

Newhaven and Seaford Sailing Club Ltd 2022 Directors' Annual Report



This is the Annual Report for members by Directors for the year ending 31st December 2022.

read in conjunction with the 2022 Financial Statements available at: <https://sailinginsussex.org/2023-agm/>



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Commodore's Report (Terry Jones)

Coming into 2022 we were all looking forward to a lifting of the restrictions that we had lived through over the previous two years. We had a nice financial cushion to carry over from 2021, some due to the rate relief that we qualified for due to covid and some due to some good money management through the year. I am grateful for the excellent work being done by our treasurer Ian Lambert.



In 2022 we were able to celebrate the club's 70th Anniversary and in June we had a celebration attended by many members and some life members who travelled from afar to join us.

My memories of the sailing season were that we had a good one with few races having to be abandoned and some of the best sailing weeks and cadet weeks for many years.



The club Directors have had a busy year planning for the future development of the club, when we met at the end of November 2021, we set ourselves some targets.

1. To address some of the outstanding Health and Safety Issues and to continue to improve the safety of our sites for all members and non-members alike.
2. To improve the infrastructure of the club buildings.
3. To improve communications with members.
4. Resourcing and succession planning.

On Health and Safety issues,

I am extremely grateful for the work done by Graham Hardy and Ian Johnson for constantly surveying and monitoring the sites and to them and the volunteers who work every week to address and repair the hundreds of issues that have been identified. We do still have some big issues such as the ramp at Seaford which we are working on finding resolutions for.

It was regrettable that during late August and through September that nature conspired against us and caused a lot of heartache at Piddinghoe with hundreds of fish dying because of the lack of oxygen and then followed by an outbreak of Blue Green Algae. I need to thank all those who turned up to help the clear up operation and to Duncan Barrows and others who monitored the water quality and set up a committee of people with expertise to come up with a plan to mitigate against the same thing happening again.

Infrastructure

The clubhouses at both sites have outlived their useful lives and the directors and other members have been looking at options. We have consulted with architects and planners and plans have been submitted to Lewes District Council to rebuild and improve the accommodation at Piddinghoe. We have obtained a small grant towards disability facilities but will need to find funding ourselves and



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hopefully from other sources to complete the project properly. Our probing into the Seaford Clubhouse has revealed some major structural issues and at the time of writing this report the directors are discussing whether the costs of repair will extend the life of the club house enough to make it worthwhile or whether we need to arrange some temporary alternatives whilst we find the funds and obtain planning permission etc for a major rebuild. I am grateful for the work that has been done by a number of individuals on this project, including Nick Blackburn, Phil Clare, Danny Freeland and Bill Wates.

Communications

I have to confess that communications with members have not really improved over the year. Unfortunately, one of the key people to address this has had some major and ongoing health issues and the other directors have had their work cut out keeping up with some of the events through the year which has meant that communications have been limited. We will try to do better next year.

Managing the Club's Assets

In 2021 and 2022 we have replaced some of our 27 year old **club training boats** with three new R.S. Quest double handers, two new R.S. Zests and two new Topper single handers. Some of the existing club boats were upgraded including new covers to extend their lives. We have built-on the quality and range of hire boats available at both sites and introduced a new booking system. Thanks, are due to Neil Arnott who has managed the project.

We had to deal with an issue in the spring when '**Ark**', the club's sea safety and race management launch was blown off of its props when berthed ashore for annual maintenance in the marina. Storm Eunice left a hole in the hull, damaged the steering and boarding ladder. Again thanks to all those who dealt with the aftermath including Paddy Turner, Phil Clare, Judd Brammah, Rupert Smith and others.

A more recent innovation has been the purchase of a beach launched power boat '**White RIB**' which is to support that growing band of members windsurfing, wing surfing, kite surfing, paddle boarding and kayaking from the beach. This will be available for use when there is an offshore wind which could carry anyone who gets into trouble out to sea. Organisation of getting the boat down the beach and manning it will be done by the individuals themselves and prior coordination through the group's 'WhatsApp' page will be essential.



One activity that has been going on quietly and making no demands on the club management has been **Sailability** which has given less abled individuals a chance to enjoy sailing at Piddinghoe. The team of volunteers is being led by Chris, Carolyn and Jazz Turner who were nominated and won the RYA 'Family' national award for 2022.

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For the past ten years the RYA Training School has been led by Simon Suter and he has inspired many of our current members into sailing. Since he has recently moved to a building project where he plans to do most of the work himself, he has hung up his whistle for a while and stepped back. We have been unable to find a suitable volunteer at the moment to take over as Training Centre Principal and we are looking at a commercial option to run the training school in the longer term. We thank Simon for all he has done for the club., and in the short term Terry Jones will stand-in as Principal and Ian Lambert as Chief Dinghy Instructor.

