



# CLUB NEWS

## September 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**

Sailing events continue to be hit by bad weather this year. Mike Price and crew bravely set out for Boulogne in August for the French Rally, with the knowledge that the week was to be affected by high winds. Having arrived safely in Boulogne, the weather kept them in port for 3 days (must have been awful having to suffer all that French cuisine and wine). The sail on to Dieppe proved uncomfortable also, but a good sail home made up for it apparently. It was good that they had a go. The September Littlehampton rally also had to be called off because of force 7-8 winds and bad seas. I am thinking of advertising for a new committee position – weather organiser – any volunteers?

Don't forget we have the Harvest Supper on Saturday 20<sup>th</sup> September. Food, drink, and a nautical quiz are planned, so come along and meet your sailing colleagues and catch up with their news. Simpson Marine are now hosting our new NYC notice board – on the east wall of their building. I propose to use this next year not just for events, but also to put up sailing lists for skippers and crew to add their names for rallies and other sailing events. So please make full use of this. It is the nearest thing we can get to a club focal point in the Marina for events, so it will be interesting to see if it works. Most of us call in at the marina regularly, and it is really no problem to go along and add your name to the lists to help the organisers of the events.

Keep an eye on the messages we send out, as there are likely to be a couple of extra Clubroom based events this winter. Anyone wanting any particular subject covered at an event next year, please let Ann Headon know, as she will be working on next year's calendar of events soon.

The new "ZETA" is now in Newhaven, and on the usual berth on C jetty. I am pleased to be back in action again. Anyone wishing to try her out is welcome to join me.  
Good Sailing Nigel

### **From the Waterfront**

#### **Another helping of funnies found by Graham.**

A man and his wife, now in their 60's, were celebrating their 40th wedding anniversary. On their special day a good fairy came and said that as they had been so good that they each could have one wish.

The wife wished for a trip around the world with her husband.

Whoosh! Immediately she had airline/cruise tickets in her hands.

The man wished for a female companion 30 years younger...

Whoosh...immediately he turned ninety!!! Gotta love that fairy!

Dear Lord, I pray for wisdom to understand my man; love to forgive him; and patience for his moods, because, Lord, if I pray for Strength, I'll beat him to death. AMEN

Q: Why do little boys whine? A: They are practicing to be men.

Q: What do you call a handcuffed man? A: Trustworthy.

Q: Why do men whistle when on the toilet? A: It helps them remember which end they need to wipe.

Q: How do you keep your husband from reading your e-mail?  
A: Rename the mail folder "Instruction Manuals"

Q: What does it mean when a man is in your bed gasping for breath and calling your name?  
A: You did not hold the pillow down long enough.

### **Solent rally**

A photograph of Peter and Julia Llewellyn with their new boat about to leave Portsmouth on the Solent Rally. The rally was from Saturday 12<sup>th</sup> to 19<sup>th</sup> July and has been previously been reported.



### **Rally to France**

This was scheduled for Sunday 16<sup>th</sup> August but there has been no report of it other than Mike Price did get to France and back and that the Eastbourne air show did take place. We must hope that other rallies have reports for those of us who could not make it.

### **Passage to Eire by GANNET V**

**Note, The log of this trip was published in an earlier newsletter.**

Earlier in the year the crew of Gannet decided to travel to Ireland and so on the 29th of May we set off. The first part of our journey saw us heading for the West Country with the intention of waiting in FALMOUTH for a weather window; we only had to wait for two days which was not bad as the longer term weather was forecast to be not so good and we agreed to make our way to the Scilly Isles. With hardly a breath of wind we were forced to motor sail as were other yachts on the same course and we arrived at St Mary's and picked up a visitor's mooring buoy, We decided this was not the ideal jump off point so we moved round the Islands to Tresco and once again we were lucky enough to pick up a visitor's mooring buoy. I should say we were lucky because the weather was brilliant, not a lot of wind but ideal for a little exploration of the Island.

