AQUILANEWSLETTER

22

AGM 2022 Commodore's Review HELLO FROM OUR NEW EXCOM & COMMITTEE MEMBERS

Gary Pearson, Ash Scarff and Lynne Ratcliffe.

Making the club more accessible to the disabled community.



COMMODORE COMMUNIQUE

DAVID BONIFACE

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As I write this, we have one more Sunday when we have a chance to get out racing. Am I prepared to scrape the ice off the boat before launching?? I'm not sure at the moment as the weather has turned to winter cold which will challenge my endurance. Let's see what the Sunday morning brings.

Well the "Laying Up Supper" season is over. A Commodore has the opportunity to attend five LUS as we get invited to all the other Federation Clubs dos. Of the ones that I have attended, I have to say that ours was the most enjoyable and probably the best attended, but then I'm bias!

A big "Thank you" must go to Ant, our Social Secretary, for organising our do at the Hydro, it was a great evening.







As you know the AGM was held last Sunday, and I'm sorry to say that you have to put up with me as Commodore for another year. I am very pleased to say that Gary Pearson have stepped up to the role of Vice Commodore for next year and at the moment is willing to move up to Commodore the following vear, all being well. We have two new members of the ExCom, Ash Scarff and Lynne Ratcliffe, who replace Duncan Tanner and Karen Hinder. Thanks to Ash and Lynne for offering to stand for the ExCom, and thanks to Karen and Duncan for the many years of commitment that you have had for your roles on the committee. Thanks too to Dave Watson for standing in as Vice Commodore, when there were no other volunteers, and for moving to Membership Secretary in the future. The bulk of this edition of the Aguila will be taken up by the reports produced by Committee members for the AGM. These sometimes don't read particularly well as they were produced in note form for delivery at the meeting, but they do give a good picture of what is going on and it does reduce the burden of work for the committee members in question.

I would like to finish by wishing you all a very Happy Christmas and great 2023 with loads of sailing!!

Winter Lay-up, MASTS DOWN

We strongly recommend that you take your masts down for the rest of the winter, as seasonal storms can put huge stain on the boat hull and rigging. Worse still the boats can easily be blown over and seriously damaged, and cause serious damage to other boats it is blown in to. We have already seen the power of the

wind this year and experienced a number of boats escaping the tethers and heading to the road! If your boat damages someone else's boat, you are liable!

Last year, a Dart 16 at a neighbouring club caused a huge amount of damage to other boats in their boat park, when the wind lifted it into the air and deposited it on neighbouring boats, and the Dart 16 is very heave and thought by some to be immovable!!

AGM 2022

Commodore's review

The Club seems to be in a pretty healthy position.

In brief;

- A very successful year in most areas of the club.
- Increase in membership and considerably more than most other clubs.
- Healthy finances, despite spending a fair bit on capital projects. Very well managed by Nicki Webber.
- Successful sailing school.
- Excellent progress with the students older and younger.
- Fantastic social dos.
- Excellent Summer camp
- Excellent Sea Week
- Great success of Women on the Water.
- Club improvement projects being completed, with more planned.
- Club documents being updated.
- Not many complaints!
- Thanks to Gary, succession problem sorted. Unfortunately I need to do another year, if voted in!
- Most importantly, lots of people sailing.

All these points will be elaborated on in individual reports and so I won't dwell on them here.

Still to do!

Increase attendance in Club racing. But this is an age old problem. About twenty years ago, average number of boats was eight, average age 55!

Last year saw the ExCom with 7 members in new roles, and this year we saw 3 more posts filled by new faces. This has led to a

couple of challenging years for the Committee, which I think we would all agree, lacked the experience and knowledge held by previous Committees.

I am very pleased to say that everyone has risen to those challenges and have done a fantastic job in their work for the Club, and so I thank all of the ExCom members for their hard work; well done.

We are only losing two committee member this year. Duncan is stepping down from the committee after about 6 years; thanks for all your hard work. Karen is stepping down after lots of years in various roles, Secretary, Principal, lay position; thank you for your commitment to the Club throughout this time. Maybe Commodore sometime??

Dave Watson who stepped in to cover the Vice Commodores role is moving to the Membership Secretary role. Thanks for your help over this year and thanks for offering to do the membership.

One of the main things that I have been keen to promote is the development and growth of the sub committees. I know not everyone likes large committees as they feel that they are unmanageable and decisions hard to make, but in an organisation like PBSC where it is entirely run by volunteers I know that it is essential as it draws people into the organisation side of the club giving them ownership of what we do.

