



AQUILA NEWSLETTER

March 2022

COMMODORE COMMUNIQUE

I would like to start by thanking everyone who has been involved in getting the Club ready for the new sailing season, those attending working parties, committees, meetings and working behind the scene from home. A huge amount of work has been undertaken to get the club ready for you to come and enjoy our wonderful facilities and the sea. The clubhouse is looking better than it has for ages, we have an exciting new sailing program, the boat park is looking tidy at last, social program organised and much more. Without our band of willing volunteers where would we be??

At a guess I reckon that we have roughly a quarter of the membership contributing to the running of the Club which is a significant number of people, and I guess more than in most Clubs, but I tend to think, "Why don't we get 100% support??" Our volunteers are giving up their precious spare time to help you get on the water. I hope at this point if you haven't contributed, you are feeling a little guilty?? Don't fret though, you can help all through the season! For a start you can sign up to the duties that you are required to do under the membership contract. In addition to this, you could pop down to the club on a summer evening and do something to help out. If you prefer to choose your time and activity, have a word with one of the ExCom and they will help facilitate this.

And at last we get on the water and start to sail! So that's what it's all about! I must admit I have started to wonder! But once afloat, in a decent breeze, out on the trapeze, flying over the waves on my catamaran I remember that this is why I do it! It's worth all the hard work.



"I can dream!"

We have had two lovely sailing Sundays, sun shining with a friendly early season breeze. We have had a reasonable number of boats out for early spring, but I look around the boat park as I stumble through the boats to get to my cat and think that surely we should be getting more than 20 or so, of the 170 boats parked on the beach, out on the water.

Come on, *COME AND JOIN US, YOU ARE MISSING OUT!!*

David Boniface

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The First Sail

It's always good to get your first sail out of the way. You tend to wonder if everything will work. Are things strong enough to stand up to the rigours of sailing? Will they be able to cope with being doused in cold water? Will your equipment be fit for purpose? Have you checked you have put everything together properly? Will the winter repair you had done be up to the job? Can you find everything you need?

..... Well that's you sorted, now you have to start to think about your boat!!

Seriously though, check your boat over thoroughly before going afloat because it is the time of year that you might just forget to put that pin in or tighten that shackle. And if you are like me and leave the boat rigged throughout the summer, you may well have forgotten something really important.

I have to admit to one year putting the stop for the trapeze wire on upside down and on the first attempt at using, my poor crew slid down the rope right to the end, and was thoroughly teabagged!! Not a pleasant experience in March!

Resistant to Change!

This year we are trying out a number of new initiatives which have been suggested and implemented by members of the various committees and, as far as I'm concerned it's great to see. Some of these initiatives have not been universally accepted by some of the more established members of the club, even before being tried.

I guess as we get older most of us become resistant to change, but time moves on and I feel it's good to embrace new ideas. They won't always work but I would ask everyone to give them time to see how well they work. I can guarantee that if certain things don't work, or are disliked by many, they will be reviewed and changed if necessary.

Officer of the Day and Safety Boat

We have spent a number of weekends in the closed season offering training to people wanting to improve their understanding of running races as a Club Race Officer and Safety Boat Helm or Crew. We have had a good number of people attend these sessions and we thank you for showing interest and hope you found these sessions enjoyable and informative. I would like to reiterate some of the points raised in these sessions so that we can all work effectively as race management teams on the race days, offering good variety of good quality courses.

What constitutes a good course?

- It should cover all point of sailing if possible.
- It should have a fair and safe start, preferable with the start line set perpendicular to the wind direction, with the start offering a beat or run.
- Reaching starts should be avoided if possible. In theory only the windward boat gets good breeze with the rest of the fleet in their wind shadow. This causes dangerous bunching at the windward end of the start line.
- The most important leg of the race (although not always the most enjoyable) is the beat to windward. This needs to be directly up wind of the leeward mark, with sufficient space either side to allow sailors to choose which way to go. This adds tactical decisions. Avoid being close to the beach as this limits tactical decisions and annoys the fishermen.



- Most courses will have two reaches. These should be set at different angles and should not allow spinnakers to be flown on both legs.
- If possible there should be a downwind leg as this is again a tactical leg where decisions have to be made.
- The course should be set far enough out to sea so as to avoid the wind shadows created by the Sovereign Harbour flats.
- The OOD and Safety Boat Crew must pay attention to the wind direction and if a wind shift spoils the course initially laid, marks should be moved to create a true beat at the very least.
- And lastly, everyone's role is to guarantee the safety of the sailors. This means keeping a thorough look-out at all times and if there is an incident, the safety boat must reach any casualty within two minutes. So positioning on the race course is important.

To achieve a good course it is impossible to make judgements from the starter's box and so the Safety Boat Crew and OOD need to work together. The wind on land is nearly always different to that on the water and so the OOD has to rely on the safety boat to get the beat and run true to the wind. More often than not, though, it is easier to judge distances from the starter's box or balcony, as we are used to seeing the courses from there and get a better perspective by looking down on the course.

The jobs of OOD and Safety Boat can be challenging in certain conditions, but by listening to advice and working as part of a team, problems can be quickly sorted. We do however want to offer the best possible course we can for the conditions and so please do your best.