We made our way ashore in the dinghy and off we went firstly round a coastal pathway towards a Norman fortification that we had seen as we sailed in, then a walk up to the summit of the Island to view another fortification and then down to the gardens that Tresco is so famous for. We had been there once before but it was still as breath taking. After the gardens we went to Tresco's only pub for a wee libation before setting off back to the boat. The only disturbance to this very tranquil setting was the helicopter that ferries visitors to and fro between the Islands. It should be said that there are no cars on the island, a few tractors and a few electric golf buggies

The next day we set sail for Cork in the province of Munster Southern Ireland, the land of Guinness and Murphy's beer that is! It started with little wind but picked up a little as we sailed north and as we did not want this stretch of the journey to take too long we were forced to motor sail. Even so the journey still took us twenty six hours with the last part seemingly taking forever as we made our land fall and were all grateful that it was an easy entrance. The most difficult decision then being which marina of the three we were going to use. The decision was taken away from us as only the Royal Cork Yacht Club had any vacancies so we

booked in and were pleasantly surprised at the hospitality from the oldest yacht club in the world, or so we were told. If you know different do tell.

We decided to take a couple of days out to recover from our journey; after all it's supposed to be a holiday so we took ourselves into the town of Cork for a little sight seeing. We found we were not far from Blarney castle and that there were regular buses so we hopped on a bus and twenty minutes later here we are at the Castle set in its own beautifully laid out gardens. As we made our pilgrimage to the top of the Castle and for those of you who are unfamiliar with the storey the Blarney stone which when kissed one will receive the gift of eloquence and here I think we met the probably most photographed man in Ireland; the man who holds on to you as you do the deed, Kiss the stone that is,!! He is on all the tourist post cards and every person kissing the stone gets a photo with the man included.

Having seen enough we returned to the city of Cork where the town was truly in a vibrant mood. Cork had been beaten by Tipperary at the annual event of hurling for the first time in some eighty years. Both teams' supporters were spilling out from every pub in the city, drinking together and congratulating each other on the great game that they had just witnessed.

2. The next part of the journey took us to Kinsale and as we entered the harbour there was the most ghastly bit of architecture I have seen in a while, a whole terrace of ghastly looking flats. We passed on into the main part of the harbour towards the marina and I can only tell you that after the flats the rest of Kinsale was truly a great treat with stunning panoramic views with great pubs and restaurants. The food was good, the atmosphere exciting and all the pubs seemed to have live music. After a couple of good days sight seeing we left what was to be our last proper marina for a few weeks and moved west towards our destination. On the way we were occasionally checked out by dolphins that paid scant attention to us as if they had a more pressing engagement.



As we pushed on west the scenery became more exciting with jagged looking rocks seemingly very foreboding until you got closer and viewed from another angle when we saw numerous coves and bays all with spectacular scenery. After forays onto the various Islands of the mainland we ventured into many villages that were so colourful with the various pastel shades of the painted houses. There was all ways the same hospitality and the cleanliness's of the villages many of which had won an award for a best kept village.

One thing that we had difficulty with was communications; mobile phones often had no signal and we would have to hike up steep hills and once at the summit would finally get a signal. In one village at a post office we asked the post mistress what the problem might be and were told that if we were to cross the road and clamber on to the top of a wall we might get a signal. She was absolutely right and it was the only place in that village where we were able to communicate. It must have looked a bit strange, three of us taking it in turns to clamber up this wall to make a phone call.

Sailing thus far had not been very good so we ended up doing shorter hops as Gannets engine seemed to be playing too a big part in our Holiday. In many of the bays and coves we visited we were either anchoring or on visitors mooring buoys which we became very adapt at picking up with the aid of a tool that I purchased a couple of years ago at the boat show and which had until now had sat idly in the lasserette. As we make our way west towards Bantry Bay passing the infamous Fastnet rock looking so Serene in the sunshine and a force two, we motored past the rock with only a couple of miles between us as we continue

west to Mizzen Head. Having past the headland we suddenly have some wind which rose finally to fifteen knots as we crossed the estuary of Bantry bay towards Castletown. We had picked up a snippet of info suggesting that as this was a fishing port yachts were really not very welcome so having had a great sail for the last couple of hours we decided to make use of a small isolated marina on Bear Island, This was a splendid little marina with perhaps enough room for about twenty boats but at least we could stock up on water and fuel. We stayed the night and visited the local pub and a vastly overrated restaurant who served organic food as good a reason as any I have heard to inflate the price of a meal.

