

Welcome to the spring edition of NYC News where we look at the programme of sailing and social events together with the usual mix of news items

## 2018 Sailing Programme

Once again we've built the 2018 programme around suggestions from members so we're looking forward to a great turnout on rallies.

The full programme is now available on the NYC website so take a look and get the dates into your diaries!

Last year's focus on shorter "local" rallies proved very successful so we are repeating them this year.

For those wanting a bigger challenge, with the opportunity to visit destinations further afield, then consider this year's main **summer rally to the Channel Islands**. Dates and details can be found on the website calendar – further information is available from Matt Longbone.

## Upcoming Events for your Diary

**Saturday 5 May – 7 May**

**(May Day Holiday Weekend)**

**Eastbourne Rally**

**with Rounding of Sovereign Light on Sunday 6 May**

**30 May – 2 June**

**West bound rally. Destination TBA but probably Shoreham.**

**See website calendar for full details of these events**

## Membership Matters

Since the last Newsletter we're delighted to welcome:-

Richard and Gretta Harvey and their boat Emoyeni berthed in Newhaven.

David and Donna Murley. Dave has recently purchased Beaumaris from our Commodore Maurice Elford.\*

Phil Rowcliffe. His boat, Tamar Chick, will be relocating from Itchenor to Eastbourne in the spring.

\*For information, Maurice has purchased Corisande from fellow member Jim Taylor. Jim will continue sailing with NYC via the Buddy Scheme.

Finally, as ever, new members are essential to maintain a vibrant club so please keep promoting NYC members whenever you can.

## Frostbite "Competitive" Cruise

And pretty competitive it proved to be. Six boats put to sea in very light northerly airs on a very flat sea.

**Corisande** (Maurice Elford) **Dragon Singer** (Sim Gray) and **Louise** (Jim Sumberg) slipped from Newhaven, whilst **Salute** (Matt Longbone) **Otter** (Teresa Scott) and **Andiamo** (Sandy Young) made the trip from Brighton.

It was clear from the off that the different sizes of vessels would pose the handicapper an interesting challenge.

The scheduled course was Newhaven Lighthouse on to round Portobello Outfall buoy, thence to Fishers Bay red mark and back to the lighthouse. This proved impossible as Andiamo, first to arrive at the mark where the Portobello Buoy should be, reported **it wasn't there!!**

Not to be defeated it was agreed and radioed to all boats that a sad looking yellow mark east of



the Brighton Marina was the new turn. Previous years have seen near collisions with several boats rounding the

mark in close proximity. Not so this year as the boats were strung out over a large distance.

After rounding the mark the wind remained variable and light, benefitting the boats further offshore and ahead.

The RYA's cruiser handicap factors were applied to the boats' elapsed times resulting in the following finishing order.

1. Andiamo
2. Louise
3. Corisande
4. Salute
5. Otter
6. Dragon Singer (DNF)

So it's congratulations to Sandy Young, a new name to go on the trophy. The good news for everyone else is that the win will do nothing to help his handicap next year! All in all a good day out on the water, followed by the mandatory beers aboard Corisande for the Newhaven fleet.

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### NYC is on facebook

To raise awareness and the profile of NYC we're now on Facebook. In addition to assisting members to communicate it will give us the opportunity to share news and activities with other local organisations and businesses.

Alan Turnbull, our committee publicity officer will oversee it. He has created a private group for members where you can keep up to date with club activities and let others know what you're up to. To join this group search @NewhavenYachtClub and ask Alan for access.

Since going down the Facebook route, which it appears just about every business and social organisation uses, you will be aware of the ongoing uproar in the media about abuse of personal data. We are being led to believe that this is historic and steps have been taken to stop it.

So our message to members is:- If you already use Facebook and are happy to continue then feel free to use it for NYC stuff, if you're not

or don't wish to set up an account then don't. It's up to you.

Our member communications will continue in parallel as now via emails and the NYC website.

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### NYC Group MMSI Number

As the sailing season kicks off here's a reminder.

NYC has a group number but it's been pointed out that we haven't advertised it recently. As a result many members may not be aware of it.

It can prove very useful out on the water to find and call up other members in range, particularly on rallies.

The number is:-

**023200130**

So do please enter it into your DSC radio's Group Directory if it's not already there. You'll also find it listed on a new page under the Club Stuff drop down menu on the website.

And remember the NYC default channel is **73**

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### When did YOU last check your life jackets?

The final skills forum of the winter season saw Bill Wharton from the RNLI leading a very informative session on safety at sea. Members got to grips with servicing their own lifejackets and pointers on what to look for.



