

AQUILA **NEWSLETTER**

SEPTEMBER

22

SEA WEEK

"Having participated in almost two decades of Sea Weeks, it was personally one of the best I have attended, so a very big thank you to everyone".

Why were open meetings called superga?

SUMMER CAMP

My experience as a novice summer camper!



COMMODORE COMMUNIQUE

DAVID BONIFACE

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Wow! That's been a busy few weeks. Summer Camp followed by Sea Week, which was sandwiched between the two days of the Cadet Cup, followed by Airbourne, the Club Championship, supporting the Musto Skiff Nationals at Eastbourne and then the Open Day last weekend. All this is soon to be followed by the Laser and Topper Open meetings that we are holding in October.

All these activities take considerable organisation and effort and we are very fortunate to have a lot of hard working members who are prepared to give the Club loads of their spare time. I would like to say a very big THANK YOU to all those who work so hard to make all these events successful.....but, we always need more volunteers.

Later in this Aquila you will find a write up about the Summer Camp but from all accounts it was a very successful week and I believe the largest attendance yet. I managed to sail to Chichester in Wild Goose and spend a couple of lovely days there, meeting up with the happy campers on a couple of occasions; Wild Goose is a little too big to join in the cruises around the harbour and once through the lock into Chichester Marina (with a beam of 6m and lock width of 7.3m it's pretty nerve wracking!) I was reluctant to venture out too many times.

Seaweeek was again a lovely week and everyone seemed to have a great time and you can read accounts from a couple of people later in this Aquila. We were however plagued by easterly winds throughout the week, which generally accompany periods of settled weather on our coast. Despite this there was only really one day that was significantly affected by the wind and I for one, sailed more this year than most I can remember.

Airbourne, despite not being at the same time as Seaweeek, seemed to be visited by a good number of members and people could still see some of the displays from the Club balcony, but we didn't have the usual fly pass from a couple of the Red Arrows display team. Which was a shame.

Club championship went ahead despite, again, being plagued with strong easterly winds, but Justin has written more later in this Aquila.



Summer Camp



Sea Week



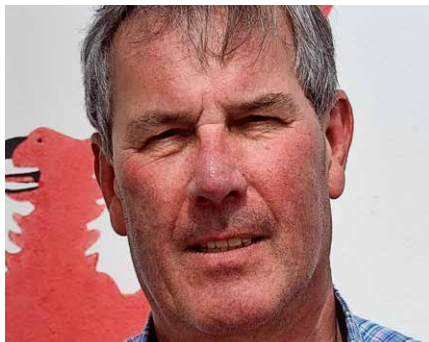
A QUESTION OF SUCCESSION

Earlier in the year we held an EGM which changed the wording of the rules by which the Club is run. This change enables the Executive Committee to invite the standing Commodore to continue for one further year beyond the normal two. While I would dearly love to step back and hand over to someone else, it appears that this will not be possible. More worryingly however is the fact that

we don't seem to have anyone to stand as Vice Commodore for next year. When this was originally discussed by the Ex Com I suggested that I might be willing to do another year, but only on the condition that there was a Vice Commodore in place to take over from me in a year's time. At the moment it would appear that there will be no candidates for the roles of Commodore and Vice Commodore next year.

VICE COMMODORE DAVE WATSON

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Been a couple of months since we had our last Aquila, much has happened over that period, Sailing Camp at Chichester Harbour, which by all accounts was yet another successful year, Sea Week which likewise another successful event, although Easterlies made life more complicated for sailing. Having participated in almost two decades of Sea Weeks, it was personally one of the best I have attended, so a very big thank you to everyone that made those two events so successful.

We started the Club Championship end of August, regrettably only two races run as the 'Easterly' again... and high tide meant large seas and shorebreak, thank you to everyone that mucked in and helped each other ashore, a few bruised egos but no major boat or personal injuries. A few dinghies made the decision to land on the beach just inside the harbour entrance, don't think I can recall that ever been undertaken before, but once again all worked out safely, although the Marina calling the RNLI for a capsized in the harbour entrance was perhaps a little overboard!

We supported Eastbourne Sailing Club with their MUSTO Nationals event with a couple of RIBs and crew, although Romulus went tech on day 2! Thank you everyone that supported, this works to both clubs advantage as we need RIB support for our ILCA Southern Master event next month. Which conveniently leads to requesting support with this event, please volunteer either the Saturday or Sunday (1st and 2nd October) or both, these events bring good revenue to the club which keeps our subscriptions down and allows for updates the club as required.



WHY WERE PBSC OPEN MEETINGS CALLED SUPERGA?