I am pleased to report that we have a large and active Sailing Committee, which is due to the efforts of Dave Watson and Justin, but I'll leave it up to Justin to report.

Goff has done a fantastic job, heading up the House committee and organising work parties, recruiting a good number of mainly new members. We seem to have accomplished a lot in terms of the fabric of the clubhouse and grounds. Of course, it's one of those jobs where the list of tasks never seems to get less, it's just about prioritising what we want to achieve. I won't say any more, other than well done and thank you Goff.

The social dos have been great again this year, thanks to Ant and his team of helpers, and the bar is again being well managed by Sonia and Gary, creating a good source of income for the club and a great social hub of the Club again. Thanks to all involved.

And of course, thanks to the drinkers for ensuring that the bar stocks were being turned over regularly.

The Sailing School continues to be a great asset for the Club and James, who took over the role of Principal when Karen stepped down at the end of last year, has done a fantastic job. All elements of the SS are working well and it continues to be our main source of new members. We offer a route for newcomers to start sailing, develop their skills, to get into racing and become an integrated part of the club and it's great to see the newer members getting fully involved. Thanks to James and all the instructors.

Things that I am pleased to see; Members competing in, and doing well in, Open competitions away from the Club. Well done to Nicki and Chris Webber and Lynne Ratcliffe and Matt Fowler for their successes in the RS200 fleet.

Great to see the younger sailors keen to compete in the Topper open meeting at Hastings, and doing well. Shame we couldn't sail here on the second day.

Great to see the success of WoW.

Great to see the number of people stepping up to do their bit for the Club and I am confident that in the near future they will be prepared to take on the roles that we struggle to fill at the moment.

REAR COMMODORE GOFF BROOKS

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This is the end of my first year as Rear Commodore and I have to say it's been a steep learning curve but, on the whole, good fun!

Despite the learning curve, we've successfully completed, on budget, three major projects:

- Installing new flooring to the lounge/dining area. This has proved easier to clean, is more sound absorbent, does not require maintenance – and also looks better.
- Replacement of the doubleglazed windows to the north wall of the first floor. The original units had been in place for a long time and were showing signs of deterioration.

The new units will be more energy efficient, which should help to reduce our energy usage.

 Construction of a new apron in front of the boathouse. The mix of old rotting sleepers and shingle made things more difficult when moving the safety boats in and out and was not suitable for maintaining the boats and trailers.

The new apron was built using Andrew Hebron's excellent design, which fits in with the surrounding environment, provides a stable maintenance area and, with the gabion walls, also provides occasional seating.

With the help of a band of volunteers (thank you, you know who you are!) and a lot of hard work, the project was completed in 2.5 days – a really good effort!

Other significant projects included:

fitting out the new container to the east of the clubhouse to provide, at the seaward end, space for sailing equipment (anchors, warps, buoys etc) and, at the landward end, a new builders container. In the process we cleared out a lot of rubbish which had accumulated over the years.









- The adjacent container has also been divided to provide an area for 'stuff' which is only occasionally used e.g., equipment for sea week and annual camp. In 2023 we will fit out this container with additional racking for storage of sails etc.
- Installing individual boat space markers and row markers throughout the boat park. This task is quite time consuming and is not yet finished, but I expect to complete this winter.

As in previous years we held a series of weekend working parties early in the year which were quite well attended – especially the later ones which focused on the gardening aspects. We are also beginning to do more maintenance during the week, which impinges less on our sailing activities. This approach will continue through the winter, with the help of the aforementioned volunteers.

Looking forward, I have drawn up a list of maintenance and potential project activities, which the ExCom will consider and prioritise at its December meeting. The projects include:

- The provision of a storage rack, by the fence to the east of the new boathouse apron, to house club Pico's/Toppers, members kayaks/canoes and boards, and trolleys
- Roofing the containers to the east of the clubhouse
- Increasing the number of boat park spaces to cope with our increased membership
- Replacing some of the bar equipment e.g. fridges, which are old and not working very well.

Throughout 2022, our broadband connection has been somewhat unreliable and is causing problems with our payments systems and webcam facility. We are currently

in discussion with Lightning Fibre to provide fibre broadband to the clubhouse. As it stands, Lightning Fibre are currently the only company who can provide this.