Resourcing and Succession Planning

Throughout the past year we have been running with a smaller Board of Directors than we would ideally like which has meant that some directors have had to cover more bases than desirable.



Whilst we have lobbied suitable candidates to join the board, we did not find any volunteers in 2022. This situation will become serious over 2023 as at the next AGM we will be seeking a new Commodore, Treasurer and Company Secretary. Ideally the people taking over these roles will have spent the coming year as board members and shadowing the existing holders.

What a fantastic club we have, compared to clubs in our vicinity we have a membership at least three times the size of most. We have the benefit of a lake, a beach and a marina and a well-developed Training School. We have many unsung heroes who are contributing to the club in all sorts of ways and if you are one of those thank you for all that you do.

Terry Jones, Commodore

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Treasurer's Report (Ian Lambert)

To be read in conjunction with the *Financial Statements* <https://sailinginsussex.org/2023-agm/>

INCOME

'Turnover' down by £35,289 or 22% to £126,693 from the 2021 figure of £161,982., major causes:

- 2021 income inflated by Government COVID grants of £28,116., no similar grants in 2022
- 2022 Sailing course fees returned: £2,620 due to Piddinghoe water quality issues
- 2022 Sailing course fees not earned because insufficient instructors to run courses.

Comparative Turnover figures pre Covid 2020 £104,023., 2019 £91,262., 2018 £91,383., so we have in effect returned to a 'normal business' income level with good growth., well above inflation.

COSTS

'Direct costs' increased by 33% to £20,712 from £15,544., major factors:

- **Social Expenses** associated with the 70th Anniversary £3,707
- Remaining £1,461 due to **inflationary uplift in costs on a number of fronts**

'Establishment Costs' increased by 92% to £79,627 from £41,420, major factors

- Business Rates £6,500 in 2022 with 50% Covid recovery reduction, zero cost in 2021 due Covid legislation.,
- Electricity cost per KWH went up by 54% at Seaford and by 117% at Piddinghoe., the relative changes at the two sites reflecting different contract expiry dates and the phenomenal change in the market during 2022. We have plans for solar panels at both sites to reduce energy costs.
- Repairs and maintenance up by 112% % to £42,021 from £19,843 includes
 - Piddinghoe Water Quality: testing costs., fish disposal etc £2,271
 - Piddinghoe re-build Planning : £7,795 (planning approved Feb 22nd 23)
 - Seaford re-build preparation: structural survey £7,989 (costs ongoing)
 - work on sewage systems both sites., slipway repairs at Piddinghoe etc

'General Administrative expenses' increased by 22% to £25,535 from £20,875 factors were largely inflation and the cost of moving to a new accounting system, but included:

- 'Bad Debt write off' £1,080., correction of historic error in accounts.

'Finance Charges' these costs are very largely transaction based charges associated with handling payments for memberships, social events etc electronically. But before anyone jumps to the conclusion that we should return to cheques and cash – the bank now also charges 40p for paying in a cheque or any cash., so such charges are a cost of doing business and our recommendations about the way we would ask you to pay, prioritises the methods that result in lowest charges (eg members paying by Paypal is more expensive for us than if they use our preferred solution: the 'go cardless' system to pay from their bank account.

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'Depreciation' this is the proportion of the cost of a capital item like a new Training dinghy, spread over its expected lifetime so that the amount appearing in the accounts each year can be related to the training course income we derived from having it.

In 2022, total depreciation dropped slightly to £20,880 from £21,780 in 2021, because :

- New assets commenced depreciation : Piddinghoe mower, 4 Training dinghies, Seaford tables etc. and a proportion of their cost therefore appears.
- Older assets completed their depreciation in 2021 e.g. "Piddinghoe showers and improvements from 2017" and no remaining costs to be assigned in 2022.

Note: A number of capital items planned in 2022 were not installed/commissioned into use until January 2023 so will appear for the first time in 2023 accounts: solar panels., security cameras, beach support ('White RIB') boat.

