



E.A.A. Full Members Information Pack

This guide is aimed at the safe use of boats and general angling tips. For details of boat handling and seamanship training contact a member of the boat committee.

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Club House General Information

The clubhouse and bar facilities are open 7 days a week normal licensing hours, tel. 01323 723442. The boat yard and angling facilities are open 7 days a week. On Tuesdays and Wednesdays the boathouse is closed. Boatman's mobile no: 07760 100 200. For details of boat handling and seamanship training contact a member of the boat committee. **EAA Club House Coordinates N 50.46.35 E 0.18.14** The office is open 5 days a week. 9 to 1 the club secretary can be contacted on the clubhouse no 01323 723442.

No Boats are to come ashore if the Winch house Flag is down. If for any reason you cannot come ashore safely, seek shelter in the Sovereign Harbour 1.5 miles east of EAA.

Before arrival at E.A.A

If required reserve a club boat and engine with the boatman. If you do not arrive at the EAA by 10am or have telephoned the boatman that you will be late, the boat you have booked may be given to those on the waiting list.

1. Check the weather forecast (no club boats are allowed afloat if the forecast is force 5 or above)
2. Organise, food, spare clothing, life jackets, compass, whistle, angling gear, bait, petrol, 5Litre Spare.
3. Organise crew or skipper (do not rely on finding someone on the day especially on competition days.
4. Tell someone where you are going and your expected return time.
5. Take a basic First Aid Kit.
6. Take a Compass or GPS with you, preferably both.

On arrival at E.A.A.

Club Boats

1. Check with boatman, weather forecast and suitability of conditions for your proposed fishing trip,
2. If required which club boat and engine to use. (Club Boats)
3. Pay boatman for hire of boat and engine. (Club Boats)
4. Ask boatman to add 2-stroke oil to petrol. (Club Boats) (Please note whilst the club provides the tank, petrol should be supplied by the person using the boat 2-stroke oil to be paid for seperatley)
5. Run up engine in test tank for at least 5 mins.

General Requirement

1. Write Boat Name/Number on the yard board along with the number of Crew (If possible write your approximate fishing location)

Equipping Boat

1. Fit Engine to Boat remember safety cord.
2. Install Fuel Tank.
3. Fit Bung in Boat.
4. Load & Rig Anchor Including Buoy for retrieval (see anchoring page)
5. Install Pump. (Club Boats)
6. Get Flare Pack from Boatman. (Club Boats)
7. Get Oars from Boatman. (Club Boats)

Load rest of equipment and secure, leaving as much clear floor space as possible, ensure emergency equipment is easily to hand (a basic first aid kit should he included).

Equipping yourself

1. Ensure you are wearing suitable clothing for the conditions and have on board suitable spare clothing in case conditions deteriorate, include high factor sun cream!
2. Ensure you have a supply of any medicines that you require. Check your life Jacket is undamaged (never use it as a cushion).
3. Take plenty to eat and drink (non-alcoholic).
4. You must take a means of contact with shore e.g. mobile phone or marine vhf radio, preferably both! If taking a mobile phone, leave your number with the boatman and write down his mobile number, leave your phone and or vhf radio switched on while afloat E.A.A. is on channel 37, call sign: Peter Piper)

Launching

1. Arrange troves to provide easy access from berth to waters edge, lubricate these with lard from the bucket supplied (using dry troves trebles the effort needed to move a boat on them). Do a final check to ensure all essential items are aboard bung in?)
2. Push boat to waters edge, be ready to jump in if the bank is steep enough for a 'life boat type launch'.
3. Assess the need to use the haul off rope, it is usually a good idea if the breeze is 'on- shore offshore breezes usually accompany a flat sea at the waters edge which means that the haul off rope probably will not be needed.
4. Launch the boat ensuring that the water is deep enough before lowering the engine. If you have used the haul off rope do not let it go until the engine is started and you and your crew are ready to go
5. You can use the haul off rope to pull the boat back to shore if the engine fails to start) once you have released the rope wait a few seconds for it to sink before putting the engine in gear so that the rope is not fouled by the propeller