In Short!

Something new in the Clubhouse I wonder what it is?? Answer in this Aquila.

Catering is still an issue on Sundays, with only four people offering to help out and so we will start to allocate catering duties soon.

Working parties will stop on a regular basis when the Cadets start sailing in May. Until May, and beyond, there will always be tasks to be done around the Club.

New Container

If you have been to the Club this year you will probably see that we have replaced the little old and very tatty container with a much larger container in much better condition. This container is being divided into two areas with the inland end being used for all things relating to building, decorating and gardening, accessed from the original doors. The seaward end now has another set of door and so we have created a wind tunnel!! Eventually a partition wall in the middle will create two separate and usable areas. The seaward end will be used to store all the marks and buoys, the anchors and warps, basically anything to do with sailing. So if you are doing a safety boat duty you will need to access this container to get the equipment needed to lay the course.

This will mean that the container on our East boundary will be available for members to hire for the storage of boards, sails and other sailing equipment. This leads us to consider the current members container. This is becoming a bit of a state, with equipment in there which is never used. In a month or so we will be emptying this completely, so it can be cleaned out, repaired and tidied. So please, if you have equipment in there, clearly label your rack and identify all your equipment. Equipment not labelled, will have to be removed and put in a pile outside.

COMMODORE

David Boniface

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New doors giving access to the storage of marks, anchors and warps.

The current wind tunnel! Soon to have the dividing wall completed.



The existing 'members container' where equipment has laid undisturbed for many years!! Racks and equipment need to be identified to avoid being deposited outside when this is being sorted out.



VICE COMMODORE

Dave Watson

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As I write this, we have started the Personal Handicap race series, the Spring Series and the Warm Up race.

The Personal Handicap is new for this season and is more for fun with a competitive edge, currently 1st place is being held by Simon Kemp in a BLAZE, but plenty of time for some competitive juggling!



Mr Peckham took the Warm Up Trophy (Golden Hot Water Bottle) in his BLAZE (another BLAZE.... I had best up my game and see if mine still floats !), well done Adrian.

Currently we have had 15 entries to the Spring Series, which considering the weather variations we have had over the last couple of weeks is outstanding.

For those aspiring to sail on the next level, but cautious of getting in everyone's way, why not join in with Sunday racing, what can possibly go wrong?

We all started at the back of the fleet (some of us/me still there!!) This is a great opportunity for those that have completed their RYA level 1 or 2 sailing courses and learn the next level of sailing. Have no fear of getting in the way of the experienced racers, who if you catch them at the right time, will offer plentiful advice and encouragement either prior to going afloat or back on the beach, so if you're erring on caution, give it a go, initially daunting but you will be surprised how much fun can be had. ☺

On 5th May the Thursday Improvers sessions start, this is aimed at people wishing to improve their racing technique or learn the basics, aimed at the level 2 holder + but useful to all wanting to improve their skills.

The Club has purchased three new TOPPER ARGO dinghies for the sailing school this year, which has released two used RS VISIONS for sale, currently one is already sold but the second is up for grabs.

To follow from last month's Aquila, on 23rd and 24th April we have the UK National Cadet Class Association Spring Championships Event 2. This is part of a qualifying series which gives the youngsters a chance to qualify for the 2022 World Championships to be held in Victoria – Australia. Consequently, this is an important event not only for PBSC and our Cadet dinghy crews, but for the UK Cadet Class Association. To ensure this event is a success, we need volunteers in many aptitudes, to support the event in competencies ranging from Car Park Marshalling, Catering & Bar Support, Beach Duties to on water support. If you can volunteer, even if only for a few hours on any day, please let us know.

For next month Aquila, which sail term will I use..... how many are there?

Hopefully see you on the water very soon

Dave Watson

REAR COMMODORE

Goff Brooks

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The 'House' working parties have now finished for the spring - and very successful they were too, certainly for the last two. Most of the tasks we aimed to tackle have now been completed. The fit-out of the new container is ongoing and awaiting the installation of electrics. The new flooring in the lounge area has been laid and, in May, new windows will be installed in the north wall of the clubhouse at first floor level. We are also in the process of installing new intruder alarms and high-definition CCTV cameras. Other works, like painting the outside of the clubhouse, oiling the decking etc will be completed in the next few weeks.

Today (9th April) we held the first gardening working party of the spring. A good number of volunteers turned up to help and a lot was achieved. Mark Noble led the team tidying up around the green (he had the right tools/machinery!), Leslie **et al** were painting the kerbstones in the car park and Marcus Rex filling in the potholes in the drive.