'Other Income' plus 'Interest Receivable' up by 107% to £29,343 from £14,174., major factors:

- Interest rates improving meant we received £554 compared with only £143 in 2021
- Galley franchise rent delivered £28,789 in 2022, whereas only £14,978 in 2021 due COVID

Other Factors to be aware of:

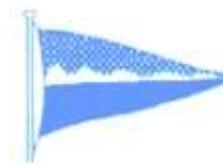
- **'Sailability'** is completely self-funding. A number of grants gained in 2022 have been carried forward in our accounts to 2023 as they are specific for the purchase of new Sailability dinghies which had not been sourced as at end 2022. This accounting treatment is in line with our Accountant's advice.
- **£10k Lease Payment** to the club by the 'Egrets Way' cycleway project for a 25 year lease for rights of access across our part of the Piddinghoe track vis from the car park gate to the riverbank. Although we have received the full £10k payment in 2022., the correct accounting treatment, as reflected in the 2022 Financial Statements is to spread this as exceptional income over the 25 year life of the lease. So in a complete accounting year we will see an exceptional income item of approx £400 , each year until 2047.

The balance remaining of the £10k appears on the 'Balance Sheet' section of the Financial Statements under the heading 'Creditors: Amounts falling due within one year.' In future years I may look to make this more obvious in the financial statement headings so that we don't have to spend 25 years explaining it each year !

The figure of £11,478 appearing under this heading this year represents the lease payment and a small sum outstanding for expense claims that were not submitted until after the end of 2022, and consequently not paid in 2022, but which represented expenses related to activity in 2022. A simple way to reduce the complexity in future years is for members to ensure they have submitted their expenses claims before 31st December each year.

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'Profit' (or more correctly 'surplus' as we are a 'not for profit' organisation)

- Taking into account the income and costs described above, we achieved a £6,245 profit in 2022., against which we will pay £105 in tax.
- This is a considerable difference from the £73,469 profit we achieved in 2021. , reasons for this difference have hopefully been explained earlier in this report. Income down and costs up.
- Going forward in 2023., we should all be aware that with high inflationary costs on many of our supplies and services, and the risk or indeed likelihood of major expenditure on building maintenance at Seaford that 2023 is a year that the club needs to manage its expenditure particularly carefully.
- Recognising that many Members would be faced with challenging financial conditions in 2023 we made a decision to limit the increase on membership fees to 4% which we knew to be significantly below the level of inflation reflected in the licences and services required to operate the club, but we felt was important to sustain the membership numbers.
- The questions about how we fund necessary work at Seaford and still proceed with improvements at Piddinghoe will be something we will discuss again once the options at Seaford are understood and costings obtained.

I would again like to thank member **Colin Cryer** for his ongoing and vastly reliable and appreciated handling of payments to suppliers and reimbursement of members' expense claims once they are authorised. Thank you Colin.

Training

The club's through-put of **Training courses** in 2022 was impacted by the shortage of dinghy instructors and by the closure for a period of Piddinghoe Pond due to water quality problems explained elsewhere in this report.

Despite these issues we still successfully ran the following courses which not only delivered a healthy profit but more importantly, continued to provide a flow of new members into the club.

During 2022 we delivered the following range and volume of courses and Coaching:

subject	Courses	Attendees
First Aid	2	11
D.I pre-assessment	1	5
Dinghy Instructor (D.I.)	1	7
Power Boat 2	5	29
Adult dinghy level 1 and 2	2	26
Youth dinghy stage 1 and 2	2	28

In addition **Coaching sessions** were organised and delivered by the Club outside the RYA Training Centre scheme and managed by the respective Fleet Captains or the Cadet Section leadership team:

subject	series	Attendees
Catamaran Coaching	1	15
Cadet Mondays	whole season	42
'Cadet Week'	1	31
IOCA Optimist coaching	1	20

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In addition the club ran the 'Seaford Sea Safety Skippers' (aka '4S') annual updates:

subject	sessions	Attendees
'4S'	numerous	57

The partnership with **Brighton Water Sports (BWS)** who deliver 'paddling' courses and schools' experiences that we aren't equipped or resourced to provide has started working well and effectively expanded the club to being able to satisfy our members' interest in a wider range of 'water sports' including paddleboarding and canoeing. We are grateful to Adam of BWS for providing members with a number of opportunities to try-out 'paddling' for free at both Piddinghoe and Seaford beach in 2022.

Support for the Sailing element of 'water sports experience' events run by BWS at Piddinghoe during 2022 to groups like scouts, guides and local schools was resourced by NSSC instructors, although once again the shortage of NSSC member Instructors prepared to help in this way, restricted the number of these events which are critical to our ability to represent to many local Donors, the value that the Club provides to the young people of the area. Despite living so close to the sea., many local children from Newhaven and Seaford have little chance elsewhere to be introduced at a reasonable cost to the joy of water-sports.

Principal of Training Centre in 2022: Simon Suter (article written by others)

Sailability



Chris Turner, the NSSS Sailability lead writes: "In 2022 we supported 32 disabled sailors running over 124 sessions with 28 volunteers, whom I would like to thank for their help. We were able to support a wide variety of disabilities, and took out a lot of children with Downs Syndrome. Also, because of the location, we have been able to take out a number of severely disabled people from Chailey Heritage.