Afloat

1. Correct trim i.e. keep the boat level fore and aft and beam, drive the boat allowing for conditions, keeping a lookout, be aware of; basic right of way rules, compass use, reciprocal bearings, the affect of the tide flow on the course you need to steer.
2. Watch out for the approach of adverse weather.
3. Check fuel usage to ensure there will be enough for the return trip.
4. When anchoring (securing from the bow only), how much rope do you need to let out to give the anchor a good chance of holding (Approx 3 x the water depth).
5. Before raising anchor inform boatman of your approx arrival time at E.A.A. so that he may prepare the beach for your return.
6. Raise anchor using an approved method as explained at interview or by an experienced person.
7. Information on anchor deployment and retrieval can be found on the anchoring page

Returning to the beach

1. Approach the beach at right angles to the wave pattern.
2. One crew member should be in the front of the boat ready to jump out when the boat beaches to connect the winch rope to the towing eye of the bow rope of the boat that he / she will have loosened from the stem post ready for use on approaching the beach. Ensure that this crew member does not throw the bow rope onto the beach before the boat has stopped as this will result in the boat running it over, making it inaccessible for use.
3. The helmsman should keep the power 'on' until the last moment before the boat beaches, keeping in mind that the depth of the water is lessening and that the engine must be turned off, tilted, and locked in the raised position before the propeller touches the seabed which would damage the propeller and possibly the engine as well!

Packing up

1. Chock the boat up level in its berth.
2. Remove the engine to the fresh water tank in the boat yard before returning it to its place on the engine rack, and run up for 5 min's to flush out salt water
3. Return the other boat equipment to the boatman and inform him of any damage or problems that may have occurred to the club equipment during the day (remember, if no-one knows that there is a problem it won't get fixed ready for the next trip!).
4. Wash out the boat with fresh water and remove any litter or rubbish that it may contain. Erase your sign-on from the blackboard,
5. Report to the boatman any notable fish that you may have caught so that they may be photographed and recorded as necessary (you may have won a club trophy).

In the interests of conservation

We ask that you catch and return alive all conger eels unless you have caught a potential prize winning fish i.e. 65LBS + see size limits page. (In this way we can help to ensure maintenance of stocks to provide us with good sport for the next trip).

Marine vhf radio channels

16 = Coastguard distress / safety, calling channel (not for casual use).

37(m) = E.A.A....and most sailing clubs inc.' Eastbourne, Newhaven & Brighton marina's.

M2= as above.

6 = 1ST inter ship channel.

8 = 2ND inter ship channel these four channels are the only ones allocated.

72 = 3RD inter ship channel for inter ship use in UK waters.

77 = 4TH inter ship channel.

10 = Coastguard and oil pollution control channel.

13 = Navigation safety inter ship channel.

17 = Sovereign harbour ship to shore.

11 = Sovereign harbour inner basin.

12 = Newhaven harbour radio.

67 = Coastguard small craft safety, rarely monitored except in Solent. 70 = Future digital distress channel, do not use.

80= used by yacht clubs and marinas.

88=coastguard weather and navigation channel.

Distress call message procedures Channel 16

If there is no immediate Danger but assistance is required then use the call Pan-Pan x 3, this is: vessels name x 3.

If there is imminent danger to life or to the continued viability of the vessel then use Mayday x 3, this is: vessels name x 3. Mayday, vessels name, call sign (if allocated).

Position in lat & long or as a range & bearing from a prominent charted feature. E.g. Beachy Head or Sovereign light tower.

Nature of distress, e.g.: holed and sinking, on fire etc. Assistance required if this is not obvious.

Number of people aboard.

Amplifying information (anything else that may help rescuers). Invitation to reply ('over').

The definition of distress = grave and imminent danger to a vessel, aircraft, vehicle or person, requiring immediate assistance.

If you receive a mayday message reply only if you are well placed to help, prefix all transmissions concerning the distress with; mayday, vessels name.