The next day we moved on further north east into Bantry Bay to which was probably the high light of our trip, a little town called Glengariff. This idyllic bay set behind various islands was to be my favourite place of all and here we were to see both seals and dolphins at rest and at play. We picked up yet another visitors mooring buoy and took the dinghy to get a little closer to the seals who eyed us with some suspicion as we invaded there little islands and clumps of rock as we set about trying desperately to get close up photographs. Later that evening the dolphins came out leaping high into the air as if playing leap frog with each other but we were unfortunately not able to get as close as we wished as they moved a little further away at each of our advances. This was a stark difference to the ones we had uncouneted a couple of years back in the Bay of Biscay who never seemed to be able to get close enough to us.

Finally after a couple of days we moved on towards our destination and to our surprise, assisted by some very pleasant weather and winds we moved up to Valentia, our final stop before Dingle. As the winds increased steadily up to force six and seven we were glad to reach the shelter of Valentia Harbour and find our selves a vacant mooring buoy. That night we listened to the weather forecast with great interest only to hear that the winds would decrease over night and the following day would start with a force four and increase to gales in the evening. This would suit us fine for the final sixteen miles across Dinle Bay. The following morning after once again checking the weather forecast we got off to an early start and crossed the bay in bright sunshine with a force four behind us for another great sailing day. As we approached Dingle harbour there was the very thing we had come to see, the dolphin called Fungi who had inhabited and greeted sailing folk entering the Harbour for nearly a quarter of a century. He was chasing one of the tourist boats who had taken visitors out to see him and was putting on a great performance and as we approached he duly came to inspect us. I guess we must have looked okay because we were allowed to pass as he skitted off back to the boat he had been playing with.

3. Dingle Harbour and marina, what a delightful place. It is also a fairly large fishing Port and surprisingly the Marina and port exist in perfect harmony. As you approach you are heading for a fairly substantial pier head which divides the port so that yachts in the marina are not affected by the wash of the not unsubstantial fishing vessels, A very pleasant surprise was the greeting we received from Peter the Harbour master who had sailed out to greet us and tell us where to berth. The sun was still shining in the early evening despite the forecast of Gales that we paid scant attention to; after all we were safely tied up at our berth. When Peter returned to his Harbour office we went in for a chat with him to find out what we could about the town. Why was I not surprised to hear that Dingle had fifty two pubs? He asked if we were planning to try visit them all to which both Barbara and Ann said yes, that was our intention although may be we would miss the last two. As we wove our way back to the boat having enjoyed several glasses of ale, it had started to rain, a not uncommon thing in Ireland. We got ourselves nicely tucked in for the night but despite the ale we were not to get much sleep as the winds that night were truly awful and after we arose from our bunks in the morning we spoke to a couple of yacht owner's on various berths who told us that their wind instruments had registered sixty two knots. This explained why we were shaking about a bit and also why I had a sore head; well that's my story! Dingle was a little touristier than I had expected but it held some surprises such as the hard ware store that doubled as a pub. Nearly all the shops doubled up as a post office one side and a pub the other. The only exception seemed to be Banks.

I must say there was never a sign of trouble in any of the pubs and people were not averse to breaking out into some traditional Irish songs after they had downed a pint or two of the amber nectar. I don't know the reason but Murphy's and Guinness don't seem to taste quite as good over here in England.

Our return Journey was not so fortunate after we crossed back south over Dingle Bay. From there on it all went downhill and we were constantly dogged with Gale warnings. One day we had three of them.

We were constantly looking for weather windows and bolt holes and eventually we got back to the south coast and as we made our way back east it seemed a little more settled and eventually we returned to Kinsale. We had radioed ahead to ask the Marina if they could get me some filters for a service on the engine and they said that they would arrange that. On our first day in Kinsale we were rafted up as there had been more warnings of bad weather and the Marina was full.

