

Welcome to the autumn edition of NYC News. It's bigger than usual as it's been a really busy sailing season. The NYC burgee has been seen flying as far away as Ireland, Scotland, Wales, the Channel Islands, France, Holland, Norway and the Baltic!

You'll find several stories about these trips in the following pages but first take a look at what's coming up.

2018 Winter Programme dates for your diary.

Tuesday 9 October

Skills Forum

Venue: White Lion Seaford 19:00 for 19:30

Topic: Being finalised. Also an opportunity to discuss and agree topics for future forums.

Saturday 20 October

Paella Night

Venue: Riverside Hall Newhaven 19:00

For full details see the flyer sent with this Newsletter.

Saturday 10 November

AGM & Trophy Awards

Venue: Riverside Hall Newhaven 18:30

AGM notices and documents will be issued to all members shortly.

The formal meeting will be followed by a fish and chip supper.

Sunday 11 November

Remembrance Sunday at Sea

See website for details

Tuesday 13 November

Skills Forum

Venue: White Lion Seaford 19:00 for 19:30

Topic. Being finalised.

Saturday 15 December

Commodores Christmas Party

Venue: Riverside Hall Newhaven

Full details to be published near the time

Membership Matters

AGM

A message from our Commodore, Maurice Elford

Our AGM is being held on the 10th November and I would urge you all to attend this important meeting

I will be standing for Commodore again this year, but this will be my final year. We currently have vacancies on the committee for a Vice Commodore and Sailing Secretary.

Ideally the Vice Commodore should then go on to be the Commodore having spent some time seeing what being Commodore involves. It would be good to have some new blood on the committee, so do give this some thought. If you would like more details about serving in one of these posts please do call me on 07740 638420

Trophy Nominations



As usual, we will be awarding trophies to members at the AGM for a variety of sailing events and feats for the 2018 sailing season, **and we need your input!**

All claims must relate to achievements in the 2018 season and must have completed by 30 September 2018.

The trophies are as follows:-

7 Ports Trophy (the Tapping Cup)

The aim is to visit 7 of 8 listed ports in the 2018 sailing season. If no-one achieves 7 ports, consideration will be given to the nearest to the 7. The specified ports are listed on the NYC website, under the Club Stuff dropdown menu.

Should more than one skipper have visited 7 of the listed ports in the season, then the 8th port will be counted as a decider. Otherwise in the event of a tie, the skipper to have achieved their result first will be the winner.

Cruiser Cup Awarded for the most ports and recognised anchorages visited.

Courage Cup (first Channel crossing by a skipper),

Most improved skipper cup

Most improved crew cup.

Kittiwake Cup awarded for a special yachting achievement

and of course the old favourite

The Cock Up Kettle, awarded for the most embarrassing mistake.

You may as well own up – it will come out in the end!!

All claims and nominations (briefly justified) should be sent to club secretary Graham Eaton g.m.eaton@icloud.com no later than Saturday 20th October. (Paella Party Night)

Cruiser Cup and 7 Ports Trophy claims must be supported with ships log entries. The committee will consider all the entries and their decision will be final. If you have any questions about any of these trophy events, please contact Graham at the above email address.

Website Revamp

You may have noticed that our website's been given a new fresher look. Our thanks go to Alan Turnbull, NYC's Publicity Manager. NYC's obligatory GDPR privacy statement has also been added under the Club Stuff dropdown menu.

NYC boats on TV!

Dragon Singer, Sim Gray's Jouet 920, moored in Newhaven, was recently used as a crime scene for an episode of BBC TV's Silent Witness.

Given the rocky roly nature of the Newhaven pontoons it was surprising that the Health and Safety elves didn't insist on the actors wearing life jackets!!



You may just be able to recognise some of the actors in the photo. Sadly at least one of our members (who shall remain nameless!) was extremely disappointed that star of the show Emelia Fox didn't put in an appearance.

Helicopter Rescue

Seems to be becoming a bit of a habit for NYC members!

If you watch the TV programme Saving Lives at Sea you may well have seen member Sandy Young and his boat Andiamo featuring in a rescue.

Here's Sandy's account

Pan Pan

I was sailing on my boat Andiamo in the Solent on 25th April in fairly rough seas. We were heeled over a bit and my older friend Nigel slipped and sat down in the cockpit. He couldn't get back up or straighten his leg so he lay flat out between the two helms. He was in great pain. We discussed whether I could motor into Portsmouth or whether it was more urgent. It was more urgent. There were only two of us on board.