E.A.A. Fishing marks (NM = Nautical Miles)

Goldmine; 2-58NM from EAA on 197 degrees N 0-44-12 E 000-16-00

Wish rough; 1-47 nm from EAA on 191 degrees N 50-45-03 E 000-17-24

Boulder bank; 1-07 nm from EAA on 205 degrees N 50-45-30 E 000-17-46

Cambridge Rd; 0-34 nm from EAA on 170 degrees N 50-46-10 E 000-18-30

7TH Groyne; 2-20 NM from EAA on 056 degrees N 50-47-52 E 000-21-08

Copper Shoal; 2-40NM from EAA on 183 degrees N 50-44-06 E 000-18-24

Deep Copper; 2-57NM from EAA on 193 degrees N 50-43-58 E 000-17-42

Head; 3-92NM from EAA on 221 degrees N 50-43-24 E 000-14-36

Elphics; 2-49NM from EAA on 126 degrees N 50-45-09.4 E 000-21-40.6

West of Horse; 2-63NM from EAA on 135 degrees N 50-44-46.1 E 000-21-30

Horse; 3-10NM from EAA on 124 degrees N 50-44-56.7 E 000-22 35.5

Shingle bank; 2-59NM from EAA on 063 degrees N 50-47-48 E 000-21-54

Cavendish Open; 1-.35NM from EAA on 098 degrees N 50-46-24 E 000-20-30

Greenland's; 3-23NM from EAA on 167 degrees N 50-43-24 E 000-19-48

Head Hole; 5-46NM from EAA on 175 degrees N 50-41-06 E 000-19-36

Tower; 5-83NM from EAA on 126 degrees N 50-43-25 E 000-26-10

Sovereign E buoy; 5-01NM from EAA on 120 degrees N 50-44-14 E 000-25-30

Some local wrecks

The marks indicated cannot be deemed accurate although they are in the correct region. Use a sounder to locate the exact position. A good tip is to go west of the mark 100 to 200 yds looking at the sounder.

Mount Stuart; 3-86NM from eaa on 184 degrees N 50-42-38.6 E 000-18-18

Charles M; 3-71NM from eaa on 180 degrees N 50-42-48 E 000-18-43.7

Ariadne; 4-87NM from eaa on 141 degrees N 50-42-53.4 E 000-23-31.4

Wk-42; 4-76NM from eaa on 165 degrees N 50-41-59.3 E 000-20-45.7

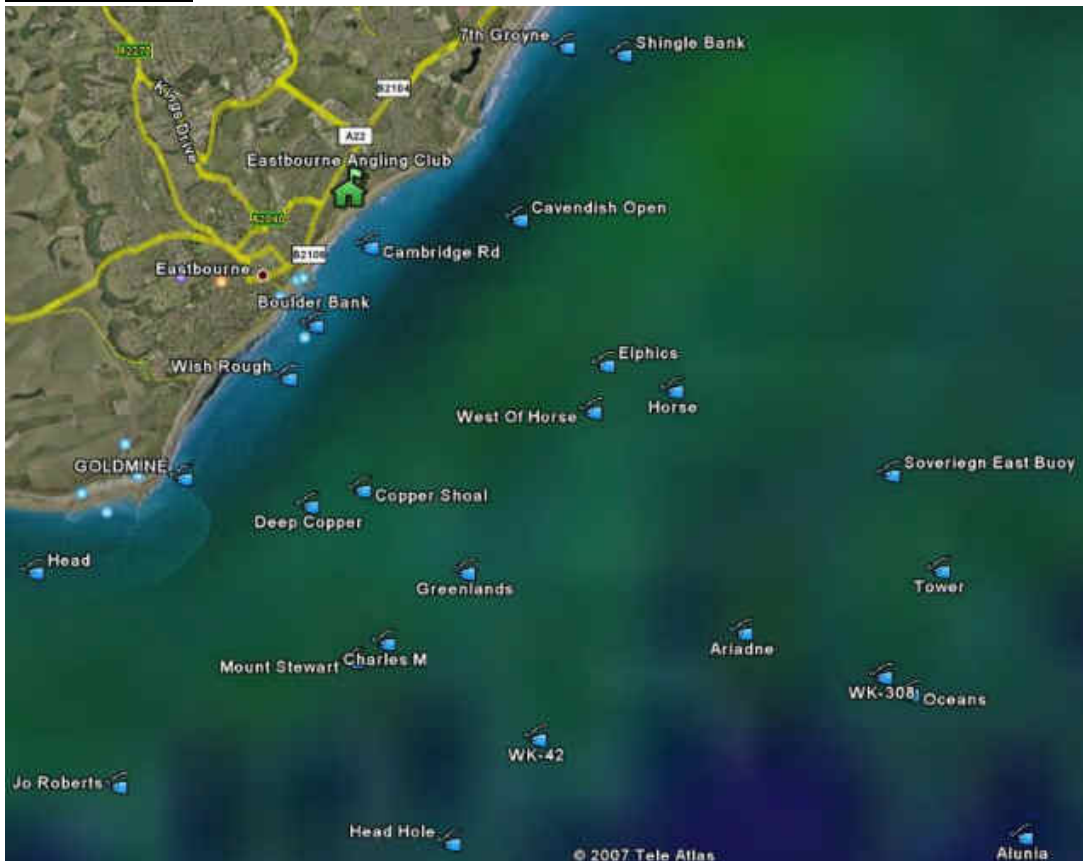
Jo Roberts / ub40; 5-33NM from eaa on 206 degrees on N 50-41-35 E 000-15-08