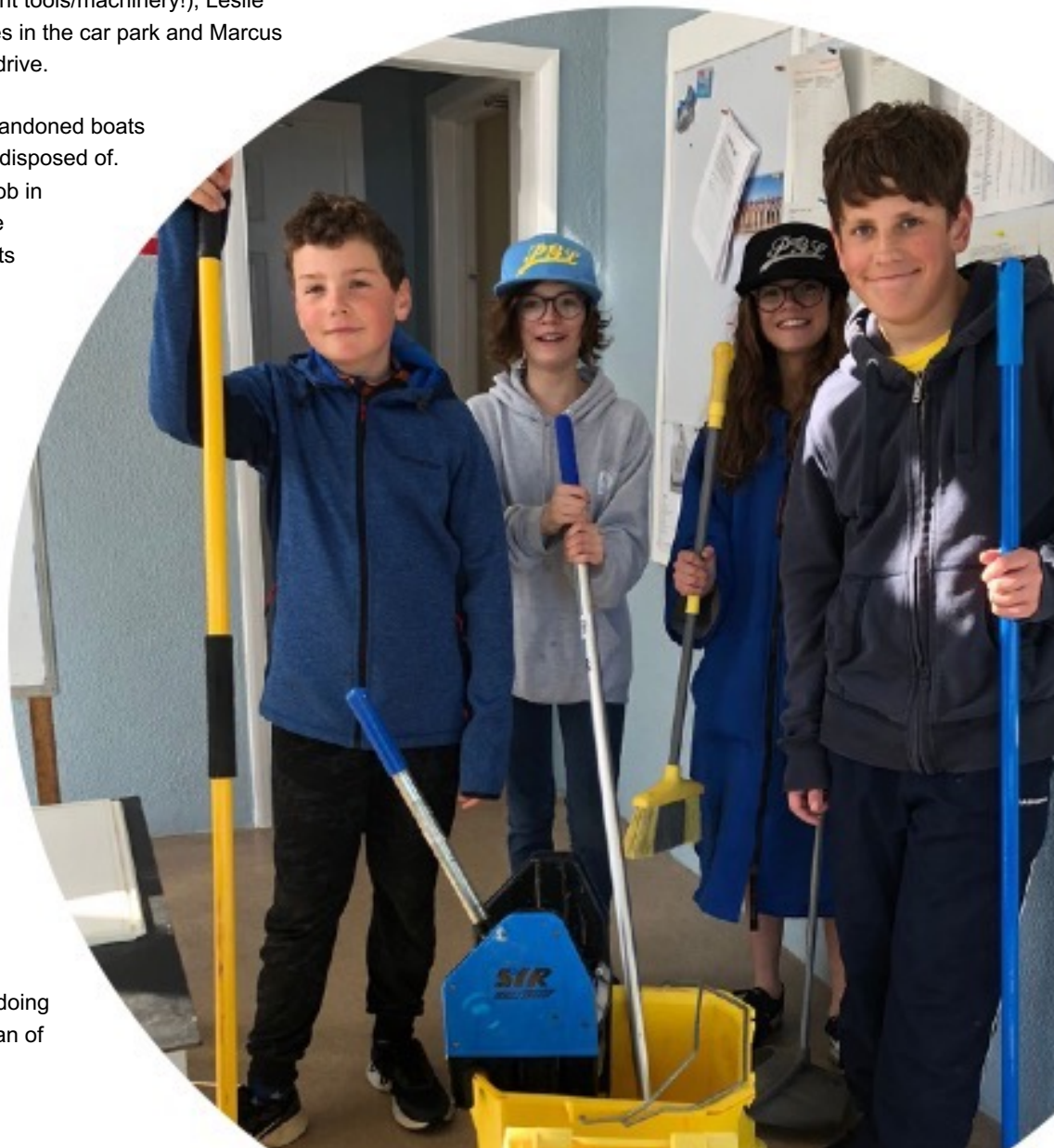
As regards the boat park, the abandoned boats which didn't sell have now been disposed of. Neil Peters has done a sterling job in single-handedly cutting up all the plastic and FRP abandoned boats and putting them in the skip, while the wooden abandoned boats have been burnt.

The pile of rubbish by the East fence has also been put in the skip, which is now awaiting collection. The boat park now looks much more presentable and ready for the Cadet Open on the 23rd and 24th April.

In the next few weeks, we will be installing boat park row and space identifiers, which should help remove any confusion as to which space members' boats are in!

All in all, a very good month from a Rear Commodore's point of view and very much due to all the volunteers who gave up their time to help!

Goff Brooks



The Clean Team doing a great spring clean of the clubhouse.

SAILING SECRETARY

Justin Pollard

sailingsecretary@pbasc.org.uk

Sunday 3rd April saw the start of this season's race series. Wind was very light, however in the morning we held the first Personal Handicap Race with nine sailors taking part. Well done to Simon Kemp taking 1st place in his Blaze, Michael Tanner came 2nd in his Laser Radial and Duncan Tanner 3rd, sailing his Blaze Halo.

In the afternoon we kicked off the Spring Series, wind was still very light, swinging from Northerly to Southerly mid race then pretty much dying off towards the end of the race. The results for the first race, in order were 1st Phil Kemp, 2nd Peter White & Dick Holtum, 3rd Simon Kemp (n/b these results have been amended from those published on the day). For the second race we switched direction, sailing the course counter clockwise to maintain a true beat. With the wind picking up most boats managing three laps, Simon Kemp four laps in his Blaze and Dave Boniface five laps in his Hobie 16. The results of the second race being 1st Michael Tanner, 2nd Matt Pollard, 3rd Simon Kemp.

The final result of Spring 1 & 2 was 1st Phil Kemp in his Solution, 2nd Simon Kemp in his Blaze and 3rd Dave Boniface and Paul Holloway in Dave's Hobie 16.