So, I spent a couple of minutes getting the sails and the boat stable and under control and then issued a Pan Pan. Solent Coastguard were very good and we had constant exchanges, discussing the situation. They started by sending the Portsmouth RNLI rib but then upgraded to the Coastguard helicopter with a paramedic. Within 15 minutes the paramedic was on board and decided it was too rough and unnecessary to lift him straight off the boat. He needed time to check Nigel and give him pain relief.



We made our way into Langstone Harbour with the rib escorting us plus the helicopter. South Central Ambulance Service met us on the jetty and at the moment Nigel was lifted off I counted 14 people in attendance. His artificial hip had come apart – ‘Ouch’, but he is fine now. He has since spent 4 hours filming for ‘Saving Lives at Sea’ and it was shown in September. Portsmouth RNLI also have video footage on their website.

Footnote: As Nigel and I were sailing together I had made up a special ‘**Nigel in an**

emergency list’. This detailed exactly what he should do, and importantly in what order. I did not anticipate that I would be delivering on my own instructions!

Members News

Our intrepid members have been all over the place this summer!

Bill Wates sailed his Rival, Late Arrival, from his current home port on the west coast of Scotland to Norway. His route took him up through the Hebrides, round Cape Wrath to the Orkneys and Shetlands. Apparently he took the wimps route home via the Caledonian Canal.

Facebook users may know that **Stew and Chris Proud** have been cruising the Baltic in their motor boat Lorna Adam. We hope to have more detail in a future Newsletter.

Jonathan Bacon and his yacht Peverall, who, let's face it, rarely seemed to leave Seaford Bay



has amazed us all by circumnavigating the UK and calling in to the Republic of Ireland to boot! Not only that, he did it the hard way, taking the anti-clockwise route. Jonathan has offered to give a presentation of his adventures at a future NYC event. We're sorting a date and looking forward to it.

Goodbye Gemini Dreamer, hello Azzurra

The Brighton rally in August gave Graham Eaton and Marilyn a great (if not long overdue) opportunity to rename his Dehler 41DS from ‘Gemini Dreamer’ to ‘Azzurra’ (not being neither a Gemini nor a dreamer)!

To ward off any bad luck associated with renaming a boat, a short speech paying homage to Poseidon, king of the waves, and to Aeolus, guardian of the winds, was read out, witnessed by a very healthy turnout of members.

The traditional pouring of a glass of champagne (small!) over the bow completed the

proceedings, whilst everyone else hoovered up the rest of the bottles! (large!)



The festivities continued at the Café Rouge where 21 NYC members enjoyed a very sociable evening as part of the Brighton Rally.

NYC Clothing - Get kitted out



A wide range of items in all sizes is available. For further details and how to order check out the Merchandise drop down menu on the NYC website.

Contact Lisa at Raw Print, Unit 10, Beach Close, Newhaven. Tel 01273 515000

Summer Rally (and Bake Off!) Report Part 1

By Matthew Longbone

It was an early start to the summer rally...Yarmouth harbour, Isle of Wight had promised us a rally booking providing we were all in port by 6:00pm, and assuming we could muster at least 5 boats.

Salute and Otter left Brighton at LW approx 05:00hrs whilst there was still sufficient water to ensure they could get out!...punching some foul tide to ensure a fair flow from just after Selsey Bill. Belfast Child and Fairway had broken the trip by passing to Gosport the previous day. Hunky Dory had already settled into Yarmouth on the Thursday as part of a Solent sojourn independent of the main summer rally bound for the Channel Islands, whilst Cloud 9 transited from Lymington.

Otter suffered engine starting difficulties en-route and had to call on Seastart for assistance and engage a port of refuge plan leaving Teresa and her crew bound initially for Gosport.

The remainder of the fleet all arrived safely in a very busy Yarmouth and were sufficiently quorate to be considered the NYC Summer Rally! Temperatures were hot and rafting was the order of the day. A club rally meal in a local restaurant was organised for the Sunday evening.