Sue Topp was busy all year making applications for funding to support the Sailability activity and has successfully raised over £5000, some of which will allow us to provide training for our volunteers and £2000 has been allocated for a good second hand Hansa 303 dinghy which will be arriving shortly.

We are also aiming to get a brand new Hansa 303, which will cost about £10,000. So far we have been awarded £4000 from the RYA for this investment, and Sue is working to get the rest from other organisations.

Getting funding has been a big challenge, and I would like to thank Sue for her perseverance as many applications fail, and it is a time consuming job.

In 2023 we plan to make contact with other local organisations to increase awareness of the facilities we now have, and the diversity of disabilities we able to support and we plan to expand the availability of sailing sessions on Tuesdays from 21st March until November weather permitting.

Anyone interested in volunteering for Sailability on some Tuesday afternoons, please contact:"

Chris Turner, Sailability Lead 07485 192578 sailability@sailinginsussex.org

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Membership (Terry Jones)

During 2022 we had 41 membership units not renewed and we gained 37 .

We would normally have quite a few more signing up following the Autumn Adult Dinghy Course, the conversion from courses to membership is usually quite high, but because of the water quality issues we had to cancel the course and so lost that membership stream.

Overall we have seen an increase in sailing memberships and the losses are mainly social memberships. There has been a trend away from family social memberships – it is difficult to know why, most social members join to claim the 20% discount at the Galley, they certainly do not attend the social events which are largely supported by the same, small group of long standing members.

The income from social memberships is less significant than that gained from sailing memberships and it is difficult to find duties that social members are happy to undertake, apart from a few very enthusiastic contributors to social, sailing and training aspects of the club's activities.

<i>Mem type</i>	<i>Units 2022</i>	<i>Individuals 2022</i>	<i>Units 2021</i>	<i>Individuals 2021</i>	<i>Units 2020</i>	<i>Individuals 2020</i>
FSWD	151	549	146	513	111	392
FSND	38	145	51	180	38	143
ISWD	78	78	73	73	74	74
ISND	16	16	21	21	16	16
FsocWD	8	8	18	49	16	47
FsocND	19	48	16	46	16	46
IsocWD	20	20	15	15	18	18
IsocND	10	10	8	8	6	6
Jun cadet	6	6	3	3	6	6
Sen Cadet	4	4	5	5	6	6
Student	4	4	3	3	6	6
Life mem	23	23	22	22	21	21
Total	377	911	381	938	334	781

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SAILING in 2022

- **Recorder's Report of Racing in 2022**

2022 was the first unaffected by Covid restrictions and a full sailing programme was accessible. 2020 and 21 saw bigger fleets than previous years when we were allowed to get afloat, but 2022 saw some of the biggest turnouts for many years, especially the Summer Series and Sailing Week.

The table below shows the monthly numbers for 2022 and 2021, including Seaford and Piddinghoe, Championships, Opens and Cadet Week.

	2022 Boats	2021 Boats	2022 Sailors	2021 Sailors	2022 Cadets	2021 Cadets	2022 Female	2021 Female	2022 Male	2021 Male
Jan	103	0	103	0	32	0	4	0	99	0
Feb	26	0	27	0	10	0	3	0	24	0
Mar	56	0	64	0	10	0	7	0	57	0
April	187	103	214	123	45	36	31	22	183	101
May	173	203	184	235	22	55	13	46	171	189
June	185	188	239	245	58	73	33	45	206	200
July	480	276	577	326	153	123	120	61	457	265
Aug	409	555	468	704	218	347	112	206	356	498
Sep	128	126	163	167	16	24	35	19	128	148
Oct	7	44	7	60	4	12	0	9	7	51
Nov	63	89	67	96	15	20	3	8	64	88
Dec	52	72	54	74	3	23	3	6	51	68
Yearly Total	1869	1656	2167	2030	586	713	364	422	1803	1608

The following figures show sample series numbers throughout 2022. From this you can see the impressive turnout for racing at Seaford compared to 2021, but it also shows a drop in entries at Piddinghoe for the Winter Series and Cadet Week.

The weather through the summer was favourable to us with very few racing opportunities lost to big south-westerlies until October, when the weather got its own back and we lost the entire month to bad weather.

