electrical system could not properly read them).

We still await the right instructions from them for calibrating their software to the (now new) senders - even though the tanks were joined by a balancing pipe the two tank gauges could sometimes show a greater than 20% difference in fuel levels when moored up!

Thursday 12th: day off in Paimpol. Would most definitely tick the 'worth a detour' box for this picturesque town. Lovely architecture and pretty old houses, with a good selection of shops. Two very good and one totally amazing chandlery. However we were reminded that now in France proper there was absolutely no chance of getting fresh milk – just that horrible long-life stuff. Do they feed the cows long-life silage, or is it all exported to England?

We can now see the entrance channel when it dries out; the consensus is that the almanac's view of access being high water plus or minus 2½ hours is a bit optimistic.

Friday 13th; a most leisurely 16 mile afternoon trip to St Quay Portrieux. What a marvellous all weather, all tide marina with over 1000 berths, fuel, restaurants etc. etc. Each boat from our cruise was personally greeted by the friendly harbour master and if required escorted to the appropriate berth. A real VIP reception – each of the MBM boats were even presented with a carrier bag with the entire local information one might require, and ballasted with a bottle of local wine as well. We were looking forward to the next day also being a free one.

Saturday 14th; day off in St Quay Portrieux. Made the basic mistake of getting up too late and by the time we had walked around the lovely town and located the shop which does sell English newspapers, we found that it had already closed for the weekend at 12:15. A fellow boater had obviously heard our predicament and taken pity on us, for upon our return to our boat at 6 p.m. found his copy of The Daily Telegraph awaiting our perusal.

In the meantime we had some lovely walks along the well maintained coastal paths enjoying the beautiful scenery and coves.

The marina was bustling with activity due to a weekend Beneteau regatta.

Sunday 15th: another leisurely late start at 4:30 p.m. for our 6 mile trip to Binic to take advantage of free flow through the lock gates. A huge crowd of locals had assembled to watch our arrival and our 24 boat mooring antics: (fairly tight lock opening times as this access also dries out).

Yet another enchanting town – and again made most welcome by the harbour master who not only gave each boat a package of literature on what's where, but also a Binic flag to add to those already aloft.

Monday 16th: day off in Binic to enjoy yet another picturesque town, and even though several of the shops were shut all day we had never seen such a selection of quality waterside restaurants offering seafoods.

Quite spoilt for choice.

The coastal walks and views again are exquisite; we in fact walked far enough along to see our previous St Quay Portrieux marina.

As still no response from Volvo regarding the fuel sender's software issue, a visit to the local internet café was duly made.

The evening's briefing brought a shock to our system, even though it was mollified by another pontoon party. We were actually going to leave at 05:40 the next morning for St Malo,

Tuesday 17th: though we had never left so early before on a cruise, it was actually a lovely time to depart, with the sun rising through the early mist.

All lovely in fact until vibrations on the starboard engine suddenly shook the boat. Conclusions after an emergency stop (but with engines still ticking over at idle so as not to overheat the turbochargers) and a small play with the controls was that it must be a rope round the propeller. We decided against putting that propeller into reverse as we had heard more bad news stories than good about the results of doing that.

A radio call to the Motor Boat Monthly Fleet's boat that was taking up the rear was made to explain our sudden stoppage in the water and my decision to don mask and flippers. They kindly told the few remaining stragglers to pass us 'slow and wide' to reduce the wash. Armed with my trusty 35 year old diving knife (still able to shave with it if required) one final cut was all that was required to remove it from around the propeller. I was pleased to see that the rope cutter had done most of the work and saved the shaft from seizing up and damaging the new engine and gearbox.

As we now had done 30 hours, and the manual reckons that the running in procedure should be followed for the first 10 hours only, we thought that this would be reasonable to run at our 20 knot cruising speed continuously for the remaining hour and a half to catch up.