This really goes back to the origins of PBSC. In the late 1950s a group of sailors, mainly National 12 and Enterprise sailors who were members of Eastbourne SC, for some reason were dissatisfied with ESC and wanted to start a new club in Pevensey Bay. Peter Stubley, Bill Phillips and Michael Goodge were the principal leaders of the Nat 12 fleet and Michael's father George agreed to help with the necessary financing of the new club. George had sufficient funds to buy a bungalow on the

beachside road which he allowed the new PBSC to use as the clubhouse, with a small dinghy park behind - now St Wilfrids church. Pretty basic by present standards, we had changing and toilet facilities and a meeting room which could provide tea and coffee, etc. (The club bar was informally across the road at the Castle Inn, the landlords were Laurie and Ruth Lester (another club trophy name if I remember correctly), afternoon races were usually a bit more relaxed!).

George Goodge was the first Commodore and remained so for some 5 years. Initially Michael his son was club and

sailing secretary. George owned a wholesale business importing Pirelli shoes, with Peter Stubley one of his travelling sales people. As soon as the club was up and running, it put on an open meeting for National 12s and Enterprises. One of the inducements for visitors to enter for the meeting at this new club, in addition to the usual prizes, was that each boat would receive a free pair of Pirelli Superga sailing shoes. (The inducement certainly worked, as it was the reason that I entered N1575 for my first ever open meeting, and I finished up sailing at PBSC for almost 20 years!).

And the name stuck!!

REAR COMMODORE GOFF BROOKS

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Earlier this year, we organised a number of working parties to help bring the clubhouse and grounds up to scratch for the new sailing season. These proved to be very successful, with a wide variety of tasks being completed – including painting inside the clubhouse, gardening, sorting out the new container, repairing the perimeter fence etc. However, there are a lot of tasks still to undertake for the remainder of this year including constructing a new apron in front of the boathouse doors. While we already have a few people who help (thank you, 'few people' - you know who you are!), I am asking for more volunteers from our membership to help spread the load with these

tasks, which may be undertaken either at the weekend or during the week - we're quite flexible!

If you happen to have some DIY skills, that would be great but if not, it really isn't a problem. It's a great opportunity to get involved in the club, meet other members and perhaps even pick up or hone skills - we'll even lay on drinks and doughnuts!

If you would like to get involved, please email me at goffbrooks1@gmail.com Please include in your email any DIY/gardening skills you might have. I'm looking forward to getting lots of emails!

MEMBERSHIP SECRETARY DUNCAN TANNER

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I hope you have had a great summer of sailing. We have had some annoying Easterly weather conditions, but plenty of good days as well. We often get great days in the autumn, so no need to pack up for the winter just yet.

For personal reasons I was not able to get to the club on the open day, but I do know I have several membership applications in my inbox, so it was successful.

On that note, we have more members than this time last year and that in turn was more members than this time the year before. I believe that the club is in a really good place at present and going from strength to strength.

One of my tasks this week is to look at potential subscriptions for next year. I will present several options to the committee and see what they think. This is a difficult balance for the club. We are aware that many members are facing huge increases in the cost of living and the last thing they want is for their hobby to get more expensive as well. As a club, we would hate to lose members as they could not afford it. However, the cost of fueling the safety boats has massively increased this year, as has the club electricity bill. We have a lot of other costs as well, cleaning and bin emptying are often taken for granted, as is simple maintenance for club safety boats and club boats for the sailing school and members to hire. As I say, a sensible balance has to be reached.

I have been a member of the club for 8 years and I have been on the

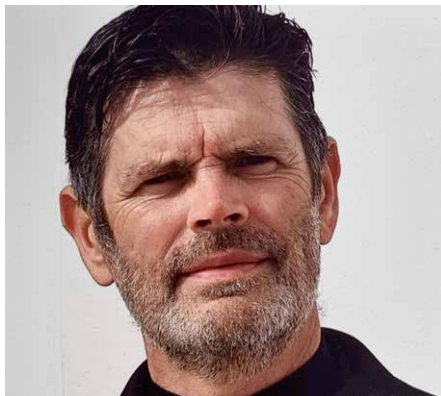
committee for the last 6 years. In the last 18 months I have had a lot of changes in my life and have a lot less spare time than I used to. I decided earlier this year, reluctantly, that I simply cannot continue on the committee for the time being. Other parts of my life have been suffering as a result.

However, the club does need members to step up onto the committee. It is actually a lot of fun and I have had great satisfaction being on the committee and helping run the club. On the committee, you have a very real, very first hand say in decisions about how the club is run. You are on the front line and if there are any aspects of the club that you do not like, you are well placed to change them. If you love your hobby and want to be a bit more involved, I urge you to get involved. Start by talking to any of the committee members.