Wk-308; 5-98NM from EAA on 135 degrees on N 50-42-31 E 000-25-24

Oceans; 6-25NM from EAA on 135 degrees on N 50-42-22.1 E 000-25-45.6

Alaunia; 7-79NM from EAA on 137 degrees on N 50-41-09.1 E 000-27-17

Map of Marks



Typical Boat Fishing Rigs

Drifting Over Rough Ground

MAY to October. One of the most productive rig for Bass fishing is the 'Portland Rig' this rig is used by the commercial rod & line Bass fishermen and has proven to be the most efficient rig to use in these conditions,

The materials needed to make up the Portland Rig are:

3 good quality barrel type line swivels (small size)

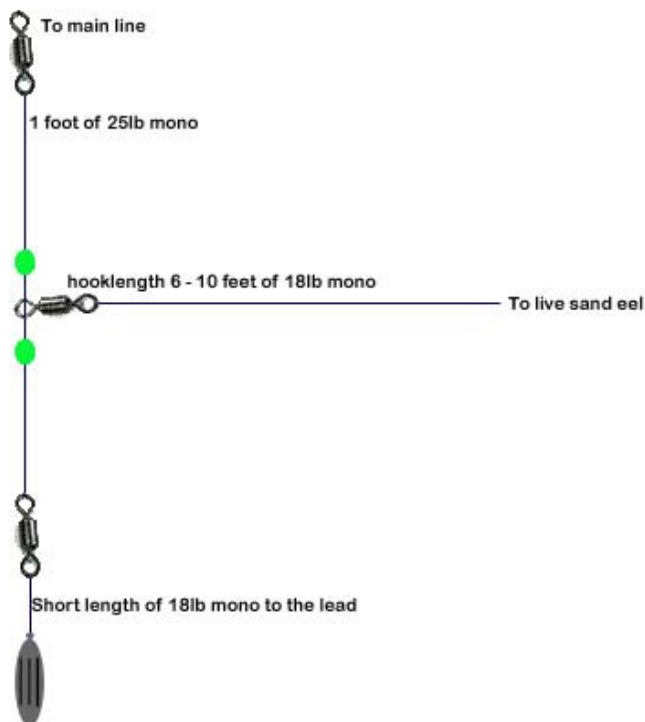
2 small beads

18lb clear (not white!) mono line

25lb clear mono line

Good quality 3/0 or 4/0 Aberdeen pattern hooks (for live sand eels) or,

Plastic lure (Storm Shad, Sidewinder Lure or similar)



The picture shows the simplicity of this rig and why it is so efficient, especially when you compare this rig to say a standard running ledger rig or even a flying collar rig, There is the absolute minimum of resistance to the tide and the rig is less visible to the wary Bass, Coupled with the fact that the cost of the materials needed to tie it up is only a fraction of other less efficient rigs,