Many thanks to the helms and crew of the two safety boats, like the OOD and timekeeper, they too will receive their average series score for carrying out a duty. It's still very early in the season, so get out on the water next and pick up some early points.

I've identified a couple of easy pitfalls to fall into when entering results onto Sailwave:

After clicking on the 'Sail num wizard' button to enter results, remember to check you are entering results onto the correct race number. There's a drop down box to choose the race number from.

After entering the sail number and clicking 'next', remember to ensure you select 'elapsed time or retirement code'. You have to do this every time and it is very easy to forget to select this option.

If you can't find the sailor when entering the sail number, try clicking on 'back' and finding them by name instead, by selecting 'helm name' in 'field' drop down box.

If you encounter difficulties, feel free to ask me. I'm still learning Sailwave but I'm learning faster than I sail.

The Executive Committee have agreed the hire rates for the club boats. These are £10 per session for a single hander, such as a Topper, Terra or Pico. £15 per session for a double hander, such as a Feva, Vision or Laser 2000. A session will be typically regarded as a morning or afternoon hire. Sadly, there has to be conditions of hire and these are listed on booking form. In the future we will take bookings and payment online, in the meantime payment can be made using the Zettle card machine in the bar/galley, booking forms will be available on the notice board or in the race box. *(Currently the three TOPPER ARGO's cannot be hired).*

When taking out a club dinghy please follow the following guidance:

- Check tyre pressures on the launching trolley before moving the dinghy, pump up if necessary.
- If you are unsure how to rig the boat, seek assistance, please do not untie control lines unless you know they are set up incorrectly.
- Remember to fit the bung before launching.
- Check the boat carefully before launching to ensure it is safe to go afloat.
- Check the weather forecast and tide before launching.
- Only go afloat if you're confident your skill level matches the conditions.
- Only sail in the area opposite the sailing club or racecourse, unless on an organised cruise.
- Do not sail inside the swimmer's buoys.
- Always wear a Buoyancy Aid when on the water.

We are planning a full sailing program this Easter:

- Free sailing on Good Friday.
- A fun sailing race on Saturday, whereby you have to collect an easter egg from the small rib/helipad on each lap of the race. 11.00am start signal, Lindt Bunnies for 1st, 2nd and 3rd places.
- Easter Sunday will be the Easter Egg Series, two back-to-back races in the morning, first warning signal at 10.30am. Then two back-to-back races in the afternoon, first warning signal at 1.30pm. Prizes for 1st, 2nd and 3rd places.
- Easter Monday will be the first of the Bank Holiday Series. 11.00am for start of race 1, followed by races 2 & 3 back-to-back starting at 1.00pm in the afternoon.

Sign up for duties and see you on water.

Justin Pollard

SAILING SCHOOL PRINCIPAL

James Allerton

training@pbsc.org.uk

Thank you to Mike Chapman who ran a very informative racing rules session at the end of March. We've had fantastic feedback from the event and will look to run a similar session later in the year if more people are interested.

Congratulations to all those who completed their Powerboat Level 2 course over the last couple of weekends; Phil Kemp, Fazz Kemp, Ash Scarff, Chris Corke, Maf Smith, Ken Brookes, Mark Rayner and Neil Cullingford. Thank you to all the instructors who ran the course. Dave Watson provided this interesting insight and GPS track from the course showing the 9.2nm covered by Remus on the day. If you are interested in completing your Powerboat Level 2 course later in the year then please drop me an email.

We're looking forward to the start of our sailing courses in May:

Tuesday evening:

Level 1 Course starts 3rd May

Thursday evening:

Improvers starts 5th May

Thursday evening:

Women on the Water starts 5th May

Saturday:

Youth Sailing starts 7th May



YOUTH SAILING AT PBSC IN 2022



Penguins - Saturday Mornings from 11:30am

Non-sailing juniors from 4+. Parent-led activities take place on the beach or in the clubhouse depending on the weather. Penguins are all about preparing to learn to sail, developing an understanding of water safety, whilst gaining confidence in the water and around boats. **There is no charge for Penguin sessions.**



Seals - Saturday Mornings 11:00>13:00

8 years+ New to sailing up to RYA Youth Level 1 or 2. Seals follow the RYA youth sailing "Onboard" syllabus. Starting off with land drills and then progressing out on the water, accompanied by older more competent sailors. **There is a charge of £30 per child for the season for these sessions. (£25 for 2nd and subsequent siblings)**



Dolphins - Saturday Mornings 10:00>13:00

8 years+ RYA Youth Level 2 to 3. Seals follow the RYA youth sailing "Onboard" syllabus. They are competent sailors who are progressing towards their level 3 and above. **There is a charge of £30 per child for the season for these sessions. (£25 for 2nd and subsequent siblings)**

Sharks - Saturday Afternoons 14:00>16:30

Generally 11 years+ RYA Youth Level 3 and above. Sharks focus on advanced modules such as sailing with spinnakers and racing. **There is a charge of £30 per child for the season for these sessions. (£25 for 2nd and subsequent siblings)**