As agreed at last years AGM, I have been looking at the issue of disability access, specifically in terms of:

- The legal requirements and obligations
- Looking at the built environment
- Considering our current and potential membership in terms of disability access.

I have sought the views of some club members and have also engaged with the RYA to seek their advice. I am waiting to hear from their Regional Sail-ability Co-ordinator with a view to her coming to the club to provide advice and input.

I have completed my report, which has been submitted to the ExCom for consideration and agreed by them. In summary, it proposes a number of initial tasks to be undertaken in the short term to improve accessibility – which will be developed further once I have had discussions with the RYA's Sailability Co-ordinator.

As regards the provision of a ramp/ lift, I am of the opinion that, at the moment, there is not an urgent short-term need. Given the current economic uncertainty and the potential detrimental effect on the club's membership numbers and revenues, it would be prudent to defer the ramp/lift option until finance is more certain. In the meantime, we will examine (and cost) in more detail the various ramp/lift options.

The membership will be aware that Park Holidays are re-developing the caravan site either side of Old Martello Road. We have a good working relationship with them. In the course of various discussions with them, it would appear that there is confusion as to ownership of two small parcels of land along Old Martello Road between the first gate and the T junction. To preserve PBSC's absolute ownership of that part of the road, both parties are working together to arrange a 'swap' of the two plots. Gordon Bishop has kindly worked with me in this matter and, after we met with Hart Reade solicitors, we have instructed them to act for us in the matter. We have also asked them to clarify whether it would be advantageous for us to register the land on which the club is situated.

Finally, an appeal! As ever, the project and maintenance works could not be undertaken without the help of willing volunteers, and I am very thankful for the participation of the members who have stepped forward this year and committed to keep on helping. From now on I will be trying to undertake work at the club during the week, in addition to the usual spring working parties. To do this more volunteers are needed. including those who can help during the week (maybe retired/semiretired?) to avoid the load being borne to the same people all the time so, if you have spare time and fancy having a go at 'House' activities, let me know - we might just be able to learn new skills from each other!



MAKING THE CLUB MORE ACCESSIBLE TO THE DISABLED COMMUNITY



1. BACKGROUND

At the club's AGM in January 2022, there was a debate about the perceived lack of provision for the disabled, specifically focussing on installing a lift or ramp to allow a wheelchair- bound member to access the first floor of the clubhouse. The ExCom's response at the time was that the cost could not be justified for one member. However, the Board agreed that we would examine the issue through 2022 and present our findings and recommendations at the next AGM.

2. THE LEGAL POSITION

Accessibility for the disabled is enshrined in the Equality Act 2010, which replaces all previous Discrimination laws with a single Act. It also seeks to improve the consistency within, understanding of and compliance with the Act.

The Equality Act 2010 defines a number of Protected Characteristics eg. disability, race, sex, religion, which associations and employers etc are under a legal

obligation not to discriminate against.

As a sports club, PBSC is classed as an association. As such, it is illegal to discriminate against, harass or victimise a potential or current member. Within this remit, this paper seeks to address the issue of improving accessibility to the facilities of the club e.g. training, sailing, social etc.

Lack of such accessibility could be deemed discriminatory.

3. WHAT IS DISABILITY?

The Equality Act 2010 widens the definition of disability, and defines it as:

'a physical or mental impairment that has a substantial and long-term adverse effect on the ability to carry out normal day-to-day activities. 'Substantial' means more than minor or trivial'.

The definition of Impairment has also been broadened and now covers, for example, long term medical conditions like asthma and diabetes and progressive illnesses like arthritis and MND. A mental impairment includes learning difficulties (e.g. dyslexia), and learning disabilities (e.g., autism, Downs Syndrome) and mental health conditions (e.g., depression).

Some people e.g., those with cancer, multiple sclerosis and HIV/Aids are automatically protected as disabled. Additionally, people with a severe disfigurement are protected as disabled without the need to show that it has an adverse effect on their day-to-day activities.

Thus, from the foregoing, it can be seen that the Equalities Act 2010 defines disability much more widely than perhaps the average person would, and does not necessarily apply to 'observed' physical disability. This, in turn, makes the issue of accessibility more complex.

The Equality Act 2010 requires clubs, associations, and service providers to make reasonable adjustments to allow disabled people to become members and for them and disabled guests to participate in their activities – this could apply to process, policy and the built environment but a club is only required to make adjustments that are reasonable in all circumstances, and this will depend on factors such as the cost and practicability of making the adjustment.

