

AQUILA NEWSLETTER

NOVEMBER

23

AGM 2023

Sunday 10th
December at 2pm
In the clubhouse.

**THE PROPOSED
SHORTLIST
OPTIONS FOR
SEA DEFENCES**

A quick summary of the
design factors for Phase 1.

**2023 RACE RESULTS
& TROPHIES**

**Christmas Lunch
December 17th**

Eat, drink and be merry
with us!



COMMODORE COMMUNIQUE

DAVID BONIFACE

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We move towards the end of our season with three more events this year, the Lay-up Supper, AGM and the Christmas lunch. The Lay-up Supper is our tradition end of season function where we celebrate the achievement of our sailors by awarding the trophies they have been competing for throughout the year. Alongside this there is good food, plenty of drink, a few speeches, music and dancing, always a lot of fun! The traditional side of the event is quaint and sometimes amusing, but I think important to maintain. Those of you who have signed up, I hope you have a great evening, those who haven't, think about attending next year.

The AGM is an important part of running the Club, as it gives the membership an opportunity to have an influence on the way the Club is run, and to stand for roles and vote on who is elected to the Executive Committee. You will have received the agenda and nominations for posts via email.

I have to admit that I have lost my enthusiasm to sail at the moment, as every week of the Brass Monkeys Series seem to have been blown out by near storm conditions. Gary sums up the sailing season with his all or nothing comment in his article.

There are still four more Sundays of the Brass Monkeys series to run which I'm sure a few hardy sailors will want to sail but for most of us the sailing season came to a grinding halt in mid-October, with the ensuing six weeks giving us one of the windiest Autumns I can remember.

I have consistently said that there is usually some excellent sailing to be had in Autumn, but it seems I will have to stop saying that. I can genuinely say that 15 – 20 years ago I sailed pretty much every week up to Christmas, including Boxing Day; how times have changed. Climate change (caused by global warming) or natural variation??

To me the evidence is compelling for the former. To read about the effects on the coast, read Gary's article.

If you know that you have finished sailing for the year, we would strongly recommend that you take the mast down and lay it on the beach. The forces exerted on the rigging and fittings are huge when the mast bangs from side to side, with the hull strapped to the beach. These forces will be far more than usually put on the boat when sailing, because the hull is not moving with the rig.

I look forward to seeing many of you at the Lay-up Supper and the AGM.



Topper Open

VICE COMMODORE GARY PEARSON

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2023 was a very successful season held back only by the weather! "all or nothing" seems to describe the winds of 2023!

Hope you all enjoyed the season and great thanks must go to all who have played a part in making 2023 the success it was.

As we are coming to the tail end of this sailing season with just the Brass Monkey series to go our attention is already on the 2024 season and organising the sailing programme.

We will have our usual closed season refresh, overhaul and repair

sessions, so please assist where you can. We all have skills in some form and 'many hands make light work'. I propose to issue a list of action items in the following Aquila, so please support and assist where you can.

Representing PBSC I attended the Pevensey Bay Coastal Defence meeting on Monday 13th November where the intention was for the Environment Agency to issue their preferred "sort list" of sea defences for the Bay from 2027 to 2037.

The notes and comments are below, and I suggest your read them because they will effect PBSC in the long run.

PBCCG MEETING 13-11-23

The intention of the meeting was to run the short list of sea defence options for Phase 1 which is the first 10 years starting from May 2027.

The meeting started with the committee members (residents) presenting a photo montage of the recent storm's impact on the Pevensey Bay coast, particularly White Horses west of the club.

The storm itself was categorised as a 1 in 10-year storm although this terminology has now changed, we will for the purposes of these notes continue with this phrasing as it is what we understand and can relate to. In short, not that severe.

THE PROPOSED SHORT LIST OPTIONS FOR SEA DEFENCES

A quick summary of the design factors; please remember this is for Phase 1 up to May 2037.

The design will be required to prevent a breach in the sea wall

with a 1 in 50-year storm with the anticipated sea levels of 2040, which is anticipated to be 200mm higher than today's sea levels.

If the sea wall were to be breached this would affect 18,500 properties and businesses in the area reaching from Cooden in the East, Hailsham to the North and Hampden Park to the West.

This is important as the Government funding for the Sea Defences is based on the number of affected houses and businesses.