Three things to remember when tying your own,

1. Don't make the hook length too short
(6' minimum and up to 20' at times).
2. Don't make the lead link or the sliding length too long
(lead link 4") (sliding length about 12"-15" long).
3. Use a ball or pear shaped lead, avoid leads with flat sections.
(Flat sided leads "Kite" in the tide causing tangles)

Bait & Tactics

The number one bait for this style of fishing is without question, Live Sand Eel closely followed by Live Joey Mackerel, and Pouting at certain times of the year when Sand Eels are not available, Sidewinders Shads, Jelly Worms, Eddystone Eels can be very productive.

Okay, so now you have tied up your Portland Rig, how do you fish it? Simple, lower it to the seabed in a controlled manner (to avoid tangles, but fast enough so that you feel the 'tap') when you feel the lead tap the bottom, lock off the reel, every few seconds drop your rod tip and if you don't feel it 'tap' then let out a little more line,

Caution. if you feel your lead tapping continuously, Wind back in a little otherwise you will snag the bottom and snap off. Some anglers like to tap the bottom and then do a slow retrieve of about 10 turns of the reel handle before dropping back to the bottom again and repeating the procedure, this is a good way of ensuring your gear is always in close proximity to the seabed and you are less likely to snag up whilst fishing this method, also, the Bass may not be feeding hard on the bottom so deploying this method will often find the level at which the fish are feeding.

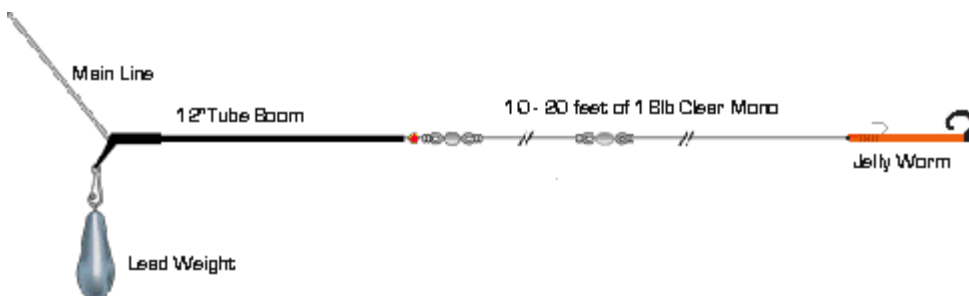
When you get a hit from a Bass, lift the rod tip sharply to set the hook, its worth mentioning at this point that most of the time the hook is only lodged in the mouth of the Bass and when we eventually slip the landing net under him the hook will fall out when the line goes slack! Armed with that snippet of information it becomes obvious that you cannot allow the fish to have slack line, nor can you bully him,

The golden rule is set your reel drag correctly so that it will slip when necessary and use a soft tipped rod so that you can keep a nice slow bend in it at all times, keep watching that rod tip and if it starts to straighten wind faster,

Anglers often get fooled into thinking they have been smashed up when there line goes slack only to find that the Bass has swam towards them carrying the weight of there tackle with him, when I tell them to quickly wind in, to there amazement they discover he is still on and connected!

Wreck Fishing Rig

May to October: One of the best rigs for this style of fishing is the flying collar rig



This illustration shows a standard flying collar rig with live bait or a Sidewinder attached.

The method is to lower the rig carefully (so as not to tangle) to the seabed when the boat is updrift of the wreck, as the boat drifts toward the wreck you should wind in on the reel at a nice constant rate avoiding any jerky motion and more importantly counting as you go, when you have turned the reel handle say, 25 turns, Stop and lower the rig back down to the seabed, continue doing this until your skipper tells you to wind in so that he can drive back updrift to start a new drift,

If you feel a fish plucking at the lure DO NOT STOP WINDING just carry on as if nothing had happened, when the fish takes the lure properly it will instinctively dive for the wreck and in doing so will hook itself, At this point you should lift the rod tip and let the tip of the rod absorb the shock from the fish shaking its head, and, let the reel drag do its job by slipping when the fish does one of its crash dives, Take your time, enjoy the fight and, hopefully, victory will be yours, If you were counting then you will now have a good idea at what depth the fish are feeding and on the next drift will be ready for them, There are several variations that you can try on this rig, you can try a faster or slower retrieve rate, you could try winding in only 10 turns before dropping back or, try winding in 50 turns,