Stories in abundance from the various boats and crews about the bad weather they had experienced over the past weeks made me think how lucky we had been, we had a strong and experienced crew and a sturdy boat called Gannet.

Finally our trip from Kinsale back to England. We had agreed that it would be slightly shorter to go directly for Lands End but we had to make a tidal gate round the point and so after spending four days in Kinsale we had a weather window which allowed us to leave Ireland in not the most ideal conditions but the best we

could hope for in the current weather patterns. On the 7th of July we cast off from the safety of Kinsale marina and headed south east for home or at least England, We started out and it soon became apparent that we should have a reef in the main as when away from the land we HAD about TWENTY EIGHT knots of wind with occasional gusts of above thirty, this was not very good as the wind was directly from behind us and huge waves were unpleasantly coming from the same direction. We seemed to pitch off the top of one wave down into the trough of another where the boat seemed to stall before climbing to the top of the next wave. This continued all day and as the light faded and darkness drew closer we put another reef in the main and also put a preventer on the boom to hold her forward; we did not want any nasty surprises with the boom crashing back over the cockpit. As day turned to night it became clear that it would be touch and go as to whether we could make the tidal gate at Lands End so I decided on the option to make a small adjustment in course and head for the Scilly Isles. Some twenty two hours later we arrived in St Mary's where some what tired and fatigued we picked up another visitors mooring buoy. Whether it was because we were tired I'm not sure but since we were last here all the buoys seemed to have been replaced with bigger ones and the ring on top has about six feet of very large chain attached and which is very heavy to pick up with a boat hook. Eventually with chain secured to boat and a snubber attached we got our heads down for some well earned rest.

Next morning we set off in moderate seas with a force four up our chuff as we made good time back towards Falmouth. We thought that none of us had visited the Belford River so this was a minor change to our plan and were so glad that we did and were overjoyed to see more visitors mooring buoys as now we really were expert with them. We went ashore in the dinghy arriving at the jetty of Helford Yacht club where we used their facilities and then sat in the lounge with a glass of wine admiring the views over the river.

The next day, up bright and early we left the Helford bound for Plymouth where we stayed over night and the following day left the Queen Ann's Battery bound for Salcombe which is a fairly short trip.

The following day we were crossing Lyme Bay, a long old slog if the winds are against you but we were lucky with the wind and were pushed along and making good progress we reached another tidal gate and were catapulted around Portland Bill and up to Weymouth.

A lovely evening sun was shining and we go into the river at about 2000hrs so we were among the last of the boats to arrive and found our selves rafting up six deep with the inside boat wanting to leave at 0700hrs. We thought that would be okay as we would leave early and stop at Lulworth Cove for our breakfast. Alas, it was not to be as on arriving in the area we heard on the VHF that gunnery practice was due to start at 0900hrs. The gunnery range boats were all ready on patrol and on asking if there was a problem to enter we were told we could but would have to remain at anchor for a further 5hrs. This really did not suit us as we had planned to join the NYC who were planning to meet us in Gosport marina at Portsmouth, so we decided to postpone breakfast for when in Swanage Bay, which turned out to be very windy as we picked up yet another mooring buoy. After a few bacon and sausage butties we were off on our final leg into the Solent, we reached the Needles channel joining at Hurst Castle and had a great sail up the Solent with wind behind and both sails fully out bombing along at about 7knots thinking its great to be back. That night we met members of the club at Gosport and ended up having a few drinks with Nigel taking us into the wee small hours of the morning. This trip lasted for two months so not every thing or place has been mentioned; if you should have any questions or be seeking advice you can e-mail me or speak to either Barbara or Ann. All of us would be only be too pleased to help if you should decide you would like to try the trip for your selves. One of the greatest compliments that we were paid was a fellow traveller who asked us how long we had been away; we said approx two months. His retort to that was "And you're still talking to each other!"

## 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.

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

### **Saturday 20<sup>th</sup> September – Harvest Supper BBQ. – 1900**

There will be a bar and supper of sausages and mash at approximately £5.00 per person. Please advise if you require a meal.