Rather worryingly, several of the jackets **failed** the inspection! Two had gas cylinders badly corroded, and although full of gas, the rough exteriors were beginning to chafe through the bladder. Others had out of date firing mechanisms.

So if you haven't already done so, open up the jacket, inflate it by mouth, check the cylinder for corrosion and weight and that the firing mechanism is in date.

Members added £52 to the RNLI collection tin as a thank you to Bill for his valuable advice.

*Eds Comment.* I was particularly shocked to see the rusted state of my gas cylinder as it had been replaced **less than 12 months ago**. Thinking back, the jacket had taken a proper soaking by rain and waves last summer. Whilst I had dried out the canvas cover I had not considered that the inside remained wet within the folds of the bladder for ages sparking corrosion. **The lesson being if it gets soaked outside then open it up and make sure the inside is dry before repacking it!!**

## NYC Clothing

**Get kitted out for the new season!**



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

## Buddy Scheme

### GDPR and the buddy scheme

As some of you will already know, something called the General Data Protection Regulation is coming into force towards the end of May.

Our club holds data about its members and, in a few cases, some non-members (for instance, buddy sailors who are trying out the buddy scheme and haven't yet joined the club). The committee has been considering whether we need to make any changes to the data we hold, or to our procedures for handling that data.

For example, we've decided to reduce the amount of information we hold about buddies. We used to ask buddies if they had any medical conditions that a skipper should know about. For instance, a buddy with a heart condition carrying a Nitrolingual Pump Spray (to spray under the tongue to counteract angina), must ensure that the skipper is aware and also where to find it on the boat, in case it's needed.

However, in order to be sure we're complying with the GDPR, we've decided not to hold medical data. Instead, we'll be recommending to skippers that, as part of the usual crew briefing session, they ask buddies if there are any medical issues they should know about. We will also encouraging buddies to think about what kind of medical information they might share with a skipper, for the safety of all.

*Richard Mitchell*

## Events Review

### Skills forums

Our winter season forums remain popular as they continued to attract a very good turnout of members. They combine an opportunity for a social get together with discussions on topics of interest. Recent sessions featured a Q & A session where skippers shared experiences and offered suggestions to resolve problems, and



more recently the Life Jacket check and safety session mentioned in this newsletter.

Now that spring has arrived (???) the next sessions will be held in the autumn. Finding suitable subjects is not always easy so we'd like to hear from members about what you'd like to see in next winter's programme. Do please get in touch with Commodore Maurice Elford with any suggestions.

### Social Events

It was the usual busy winter season with events to keep members in touch during the "off" sailing season.

In addition to the pre-Christmas party, which was well attended, we held an excellent quiz night competing with teams from NCI Coastwatch and Newhaven and Seaford Sailing Club.



March saw the return of Tom Cunliffe entertaining a packed hall with tales of the exploits of Bristol Pilot cutters and their crews, and wooden boats in general, followed by a book signing ( and sale of course!!) A great evening.



### Commissioning Supper

The final shore based event of the season was held at the Hope in Newhaven. The number of members attending this year was a little disappointing so we will be trying to establish why this was. However, it must be said that what it may have lacked in numbers was more than compensated by the great time everyone had, probably one of the best and liveliest events for many a year.

### Equipment for sale

As a facility to members, a new page has been added to the website under the Club Stuff dropdown menu where members can advertise unwanted boating items for sale. Obviously NYC takes no responsibility for the condition of the items listed.

If you have any items you'd like listed contact [nycroger@btinternet.com](mailto:nycroger@btinternet.com)

Several items that you may find of interest have already been added so take a look!

Remember this page is dynamic so do remember to keep an eye on it for additions.

### Tapping Cup – 7 Ports Trophy

For all those competitive members out there, the qualifying ports for 2018 can be found on the Club Stuff dropdown on the website.



Louise and skipper Jim Sumberg heading towards the Fishers Bay mark during the Frostbite.

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### Big Ships – Small Ships, they’re all the same says Tony Manzi!

Have you ever had to abort your original passage plan due to bad weather? Have you ever been prevented from leaving a windward berth due to the strength of the wind?

Have you ever suffered a medical emergency on passage?

Have you ever had a technical problem which needed to be resolved in the middle of the night?

I’m willing to bet that many of us will have experienced most, if not all of the above.

My wife Chris and I were fortunate enough to be aboard the Cunard ship Queen Victoria, which left for Bermuda on 7 January, where she was expected to arrive on the 14<sup>th</sup>.

I have to say that a couple of years previously we had taken a passage on the Queen Mary 2 to New York. For us, this was merely a more convenient and more luxuriously comfortable way to get from the UK to New York rather than flying. I didn’t regard this as a ‘cruise’. I had always said I would never undertake a cruise on a cruise ship.