SAILING SECRETARY

JUSTIN POLLARD

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SEA WEEK RACING

During Sea Week we held a Monday/Tuesday and separate Thursday/Friday series. We only had five entries in the Mon/Tues series and only three on the Thursday. There was an appetite voiced for Topper Racing during Sea Week so by request we re-introduced Topper racing on the Friday - the turnout was much better with eleven sailors. If members prefer, we can stick to Topper racing during the Sea Week evening races. Michael Tanner won the Monday/Tuesday series, Richard Osbourne the Thursday/Friday series.

ESSC were too busy to join us on the Wednesday Sprint Race this year, as it turned out it was too windy to race Wednesday evening anyway. Next year hopefully ESSC will be able to join us once again.

SUMMER SERIES

The Summer Series has now ended, fourteen races were scheduled, we managed to sail ten of them. Matt Fowler and Lynn Ratcliffe came first, Adrian Peckham second and Peter White/Dick Holtum third.



CADET CUP

This year's Cadet Cup produced a rather disappointing turnout, with only six entries on the weekend before Sea Week and only seven on the weekend after. The Commonwealth Games may have reduced number on the first day, but only by a couple of sailors. The second day being at the end of Sea Week could be put down to fatigue.

Next year I'd ask parents and Cadet Sailing Instructors to really promote the event. The Sailing Instructors put a lot of effort into training the young sailors

throughout the season and there should be an expectancy for the young sailors to enter the Cadet Cup, it is after all their event. I will be discussing the scheduling of the Cadet Cup with the Sailing Sub-Committee, maybe we'll schedule it away from Sea Week next year. All that said, congratulations Michael Tanner for winning all six races. Oscar Plant came second and Will Scarff third. There will be separate prizes for the lower age groups, with prize being given at the Halloween party in October. Next year the dynamic of the Cadet Cup will change because many of our youths will be over eighteen.



CLUB CHAMPIONSHIP

Last year the Club Championship was scheduled for eight races over two days, for some reason, I scheduled this year's Club Championship as just six races over the two days. Possibly an omission on my part, being new to the Sailing Secretary role.

In the days preceding this year's event the weather was looking questionable in regards to forecasted strong East/North-Easterly winds of force 4-5 with a high tide at 12:50 and 13:20 respectively. This presented the possibility of a large shore break at the time we would be looking to return to shore. During the week preceding the race the Commodore, Vice Commodore and I spoke about the possibility of postponing the Club Championship until available dates in October, a decision was made to seek the views of the Sailing Sub-Committee and decide on the morning of the races.

Sunday morning presented itself with favourable sailing conditions and with twenty one competitors wanting to sail, a decision was made to proceed. As forecast the wind built considerably during the first two races, gusting at 26knots.



The shore-break built and presented considerable challenges in beaching the dinghies and safety boats.

Racing was abandoned following the second race for safety reasons, 17 boats returned to the beach, thankfully there were no injuries and no damage caused. Four dinghies and the two safety boats chose to sail to the Marina and come ashore there, the safety boats stayed overnight inside the marina itself.

Monday morning started off windier than the previous day, albeit the forecast was for slightly less wind.

Faced with a similar shore-break and a general lack of appetite to risk recovery in the same conditions as the day before, the competitors were offered a postponement with the opportunity to sail the rest of the event on Sunday 23rd October. This was unanimously agreed by all those present and so sailing was postponed. Therefore the winners of the first day of the Club Championship were Ellie Ratusniak 1st, Keith Vercoe 2nd and Tim and Paula 3rd. Congratulations to you guys and we look forward to you defending your leads on the 23rd October.

The Cock 'O' Bay Pursuit race was held on Sunday 11th September. Before the race, competitors held a minutes silence to reflect on the passing of HRH Queen Elizabeth. Congratulations to Lynn Ratcliffe for coming first in her Europe. Second was Keith Vercoe in his Laser and Sarah Pullen, again in a Europe beating Roger McAll and Pat O'Leary into third place.



**Her Majesty
The Queen**

1926-2022

There are only three Personal Handicap races left in the season. What do you think of it, have you enjoyed having another series running throughout the season? If we run it again next year, I will look into how we can make the personal handicap adjustment more accurate. Please do give me your thoughts on it and any other aspect of the sailing calendar.

Learning from the Club Championship

The Sailing Committee was very keen to offer the club racers a high quality event, similar to what we offer visiting sailors at the Open Meeting we run, with a number of spot prizes throughout the fleet. To this end we had organised a committee boat and quality mark laying teams to set good courses. The weather however had different ideas and the strong Easterly winds led us to abandon the idea of a committee boat, caused extremely difficult recovery conditions on the beach and led the second day to be postponed.