Series Name	Total Entries 2022	Largest single race entry	Classes entered	Total Entries 2021
Autumn Series	41	24	12	28
Sailing Week AM	14	9	8	15
Sailing Week PM	54	30	19	34
Games Tourney	32	30	15	27
Class Championships	29	29	16	32
Summer Series	60	32	20	41
Tufton Beamish Cup	16	15	8	14
Spring Series	45	23	16	32

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<i>Series Name</i>	<i>Total Entries 2022</i>	<i>Largest single race entry</i>	<i>Classes entered</i>	<i>Total Entries 2021</i>
Wednesday Evening 1	23	12	11	37
Wednesday Evening 2	34	15	12	27
Regatta	23	21	10	24
Commodores Cup	9	9	6	
Bosuns Cup	34	26	14	15
Cadet Week (Piddinghoe)	23	9	2	44
Freeman Iceberg	23	15	10	32

The racing stats generally show a very healthy participation in club racing, with the Laser and Sprint 15 Catamaran fleets in particular being very strong. **Rupert Smith, Recorder**

- **Club Member Activities 'away from home'**

We are fortunate that a small number of our sailors were able to travel away from our Club last season to compete and fly the NSSC flag!

Int. Optimist Nationals, Largs, Scotland :

Junior Fleet (75 entries)

25th - **Euan Hamilton**

45th - **Harry Whelan**

+ regional Class training and Open meetings.

ILCA 4 Nationals, Hayling Island SC.

Silver Fleet (46 entries)

15th - **Bea West**

+ Autumn 'Q' events at HISC + Inland Championships at Grafham Water SC.

Bea's first full season in the class having transitioned from the Optimist.

iQFOil Youth & Junior, International Games, Torbole, Lake Garda, Italy. This is the feeder for the new Olympic iQFOil windfoiler class for Paris '24.

Youth under 19 (72 entries) 50th - **Harvey Jenkins**

This was Harvey's first year within the class, now in its fourth year, which saw him achieve a 4th (15) in his first UK event at Lee on Solent SC and 5th (28) at the Nationals at Rutland Water SC!

Attendance at training events in Weymouth paid off and he could often be seen practicing in our Bay when conditions allowed. He also found time to crew or helm a 29er for friends at events.



Chichester Harbour Race Week, Hayling Island SC.

This annual event attracted over 200 entries in various classes!

NSSC cadets and adults took part and three of our cadets came home with trophies - ILCA 6 /2nd **Tom Harland-Smith**, RS Aero 5 /3rd **Ed Rolleston**, 29er / 3rd **Harvey Jenkins & Tom Armstrong**.

Members also attended the OK Europeans in France, Streaker Nationals, Fireball Nationals, ILCA 6 Masters events.

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Also worthy of note was the growing number of Wingfoilers within the Club, which included one or two of our cadets! *details courtesy : Neil Arnott*

- **Para Sailing Events**

Jazz Turner has been sailing at a number of para events representing the club including:

- 2.4Mr 2022 Europeans- 17th overall, best result of 14th
- 2.4mr French cup - 5th overall
- 2.4Mr UK inland nationals – 3rd overall
- Cowes week 2022 sonar- 8th overall, best result 4th
- Skud nationals 2022- 2nd overall, best result 1st
- RS venture connect world championships, Oman, Nov'22- 11th overall, best result 1st

- **Sailing Secretary's Commentary:**

Pete Burch, Sailing Secretary writes: "As can be seen from the Recorders report, 2022 was a great year for sea sailing from Seaford. The weather was broadly favourable, series were sailed, trophies were won, and Sailing Week was one of the best attended in a number of years.

We hosted the **Shearwaters** in such conditions that our home catamaran fleet boldly declined to sail. The inaugural sailing and camping visit by Brighton SC took place on a sunny weekend; the bar was drained dry.

We held another successful **beach day**, where club members and others could try out windsurfers, catamarans and SUPs. Favoured with gentle breezes and warm sunshine, club members introduced lubbers to the delights of our sport.

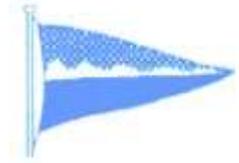
There's been a marked rise in the number of **non-dinghy sailors** at both Piddinghoe and launching off the beach at Seaford. Predominantly wing-foilers, with a few wind-foilers and kite surfers in the mix.

To that end the club has acquired a small beach-launched RIB that can provide support on those offshore wind days when the sea is uncharacteristically smooth, there is little surf to challenge the launching of '**White RIB**' and the risk that inexperienced sailors get blown out of the bay and off to South America is high . We hope that this will catalyse sailing on days outside of the traditional Sunday and Wednesday racing.

For **2023 we have the additional bank holiday weekend** to look forward to, the club will otherwise be organising a similar series of events to 2022 and hoping that more Piddinghoe sailors will venture onto, and indeed off the shingle over the course of the year. "

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Other items of note:

- **Hire Fleet enhancements (Neil Arnott)**

The Club continued applying its 5 year strategy to enhance and extend the range of club boats, including the hire fleets, at both Piddinghoe and Seaford.