 GALLEY LITE BITES	
Batchelors Creamy Tomato Soup	£1.00
Batchelors Thick Vegetable Soup	£1.00
Gourmet French Fries – (Bowl) with Cheese	£2.00 £2.50
Southern Fried Chicken Fillets x3	£2.00
Crispy Chicken Bites x3	£2.00
Hot Dog	£2.00
Pukka Beef & Veg Pastry	£2.00
Pukka Pie	£2.50
Sausage Rolls (Small) x3	£2.00
Sausage Roll (large)	£1.00
Menu on the day dependant on the volunteer running the Galley	

HOP ON OVER TO OUR

EASTER

EGG HUNT

APRIL

SATURDAY
16

11:00–2:00 pm
**Pevenssey Bay
Sailing Club**

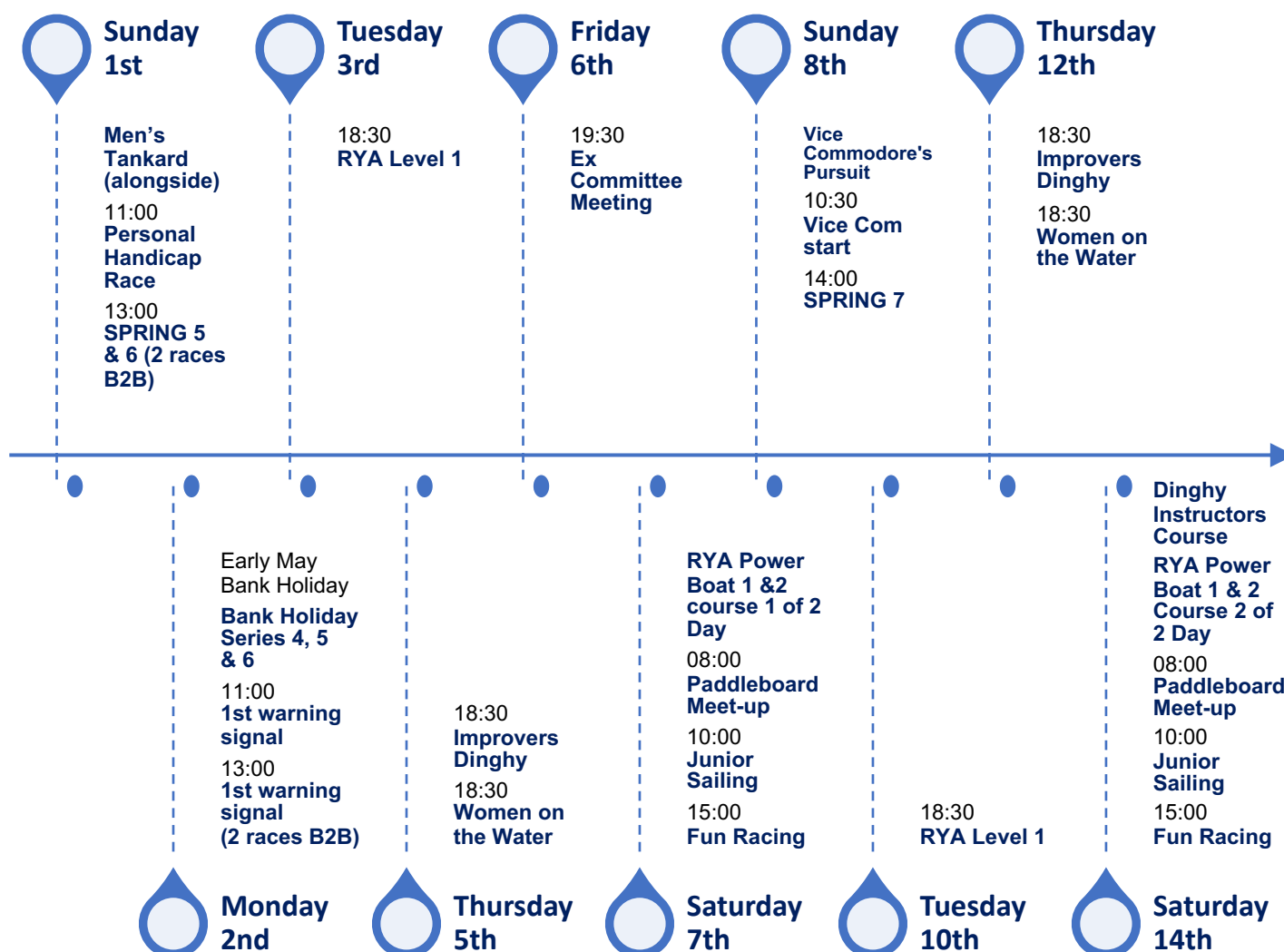
SOCIAL CALENDER

04 | APRIL
2022



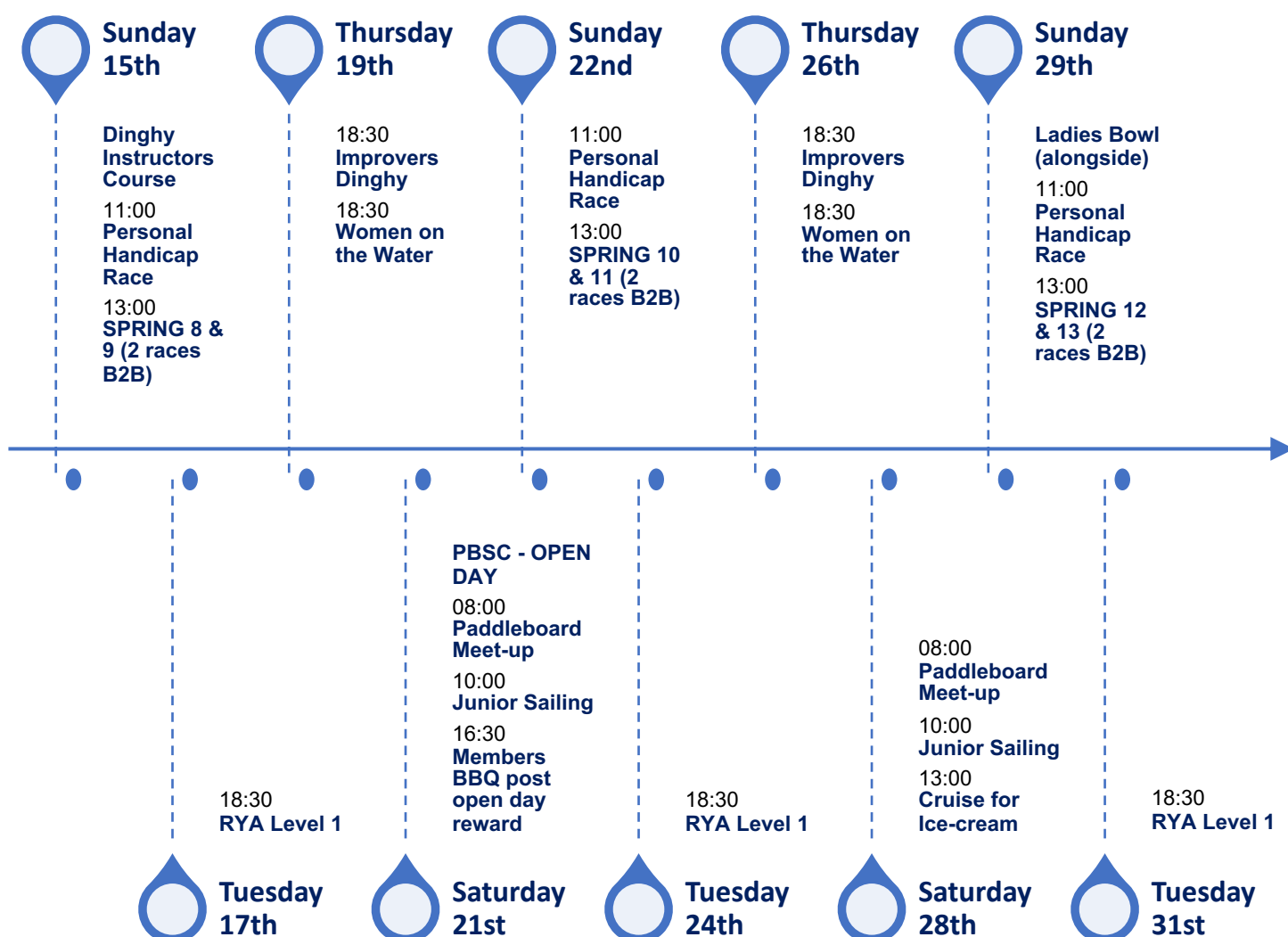
SOCIAL CALENDER

05 MAY 2022



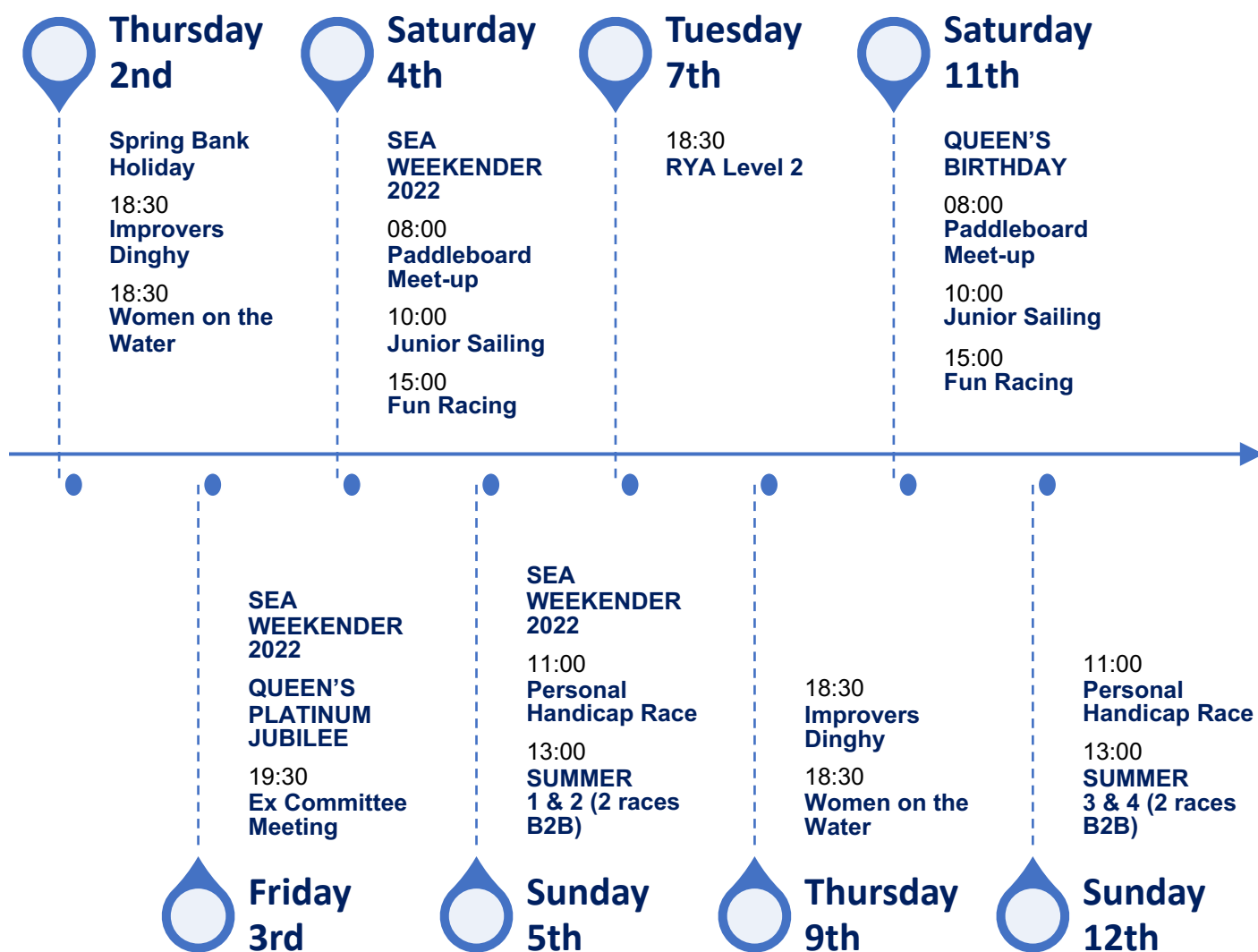
SOCIAL CALENDER

05 MAY 2022



SOCIAL CALENDER

06 | JUNE
2022



SOCIAL CALENDER

06 | JUNE
2022



(WOMEN) GETTING BACK ON THE WATER

Thursdays 18:30

It's the same worries every year at the start of the season. Can I remember how to do it? Am I still up to it? Am I going to freeze? Am I going to overheat? How many layers do I need? How did I get into this dry/wet suit last year? Has my head got bigger? I'm stuck. Can you help pull this up for me? Of course.

Who's forgotten what? A towel. Someone's got a spare one in their car. Someone else has forgotten socks....Borrow these.

Then it's. Have I got everything I need to go afloat? I don't know. What do I need? Watch, buoyancy aid. How do you rig this boat? I can't remember much from last year.