4. DISABILITY AND THE CLUB'S MEMBERSHIP.

Using the Equality Act's definition of disability, there are around 13 million disabled people in the UK – around 25% of the population.

The club currently has about 178 memberships, with a membership being either an individual, a partnership, or a family. Thus, we might have around 300 - 350 individuals within the membership. Using the yardstick that 25% of the UK population is disabled, we could expect around 45 of

our memberships to experience disability, however I only know of relatively few. Whilst we are aware of some individuals who have a known disability, this is because this knowledge has been gained through social interaction with the individuals and/or their families over time.

It is quite possible that there are members with 'unobserved' or undeclared disabilities that, as a committee, we are unaware of. Similarly, it is possible that members will develop a disability in the future but decide (understandably) not to make it known. The committee should consider what mechanism it could implement to gain the necessary knowledge to allow us make provision we can make to allow the member(s) to continue to access our facilities.

As regards new membership applications, we should consider how we could establish whether there is a need for special provision. This might be done, for example, by asking (on the application form) whether the applicant would like us to consider making such provision (NOT ask whether there are any member/s have a disability).

5. THE PBSB PREMISES

a. The grounds

The club is situated right on the beach at the end of a private track. The latter largely owned by the club, but club members, adjacent householders, utilities, and customers of the adjacent caravan park have right of way over it as far as our entrance gate. This means that traffic into the club premises is restricted to club members, their guests, and supplier vehicles. Such traffic is largely at weekends, two training evenings a week, open events, and sea week. There is little directional signage (e.g., for vehicle parking, toilets etc). While we have ample parking, there is no space marking and no parking specifically for the disabled. While the track and car park surface is currently in poor

condition because of the amount of rain this autumn, the surface is usually quite good and suitable for wheelchairs people with limited mobility. However, the access track between the members container and the west wall of the club house, is rougher and could possible be made more even to cater for limited mobility. Additionally, the track at this pint is bounded by dinghies on trolleys by the clubhouse, and a rack of Toppers against the sailing container.

These could potentially represent a hazard for the disabled, could be negated by the proposed construction of new racking for club boats/kayaks, paddleboards etc to the east of the clubhouse.

b. The clubhouse.

The clubhouse was built in the 1970's and comprises of two stories. It is of its time and presumably not built with disability in mind. The ground floor is accessed by two steps up to the front door, for which the club has a fold-up ramp to aid access.

From the front door, there is a large lobby with access to the women's and men's changing rooms via small inner hallways which give restricted access for wheelchairs.

However, off the main lobby there is a separate toilet which could be suitable for the disabled, with some minor alterations.

Signage for all these facilities could be made more visible. Similarly, it might be reasonable to install motion activated lighting in the hall.

From the hall, there is a stairway to the first floor, but only one banister – a second banister by the wall would be beneficial.

The landing at the top of the stairs (which has restricted space) provides access to the lounge and dining area. These are quite spacious, but can get quite crowded,

with no fixed seating around the walls. Again, internal signage could be improved.

Access to the terrace is via sliding double glazed doors from the dining area. The terrace itself appears to be quite a safe area (although there are some areas of maintenance required), given that the perimeter is fenced and, despite the tables, there is plenty of room for free movement.

Some of the doors within the building could be made soft closing so that disabled children do not catch their fingers. The fire escape from the terrace is currently unsuitable for the disabled, given that it is quite rickety and narrow and consideration will be given to replacing it.

c. The patio etc

The patio is accessed from the front door to the clubhouse and the track to the west of the building. It is paved level and flanked on two sides by a low wall (painted white).

This has in the past proved suitable for access by those with limited mobility. It is adjacent to the wet bar for food and drinks. However, the patio can get very hot in summer, so some means of providing shade could usefully be considered e.g. a retractable awning

d. The beach

The beach is accessed via the track by the west side of the clubhouse, which extends to the end of the row of club boats. This area presents a number of possible hazards for the disabled, including winches and winch lines, water hoses, safety boat movement etc.

The beach itself shelves sharply and is often subject to significant shore dumps, making launching and recovering boats difficult, even for able bodied members. At this stage it is not considered suitable for sailors with limited mobility.

6. The RYA

The RYA has a Sail-ability programme, which a number of clubs have signed up to along this stretch of coast:

- Newhaven and Seaford, whose Sail-ability programme takes place at Piddinghoe (not from the beach) and whose clubhouse at the lake is single storey.
- Sussex Sail-ability at Shoreham actively encourages disabled people to sail and have invested in hoists, adapted dinghies, specialist training etc – and they do not launch their dinghies from a beach.