Organizer Nigel Cooper on 01273 302846, 07836 739501, or [coopernp@hotmail.com](mailto:coopernp@hotmail.com),

### **Saturday 4<sup>th</sup> October – RYA Day Skipper Course – first day of a six day course spread over the next five Saturdays**

Cost £240 plus £25 for course pack totals £265. Discount of £25 to NYC members

Enrol via the course Principal Tony Titchener 07784 713612 or [tonytitch@aol.com](mailto:tonytitch@aol.com)

### **Saturday 11<sup>th</sup> October – RYA Day Skipper Course – second day, See 4<sup>th</sup> October for details**

### **Saturday 18<sup>th</sup> October – RYA Day Skipper Course – third day, See 4<sup>th</sup> October for details**

### **Saturday 18<sup>th</sup> 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 and we hope to have Chris Snook to lead the singing.

### **Saturday 25<sup>th</sup> October – RYA Day Skipper Course – fourth day, See 4<sup>th</sup> October for details**

### **Sunday 26<sup>th</sup> October – BST ends**

### **Saturday 1<sup>st</sup> November – RYA Day Skipper Course – fifth day, See 4<sup>th</sup> October for details**

### **Saturday 8<sup>th</sup> November – RYA Day Skipper Course – Sixth and last day, See 4<sup>th</sup> October for details**

### **Sunday 9<sup>th</sup> 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](mailto:coopernp@hotmail.com),

### **Saturday 22<sup>nd</sup> 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 22<sup>nd</sup> 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 6<sup>th</sup> 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](mailto: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

### Small Advertisements

**Note** 1. **Advertisements are run for only one issue after which it is necessary to re-apply.**  
2. **As the newsletter is shown on the website there is a wide distribution.**

#### For Sale

Wet suit full length with adaptable sleeves that can be long or short and is in VGC. Also a Buoyancy aid in VGC.

Size small ladies approx 12. £20

Wet shoes size 7 VGC £5

Ann Headon 01273885952

#### For Sale

1. Small craft additions of Admiralty charts,
  - a. SC5600. The Solent and its approaches, 10 charts. £20-00
  - b. SC5601. East Devon and Dorset coast 10 charts £20-00
2. Imray Mediterranean Almanac. Covers over 400 Harbours in the Mediterranean. £20-00
3. South and West coast of Ireland Pilot by the Irish Cruising Club and Admiralty charts C56/57, covering the south and west coasts of Ireland. £50.00 for the two which are in mint condition Both Items purchased this year for recent trip to Ireland.

Graham Jones 07900386274, 01273 569849, [najadatsea@gmail.com](mailto:najadatsea@gmail.com)

### Membership

#### NEW MEMBERS

The following has applied for membership of the NYC

Richard Fisher

IT Manager - 26 Lansdowne Place, Lewes, East Sussex, BN7 2JU

Proposed by Nigel Cooper, seconded by Alan Cranmer

It is important that all members should have access to the club constitution. Most members will have used the club website to download or read it but for those members offline a copy can be obtained from Nigel cooper on 01273 302846, 07836 739501. All new members will receive a copy on joining.

Application forms are available from the membership secretary and membership applications and renewal fees should be sent to;  
NYC Membership Secretary, 20 Hawth Hill, Seaford, East Sussex, BN25 2RW – 01323 897659 – [a.cranmer@tesco.net](mailto:a.cranmer@tesco.net)

The entrance and subscription fees are as follows;

Full member £45.00

Family member £50.00

Joining fee for new members - £20.00

A £5.00 discount on the above membership figures is given if paid with standing order by mid January. Standing orders will substantially reduce the membership secretary's time and the expense of collecting fees. Renewal is due on the 1<sup>st</sup> of January each year.

### Editor's Note

**All contributions for the next issue must be received by the first Monday of the month and should be sent to the Club Secretary –**

Alan Ball. 40 St Mary's Road. Tonbridge TN9 2LE. 01732 359170 [ak.ball@btopenworld.com](mailto:ak.ball@btopenworld.com)