Even so, the options presented are as follows:

Beach optimisation

Effectively what has been carried out for the past 25 years under the PFI scheme, with the addition of 25 years worth of data, new beach profiles, and the addition of imported material. A shallow beach profile takes out the energy of the waves and reduces the cliffing we see now. There might be groins installed in certain key locations but they will not be installed across the Bay due to the cost, approximately

£300K per groin plus it does not remove the need for beach replenishment/replacement.

Property floss resilience

Some properties in certain locations may receive additional protection in the form of temporary storm boards, shutters, etc.

Land management

This would include items such as grass planting on sand dunes, but as Pevensey Bay is a stone beach there is little opportunity for this to improve the performance of the beach.

Other items to note:

- The EA does not want to lock into a design that will impact future sea defence structures when the sea levels rise to greater values circa 2037 onwards.
- It was clear that the EA's responsibilities are to prevent a flood breach and not protect properties and homes on the sea wall, some may well be sacrificed. Protection of properties will only occur where they are sited in

locations where the sea wall is most at risk of breaching. As an example close to PBSC this would not include White Horses to the West and Val Princes to the East of the club.

- With the funds available we were advised by the EA that the beach optimisation was the only option, they admitted more funds would lead to different solutions.
- The EA have approached 4 other funding sectors for additional funds via the local MP including Network Rail who have a vested interest in preventing flooding.

These negotiations have been underway for several months but are still a long way away from being concluded. Unlikely to change Phase 1 sea defence works.

SUMMARY

The EA's option appraisal process is also enclosed for your information.

Well, I was very wrong, very wrong! No stone groins nothing at all apart from more machines running up and down the beach. You can imagine the reaction in the room was one of being stunned and disbelief. I guess we had been pampered by the EA up to now and then sucker punched.

WHAT DOES IT MEAN FOR PBSC?

Well for the next 15 years probably not that much ... I believe that we should consider in the short term moving the boat park line back away from the top of the sea wall/beach top (winches as well) and perhaps consider the introduction of some storm boards in front of the boat house.

The residents and councillors will be lobbying the local MP, we may have a part to play in that. Pressure will need to be applied to the Government to provide more funding or the sea defence proposals will not change for the next 15 years.

The EA is holding open events to impart this information to the public, for those interested in attending the dates are:

SATURDAY 25th NOVEMBER

9:30am-12:00pm

Langney Community Centre BN23 7DX

2:30pm-5:00pm

Hampden Park Community Centre BN22 9NR

TUESDAY 28th NOVEMBER

9:30am-12:00pm

St. John's Parish Hall, Meads BN20 7QT

2:30pm-5:00pm

Leaf Hall Arts & Community Centre BN22 7NB

FRIDAY 1st DECEMBER

9:30am-12:00pm

Sovereign Harbour Community Centre BN23 6JH

2:00pm-4:00pm

St. Wilfrid's Church Hall, Pevensey Bay BN24 6EZ

MONDAY 4th DECEMBER

12:00pm-2:00pm

Online Q&A session with the project team. Further details to follow on social media/website.





Description of the Option Appraisal Process

This project aims to sustain the standard of service across the Pevensey Bay and Eastbourne frontages. Work will maximise economic, environmental and social opportunities and deliver multiple benefits, reduce the whole-life carbon and promote biodiversity net gain. **Six investment objectives** guide the appraisal process:

1. Manage the coastal flood and erosion risk to a potential 10,000 properties and wider infrastructure
2. Work effectively in partnership with Eastbourne Borough Council and others to collaboratively develop an affordable and sustainable scheme
3. Drive down carbon at every opportunity with an aim of reducing carbon by 45% against SOC value and working towards EA's e:Mission 2030 and NetZero 2030
4. As a minimum, deliver 20% net gain in biodiversity against the baseline
5. Maximise local opportunities to deliver wider benefits of economic and social regeneration
6. Options must positively promote and enable the long-term policy and vision of the new Pevensey Bay to Eastbourne Coastal Strategy

The area is divided into **five appraisal units**:

1. Holywell in the west to Eastbourne Pier
2. Eastbourne Pier to the Sovereign Harbour breakwater
3. Sovereign Harbour
4. East of Sovereign Harbour along the length of Pevensey Bay
5. Extends from the western extent of Normans Bay to Cooden Beach

A ten-year appraisal period, from 2027-2037, was identified based on three factors:

1. Residual life of existing assets - maximise the residual life and minimise capital construction works
2. Performance of existing assets - ensure the standard of protection is maintained
3. Timeline for project delivery of the Pevensey Bay to Eastbourne Coastal Management Strategy - ensure there is sufficient time to develop and gain approval for the strategy

12 measurement criteria were identified and ranked using **five critical success factors**.