In 2022 we replaced a number of the more disreputable Laser dinghies with good 2nd hand ones equipped with racing controls. We now have covers on most hire boats and have added a Dart 15 catamaran at Seaford to complement the Dart 18 which had proved popular.

The screenshot shows the 'Shlott' online booking system interface. At the top, it says 'Newhaven and Seaford Sailing C' and 'Shlott'. Below that, there are navigation options: 'Day View', 'Week View', 'Month View', 'Noticeboard', 'Members', and 'Manage Group'. The main heading is 'Day View' for 'Wednesday 15 March 2023'. The interface displays a calendar grid for the day, with time slots from 09:00 to 20:00. The grid is divided into sections: 'Training Room Piddinghoe', 'Boat Hire at Piddinghoe', and 'Laser 1'. The 'Boat Hire at Piddinghoe' section lists various boat types: 'Coptic Dinghy 1', 'Coptic Dinghy 2', 'Tupper Dinghy 1', 'Tupper Dinghy 2', 'Pico Dinghy 1', 'Pico Dinghy 2', and 'Laser 1'. A grey square indicates a booking for 'Tupper Dinghy 1' at 11:00.

Introduced for 2023 is a new online system “Shlott” enabling specific hire boats to be booked for a given date and time. Ensuring we hope that you don’t turn up to find someone else using the boat you had hoped to use. There will be a briefing circulated shortly on how to sign-up for this system and the revised process for booking hire boats.

- **Piddinghoe Berths (Duncan Barrows, berthmaster)**

Once space for Club boats and trailers is accounted for, Piddinghoe has a total of only 175 berth locations for members. At the end of 2022 only 4 of these were empty and available for new members wishing to store a boat. At the same time it is easy to see that a substantial number of boats at Piddinghoe have not been sailed in recent years. By raising berth fees significantly in 2023 we aim to motivate members who no longer sail to re-locate their cherished boats and make space for members who do sail.

- **Seaford Berths (Mike Godwin, berthmaster)**

As the result of some re-organisation for single handed boats along the seawall we have released 30% of additional space and now have just over 100 berths, plus additional canoe storage at Seaford. As at the end of 2022 there were just 10 vacant berths, although the temporary re-location of boats



to Piddinghoe for the winter series always gives a misleading impression between November and end March.

Much work had to be done in 2022 to remove abandoned boats and trailers.

To support ongoing berth management it is important that all berth holders have some owner identification on their boats, canoes and trailers. We are determined not to have to use club funds to remove abandoned boats and windsurfers in the future.

We have disposed of 95% of the old car tyres, taking nearly 30 for disposal. For replacement, we are now utilising lengths of the 80mm rope given to the club by Newhaven Port, cut into short lengths and tied to together to ensure hulls are held off the ground. Spare lengths are still available from Mike.

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At present we have a couple of strong fleets at Seaford including Lasers (aka ILCAs) and 36 catamarans of various types which are proving ideal boats for the Seaford beach and attracting new members to the Club.

- **'Egrets Way' Walking and Cycle route between Newhaven and Lewes**

The old farm track which runs from Piddinghoe village towards the river and which is partly owned by NSSC, is now a part of **'Egrets Way'**. This is the project which aims to establish a walking and cycle route between Newhaven and Lewes. Where possible, the route runs alongside the River Ouse.



Throughout the year, as in previous years, members of the NSSC Board have been working with representatives of The South Downs National Park (SDNP) and the sustainable transport charity Sustrans, towards a solution that would minimise any negative impact of the route while also maximising benefits to the club.

Although initial work on constructing the path at Newhaven had started during 2021, this had stopped after a problem with the original route to the Northeast of the lake had become apparent.

Agreement was reached in September to enable the Egrets Way path to use NSSC track. A 25-year "Lease of Easement" Deed permits members of the public to use the Egrets Way for walking & cycling etc. where it runs along the NSSC track. Sustrans is responsible both for providing Public Liability insurance and for maintaining the surface of the route, so there should be no financial burden on NSSC. NSSC gained financially from the agreement (£10k), and also benefitted from a repaired and surfaced carpark (estimated benefit > £6k).

Work by contractors to improve the surface of the track started in the final quarter of 2022 but had to be suspended due to the very wet ground conditions experienced.