As with all things, and particularly with the sea, we are all learning all the time and although we had predicted the difficult conditions earlier in the week, there was no formal way of postponing the event and the decision to postpone the second day was taken with the agreement of all those in attendance (the only

members that would be effected). The decision was made on the basis that it was the best for most members of the club and would encourage more to sail. None of those sailing on the first day will be disadvantaged as there is one discarded result out of the six races to be sailed and scores from the first day will be carried forward. The Sailing Committee will look at our Club Sailing Instructions later in the year.

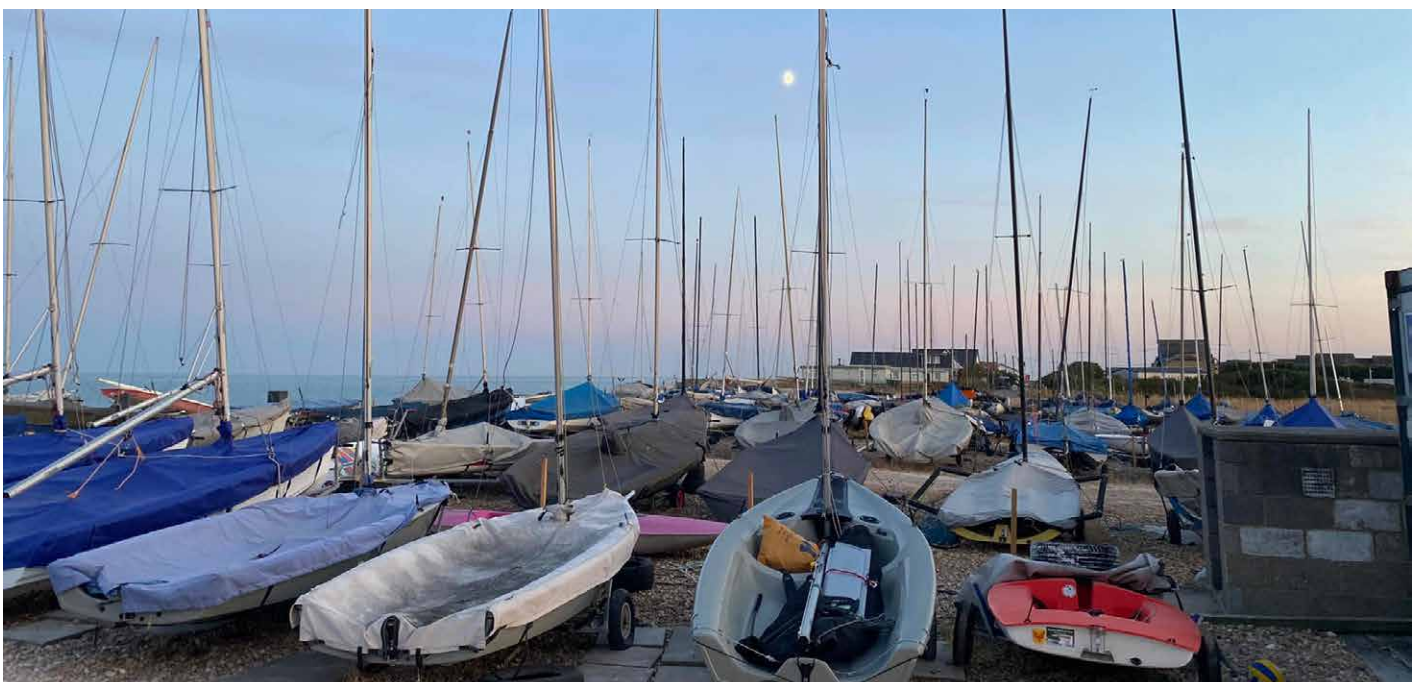
Another thing that was learnt was that the Harbour doesn't necessarily offer the safe haven that it appears to. The conditions in the Harbour mouth can be horrible, particularly with an Easterly wind; I am all too aware as a regular user of this entrance in a very stable boat! Waves can be big and very steep, far more difficult than the waves out in the bay, exacerbated by the current being squeezed out around the harbour walls, and then of course you have the loss of the wind as you sail behind the harbour arms. Added to this, there are those huge boulders around the entrance to the harbour which would make very

short work of destroying any boat in difficulty.

You may have heard that one of our boats capsized in the harbour entrance causing great consternation amongst the lock keepers. When they saw this they called out the Inshore Lifeboat, but fortunately our safety boat was on hand to pull the inverted boat clear of the rocks which allowed it to be recovered safely.