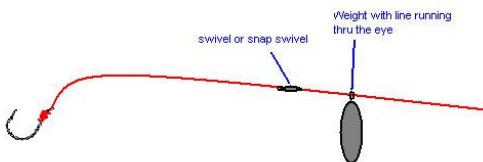
You could try different coloured lures, a longer leader length (or shorter), a heavier or lighter lead, or even try two lures on the same leader the permutations are endless.

http://www.weymouth-angling.co.uk/wreck_fishing.htm

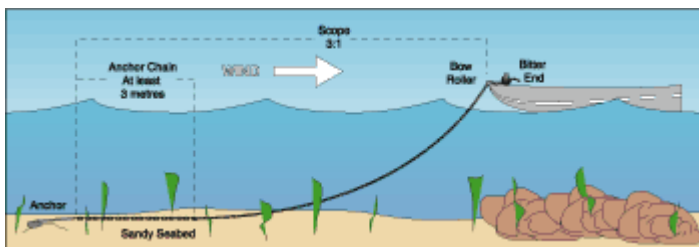
Boat Rig used at Anchor

October to May or at any time when bottom fishing.

Running Leger rig



Anchoring & Retrieval



Preparing to anchor

Having picked the spot to anchor and determined that you have enough rope, at low speed turn your boat to face the wind (on a low wind day face the current, if any). Put the engine in neutral, and then in reverse just long enough to get the boat moving astern then put it in neutral.

Lowering

Lower the anchor (do not throw it) to the bottom, and play out rope as the boat moves astern with the wind.

Setting

When the full rope is out, secure the rope and give the engine a short burst in reverse to ensure that the anchor has bedded in.

The rope

The critical element of anchoring is to have enough rope out. The absolute minimum is three times the depth of water, and five or seven is better. (see chart below for optimum conditions)

Sea Condition	Rope Length to Depth
Calm	3:1
Fair	5:1
Moderate	7:1

Monitoring

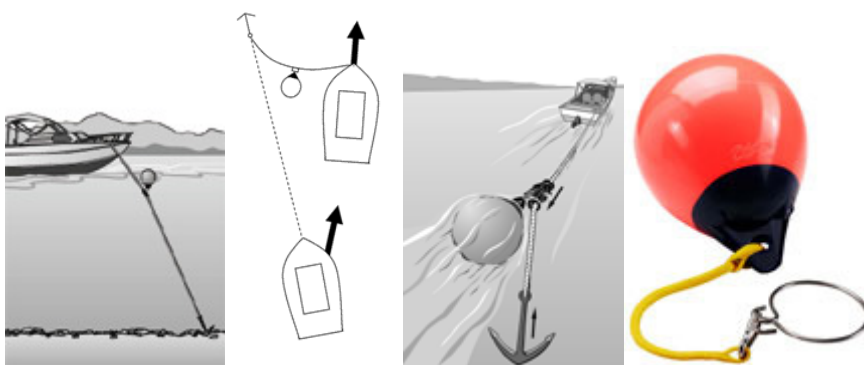
Once the anchor has set and bedded in, you should take a few bearings or line up some objects to check that the anchor is not dragging. If you notice that you are drifting off the bearing and you suspect that the anchor is dragging, place your hand on the rope and feel for any signs of the anchor bouncing along the bottom. This should confirm or reject any suspicions you may have. If the anchor is dragging and you have enough room, try playing out more rope. In most cases by decreasing the angle between the anchor and the boat (i.e., letting out more rope) will be all that is required to get the anchor to bite.