It was a 4:30am wake-up call on the Monday, those continuing to the Channel Islands elected to leave at or shortly after 5:00am. Cherbourg was the favoured initial destination due to concerns over a possible swell in Braye harbour, Alderney. All boats had an uneventful, if slightly uncomfortable passage, the remnants of wind the previous day had left a strange motion on the sea. Landfall was made as expected and all crews met up that evening. Sandy on Andiamo was also in Cherbourg having made a rally-independent passage from Lymington the same day.

The delights of St Peter port, Guernsey followed after a very wet day-off in Cherbourg. Skippers elected a passage via the Little Russel, and the pitfalls of the Alderney race were virtually non-existent, as in most parts was the wind, which largely proved to be the theme for the next couple of weeks!

A couple of days off in Guernsey followed, allowing Otter to 'catch-up' having resolved engine difficulties back in England. Crews elected to variously refuel, enjoy the local culinary delights, walk parts of the island and explore Herm via organised boat trip. All boat skippers were also presented with a Victoria sponge cake mix, an egg, a baking tin and some greaseproof paper....the simple instruction was that they were to mix and bake a Victoria sponge whilst on passage from Guernsey to St Helier, Jersey! The great NYC bake-off @ sea had commenced!!

It was a comfortable motor down to Jersey with a calm sea and we were hence anticipating some fairly-level Victoria sponges at the destination. The St. Helier marina WiFi password was a rather hopeful 'England1966'...and you guessed it, upon



Otter's effort



Salute's entry



Belfast Child's entry – of course – well he is a chef!!



And the winner from Fairway!!

arrival it was time to find a local hostelry for viewing the England v. Sweden World Cup match...England won 2-0, which secured keeping the crews in good spirits in preparation for the only other thing left to look forward to that evening - the decorating and judging of the earlier baked cakes! Terry, crewing on Otter of Hayling was appointed an NYC independent adjudicator as he was the only person not to be an NYC member. All crews met on Belfast Child for the decorating, thanks go to Mike & Eileen for the use of Belfast child's comprehensive galley, and thanks also for subsequent judging by Terry with a sundowner in Belfast Child's cockpit!

Terry's final word on the winner was that Shirli's entry (single-handing on Fairway) should win 1st Prize...Shirli had taken an interesting approach...word on the pontoon was that she managed to throw a biscuit tin which she intended to use to mix her cake overboard whilst discarding cookie crumbs from its previous existence!

Attempting to be innovative and not disillusioned Shirli scrambled round in her bilge, stumbling across a Halfords sponge...a slice down the middle, a buttering with raspberry jam and a decorative (V.R=Victoria Royal) touch later and it was ready for presentation and judging along with the other skippers more edible efforts! (Shirli's and the others results are best judged in full by the pictures!!). There was needless to say, much hilarity in the cockpit of Belfast Child and the results are a memory which will be etched upon my mind for a very long time!

All crews enjoyed various activities during a day off on Jersey, we elected to visit the War tunnels, whilst others checked the sea water for temperature and took a stroll along the beach / causeway to Elizabeth castle.

The following day it was time to move on, another very early start with Port Es Saies on the west side of Sark chosen as the intended destination. Arriving shortly after 09:40hrs all buoys were already taken so we chose an anchorage just slightly south of our initially intended destination. All yachts secured the mud and some ventured ashore to explore Sark...a real 'step back in time' with no cars permitted on the island. Medical transport if needed is usually via Tractor and signposts indicate distance by informing you roughly how long it takes to walk somewhere! A pleasant afternoon in the sunshine was enjoyed by all.



Sark - All the boats are down there somewhere!

After Sark, the rally split, with Fairway and Belfast Child heading back to Guernsey (Mike and Eileen had crew to collect, and Shirli, Mike and Eileen all had the luxury of an additional weeks holiday), whilst Salute and Otter made for Braye harbour on Alderney. Sandy on Andiamo was by now also exploring the Channel Islands, but independently. All boats secured berthing without difficulty and explored more of their host islands before crossing the Channel once more, and ultimately making for their home ports.

All in a very memorable, and thoroughly enjoyable rally in fantastic weather albeit light on wind!

Summer Rally Report Part 2

By Shirli Gaston

Whilst Salute and Otter were heading for Alderney, Belfast Child and Fairway went back to St Peter Port to pick up grandson Reece who flew in from London. The plan was to cruise round to Honfleur from Guernsey via Cherbourg, St Vaast and maybe Ouistraham but things didn't turn out like that. St Peter Port has a sill that restricts the time you can leave the Marina which can make it difficult to make the tide gates.