When we finally arrived at St Malo escorted by the MBM fleet boat, we were greeted with 'didn't know it could go that fast - did you turn on the other engine?' The 36 mile trip took 2½ hours, but with the hanging around we took another hour and a half to get through the lock. But it was worth every minute of the wait for our mooring on the edge of the inner Bassin Vauban marina (even though the local tourist office did not know where the marina office was). The daily checks here discovered a live pulsating jelly fish filling up one of the engine intake sea water strainers.

The walled Old Town with its shops and buildings is a trip back in time and a history lesson in itself. In the middle ages it was a fortified island, and despite being bombed by the British in the Second World War, has all been rebuilt. The main town itself is also well worth a visit with its more than adequate collection of contemporary shops.

The evening briefing informed us that due to the impending weather changes, we would forfeit our additional rest day in St Malo and leave one day early for St Peter Port, and fingers crossed that they would be able to fit all of us in one day early.

Wednesday 18th: departed at a more reasonable 09:15 for the 53 mile four hour leg back to Guernsey.

Despite hitting a sleeper/tree trunk at 15 knots, and playing cat and mouse with a Brittany ferry, we arrived at St Peter Port four hours later.

(The AIS did not say the ferry was going to visit Jersey, only it was going from St Malo to Poole, so instead of our course change removing us from its extrapolated path, when it decided to change course as well 10 minutes later we ended up with it bearing down upon us. Another change of course by us and an increase in fuel consumption from 52 litres/hour to 65 litres/hour distanced us from the impending 'situation'.)

As we still have not got a proposed resolution to our fuel gauges problem from Volvo, we have resorted to visually checking the fuel levels through the top of the fuel tanks. Not having filled up since St Helier we took onboard 578 litres at St Peter Port. During the trip I have become convinced that the stated tank capacity of

200 gallons is rather optimistic. As Perroquet was built at St Sampson's, a visit to Aquastar there the next day seemed the logical next step. Well thanks to much juggling by MBM and the marina manager we were all neatly tucked up in the Victoria Marina in time for afternoon tea.

Thursday 19th; visited our favourite shops in St Peter Port, then walked along the coast to St Sampson's. Just before the brand spanking new (two years old) St Sampson's marina we discovered a wine warehouse, and as the prices did not actually seem particularly attractive, made a few notes as the next day we had booked a hire car and could return if advantageous.

In fact upon checking the prices in the normal St Peter Port wine shops later that afternoon, discovered that many spirits, including the champagne, were actually more expensive in this discount warehouse. However the wines that we were interested in were marginally cheaper in the warehouse, but only by one pound a bottle.

For the record the only places where you can hire cars now on Guernsey are the airport and this comparatively new chandlery in St Peter Port; and unfortunately they do not hire out Smart cars anymore.

Friday 20th; collected our hire car and set off visiting old haunts and a few new ones. Unfortunately most disappointed to discover that the only model train shop on the island had closed down since our last visit (my wife I feel was not quite so disappointed as I was).

The Guernsey Tourist office hosted a marvellous reception for the MBM cruising club in Castle Cornet that evening.

Saturday 21st; departed 8 a.m. and arrived at Cowes at 1 p.m. after an uneventful 90 mile journey. The MBM RIB which usually precedes the fleet kindly collected one log which was in the path of our fleet, and then had to turn half way back to assist one boat which had an alarming and steaming engine – discovered to be due to a broken fan belt.

Passed a warship en route which was not using AIS – most confusing.

An excellent shakedown trip for our refurbished boat, brilliantly organised by Motor Boat Monthly, and all with fantastic weather.

Power Boats

There has been a poor response to the invitation to other motor boat skippers to come forward to join Peter and Bernard who are still available to talk about suitable events for the future.

I think it is worth repeating that power boats and any other boats used for pleasure are strictly speaking yachts and they are what a yacht club is for. See item above of the motor yacht PERROQUET.

With co-operation from other motor yacht owners events can be planned and will appear under our calendar of events. Please come forward now with your suggestions and especially enquiries.

Your editor would be pleased to publish ideas and comments you may wish to make under this heading.