1. Strategic fit and business needs - options must be consistent with the National FCERM Strategy
2. Potential value for money - the whole life benefits of the option should exceed costs and provide good value when compared to alternative options and other FCERM investments
3. Supplier capacity and capability - potential suppliers must have the capacity to carry out your option
4. Potential affordability - options can be funded within the funding policies of contributing partners
5. Potential achievability - options must be able to get necessary approvals and consents and it must be physically possible to construct and maintain over its intended life

A multi-criteria analysis was completed on each unit to appraise the longlist of options. The scores were assessed by engineering, modelling, environment and appraisal teams. Where multiple disciplines input to the score the average value was taken. Each option was assessed against the 12 measurement criteria as a stand-alone option. Current beach management and other maintenance activities were not always included as part of an option. Where options were identified as unfeasible to be taken forward independently, they will be assessed as a potential adaptation to shortlisted options. A weighted score for each option ranked the options, the three highest scoring options for each unit were taken forward to the shortlist:

1. 21 options were identified for Unit 1, including 17 'Grey' and four 'Green' options
2. 20 options were identified for Unit 2, including 15 'Grey' and five 'Green' options
3. 14 options were identified for Unit 3, including 11 'Grey' and three 'Green' options
4. 18 options were identified for Unit 4, including 13 'Grey', four 'Green' and one 'Other' option
5. 20 options were identified for Unit 5, including 14 'Grey', five 'Green' and one 'Other' option

Grey options are engineering solutions to adapt the area and do not support working with natural processes and the environment. Options include maintaining or introducing structures such as seawalls or groynes.

Green options are working with nature, known as Nature Based Solutions. Options include introducing habitats such as reefs or vegetation in the sea or creating mudflats, saltmarsh or coastal grazing marsh on land.

REAR COMMODORE GOFF BROOKS

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HOUSE

Members containers

The audit of both member's containers has now been completed, with all equipment not matched to owners having been put to one side to await disposal.

We have installed additional racks in the east members container and renewed all the shelves, with each shelf having been given a number to facilitate future identification and matching of equipment to owners. Examination of the west members container has shown that some of the racking is very rusty and not fit for purpose, so we'll be installing new racks as appropriate and then

renewing all the shelves, as with the east container.

When the internal refit is complete, I will email all members with equipment in the two members container to confirm the items they have in the container(s) and the shelf numbers.

Maintenance etc.

Now that the sailing season is all but over, we'll be concentrating on maintenance works including:

- Improving the changing rooms
- Re-decorating the hall, stairs and landing,
- Repairing the driveway
- Cladding the sides of the west members container.

As usual, we'll be holding spring garden working parties in February/March to ensure that the grounds are presentable for the 2024 sailing season.

This year, we'll be starting these activities in November/December rather than February/March and doing the work on both weekdays and weekend so, if anyone fancies volunteering to help, just email me at rear.commodore@pbosc.org.uk.

BOAT PARK

Abandoned trailers/trolleys

The vast majority of abandoned

trailers have now been sold or cut up and sold for scrap, with only a couple remaining.

Tie-downs

We will be installing additional tie-downs by the north – east fence

Beach erosion

During the recent storm Ciaran, the club's beach was eroded to within a few feet of the members boats, but a lot of damage could have been caused if it had undermined the boats. We are therefore considering installing temporary tie-down facilities by the east fence to enable the boats closest to the beach to be moved if another storm looks like eroding the beach further.

I will again be putting 2024 identity stickers on boat in the new year. This will be done once membership renewal (and payment) has been confirmed. In order to keep our boat park records up to date, it would be helpful if any members let me know of any change in boat ownership by emailing me at rear.commodore@pbosc.org.uk.

Space markers

The space markers we installed earlier in the year have proved to be quite successful. However, the space numbers painted on the markers have not weathered well, so we'll be re-painting them through the winter.



SAILING SECRETARY

JUSTIN POLLARD

sailingsecretary@pbsc.org.uk



I write this month's Aquila report as the outgoing Sailing Secretary, having held the post for almost two and a half years. I took the role on mid-season, very green to the workings of the club and its committee. It was a steep learning curve, getting to and master Sailwave and the race box equipment and hopefully I have helped provide some good racing.