Their changing facilities, toilets etc are on the ground floor of the yacht club and access to the first floor is via a lift.

- Rye Harbour Sail-ability. The clubhouse is all on one level and launch/recovery of dinghies is via a concrete slipway onto harbour waterway.
- Briding Haven Yacht Club. The clubhouse is all on one level and,

judging by the pictures on their website, dinghy launch and recovery is via a pontoon, not a shingle beach.

I have contacted the RYA Sailability national co-ordinator who has provided some helpful information. Their regional co-ordinator should be contacting me this week with a view to coming to PBSC to offer advice on how we might improve accessibility for the disabled.

7. The way forward

It is proposed that we start to make incremental changes and improvements over the next 2 or three years. I have highlighted (underlined) a number of possibilities in this paper, but this is just to provide initial momentum. In the meantime, we should attempt to establish a view as to the degree of disabilities within our own membership – perhaps by including a general question in our annual (?) membership survey (which can be anonymised).

The elephant in the room is the issue of lift/ramp access. I have looked at a number of costings for both options

and I believe that we are looking at a potential coat of £10000 up to around £30000 – with costs rising. The economic future looks quite bleak, and the potential financial effect on our current and potential members uncertain. It is quite possible that, having had a very successful couple of years, financial constraints result in a reduction in membership and a consequent reduction in club income, whilst club costs are increasing quite rapidly. I therefore believe that the lift/ramp option is not viable for at least the next couple of years (given also other commitments like safety boat and club boat replacements) and that we concentrate on what is currently possible. Both of the members who are in wheelchairs have expressed the view that a lift/ ramp is unnecessary.

I have talked to most of the members I am aware of with disability in their membership, and their views have been incorporated into this paper. The discussion with the RYA Sail-ability co-ordinator will provide additional valuable input – but could also help with potential sources of funding for improving disability access



SAILING SECRETARY JUSTIN POLLARD

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The 2022 sailing calendar is fast drawing to an end, with just two Sundays until the end of the season.

During the past year we have held our usual Spring, Summer, Autumn and Brass Monkey Series, with a few new sailing races for good measure, namely the Warm-Up Trophy at the beginning of the season, some fun Easter Egg races and the Airbourne Trophy.

- Schedules 106 Races, of which we sailed approx 80
- 27 March WARM-UP Trophy 10 boats, 2 races.
- Spring 10 / 15 sailed 41 Sailors (ave 12 per race) DNC=42
- Summer 10 / 14 sailed 37
 Sailors (ave 11 per race, regularly on 1/2 dozen) DNC=37
- Autumn 7 / 9 sailed 27 Sailors (ave 8 per race) DNC=27
- Brass Monkey 2 / 12 sailed

Largely I think we've had a successful year, with a summer that seemed to go on forever. There have been a few things that I will be the first to admit, didn't go quite as I'd hoped. The Team Racing didn't really take off, neither did the Saturday morning Paddleboard

meetings. The Sunday morning Personal Handicap racing fulfilled some of its objectives, such as encouraging members to stay at the club longer on a Sunday, but it didn't really inspire inexperienced sailors to give racing a try. Perhaps we the committee, and you the membership, need to try harder with face to face encouragement, reassuring new members that they will not get in the way and to give racing a go. We also need to try and get more of the older youths racing, we have a few that could now sail a Feva round the larger Sunday courses.

I have previously mentioned moving Sunday Series Racing back to the mornings, at the last Sailing Sub-committee meeting there was expression that we had watered down and lost focus on serious racing. It was agreed therefore that in 2023 we would hold three back to back races each Sunday morning and drop the Personal Handicap. I still want to encourage competition within the different classes, however rather than have separate class racing. I will keep score of "who is the best" Laser sailor, who is the best Blaze sailor, who is the best RS400 sailor etc. I will periodically announce who is in the lead and there will be additional prizes at next year's LUS for these classes. Over the closed season I will have a think about class specific racing on specific race days. As I say, I will think it through and report in a subsequent Aquila.