We were heading for Cherbourg. Sadly Fairway couldn't make the speed necessary to make it round to Cherbourg with the tide. Just past Cap de la Hague is another headland, the Basse Bréfort which proved too much for her. We were getting stuck, unable to pass that final hurdle. We were also quite low on fuel. Belfast Child came to the rescue motoring back from their position round the headland to throw us a line and pull us off that North Cardinal we seemed to be stuck to. Both boats then headed for Alderney to pick up a buoy in Braye harbour. This was a good move as Alderney is a delightful island. We walked up the hill to St Anne and enjoyed entertainment and supper there. Next morning Belfast Child went back to Guernsey so that Reece could get a flight back to London. Fairway stayed on Alderney to re-fuel, a complicated process involving cans and dinghies. The following day both boats met up in Cherbourg (oh those umbrellas!) and Belfast Child left the next morning for Gosport. Fairway followed her a day later almost repeating the Cherbourg problem trying to pass Bembridge. This time she just made it round into the Solent and made a desperate dash for Gosport Marina. From there it was only a day's work for Belfast Child to return to Eastbourne and Fairway to Newhaven. 450 miles of adventures with beautiful Islands, fabulous weather and great company made the difficult parts worthwhile.

A Voyage to Holland and the East Coast

By Maurice Elford

In October last year I decided that I was going to retire at the end of January, and at the same time decided I was going to sail to Holland via France and come home via the East Coast. I had sailed on somebody else's boat twice many years ago in Holland and wanted to do it in my own boat. I had also lived there for eighteen months in my (long ago) youth.

I had various crew while I was away, and sometimes single handed so "we" means me, Corisande and crew.

We left Newhaven on June 7th and reached Cadzand Bad, my first Dutch Port via Dieppe, Boulogne and Dunkirk on 15th June, I skipped Belgium. This is probably the only time in my life that I will fly three different courtesy flags in one day!

I decided to go to Amsterdam via the Standing Mast Route (if you ever do this be sure of your air draft!) and having reached Holland my trepidation about going through the locks single handed increased substantially. Below is a picture of the yacht lock at the Orange Locks in Amsterdam. Commercial traffic has separate locks.



As it turned out locks were easier than box moorings! Box moorings are bows on to a pontoon while the stern is moored to two posts. If it wasn't for a very nice Dutchman at my first marina where there were box moorings I would probably still be trying to tie up!

Outside of Amsterdam not many places take UK cards and in one place I had to do a 8km round trip on a bicycle to the nearest ATM so I could pay for my berth and fuel! Lots of places I stayed at were run by local yacht clubs. If a berth was showing a green shape visitors could use it, if it was red they couldn't. I soon learned to shop and take on fuel at every opportunity as some yacht harbours were miles from anywhere and mostly didn't have fuel.

Three weeks after leaving Newhaven we made the Six Haven in Amsterdam City Centre, it is the most densely packed marina I have been in, but so worth it for the convenience, and all for €16 a night!

See the photo below.



After a week in Amsterdam it was out on to the Markermeer to Lelystad, Vollandam, Hoorn and other places before making our way back through Amsterdam to IJmuiden. Where on the morning of our departure for England I was asked by a very polite immigration officer for all my papers for the first time since leaving Newhaven!

We made the 140 miles across the North Sea to Felixstowe in 26 hours, which was about four less than I was expecting.

We then spent some time pottering about the East Coast and Thames Estuary before arriving back in Newhaven eight weeks and 923 miles later on 3rd August.

Would I do it again? I haven't thrown the charts and guide book away.

And finally.....

I recently upgraded my AIS receiver, linked to my plotter on Hunky Dory, to a transponder. The improvement to my boat speed was instant and phenomenal. The trip log from Newhaven to Eastbourne recorded that I'd travelled 55 miles in 4 hours which is going some.

After much head scratching, muttering, and doing a factory reset on the plotter I realised the default setting on the transponder was sending positions from its own GPS to the plotter and thoroughly confusing it. Nothing about this in the installation guide. Now I've turned off the NMEA sentence transmissions I've returned to a stately 5 knots. I mention this only because I know several members are upgrading to transponders and may suffer the same issues. And NO it doesn't qualify for the Cock Up Kettle!!

Roger Davis