The Sailing sub-committee was set up to help ease me into the role, by bring together members with lots of sailing and club experience.

The Sailing sub-committee has grown and now includes representatives from the New members, Women on the Water and Youth sailing. I would like to thank everyone on the sub committee for assisting me in my role and sharing the burden of its responsibilities.

We had a Sailing sub-committee meeting last Friday, there was lots of progress and ideas bounded about. Gary press-ganged a number of us to take on overseeing roles, covering a number of areas relating to sailing and the clubhouse. For Example - All things to do with the Race Box, including the radios, flags and mast, race lights and computer, even the plastic windows and door. Other areas allocated out were the Boat House and Racing equipment, Ribs, Club Boats, and Training. If you have any thoughts, ideas or suggestions relating to these topics, please to approach one of the committee members and let us know.

A point of discussion for next year's sailing was the format for racing. This year at special request I set the racing to three back to back (3x b2b) races for the regular Series races, and 2x b2b AM and 2 x b2b PM races for Trophy events and the Bank Holiday Series. What did you think of that format, did you prefer it to 2x AM and 1x PM or the 1x AM and 2x PM formats of previous years?

If we were to stick to 3x b2b, would you like it to start a little later, say 11am? This may allow the wind to fill in before we start sailing but would still allow the racing to finish at a reasonable time.

The weather has not be particularly kind this year with many weekends and sailing events cancelled due to strong winds. On the plus side, that means next year it can only be better with wall to wall sunshine and force 3-4 all season. We did where possible try to reschedule the missed trophy events, by and large we were successful in doing so, below is a table showing the years results.

We have managed 76 Sunday Series and Bank Holiday races with year, with three remaining races scheduled in the Brass Monkey/Winter Series, last year we sailed 89 races. Matt Pollard has sailed the most this year, having participated in 39 races. The most successful sailors are Chris and Nicki Webber who have scored an incredible average position of 1.12 over 17 races. What is equally spectacular is Tim Humphries' 2.6 average over 35 races, followed closely by Michael Green, who managed a 2.73 average over 28 races. We need these guys to either give us some sailing tips or give us a head start.

The Vice Commodore may mention this in his report, but if not, the other Friday we held a meeting with the other Federation Clubs to discuss the future of the ESCSF (East Sussex Coastal Sailing Federation) and their appetite for the Federation Cup to continue next year. The Federation Cup has suffered from a lack of sailors being prepared to travel to neighbouring clubs. In years gone by the event was very well supported, but each year it has seen less and less interest. So the clubs were asked if there was any point in continuing. Generally speaking the other clubs were positive towards the survival of the Federation and Bexhill stated they were looking forward to hosting the Federation Cup next year. They plan to provide all the boats for us to sail, all we have to do is turn up. PBSC hosted the event this year and keenly supported Eastbourne last



year. Please keep Sunday 7 July 2024 free, and let's put on a good show of support to Bexhill, and go down there on mass.

Promoting our own events is crucial to providing quality, competitive sailing. This year's Ladies Bowl was not well attended with many of our women sailors missing from the sign on sheet. To put it into context, the four participating boats were a Laser 4.7, Optimist, Miracle and a Pico. I appreciate not everyone can attend every weekend but only four boats in the Ladies Bowl is disappointing. There is only so much a male Sailing Secretary can do to promote the event. I would ask all our women members come together and make next year's sign on sheet fill two pages. The suggestion has been made that the Ladies Bowl could be scheduled on a Saturday afternoon. It would mean more volunteers to cover

duties but if this is preferred, then indeed it can be on a Saturday. The men can be OOD and crew the safety boats. The following Saturday, we can hold the Men's Tankard and swap the duties.

The same applies to the Cadet Cup, last year participation was low, but with promotion by the sailing school, this year it was much better attended. I hope we can build on this so that next year we can get all our young sailors racing in the Cadet Cup, as part of their scheduled training.

We would also like to encourage a progression of Saturday beginners and Youth sailors trying out Sunday racing. The new Sailing Secretary has some ideas and will be sharing them with the Sailing School. However, if you have any ideas on how we can build our Sunday fleet, please do come and see us.

I will sign off by thanking Dave Boniface for his three-year tenure as Commodore. Dave has worked his socks off for the club, he's always down the club, supporting the Thursday Night Improvers, providing Wild Goose as a committee boat, manufacturing the mark unit's metal doors and being around during Saturday Youth sailing. It's fair to say Dave has been a very visible Commodore.