Another thing I want to 'tweak' is the DNC scoring. Currently we score a DNC as 'the number of sailors in the series, +1'. I believe this works on a traveller series where the larger number of sailors remain the same at each meeting. With Club racing, we have to fit sailing into our busy lives and sometimes we want to try out a different boat or a different size sail. This increases the DNC penalty exponentially. I proposed and it was agreed that we would set the DNC as the number of sailors in the race/fleet, +2. It will also address the age

old adage "to win trophies, all you have to do is turn up every week."
The discards will remain as they are.

In July 2023 PBSC will host the Federation Cup, we have decided to run the event over two days, Saturday 1st July will be the Junior Federation Cup, separating it from the Adult races and giving them their own day, will hopefully make the event more special for the youth sailors. Sunday will be the main Federation Cup. I have contacted the Sailing Secretaries of the other Federation Clubs and they are programming the weekend into their own sailing calendars.

We are hoping to host the Topper Travellers in June 2023, a two day event held over the weekend 10 & 11 June. This will give our youth sailors a great opportunity to race in an open event, over two days.

We are not hosting the Laser Masters or Cadet Class next year, hopefully they will return in 2024. Finally, the 2023 Calendar will contain the usual trophy races, such as Cecil Bale, Laurie Lester and Vice Commodore's Pursuit etc. I've made a start on the Calendar and plan to have it drafted out before Christmas, so it can be finalised early in the new year.

I would like to finish off by thanking everyone who has offered me support and guidance in my new role as Sailing Secretary, especially to members of the Sailing subcommittee who have shared the load with roles such as Duties Officer and Event Management.



TREASURER

NICKI WEBBER

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INCOME AND EXPENDITURE

The report prepared for the AGM shows both the statutory profit and loss account, but also the 'normal' PBSC presentation with more detail.

Income

The club has continued to grow subscription income alongside its growth in members. In addition, there is growth in the level of subscriptions received in advance (£4.5k has already been received relating to the year 2022-2023, which is not shown in these numbers). In addition, the club has grown its revenues from its social programme and the bar and galley.

It was expected that income from open meetings would be lower this year as we have run a number of smaller events. The committee endeavours to balance the demand on Members in supporting these events with the benefits, running larger and more profitable events every few years.

The sailing school has run a number of profitable courses this year, but has also invested in the club boats, resulting in a lower net income position than the prior year.

Finally, sundry income is lower than the prior year. This mainly relates to the covid grant received last year which was not available to the club this year. However, the club has generated income through rationalising its boats and boat park.

Expenditure

Overall, costs are up considerably on the prior year. This is a result of two key drivers: inflation and investment.

Inflation accounts for increases in utilities which have almost doubled, and a small increase in the cost of insurance. It also accounts for some of the increase in safety boats costs (relating to fuel). It is also worth noting that the club is now paying rates again, which had stopped during covid. The increase in insurance, utilities and rates accounts for £4.5k of the increase in costs.

Investment primarily relates to maintenance, where £4.2k more was spent in 2022 over 2021. This was budgeted expenditure. Examples of repairs and improvements included in this are the replacement floor in the wet bar, a replacement alarm system, a new industrial dishwasher, as well as the ongoing smaller items such as painting (both internally and externally), filling holes in the drive, etc.

Sundry costs include costs relating to ensuring that the club has clarity relating to its land ownership, marketing costs, and the cost of renting the land on which the cat's sit.

The absence of the grant income (£10k), the increase in costs (£11k) and the increase in other income (£2k), combine to result in an overall reduction in the excess of income over expenditure of £19k.

The increase in depreciation relates to the increase in fixed assets discussed below.

Overall, the club has ended the year with a surplus of £6.1k.

BALANCE SHEET

Fixed assets

The increase in tangible assets relates primarily to an investment in club boats of £17.7k. In addition, £4k has been invested in improving access to the boat house via the construction of a new apron. Funds were also invested in fitting out the new container, and on new improved windows. The growth in tangible assets has resulted in a higher depreciation charge as seen in the P&L, above.

Current assets

Bar stock is stable year on year.
Debtors primarily relates to the
zettle income from October received
shortly after month end
The reduction in cash primarily
relates to the investment in
fixed assets over and above the
year's profit (other balance sheet

movements are relatively minor).

Creditors

Creditors relate to £5.2k of subscriptions and social income received but relating to the 2022-2023 year, and £1.7k of accrued expenses (primarily costs of electricity, costs relating to trophies for the LUS, and submission of expenses after the year end but where the costs were incurred during the year, mainly relating to boat repairs). Creditors are similar to the period year and none are payable after more than one year.

