

# HOT TOPICS

April 2011



## Fed News for Fed Members

**Welcome** to Hot Topics, a newsletter designed to keep members and sailors informed about harbour news, as well as some of the issues tackled by the Federation. Our role involves working with the Harbour Master on buoyage and safety; pressing your views on local councillors via our representatives on the Conservancy and the Conservancy Advisory Committee; liaison with RYA; providing an 'ideas forum' for Commodores; co-ordinating club social and racing activities to avoid over-lapping events; junior sailing development and, yes, we also organise the annual Fed Week Regatta! Our membership includes sailing schools, land owners, boatyards and marinas (as well as sailing clubs) all of whom are motivated by a desire to keep Chichester Harbour as a lovely, safe place to be enjoyed by all harbour users. We hope future issues will reflect the breadth of all these interests.

### Water Quality

This is a real hot topic to start with! In the past year, partly treated sewage was discharged into the harbour during 59 days, with the corresponding figure for the two previous years being 108 and 60 days respectively. The reason for this is the sewers are porous, worn out or perhaps fractured, so flood-water leaks into the sewers at times of heavy rainfall. This is further aggravated in those parts of the system where both surface water and sewage use the same pipes. This additional flow overwhelms the new treatment plant and the partially screened sewage is then allowed to be discharged directly into the harbour. This common practice is employed by many sewage works. What is surprising is the seeming lack of urgency displayed by the Environment Agency to tackle the problem, as well as the failure by Southern Water to discover the extent of the defective sewer problem before they upgraded their Chichester Waste Treatment Works. After all, CCTV surveys of underground services have been conducted by civil engineers for many decades now. Both the Fed and the Harbour Master continue to press the authorities to give this problem the priority it deserves and there is now talk of escalating it to involve local MPs.

### Cruiser Racing in the Solent

If you have thought about cruiser racing, why not give Chichester Cruiser Racing Club a try? It was formed in 1971 (from the Federation Cruiser Racing Committee) to provide facilities for yachtsmen who wish to race mono-hulls in the Solent. The annual fee of £60 is set at this modest level because CCRC is a 'virtual club' and most members depend on their main club for those other facilities we sailors enjoy.

The CCRC racing programme runs from April to October with a break in July and August and includes:

- round-the-cans races in Hayling Bay
- passage races in the Solent

- a cross-channel race taking in Cherbourg, Carteret, Jersey and Guernsey
- open events jointly organised with other clubs

Social highlights range from a "Safari supper" to wine tasting, oyster parties alongside, boules and golf tournaments. CCRC works hard at the fun aspects of sailing on and off the water and has a resident band of musicians who often provide entertainment at the post race social gatherings!

Racing is divided into two fleets: an alpha fleet for IRC rated yachts and a beta fleet, for both experienced and inexperienced owners. So if you are interested in testing your racing skills, why not check out CCRC? You can join in as a guest on a 'try before you buy' basis.

### Asymmetric Forum



The Federation held a forum at Langstone S.C. in February to discuss the impact of High Performance Dinghies on harbour safety.

The Harbour Master outlined his legal responsibilities to operate a 'safe harbour', reminding everyone that sailing craft were exempt from the speed limit but we needed to be able to justify this in the light of the speeds achieved by High Performance Dinghies. The consensus coming from the Forum was:

- Foiling dinghies like the International Moth were not a major problem, due to their manoeuvrability, ability to quickly stop or slow and light weight
- Other HPDs were more likely to be a problem due to their speed and the blanketing effect of their gennaker, which impairs their vision and may cause other vessels to wonder if they have been seen.

## HOT TOPICS

- Racing dinghies need to remember their obligation under CollRegs to give way to vessels obliged by their draught to sail in the main channels
- Race Officers should take account of increased risks from racing HPDs in a fresh breeze with low or neap tides, where navigable water is limited.

The Federation Council has revised its Code of Conduct for Racing in the light of the Forum - see website

### View from the RYA

#### --- the Voluntary No Anchor Zone in Studland Bay

The RYA is urging sailors to observe the VNAZ in Studland Bay set up by Natural England and the Crown Estate. Studland Bay is an important site for seagrass and seahorses, both of which are protected by law due to their relative scarcity around the UK. This sheltered Bay is a popular anchorage with recreational sailors as protection from prevailing south westerlies makes it an important safe haven during inclement weather. The RYA is urging everyone to respect the VNAZ, a small area (100m x 100m) located off South Beach, Studland marked by four yellow buoys (one on each corner) as well as two in the centre.

The Studland Bay Seagrass Project is important to demonstrate that recreation and natural conservation can co-exist, so please avoid the 'No-Anchor' zone.

### The Political Corner

#### - - - Dog Walking around the Harbour!

If you noticed local press reports about dog-walkers threatened with a "dogs on lead" order and have been wondering what this is about, here is our explanation:

- ⤴ Hampshire and West Sussex are under pressure to build up to 100,000 more houses
- ⤴ This potentially conflicts with the protection of 'environmentally sensitive' sites around the Solent
- ⤴ Free running dogs disturb migratory feeding birds, depleting energy reserves & harming breeding performance, so fewer birds return to Chichester Harbour each winter.
- ⤴ Natural England objected to the Graylingwell Park development, arguing additional homes would lead to more dog-walking around the harbour. CDC agreed

various measures to meet NE objections, including a 'dogs on lead' order near the Fishbourne Channel, which would be imposed where animals were deemed not under control and seen to be causing a disturbance. The developer contributes to the cost and, no doubt, future large developments will be subject to similar criteria.

And where does the Fed come into this? It is one of the issues discussed by the Conservancy where our representatives are able to express our view, which is . . . we want the best for the harbour. This is an issue where 'overkill' is a real possibility and seems likely to leave one section of harbour users feeling disaffected.

### T S "Resolute"

"Gerald Daniel" the ex-naval minesweeper moored off Cobnor Point and used as the base for Christian Youth Enterprises Sailing Centre has been replaced by the "Resolute". About five years ago, CYE decided that accommodation on the GD no longer met client expectations for the 21<sup>st</sup> century and set about the challenge of raising upwards of £1.2m to finance the purchase and refit of this ex-MOD barge. The result is fabulous and ready for the 2011 season. "Resolute" has accommodation for 50 people, mainly in four berth rooms but with a few twin berths. There is also one 'limited mobility' cabin. The 'Forepeak' can seat 60 people and has built-in multi-media facilities; the dining facilities are excellent and views over the Bosham Channel from the picture windows are superb!

"Resolute" uses modern technology to good advantage: heat-pumps linked to 100m boreholes generate 4 times as much energy as they expend; solar panels provide much of the power source for domestic hot water, while vacuum pumps provide a more reliable method for waste water disposal, making it possible for all cabins to have en suite facilities.

Youngsters and families booked on sailing, canoeing, power-boat or dinghy instructor courses can look forward to a great time on T S "Resolute" in 2011.

**And Finally . . .** if you don't often race down the Bosham Creek, the **Cobnor Racing Buoy** has been re-positioned to the north and is no longer opposite CYE.



The T.S. "Resolute"