I have thoroughly enjoyed the role of Sailing Secretary and wish all the best to my successor. I will offer them as much input and support as they request from me and subject to the membership's vote at the AGM, I will continue to support PBSC as the new Vice Commodore.

2023 RACING RESULTS AND TROPHIES

Golden Hot Water Bottle	Warm-Up trophy	1	Saul Harwin	x
Concihta Goblet	Spring Series	1	Tim Humhries	Paula Bayntun
	Spring Series	2	Phil Kemp	x
	Spring Series	3	Michael Green	Lynne Ratcliffe
Twelve Foot Goblet	Summer Series	1	John Austin	x
	Summer Series	2	Peter White	Dick Holttum
	Summer Series	3	Tim Humphries	Paula Bayntun
Commodore's Pevensey Trophy	Autumn Series	1	Tim Humphries	Paula Bayntun
	Autumn Series	2	Michael Green	x
	Autumn Series	3	Alan Bassett	x
Brass Monkey	Brass Monkey	1	See last year's results	x
	Brass Monkey	2	See last year's results	x
	Brass Monkey	3	See last year's results	x
Tendering Trophy Jubilee Cup	Bank Holiday	1	Chris Webber	Nicki Webber
	Bank Holiday	2	Matt Pollard	Rozzie Scarff
	Bank Holiday	3	Michael Green	Sophie Green
Norman Penfold Brass Yacht Seaford Bay Cinque Port Yacht Silver Salver Dolly Bowl (flower bowl) Toddy Cup Helmsman's Bowl (wood) Novice trophy	Best Average		Chris Webber	Nicki Webber
	Best PBSC Federation		Michael Green	Lynne Ratcliffe
	Best Youth Federation		Race aborted due to wind	
	Best Open		Chris Webber	Nicki Webber
	Endeavour		Not presented this year	
	Contribution to Club		To be announced by the Commodore	
	Female Crew		x	Nicki Webber
	Male Crew		x	Dick Holttum
	Most improved		Rozzie Scarff	x
	Start racer		Marcus Rex	x

Dawson Cup Old Cadet Cup	Cadet Cadet Cadet Cadet Contribution	1 2 3	Fraser Mechan Will Scarff Ben Alitt Will Scarff	x x x x
Yacht inside Blue glass	Cecil Bale Cecil Bale Cecil Bale	1 2 3	John Austin Peter White Simon Kemp	x Dick Holttum x
The Cannon	Club Champ Club champ Club Champ	1 2 3	Tim Humphries Neil Peters James O'Leary	Paula Bayntun x x
Wooden Cockrell	Cock 'O' Bay Cock 'O' Bay Cock 'O' Bay	1 2 3	Dave Boniface Michael Green Peter White	Emma Depper x Dick Holttum
Silver Plate	Laurie Lester Laurie Lester Laurie Lester	1 2 3	Not raced this year Not raced this year Not raced this year	
Tankard	Men's Tankard Men's Tankard Men's Tankard	1 2 3	Michael Green Tim Humpries John Austin	x x x
Jenny Lee Trophy (Cup) Wooden Bowl	Ladies Bowl Ladies Bowl Ladies Bowl	1 2 3	Rozzie Scarff Nia Bryne Lyn Brocklehurst	x x x
Barometer	Vice Commodore Pursuit Vice Commodore Pursuit Vice Commodore Pursuit	1 2 3	Michael Green Dave Boniface Peter White	Sophie Green Emma Depper Dick Holttum
Easter Egg	Easter Easter Easter	1 2 3	Chris Webber Peter White Phil Kemp	Nicki Webber Dick Holttum x
	Asymmetric Asymmetric Asymmetric	1 2 3	Tim Humphries Peter White Michael Green	Paula Bayntun Dick Holttum x
	Conventional Conventional Conventional	1 2 3	Saul Harwin Simon Kemp Roger McAll	x x Pat O'Leary
Brass Spitfire Trophy none none	Airbourne Trophy Airbourne Trophy Airbourne Trophy	1 2 3	James O'Leary Peter White John Austin	x Dick Holttum x
Martello Tower & wine Bottles of wine	Martello FULL Martello HALF	1 1	Nikki Boniface Gary Kinch	Emma Depper Jackie Kinch
Sea Week Series Sea Week Series Sea Week Series	Sea Week Series Sea Week Series Sea Week Series	1 2 3	Tom B Lewis Will Scarff	x Izzy x

MEMBERSHIP SECRETARY

DAVE WATSON

membership@pbsc.org.uk



As we approach the end of another PBSC year, I thought it might be of interest where we stand with memberships to date.