Securing the anchor line

The very end of the anchor rope should be secured within the vessel to prevent loss of the anchor. If not using the whole rope, the chosen length should be secured to deck hardware. Always tie the anchor rope to the Bow (front) of the boat. **Never anchor the boat from the stern or sides of the boat. Anchoring the boat from the stern could cause the boat to sink quickly.**

Retrieving the anchor

When you are ready to raise your anchor simply clip the ring to your anchor line. Motor forward (at about 5 knots) at a 30 degree angle to your anchor line being careful not to run over the line. As you come even with the anchor you should feel the anchor break free - if this does not occur stop and go back to free the anchor. You will continue to motor forward after the anchor breaks free dragging the buoy behind the boat and pulling the line through the ring. The buoyancy of the buoy will float the anchor to the surface. Once the anchor has reached the ring you can turn back toward the buoy and pull in your slack anchor line. The weight of the anchor chain should counterbalance the weight of the anchor to prevent the anchor from spooling back to the bottom.



<http://www.dpi.wa.gov.au/imate/19167.asp> and <http://www.anchorpullers>

Snagged

When the rope is vertical, it may be necessary to take a turn of it around the rope anchoring point in the boat and let the engine power break the anchor out of the bottom. If the anchor will not break out, slacken the rope, back off, and approach the anchor from different directions.

Boat Competitions 2010

To encourage members of all abilities and area knowledge to enter club competitions, new rules have been introduced for 6 of the competitions. The new rules are that all boats will only fish in a Commodored area 500yds around the East Buoy by the Tower. To allow for slow boats, rather than starting and finishing times from the beach, times will be lines down at the commodored area at 9:30 and lines up at 3:15

Name	Fish Type	Date	Time	Location
Fuller Cup	Flat	17 th April	9-4	Roving
Belsham Bowl	All	23 rd May	Lines Down 9:30 Lines up 3:15	Commodored 500yds Radius of the East Buoy
Symington Cup	All	13 th June		
Bruford Cup	All	11 th July		
Jewellers & Silversmiths Cup	All	1 st Aug		
Parks Cup	Bream Only	22 nd Aug		
Macfarlane Cup	All	11 th Sept		
Robinson Cup	Flat	26 th Sept	9-4	Roving
Cod & Whiting	Cod & Whiting	21 st Nov	9-3	Roving
Xmas Open Biggest Cod	Cod	27 th Dec	9-3	Roving
<p>Points will be on a turnout basis IE: 9 fishing then 9 points for a win: 4 fishing 4 points for a win (and so on) Bonus points 1st fish only Bass 5 points Skate 5 points Turbot & Brill 5 points</p> <p>1 Wrasse only is allowed Please see the size chart as some size limits for the competitions only have been changed.</p>				

Fish Size Limits

By way of a guide if you do not have a ruler this piece of paper is 21cm wide by 30cm long.

Fish	Fish Size Limits				Competition Size Limits
	Shore Cm	Shore in	Boat Cm	Boat in	Boat Cm
Bass	41	16	41	16	
Bream (red)	25	10	25	10	
Bream (black)	24	9.5	24	9.5	
Brill	35	14	35	14	
Bull Huss	58	23	58	23	
Coal Fish	35	14	35	14	
Cod	35	14	35	14	45
Conger eel	91	36	120	48	
Dab	20	8	20	8	
Dogfish	38	15	46	18	55
Flounder	27	10	25	10	
Garfish	38	15	38	15	
Gurnard	28	11	28	11	30
Haddock	35	14	35	14	
Hake	30	12	30	12	
John Dory	33	13	33	13	
Ling	72	28	72	28	50
Mackerel	30	12	30	12	
Megrim	25	10	25	10	
Mullet	33	13	33	13	
Plaice	28	11	28	11	
Pollack	30	12	30	12	
Pouting	18	7.25	25	10	30
Poor Cod	18	7.25	18	7.25	
Rockling	18	7.25	18	7.25	
Silver eel	38	15	38	15	
Spurdog	58	23	58	23	70
Skate / Ray	41	16	41	16	45 (Across Wings)
Smoothounds	51	20	51	20	
Sole	25	10	25	10	27
Scad	25	10	25	10	30
Trigger Fish	30	12	30	12	40
Turbot	41	16	41	16	
Whiting	27	10.6	27	10.6	30
Witch	28	11	28	10.6	
Wrasse	23	9	23	9	32 (1 fish Only)