We need to launch. That means heaving ourselves into the boat without leaving one of us behind. Then leaving the beach without drifting back onto it. We did the former, but not the latter! But we did it smoothly the second time.

Out to the start line. Where is the start line? Which way are we going? Oh no. I didn't look at the course. Nor did I. Which way is the tide going? Don't know. Oh the start sequence has begun. Can we tell from the other boats which side of the line we should be?

It's confusing. Boats are on both sides of the line in fairly equal numbers.

But we did get to the right side of the line, with a reasonable start even. We didn't do so well getting to the first mark, until the helm noticed the crew's failure to put the centreboard down! Then we went faster and held our course.

We had a great time, a great sail and did 3 races. Lots of laughs. Fell over a few times, but YES WE CAN DO IT. Come and join us on the water.

Sarah & Lyn



CADET CLASS OPEN MEETING

Saturday 23rd April – Sunday 24th April

Just a reminder that the Cadet Class Open Meeting is less than a couple of weeks away. Thank you for those who have volunteered but we could do with plenty more please. We expect a sizable 150 plus visitors (30 boats, 60 children and 90 or so parents) plus the home team. Pinch points will be Saturday morning from 8.30am to 11.00am (off load – inc. 5 visiting ribs) and 4.00pm to 8.00pm (beach food service, bar).

As a reminder races start 11.00am Saturday / 10.30am Sunday) with 3x 45 minute races each day. As usual we are

seeking volunteers to support on the beach (in wet gear) / car park (nice yellow jackets provided), food service, safety and committee boats. Tina Holtum will kindly be doing the catering again with all profits generously donated to the club, but would welcome support in and around the galley and cakes to be baked to sell. Gordon Bishop will be leading the safety boat organisation, Dick Holtum will be deputy race officer (the Cadets bring their own race officer) and Dave Boniface will be helming the committee boat 'Wild Goose' and I will be overall event manager. If you can help drop me an email adrian.peckhampbsc@gmail.com

Date	Event	Time	Comment
Friday 22 nd April	Club open pm/evening for dinghy drop off	PM & evening	N/A
Saturday 23 rd April	Club open	08.00	Low water 11.24 (neaps)
	Event briefing - patio	10.00	Race Officer – 'Arky'
	First warning signal	10.55	Subject to Sailing Instructions
	Competitors supper	17.30 (approx.)	
	Games on the club field	18.30 (approx.)	
	Adult BBQ supper	19.00 (approx.)	
Sunday 24 th April	First warning signal	10.25	Subject to Sailing Instructions. LW 12.35
	Prize giving	14.30 (approx.)	