Peter Llewellyn will be pleased to hear from you on telephone 01323 897339.

Racing and Buddy Sailing

BUDDY SAILING

This is a part of the clubs objectives. Which is –

A scheme to promote an interest in and to teach the rudiments of sailing to those interested but without experience. They will later be invited to join the NYC and to have the opportunity to crew on rallies and races.

See under "Membership" for joining details

Forthcoming buddy sailings are shown under calendar of events.

Skippers – please note that we need more boats to provide day sailing at these events.

Sailing & Events Diary

Thursday 14th to Sunday 17th August – Eastbourne Air Show

Low water Newhaven on Saturday BST 1811 hours 1.25m.

A chance to drift about off Eastbourne and dodge the aircraft.

Sunday 16th August – Rally to France via Eastbourne air show. (Sovereign marina)

Low water Newhaven BST 0553 hours 1.20m.

Organizer Nigel Cooper on 01273 302846, 07836 739501, or coopernp@hotmail.com,

Monday 25th August – Bank Holiday

Saturday 6th to Monday 8th September – Littlehampton Rally'

Low water Newhaven on Saturday BST 0944 hours 1.68m.
Organizer Ann Headon on 01273 885952

Saturday 20th September – Harvest Supper BBQ. – 1900

Organizer Nigel Cooper on 01273 302846, 07836 739501, or coopernp@hotmail.com,
There will be a bar.

Saturday 18th October - Trafalgar Night – Fish and chips – 1900 in the clubroom.

Please notify P Llewellyn on 01323 897339 or Ann Headon on 01273 885952 if you wish to have a meal which will cost £5.00. There will be a bar.

Sunday 26th October – BST ends

Sunday 9th November - Remembrance Sunday (1100 at sea)

Low water Newhaven GMT 1355 hours 1.70m.
Organizer Nigel Cooper on 01273 302846, 07836 739501, or coopernp@hotmail.com,

Saturday 22nd November – AGM – 1800 in the clubroom. All members should attend this most important meeting which affects the running of the club for the following year and the election of the committee. Please consult your copy of the constitution.

Note that this is immediately followed by the Laying Up Supper.

Saturday 22nd November – Laying Up Supper – this immediately follows the AGM and will start at approximately 1900 in the clubroom. Please notify P Llewellyn on 01323 897339 or Ann Headon on 01273 885952 if you wish to have a meal. The cost will be advised later and there will be a bar. Further details will be shown in the October newsletter.

Saturday 6th December – Commodore's Christmas party and buffet in the clubroom at 1800.

There will be a bar.

ANNUAL EVENTS for which claims must be made prior to each AGM. Full details are shown on the website.

THE KITTIWAKE CHALLENGE PRIZE to encourage a spirit of adventure, personal challenge, club pride, safety and consideration. The prize is £250 to the skipper who sails further than Kittiwake's 10,500 miles in a 13-month period, Challenge ends July 1st 2012.

THE SPIRIT OF KITTIWAKE CUP for the most audacious cruise by a NYC Club member in the past year/cruising season. This is for members whose voyage is a personal special major achievement although it may not be so to others.

SEVEN PORTS – The skipper to first visit in the year the ports of Bembridge, Dover, Ramsgate, Eastbourne, Littlehampton, Shoreham and Rye or Chichester.

ALL PORTS – Skipper visiting most ports in the year.

RYA Courses

Details will appear under calendar of events. The course principal Tony Titchener 07784 713612 or tonytitch@aol.com will be pleased to give further detail and should you wish for a particular course will arrange for it to take place subject to there being sufficient numbers.

Club Shop

NYC sweaters and rugby style shirts are available at £16.60. There is a choice of colours and the NYC logo and your boat name can be added for an additional £1.60. Available via Ann Headon on 01273 885952

NYC Burgees. These are now in stock. They differ from the originals in that they still have the Newhaven logo but not the words NYC.

They are £15.00 each and can be obtained from Peter Llewellyn 01323 897339