At the time of writing (beginning of March '23) contractors have finished surfacing both the track and the NSSC carpark, the condition of which is now greatly improved. Some activities agreed to by Sustrans and SDNP are yet to be completed, this includes the addition of two new gates at the Eastern end of the lake (just north of the entrance to the Eastern field) and signage at each end of the NSSC track warning users that it is a shared use route. The section of track from Piddinghoe to the carpark (not owned by NSSC) has had minor repairs, but will be left rough as a speed-reduction measure. ***Duncan Barrows***

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- **NSSC's Piddinghoe track Restricted Byway appeal**

The NSSC track at Piddinghoe which is now a part of the Egrets Way route, remains the subject of a separate Public Right of Way application.

During 2017, an application was made on behalf of the Ramblers Association to have the NSSC owned track designated as a Restricted Byway, this is a public right of way for people and horse-drawn vehicles, but not for motorised traffic. NSSC fought this application and although East Sussex County Council (ESCC) rejected the application in 2019, an appeal by the applicant to the Planning Inspectorate resulted in the appeal being upheld and ESCC being instructed to start the process of designating the track as a Restricted Byway.

ESCC raised the DMMO (Definitive Map Modification Order) in December 2021 and posted copies of the Order at the entrance to the track where it joins the road through Piddinghoe village. The Board of NSSC decided it was in NSSC's best interest to write and object to the order as, should the Restricted Byway be confirmed, NSSC will no longer be permitted to lock the gate to the carpark and will lose control of who can access it. Had NSSC not objected, it would also have lost leverage with the ongoing Egrets Way negotiations.

Following the process, ESCC then had to refer the matter to the Secretary of State for determination by the Planning Inspectorate, in accordance with Wildlife and Countryside Act 1981.

Nothing further happened during 2022, but February '23, NSSC received a letter from the Planning Inspectorate suggesting that should all parties agree, our objection could be dealt with by their Written Representation Process rather than a public hearing.

NSSC has responded to confirm that we agree to written representations and is now awaiting to hear whether the other parties agree. ***Duncan Barrows***

- **Piddinghoe Water Quality**

In August '22 Piddinghoe lake had to be closed due to the fish deaths which occurred as a result of a rapid overnight decline in oxygen levels. This was related to the long heatwave that had been experienced.



Working with the Seaford Angling club, aeration equipment had been running overnight for two weeks prior to this event, but it was not enough to prevent the deaths.

A month after the fish died, the lake had to be closed again, this time due to a Blue-Green algae (Cyanobacteria) bloom and the resulting concern over toxin levels in the water.

Unfortunately, there are no guarantees that either of these naturally occurring events won't happen again, particularly with the climate changes we are experiencing. The Board are working hard in conjunction with both Seaford Angling club and the Environmental Authority to produce a management plan to reduce the probability of future incidents. Barley Straw extract, Lake Dye and Aeration are all short-listed options.

Each option has pros and cons and an associated cost. ***Duncan Barrows***

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- **Piddinghoe maintenance**

Although a little like painting the Forth Road Bridge there is always much work to do at Piddinghoe. Members will notice the new timber work around slipways, and the major rebuild of the Windsurf Beach. In both cases, to tackle issues which were recognised as presenting risk to members using the Pond.

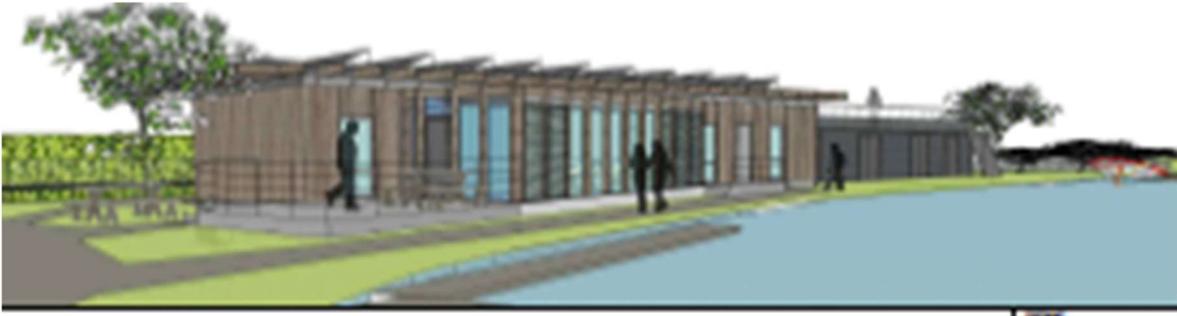
What is less obvious to many is the vast number of hours a small group of dedicated members spend ensuring the grass, brambles and other natural features that make Piddinghoe such a serene and peaceful location, don't take over in the summer.

In buying a new 'ride on' mower we have given them the most important support we can – that of ensuring the equipment works when they need it to and they don't spend their time fixing broken belts and leaking hydraulic pipes instead of mowing.