	2023	2022
LIFE	6	6
Memberships	184	171
Actual Members under initial Membership	365	349
This comprises:		
Adult member	190	177
Partner/Spouse	85	80
Cadet	94	98

Consider that a membership can include other family members and defined as one membership but include Spouse and children.

A LIFE membership has either been previously awarded to an individual for exceptional support to the club or purchased as a one of payment. (There is a maximum membership percentage allowed).

We currently have two Honorary memberships for Nikki Boniface and Ella Hebron as ambassadors

of PBSC, whilst undertaking their significant worldwide sailing challenges they advise their origin as PBSC.

In 2022 PBSC Executive Committee looked at ways to streamline running of the club and to make less onerous on individuals by looking at various suites of market available software packages to 'Run the club more efficiently'. To include membership renewals, database, accounts, training etc.

Various packages were trialled, including SailingClubManager and WebCollect. SailingClubManager was the most expensive at over £1000 per annum but found to be cumbersome to use in our current environment, WebCollect although not a perfect software package, proved to be considerably cheaper per annum, more intuitive to use with a very reactive IT team. A number of local clubs also use and recommended WebCollect to PBSC, consequently we have actively trialled WebCollect this year for membership subscriptions, Social events and Training events, and many of you have used the portal to book events.

(For history – when I joined the Executive Committee back in the early 2000's, the membership database was a flip card based system, the duties being sent by postal postcards advising your duties that month. I then promoted to the then current Executive Committee, that we incorporate our card database to Microsoft EXCEL. (I had undertaken this at another club I belonged to with good result). This was supported by a past member, Lisa Matter, who translated the old card system to EXCEL. The EXCEL database has continued to this date in several iterations)).

Moving forward, PBSC are now going to use WebCollect for all 2023 onward membership renewals/ subscriptions as well as signing up for future training and social events.

This provides the relevant discipline to gauge number of pupils/members for an activity and makes financial accounting easier to reconcile.

Currently we have 234 members signed up/using WebCollect to purchase/register interest and pay for events, this means that a few more of you need to create an account with WebCollect for 2023 subscription renewal. The URL Pevensey Bay Sailing Club: Home (webcollect.org.uk)

Top right hand corner of page is SIGN IN or SIGN UP.

If you use WebCollect for other clubs you are members of, then use your existing SIGN IN and link PBSC to your account. New to WebCollect then SIGN UP.

If you have any questions, then please contact membership@pbsc.org.uk for assistance.

To note that currently you can pay via Bank Transfer (preferred option), GoCardless, Zettle in the clubhouse or quaint cheque. (I say quaint, as not sure I can remember how to fill in a cheque nowadays !!)

To add that quite rightly, some members maybe reticent in using online software for financial purposes, to advise that WebCollect has its on GDPR (The EU general data protection regulation (GDPR) governs how the personal data of individuals in the EU may be processed and transferred) as does PBSC has its own GDPR policy, available on request.



SAILING SCHOOL PRINCIPAL

JAMES ALLERTON

training@pbsc.org.uk



DAY SKIPPER THEORY

It's been back to school for six dedicated students who this November have embarked on their RYA Day Skipper Theory course spanning four intensive weeks. As the wind and rain have swept off the bay, battering the clubhouse, the classroom has been the best place to be. The six aspiring skippers have been delving into the intricacies of navigation, meteorology, and maritime regulations.

Under the expert guidance of instructor and seasoned mariner Bill Giles, the course has covered chart plotting sessions and in-depth discussions on safety procedures and tidal heights. It's been as much a test of the old grey matter as it has navigational knowledge.

With the autumn waves crashing into the shingle outside, talk has been about an early 2024 trip to the Solent to complete the course's practical elements and then on to warmer, and preferably tide-free, waters to put the newfound knowledge to the test. Bexhill Sailing Club are running a similar course early next year if anyone is interested, and if we have sufficient interest, we will look to run another in 2024.

YOUTH SAILING HALLOWEEN PARTY AND PRESENTATION EVENING

Amidst a sea of spooky decorations and ghostly giggles, the youth sailors of PBSC assembled for an unforgettable Halloween party and presentation evening to cap off a year of maritime milestones.