We have all witnessed the arrival of a cruise ship whilst we have been cruising on our yachts and we have seen the vast number of passengers deposited on the shores of a small island, for instance, when the local population has increased by a significant percentage. So, with a somewhat less than open mind, we opted to undertake a cruise on the Cunard Queen Victoria.

My wife Chris and I had experienced a tough couple of years and we were in desperate need of some serious ‘R and R’. Hence our decision to undertake a voyage with somebody else navigating. (Not once did I hear the captain of the Queen Victoria call for his wife to ‘fend off’ as he approached his berth).

On the first day out, we experienced a medical emergency, when the casualty needed to be evacuated by helicopter. We departed Southampton and we were just south of St. Katherine’s Point when the medical emergency took place. Because the casualty required hospitalisation it was necessary to call upon the services of the helicopter from Lee-on-Solent who evacuated the casualty, together with his wife; all part of the Cunard Service I guess. Incidentally, the evacuation took place in force 7 winds and it all went smoothly, thanks to our old friends the Solent Coastguard, and the helicopter service as well as the expertise of the Cunard officers and crew. Fortunately, this has never happened to me but I know this has happened to at least one esteemed member of the Newhaven Yacht Club.

On route to Bermuda we experienced winds up to 55 knots with a swell of 9 metres. Unsurprisingly, the Master of the ship, after discussion with the Master of the Queen Elizabeth, which was sailing in the vicinity, made a decision to alter course to avoid the worst of the weather. This revised course would take us closer to the Azores, so the original plan, for the Queen Victoria to put into Bermuda, had to be aborted.

Obviously, these Queens of the ocean are built to withstand bad weather but the skippers have to be mindful of the comfort of the passengers. It was essential that the ship should arrive in Fort Lauderdale on time since many of the passengers were disembarking there and had follow-up connections to make. So, rather than subject the passengers to a non-stop 10 day passage, a decision was made to put into Praia de Victoria on the Island of Terceira in the Azores. This

involved a 180 mile diversion from our original track. In fact, we sailed for some time in company with the Queen Elizabeth until the Elizabeth continued on to another port of call.

To the relief of many of the passengers, we arrived at Terceira on 10 January where we were allowed to disembark. Quite a number of the passengers with whom I had spoken, suffered a degree of seasickness. It is interesting to note that I spoke to another yachtsman who was on the ship at the same time, and he agreed that, although there was a fair amount of movement, there was nothing that would have bothered the average yachtsman. The Commodore later told me that the ship experienced no more than 5 to 7 degrees of heel at any time. In fact, he recalled that it would not be unusual for the cruise ships of old to experience up to 15 degrees of heel on a fairly regular basis!

The plan was to leave Terceira early in the following morning at about 0400. However, the wind was pinning this enormous vessel back onto the jetty each time an attempt was made to depart. Even with the assistance of a small tug it proved impossible to leave our berth. Does that sound at all familiar to you? Of course it does. The plan had to be aborted until the wind subsided.

It was at this time it occurred to me that these mighty vessels, despite their being commanded by the cream of marine commanders, despite being crewed by scores of highly trained professionals, despite the most powerful marine engines outside of the Royal Navy, they actually undergo the same problems that we, as small boat amateur sailors suffer on our own vessels. I don't know about you but I find that oddly reassuring. My wife who has been my only crew over many thousands of miles, thought that we were alone in suffering these problems.

How many times have you experienced a mechanical problem at the most inconvenient time? Need I ask? Well, this too happens to

big ships. At about 3:00 am we heard a call for specified crew to attend to what subsequently transpired to be an electrical fault. This fault was quickly traced to a faulty connection but it was common practice in such cases to call out the ship's 'first stage response' team who were called from their beds to attend, because any electrical fault is capable of causing a fire if left unattended.

I thought our members might be interested to learn that we amateurs are not alone in facing these problems. They happen to all sea-going vessels. So, when they happen to you, you can reassure your crew that they happen to the best. It ain't your fault. No one is immune!

One might ask what are our views on big ship cruising are now. When you reach a certain age and you are in less than optimum condition to continue long distance sailing, I suggest if funds permit, you give it a try. We did, and we're hooked. However, it has to be said that nothing can replace the thrill of entering a new harbour in one's own vessel. We shall still continue to sail our own yacht as long as we are able but when we need to travel in comfort and style, we will give Cunard a call. (Other cruise lines are of course available, as they say).

*Tony Manzi*



Commodore Maurice Elford with crew Sue Marks aboard Corisande during the Frostbite.