As they would probably never have got around to writing this., I take the opportunity on behalf of the members to say 'thank you' to Nick, Duncan and the team for all the good work they do 'behind the scenes' to keep Piddinghoe enjoyable and safe for members.

- **Piddinghoe re-build**

The wooden buildings at Piddinghoe were bought second hand in the 1960's and although they have lasted well., elements like the flooring, windows and roofs are in need of significant repair or replacement.



At the same time expectations and building standards associated with changing, showering and toilet facilities at a site serving groups of children and persons with disabilities have changed markedly over the years.

A project has been running for some time to design and plan a phased development, probably running over three years, to refurbish and re-organise the galley, changing rooms, toilets and storage areas . It will make better use of the area the current buildings occupy with only a small extension of the footprint

The proposed buildings will retain their 'wooden shed' style but conform with modern building regulations.

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As Piddinghoe Pond is within the South Downs National Park we have had to conform with their planning expectations on visual impact and specialist requirements such as shuttering on the windows to meet the Park's 'dark skies' remit. As a result, what was initially intended to be a low key re-development has needed the skills of an architect and a number of specialists to report on the site's trees, environmental impact etc.

We can however now confirm that after nearly a year's work, planning approval was finally granted on 22nd February '23. We have now started applying for support for part of the build costs (many of the larger granting bodies will not accept grant applications unless planning has already been approved). Our Objective is to secure 'match funding' for 50% of the costs. The club is lucky in having a number of members with construction skills who enjoy projects and we hope to do part of the work ourselves. This effort will be classed as a part of our contribution to the 'match funding'.

Seaford Clubhouse and Beach

- **Security Cameras:** whilst we have not had a major theft issue at Seaford for a while., there was evidence that having a record of what took place overnight would be valuable. We did the planning in 2022 and had the cameras and recording equipment professionally installed in January 2023.

This system is entirely separate from the 'webcam' that allows members to see the sea state before leaving home for a sail.

Recordings from the new security cameras are held in confidence by the Club and will only be used in the management of the site'

- **Solar panels** The Club has had an intention to install Solar Panels at both sites for some time, however the clubhouse roof at Seaford was checked in 2012 and deemed not capable of taking the lifting force the panels would apply in high winds

The recent massive rise in energy prices led us to think laterally and recognise the opportunity the Bosuns' store roofs offered.

Planned in 2022 but installed in January 2023, we now have 15 solar panels generating power to contribute to a reduction in the high daytime consumption at the site. In theory, subject to some clear skies, we should have paid back the cost of the installation in just under four years with savings on electricity bills.



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- **Health and Safety Issues.** As reported by the Commodore we are very lucky in having a strong group of volunteers who do regular maintenance work on facilities at both sites and the Board is committed to identifying and **addressing Health and Safety issues** through funding the materials to support this group but also by contracting professional trades to address issues which we don't have the skills or certification to carry out ourselves.
- **Seaford Clubhouse 'end of life'** . The issue with corrosion of the structural steelwork facing the sea, recognised in the structural survey of 2012 which described the building as 'at end of life' has not gone away.
- The additional steels we installed in that year were intended to give the club a maximum of ten years to make plans and raise funds to replace the building. Unfortunately although there was much work done and money spent on plans in 2017., these were not brought to fruition and here we are ten years on and faced with an urgent need to do something if we are to keep the building open whilst we re-start the planning process.
- It had been the intention to have proposals to bring to the AGM, however investigative work is still under way. It will be explained at the AGM that we will run an EGM (Extraordinary General Meeting) sometime in 2023 to bring the available options to the membership for discussion and a decision on the way forward.
- There will be a short presentation giving an update on the current status and an opportunity for questions after the AGM on 31st March 2023.

• **Newhaven Report**

The beginning of the season was somewhat delayed for 'Ark'.



Shortly after Paddy Tuner and his Bosun crew had finished antifouling her in March and only one week before she was due to be launched we had storm 'Eunice' which physically lifted her from her supports and impaled her on a metal prop, piercing the hull.

She was taken by road to Lochin Marine and repaired there under the close eye of Rupert Smith and Simon Thomas of Lochin Marine.

'Ark' She was finally put back in the water at the end of April and after a few fettling issues was back in service shortly afterwards.

For the period when she was we were short of space to store the racing marks (aka buoys) required to set the courses for races on the sea and as a result we had to purchase a number of smaller marks which could be accommodated in the RIBs. So its true, every storm does have a silver lining – in this case some new race marks.

Report produced on behalf of the Directors from materials provided by a variety of authors and sources. Any errors or omissions are mine not theirs. **Ian Lambert, Company Secretary**