Despite the shocking weather outside, which unfortunately put paid to any bonfire burning, the evening was a fantastic showcase of our youth group's accomplishments. From recognising the sailors-to-be in the Penguins to applauding the fearless seafaring of the seals, the dedication of the dolphins and the

racing results of the Sharks, each group took centre stage to receive well-deserved accolades.

A fancy dress parade followed the awards, with Sonny Harwin Zombie walking away with the top prize for another year. Next year, we'll include an adults' category as the parents made some serious effort with their outfits.

I must express my thanks to all the instructors, assistant instructors and parents who have helped make 2024 one of our most memorable and vibrant youth seasons so far! Let's hope the weather is kinder to us next year, but I look forward to 2024 being even better than 2023.





TREE PLANTING UPDATE

How are the newly planted pine trees doing? We planted 5 trees of 3 different species, plus some shrubs. The thinking has been to see which species do best in our conditions – shingle on chalk – and then plant more.

It has been testing times. Since they were planted in May there was a long patch without rain, as well as 5 storms: Storm Antoni and Storm Betty in August, Storm Agnes at the end of September, Storm Babet in October, and Storm Ciaran most recently in November. The good news is that they are doing well and showing signs of new growth despite the battering from the storms and some initial browning.

Lessons learned: plant small and fingers crossed.

Many thanks to all who watered in dry weather over the summer.



PBSC



Christmas

LUNCH



DECEMBER

17th

1:30pm

Eat, Drink & be Merry with us!

CHRISTMAS LUNCH WITH ALL THE TRIMMINGS

£20 PER PERSON - BOOKING ESSENTIAL AS NUMBERS LIMITED

TO BOOK & PAY - use <https://webcollect.org.uk/pbsc/event/christmas-lunch>

EMAIL SOCIAL@PBSC.ORG.UK



Happy
NEW YEAR
2023

NEW YEARS EVE PARTY
31st DECEMBER 2023

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.
BONFIRE ON THE BEECH IF YOU BUILD IT

CLUB MERCHANDISE

OUR NEW CLUB WEAR RANGE!

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

**NEW YEAR
DIPPER**

JANUARY 1st 2024 @ 3:30pm

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

A group of five people (three men and two women) are running through shallow water on a beach, splashing and laughing. The background is a clear blue sky and ocean.

E P B W I N D W A R D S B I F Z Y A R R F P B I K
 N N G L C V P C W I D G A V U E X J E I Q T O E V
 U J A F Q R Z R V S R I I H Z G Q C K M O O B B B
 D T C C L V W O D F A I L F Q C O O A M Y K I T X
 A F G D A C H U R P O F E Y R N V B N S R M N G R
 R Z E Q V A O N U Y B B R D N I W T N E R A P P A
 G X N D S R N M B T R C W Y I V E Y I I H U V Q Q
 H T O Z H C W A C U A L G K I D P K P Y Q R Z D J
 P V A S A N E I V E T V B J Y A C R S L H D J Y L
 H C N A C J I N E S S D X O C O I Y Z G D R J H Y
 E V P N K N Y S I Z K O U U G B L M I K X I B E Q
 V O C D L O C A I D L D N Q Y K C R B C O V J N O
 D J C F E L E I L I Z I R A I V O V G C D Z A R R
 B E F G V S L L N F Y E T N A R A M A T A C V U Y
 H E L G A A F E M Z L S W C X W R F K P Q Y T I F
 I Q Y L Y I F D M L E Q P K O L G F P K W T N S W
 S C K J U L E X I R Z K J D P M B R S V R S R D X
 L J L J N Z A T O F O H D H Y P O J O B K H M T O
 V Z M E D O J F Y Z K I X P O W M X W H F L S W D
 B U X A W N U F G W N M J Z Z U E E L A W N U G M
 F K F Y Y E W X K G Z Q P N H Q E V H Q P C L O H
 B I I N Q P C O H G U K F Q Y E L L A G V N U U X
 H E A E T J P Y B B W F R W C Y N U E X N I N T W
 P C A F E Y Y E W R A D W I T A O I Y P C Q M J B
 Y T Y Z Q U J I B S H E E T S T O N K Q Y Q U H C

Apparent wind

Bailer

Boom

Catamaran

Clew

Dinghy

Forestay

Galley

Genoa

Gunwale

Jib sheets

Knot

Mainsail

No-sail zone

Shackle

Shrouds

Spinnaker

Starboard

Tiller

Windward