

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 the Baltic, en route to the Med through the French canals, the Faroe Islands, western France, the Channel Islands, and Cornwall!

Not bad for a small club!

You'll find stories about some of these trips in the following pages and we hope to hear more details about some of them at future Skills Forums.

But first take a look at what's coming up.

2019 Winter Programme dates for your diary.

Saturday 12 October

Cheese, Wine and whatever

Venue: Riverside Hall Newhaven 19:00

For full details see the email sent to all members.

Tuesday 15 October

Skills Forum

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

Sandy Young will be talking about this summer's trip to Brest and beyond.

Saturday 9 November

AGM & Trophy Awards

Venue: Riverside Hall Newhaven 18:30

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

Catering arrangements for the post meeting meal are being finalised

Sunday 10 November

Remembrance Sunday at Sea

See website for details

Wednesday 20 November

Skills Forum

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

Richard Mitchell will be refreshing our knowledge of sound signals.

Saturday 14 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 9th November and I would urge you all to attend this important meeting. You should have already received notification by email from our Secretary, Graham Eaton.

I will be standing for Commodore again this year. Yes I know 2019 was going to be my last but I'm happy to continue for another year if elected. We currently have a vacancy on the committee.

It would be great to have some new blood on the committee, so do give this some thought. If you would like more details about helping the club 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 2019 sailing season,

and we need your input!

All claims must relate to achievements in the 2019 season and must have completed by 30 September 2019.

The trophies are as follows:-

7 Ports Trophy (the Tapping Cup) The aim is to visit 7 of 8 listed ports in the 2019 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 12 October. (Cheese and Wine 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.

News from around the club

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 the Faroes.

Stew and Chris Proud have been cruising the Baltic again in their motor boat Lorna Adam. There's an extract of their voyage later in this Newsletter.

Matt and Jackie Longbone spent their vacation motoring Salute through the French canals to the Med.

Commodore Maurice sailed (although it seems largely motored!) to Falmouth and back via the Channel Islands

Mike and Eileen Edwards sailed Belfast Child around the Channel Islands

Sandy Young sailed Andiamo around Brittany.

And if you've done something outstanding that's not reported here it's because you haven't told me!!

Frostbite Race Saved!



The Portobello Buoy, our turn marker has suddenly reappeared after a 2 year absence. However, the big Red Friars Bay Outfall mark has now disappeared. No mention of either event in local NTMs. Aliens at work??

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



A Membership Benefit You May Not Have Realised

On my cruise to the West Country this year I and my crew visited several yacht clubs, apart from Sovereign Harbour YC not something I have done before.

As a member of a RYA affiliated club you will be welcome in others around the UK.

We either had drinks and a meal or just drinks in the Royal Dart YC; Salcombe YC; The Royal Western YC; Royal Fowey YC; The Royal Cornwall YC; Royal Channel Islands YC; Guernsey YC and the Royal Solent YC at Yarmouth.

These clubs are all in fine buildings with excellent views for which I imagine the members pay a much higher annual subscription than NYC levies!

The next time you are somewhere with a yacht club I do urge you to take advantage of all they have to offer.

Maurice Elford

Lorna Adam's Baltic Adventure

On Thursday May 16th we left Oppenhuizen near Sneek, in the Netherlands, bound for the Göta Canal. We were a few days late due to last minute servicing issues and my annual battle of wills with the marine toilet. Having fixed this and setting off we made good time, reaching Delfzijl 2 days later. Crossing over the Ems to Emden we then traversed the Ems Jade Kanal to Wilhelmshafen. A 60 mile voyage out into the North Sea and back into the Elbe brought us to Cuxhaven. Friday 24th May saw us make the short trip up to Brunsbüttel and the entrance to the Kiel Canal, known as the Nord Ostsee Kanal.

Stopping in the canal for 3 days we then spent a couple of days in Laboe in the Kieler Fjord. In Laboe is German type VIIc Uboat, it was fantastic to go inside, very Das Boot if you have seen the film.



Now in the Baltic we travelled when the weather allowed, this turned out to be a long voyage, a day in port, followed by another long voyage. This pattern continue until we reached Göteborg, via Rudkøbing, Ballen on Samsø, Grenå, over to Varberg in Sweden. We arrived in Göteborg 3 weeks to the day after leaving Oppenhuizen. It was student high school graduation time, and many students gathered by the Opera House, which was near our mooring, for their prom night. They all went off by coach and arrived back the next morning by trip boat. Looks like they had a good time.