I strongly advise people to keep well clear of the harbour entrance unless there is no other alternative. We have to remember that we got the other 17 boats, and all the sailors safely back on the beach in very challenging conditions, albeit in varying states of anxiety!!

Ps. There is no criticism here of the people involved. The decisions were made in the light of some of the worst conditions that many had encountered in the bay and it was a good seamanship alternative to beaching at high water. It was also a long walk back with the boats!!



SEA WEEK

This was the first year that Bertie and Evie were able to join in some of Sea Week's activities on the water: Evie was delighted to be able to take part in the topper wars (albeit in a pico) - she wasn't quite brave enough to complete the capsized race, but did do her first practice capsized near the beach and was really proud of herself for trying it and arrived back on the beach with a smile.

Bertie also got out on the water - both in a pico and a rib. He was thrilled by Duncan's 'top speed' driving and spent the entirety of the journey home afterwards trying to persuade us that we should buy our own - Chris wasn't to be persuaded to own a boat without a sail.

We all also had a lovely time on the beach when not sailing. The twins are happiest when knee-deep in the waves and playing with one of the boards.

Happy children = happy parents!

From a treasurer's perspective, Sea Week has contributed to the club's revenues through camping, bar and meal income. These events mean that we can continue to invest in the club: maintaining the clubhouse and land, the club sailing and rescue boats, and the other infrastructure we need to enable us all to sail safely.

Thank you to all the people who made Sea Week possible - from doing the cooking, providing rescue cover or arranging the racing.



ILCA Masters Saturday 1st & Sunday 2nd October

We have the ILCA Masters (also known as Lasers) returning for their Autumn circuit open meeting on the Saturday 1st and Sunday 2nd of October. We expect up to 80 competitors typically 40 in the ILCA 6 (a.k.a. Laser Radial) and 40 in the ILCA 7 (a.k.a. Laser Standard) classes.

They will arrive from the Friday pm and race on Saturday and

Sunday and as usual we will be seeking help in the bar, galley (we expect 60+ for the Saturday night meal), beach (20 people in wet gear) safety & committee boats, results provision and manning the Aquila base radio station. As per previous open meetings I am the event organiser and also Deputy Race Officer, Dick Holtum will be the Principal Race Officer, Gordon Bishop and Dave Watson will lead on safety boats. Wild Goose will be the committee boat.

These open events are prestigious, make good income for the club,

keep up our race running skill set and as we found with the Laser Masters Nationals last year, are good fun and get members mixing well. We typically try and hold two opens each year and the income we make from them helps buy the extras that improve the club infrastructure. Last year's open meeting income helped us buy the three new Argo training boats and the new windows in the galley and bar.

If you can help please drop me a line at adrian.peckhampbsc@gmail.com

SUMMER CAMP

My Experience as a Novice Summer Camper

Camping and sailing! What's not to like? The annual PBSC Summer Camp (19th - 27th July) near Chichester has been a fixture in the club's sailing calendar for over 20 years, speaking volumes for its popularity. Adding to those years of continuity was the experience of main organiser Roger Humphries who has been sailing in Chichester Harbour for a good number of years prior to PBSC starting Summer Camp.

Setting up camp on one of the hottest days of the year - a scorching 37°C boded well for the weather for the coming week. We all set up tents in a large field that was just for PBSC which created a communal feeling, with the chimenea in the centre for a camp fire we gathered around in the evenings to discuss any 'silliness' on the water that day and award the daily 'capsize carrot' trophy.

Not only had members brought their own boats, but a variety of club boats were there as well as the 'matriarch' club boat 'Kellie' who had had her annual MOT enabling her to come to Chichester chaperoning us around the harbour on each trip out.

Sailing in Chichester Harbour is unique with many inlets and a multitude of boats moored in the middle of waterways, so it was a great experience learning how to navigate safely around and between the boats being aware of the wind and the tide.

Every day we sailed somewhere new depending on conditions (and availability to try out local ice cream varieties). The advantage of not setting off until lunchtime for the first few days was a chance for people to catch up, practice our Yoga (thank you Lyn!), have a little sleep in (me!) or visit the local shops for supplies.

Having the opportunity to go sailing every day for several hours was a fantastic opportunity to improve my sailing in a brilliant location, in a relaxed holiday atmosphere with a wealth of experienced, supportive sailors from PBSC all happy to share that experience. I can't recommend Summer Camp enough, whether novice or not. I am looking forward to next year's Summer Camp (and next time I'll remember my tent poles!).

Pat



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