NOTES

The notes to the accounts reflect the required statutory submissions.

MEMBERSHIP SECRETARY DUNCAN TANNER

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MEMBERSHIP FIGURES

We are now up to 178 members. That is "memberships", i.e. a couple or a family count as 1. To put this

in context this compares to 167 members last year, 125 in 2020 and 138 in 2019. The trend before then had been a steadily decreasing membership, so this is a significant turn round and possibly a silver lining due to Covid?

This includes 22 members who have joined since 1st September (mainly at the open day) and will roll over into 2023 and 6 life members.

38 members resigned or did not renew, compared to 12 last year. It is noticeable that this year, the majority of those who have not renewed (approximately three quarters) have joined in the last 2 years, mainly at open days. This may be people joining to learn to sail and then realising that it isn't for them, but maybe the club should look at interacting with new members better. I do follow up whenever

someone says they do not want to renew and the reasons given are quite varied, but the most common theme is that they no longer sail or hardly came to the club last year.

2023 SUBSCRIPTIONS

There will be a subscription increase of approximately 4% (to the nearest pound) for 2023, as agreed by the committee. This is well below the rate of inflation however you wish to measure it, and the club costs are going up considerably in some areas, most notably electricity bills, safety boat fuel and rubbish collection. It would not be prudent to leave membership fees unchanged.

I will be stepping down as membership sec, and off the committee as I no longer have time to do it.



SAILING SCHOOL PRINCIPAL JAMES ALLERTON

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We have planned some great training opportunities for all next year, with courses for beginners and refresher courses for all. A full calendar will be published in the new year, but for now here are some dates for your 2023 diaries.



TRAINING DATES FOR 2023 AT PBSC

• February - RYA First Aid - Date TBC

POWER BOAT TRAINING

- Safety Boat Intro/Refresher 4th, 5th March
 We would encourage all members to attend one of these sessions.
- Safety Boat Intro/Refresher 25th, 26th March
 We would encourage all members to attend one of these sessions.
- Women-only RYA PB2 2 Date TBC
- RYA PB2, 2-day course 15th, 16th April
- RYA PB2, 2-day course 13th, 14th May
- RYA Safety Boat, 2-day course 17th, 18th June

SAILING

- RYA Level 1 3 day course Saturday's 3rd, 17th and 24th June
- RYA Level 1 6-week Tuesday Evening Course 9th May to 13th June
- RYA Level 2 6-week Tuesday Evening Course 20th June to 25th July
- Thursday Night Improvers Thursday Evening Course
 11th May to 27th July
- Women on the water Thursday Evening Sessions
 11th May to 27th July
- Assistant Instructors Spring/Summer TBC

YOUTH SPRING SUMMER PROGRAM

- Sharks Saturdays from 15th April to 22nd July
- Dolphins Saturdays from 13th May to 22nd July
- Seals Saturdays from 13th May to 22nd July

YOUTH AUTUMN PROGRAM

- Sharks Saturdays from 9th September to 28th October
- Dolphins Saturdays from 9th September to 28th October
- Seals Saturdays from 9th September to 28th October

HELLO FROM OUR NEW VICE COMMODORE 2023



I have been asked to do a quick introduction about myself for those who are lucky enough not to know me. So hello to all the PBSC members, I am your new Vice Commodore for 2023. Perhaps a little coerced, even black mailed (photograph evidence ... do not ask!) into the position but knew it was inevitable one day ... so why not now?!

A brief history of my sailing experience and my connection with the club. I was very lucky to be introduced to sailing by my parents at the age of 5, they sailed at PBSC when it was in the Bay itself, but moved to Eastbourne SC, they sailed GP14's which my father built himself. So I was on the water as a passenger at least, very early in my life.

I was very lucky at the age of 10 to be included in a primary school

sailing activity promotion and was trained to sail in Normans Bay at a Sailing School run by a gentleman by the name of Gordon Beard, where I sailed up to the age of 14. Some of the PBSC instructors at the club today had the "pleasure" of training under Gordon, who was an excellent sailor with incredible seamanship (seamanship is perhaps something we will go back to in future Aquila additions) but Gordon had his ways, was very old school, great with us kids, but very, very vocal. We trained through the RYA system and I ended up instructing, but was too young (in those days) to hold an instructors certificate as you had to be 18. Anyway, as you can probably guess I enjoyed sailing and chose it over football and basketball as my main sport.