After 3 days rest we then set off up the Göta Älv (river) and then the Trollhättan Canal. After the famous Trollhättan flight of locks we found

ourselves in Vänersborg on the shores of Lake Vänern. We decided to spend a week in this huge lake, travelling up to Åmål, our most northerly point on our trip. We arrived at the same time as a cavalcade of lorries carrying graduating high school students wearing their student hats and making a lot of noise.

After enquiring at the local tourist office we walked to the local yacht club, the SSÅV, Segelsällskapet Åmålsviken. The club was founded in 1932 and has its own clubhouse, moorings and a club island, Svegön Island, with its own clubhouse!! The club was closed but luckily a member turned up for a short while.

We introduced ourselves to Lief and presented the NYC burgee to him. Åmål is 59deg 03.3min North 012deg 42.6 East. This was Friday 14th June.



We are now on the second part of our trip through the Göta Canal and onto the East Coast of Sweden to find the most easterly point of the voyage.

Stew and Chris Proud

The Snow Shoe 12 – a “watch pocket” cruiser that will get you home

I had wanted to climb aboard a Snow Shoe 12 ever since the design first floated off the sketch pad of P. Momfort in 1984. After an extraordinary amount of shilly-shallying, I finally had a date in mid-March to meet the owner of “Lou” at first light on the pontoon at the Lewes Rowing Club. The weather was not promising for a maiden voyage -- the sky was there, and there was some wind. The real problem however was that we had mis-read the tide table -- it was dead low and the River Ouse was living up to its name.

At first glance the Snow Shoe 12 is an insubstantial wee thing, and in this case, the first impression was pretty much spot on. But after ever so gingerly lowering your backside onto the cockpit sole, and a following frantic visual inspection for leaks, you start to get the measure of her (12 feet LOA, actually). Just don't move too abruptly when you are measuring, or you may find yourself in intimate contact with the foul smelling putty.



If you close both eyes (at the same time, otherwise you will upset the balance) you may well believe the owner when he says she has been constructed to a very high standard. If any hardware had been installed you can be sure it would have been in an appropriate style and only of the very best quality. The accommodation is what could best be described as basic but functional, but then again, you don't buy Snow Shoe for the creature comforts.

The debris laden flood tide had finally worked its way up from Newhaven so it was time to put her through her paces. The first challenge was to get away from the pontoon without embarrassing ourselves, but once in mid-stream, it was hard to starboard, hard to port, full power ahead, and turning through 360° with only a few desperate strokes. Wow! She is quite confident, and completely impressive, in a way some 40 footers would die for.

Her full length keel gives her a degree of directional stability fully matched by larger, faster and more comfortable boats. And the gurgle made by the steam bent oak cutwater, as it effortlessly parts the water, is sheer delight. Once we were in open water a great advantage of the translucent Dacron skin, through which you can see the water rushing by, became evident. If the water looks to be higher than

the fourth stringer amidships, it is a pretty good bet that you should be reaching for the EPIRB. The fact that you will also be sitting in cold filthy water will confirm your worst suspicions.

We made our way north through the cut at Hamsey, and while she was now in her stride, and rearing to proceed to Barcombe, the crew's hands and shoulders were sore. Reluctantly we brought her around and fought the last of the flood past the Harveys Brewery, under the Cliff Bridge, and safely back to the pontoon



All in all it was well worth the wait. There are bigger boats, but none will get you out and back in such understated style!

Jim Sumberg

Big Plans for Newhaven Marina

Plans for Newhaven Marina development are advanced. Two public exhibitions have been held and it looks like a planning application will be submitted in the next month or two.

Information and copies of the exhibition material is available at www.newhavenmarinadevelopment.co.uk

Artists impressions and high tech CGI presentations suggest the finished result could rival Monte Carlo with the added bonus of panoramic views of the scrap heap.

Staying on the subject of the marina, dredging of the U basin is complete and the pontoons replaced. The operation seems to be successful having dredged to chart datum or a bit less.

Several NYC members' boats have already migrated to new berths there, enjoying the novelty of remaining afloat most of the time.

Oops!



Had the skipper been a member he would have won the Cock Up Kettle in perpetuity!

The plan was to tie up against the drying piles. It seems a miscalculation of tide heights resulted in grounding well short and rolling over when the tide ebbed. You have to admire the owner who, apparently undeterred as shown in this photo, went on to clean the side he could access. Whether he only paid half of the drying pile fee is unknown.

Thanks as always for the contributions and photos. Keep them coming!

Roger Davis Ed.