Event details including Notice of Race and Sailing Instructions can be found on our website [Cadet Class Association open meeting 23/24th April 2022 - Pevensey Bay Sailing Club \(pbsc.org.uk\)](https://www.pbsc.org.uk)

RS200 CLASS ASSOCIATION UK

Last weekend Chris and I headed up to Rutland for the first of the RS200 National Tour events, alongside fellow PBSC 200 sailors Matt and Lynne. Saturday's forecast was for light winds and low temperatures, but once the wind finally settled it was a decent 12 knots or so, with sleet providing some added variety. The format was six back-to-back races each day, over a fairly short (25 minutes or so) course, with no discards. We had a decent start to the event, winning races two and five, but finished the day with a protest hearing pending after arriving at a mark a little enthusiastically.

Brendan Lynch and Ellen Clark, having travelled from East Lothian and being very content sailing in the near-freezing conditions, were right on our heels overnight with three race wins, but were a bit less consistent (and punished by the lack of discards). Arriving at the boat park on day two to frozen ropes and ice in the boat was a little daunting, but the spring sunshine cheered things up, as did winning a couple more races. Sunday was shifty and the results more volatile - some of the downwind legs felt a bit like snakes and ladders. Matt and Lynne showed great consistency on day two, narrowly missing out on third place.

Despite losing our protest hearing (happily as crew I don't know the details), we managed to cling on to first place by one point. Although the fleet was small, it felt great to achieve a tour event win. Thanks, as always, go to our amazing shore-crew and Granny-in-charge Jo.

Chris & Nicky Webber



BOATS FOR SALE

Miracle Dinghy

We are offering for sale on behalf of a former member, a one owner, fully GRP Miracle dinghy, sail number 3496, and believed to have been built in the mid 1990's. The dinghy has had little use in recent years and is in excellent condition. The main, jib and spinnaker are all good, as are the foils, trolley and trailer, although the trailer needs a new tyre.

This dinghy is very stable, versatile, easy to rig, and can take up to 3 people. The hull weighs only 59KG, and the dinghy has a PY of 1210.

We are seeking sensible offers, so if anyone is interested in purchasing this dinghy, please contact Goff Brooks on goffbrooks1@gmail.com. More photographs are available if required.



BOATS FOR SALE

Vision Dinghy

We are offering for sale to club members one of our sailing school Vision dinghies, sail number 0519, believed to have been built around 2004. The dinghy is in good overall condition although has obviously been well used over the years. It comes with a good mainsail, jib and spinnaker. The spinnaker rope has not been fitted, but comes with the boat. There are rust-type stains on the hull, although I understand this can be removed with a household cleaner (Jif!). It has a reasonable cover and trolley. This is a roomy, stable, and adaptable dinghy which can take 3 people.

We are seeking sensible offers for the dinghy. If any member is interested, please contact Goff Brooks by email at goffbrooks1@gmail.com. Additional photographs are available if required.



7 UNIQUE SAILING FACTS

And finally, to end this Aquila here are 5 unique sailing facts that you may not know. (Or perhaps you already do!)

1. The phrase “feeling blue” originated at sea.

When a ship lost its captain during a voyage, the sailors would sail blue flags and paint a blue band along the ship's hull indicating their loss. Over time, this symbol of grieving was equated with feeling sad or melancholy.

2. Sailing has been part of the Olympics since 1896.

Except for the 1904 Summer Games, sailing has been included in all modern Olympic games. That makes it one of the longest running Olympic disciplines around. Sailing was first part of the 'Games of the I Olympiad', held in Athens, Greece, in 1896.

3. Sailing around the world Westward is more difficult than Eastward.

Most world-record contenders choose to sail Eastward due to the stronger and more predictable winds and currents that push Eastward in the Southern Hemisphere.

4. “He’s a loose cannon” is another phrase with sailing roots.

The cannons on a ship could weigh up to 3,400 pounds. Just as a loose cannon could cause damage on ship, a person referred to as such may also be unpredictable and liable to cause damage if not kept in check.

5. The world-record sailing speed is 65.45 knots (121km/h).

For more than eight years, the world sailing speed record has remained unbroken. In November 2012, Australian Paul Larsen reached 65.45 knots (or 121 kilometers per hour/75 mph) in his Vesta Sailrocket 2 in South Atlantic waters off the coast of Namibia.

6. You can sail in a straight line for nearly 22,229 miles...in theory.

This is just a theory by cartographer David Cooke, and according to critics, it's impossible to navigate in a perfectly straight line, but it's still a cool theory. According to him, the Cooke Passage running around the Earth from Port Renfrew to Quebec is a sailing route you can take and finish without ever touching land. It may not be entirely possible, but how amazing would it be if it was?

7. Some of the youngest sailors in the world are girls.

Did you know that girls as young as 16 years old have sailed around the world all alone? Jessica Watson from Australia and Laura Dekker from the Netherlands were both 16 years old when they completed their sea voyages in 2009. Jessica Watson became the youngest person to sail around the world with no stops and completely unassisted! While Laura Dekker completed her own sailing adventure around the globe.