Once I had the basics I purchased an old 505, after many hours of mowing lawns and a little help from my parents. £400 if cost me, not the best of boats but it was mine and I was on the water and racing with a school friend who also came up through the Normans Bay sailing school. Initially we were at Eastbourne SC where both our parents sailed, but quickly moved down to PBSC because at its peak the 505 fleet was 13 boats strong. Great sailing! Also guaranteed 5 plus 505's on the water on Saturdays and more on Sundays ... and yes we used to race Saturday afternoons.

From then on, about the age of 15, I have been a member of PBSC, ... with a little break when I built a house and had a young family, which I think is excusable.

There is more to my sailing experience which I will bore you with in later editions as I can sense you all yawning already... none taken!

I have served on the committee previously for a number of years as Race Coach, Rear, Vice and Sailing School Principle so I guess I know the ropes.

PBSC is very dear to my heart, I have had many friends and sailing experiences there. I consider sailing has always been my washing machine, it washes the woes and troubles of everyday life away... just for a few hours when you are on the water and you can only focus on the wind, waves, and tide... everything else is pushed to the back of you mind.

So that is what sailing means to me, and my connection with the club.

We are here to have fun both on and off the water ... so lets do that ... and I hope that PBSC becomes your washing machine, as it has become mine!

Gary Pearson



HELLO FROM OUR NEW MEMBERS OF THE EXCOM



I joined the club in May 2021 through the open day, along with my wife Jackie, daughter Rozzie and son William. We have another son Bradley but his passion is pianos not boats! We have had a fantastic first couple of seasons sailing and can't wait to get back out on the water. I started sailing as a child in Mirrors before graduating to National 12s and then Fireballs competing on the open meeting circuits and national championships. With what appears to be a familiar story I then took an extended sabbatical while the family was very young and work got in the way but now I'm very happy to be getting back on the water and can't think of a better venue than PBSC. You might find me sailing our Laser2 or Laser (if I can get a look in from Rozzie) or otherwise about the club most Saturdays and on Sundays when I can. I am grateful for the opportunity to contribute to the Executive Committee and to help the club continue to be what we all know and what we want it to be. See you on the water.

Ash





For those of you that don't know me, I am Lynne! I have been nominated as a lay person on the committee for next year. I can be found most weekends sailing either my RS200 or my Europe. I have been known to jump into many other boats when the opportunity arises. It seems like I have been sailing forever but didn't really start until I left home. Both my parents sailed while I rode horses! I do owe a lot to my parents who would take my Sister and I out during the lunch breaks between racing to see how many buoys we could hit! I succumbed and sailed for a while with my Dad from whom I learnt most of my sailing skills. He never complained when I capsized us, nearly broke his nose, lost a mast while travelling on a motorway and disappeared through trees onto a protected heron island. We had to

be pulled out backwards by the rib using a paddle! All of this while he was Commodore of South Staffs SC. Sailing is great for seeing the funny side of oneself.

For me, sailing is my escape that forces me to forget about other outside pressures and, during the last year, this has been brought home to me even more with the Women on Water sessions. These sessions included some of my 2022 highlights and I hope we can build on this during next year and beyond.

Look forward to seeing you all in 2023 on the water.

Lynne



DECEMBER 18th 1:30pm Eat, Drink & be Merry with us!

CHRISTMAS LUNCH WITH ALL THE TRIMMINGS

£18.50 PER PERSON - BOOKING ESSENTIAL AS NUMBERS LIMITED

EMAIL SOCIAL@PBSC.ORG.UK TO BOOK, PAY ON THE DAY https://forms.gle/24PPUbhr8pig9kn9A





NEW YEARS EVE PARTY 31st DECEMBER 2022

DOORS OPEN AT 7 PM

Informal get together at the club to see in the New Year.

The bar will be open, bring a dish or nibbles to share

INERVIST 2023 @ 3:30pm

TAKE THE PLUNGE AND START THE NEW YEAR-WITH A SCREAM!
HOT DINKS & REFRESHMENTS AVAILABLE



PEVENSEY BAY SAILING CLUB

3-COURSE SCOTTISH MENU



CLUB MERCHANDISE

OUR NEW CLUB WEAR RANGE FOR 2022 HAS LAUNCHED!

Please follow the links on the website, facebook page or www.pevenseybaysailingclub. stitchprint.co.uk where you can order from a range of T-shirts, Polo shirts, and Hoodies.













www.pevenseybaysailingclub.stitchprint.co.uk