



**Sovereign Harbour Berth Holders' Association**  
-run for berth holders by berth holders



**Members Newsletter**  
**Edition No. 133**  
**January 2015**

[www.shbha.co.uk](http://www.shbha.co.uk)

## Down, Down, Down



.....went the Editor, Chairman and Vice-Chairman when taking up the offer of a tour of the recently drained lock. 10x12x88m seems an awfully big space when you are down there alone. Strange that when coming in in your boat the space never seems large enough!

At both ends nine 'stop logs', placed one on top of the other, held the water back very efficiently with only the tiniest of dribbles coming through, so warned to wear wellies and old clothes we descended the ladders wearing the additional hard hats and hi-viz jackets provided by Harbour Master and Marina Manager, Daniel Heckford. Once down on the concrete floor (yes it looks like mud but it isn't!) he then gave us a guided tour and showed us some of the problems recently encountered during the lock shut-down.



The main problem that has caused the delay related to a seized hinge pin which took a lot of persuading to come out! Once extracted it was clear that a repair was not sufficient and that a new pin would need to be engineered. During the interim period the

gates 'sit' on wooden blocks and jacks capable of holding the great weight.

We were shown the stainless steel sensor pipe, part of which had been replaced, that is part of the mechanisms for indicating the depth of water in the lock.

Other than large bolts, old anodes and some rusty tools there was very little at the bottom other than the odd bit of fishing tackle and a few eels tactfully hiding!



Once all jobs have been completed the top 'stop' (or two depending on the tide) will be lifted and the water will gently topple over the top at high tide to refill the lock. The last stops will be removed with the help of divers.



The pontoon will then be repaired, (having broken its 'back' when the lock was emptied) refurbished and power-washed once the space is flooded. This will be easier than it looks as the water will take the weight and the build is designed to join the three parts together with easily replaceable bolts.

Once all is complete the dreaded cable ties currently holding the fencing will disappear and be replaced by the original fittings.

Of course during the lock shut down other maintenance issues have also been attended to. These include:

- ✔ Planks in a poor state of repair have been replaced throughout the Marina
- ✔ A variety of issues related to the facilities such as hand driers, soap dispensers, shelving etc have been dealt with. The poor state of the floors in these areas is also being addressed and the foyer in the main harbour should have new furniture arriving soon.
- ✔ The garden areas have received a much needed prune and tidy.
- ✔ The yard will have had a survey done to further improve the drainage in preparation for a better surface and the new gates to make the area more secure should now be in place.
- ✔ The new fob entry system is up and running in most parts of the marina. The New Year should see wi-fi in the west harbour and also the completion of the new entry system.

## **More machines –Battery Packs**

Have you ever wondered about the machine that lives in the cabin between the locks? Find out when and how it can be used by reading on.....

Both locks at Sovereign harbour are operated by electric motors connected to hydraulic pumps. The lock keeper operates the lock from a touch screen control system in the harbour office.

Once activated, these pumps push biodegradable hydraulic oil through fixed lines to the hydraulic rams attached to each lock gate. The rams either extend or retract depending on which operation the lock keeper selects (open or close).

In the event of a power failure, a large standalone diesel generator beneath the office automatically activates which provides power to the lock control system and the electric motors.

Should we be unable to operate the locks from the harbour office (fire etc), control can be taken at the locks using a secondary stage control system.

In a worse-case scenario, without electricity and without any electronic controls we can operate the locks using another backup system called power packs.



These units are mobile diesel or petrol motors, connected to hydraulic pumps. Beneath the lock walkways are sockets designed specifically for these packs. Within 30 minutes all three power packs can be deployed and plugged directly into the lock rams themselves. Once activated, these power packs drive hydraulic oil to the rams enabling us to open and close each lock gate individually.

It's a very time consuming process designed for an emergency close, but in extreme circumstances we can continue lock operations albeit very slowly.

Contributed by Daniel Heckford, Marina Manager

## Turning the screw!

With the reduced chandlery options available locally you may like to know about INTAFAST.

Not too far away they deal in industrial fixings including stainless steel screws and the like –indeed their website boasts over 20,000 standard stock items including bolts, washers, nuts, rivets and much more.



Quite near B&Q **you can walk in, with screw in hand and ask for more which is very handy.** They were most helpful and have an increasing trade for this sort of query following the changes at Sea-screw which now only does online shopping.

Although they only have limited A4 marine grade merchandise they have a wide range of A2 which is ok for around the boat as long as it isn't going to be IN salt water. They can order in specials but there are quantity conditions for this type of order.

INTAFAST can be found at  
Unit 12, Brampton Business Park, Eastbourne, BN22 9AF

(Head up Marshall Road, (between B&Q and Dunelm Mills), when you come to the T junction right at the top of the road turn left. They are about 150 yards away on the left (opposite Blind Design).

Tele: 01323 502374

Email: [sales@intafast.com](mailto:sales@intafast.com)

Web: [www.intafast.com](http://www.intafast.com)

## The Grand Tour

A true tale told by member Keith Ayres

We'd had a good day's fishing and had had a last cast down off Hastings when a little yellow bird appeared. It started pecking around collecting up the spiders and insects that were in the various nooks and crannies around the topsides. One last cast and then time

to up anchor and head for home. The little bird continued to flutter about. Engine on and off we went.

Looking behind we noticed the little bird had set off after us, wings flapping furiously and with a very determined look in his eyes. We gradually built up speed and were approaching 16 knots when my mate called out 'Slow down ...He can't keep up!' Being a big guy with



a soft heart I did just that in time to see the little bird catch up and land on the back rail as if to get its breath back.

Off we went again happy for it to hitch a ride but it must have decided it was too windy and splashy there for it set off to find a better place on deck. At the slower speed it hopped around checking out if there were any more insects left and eventually tucked in and settled down in the sheltered spot behind the radar mast.

Thinking it was happily settled, we set off again. Suddenly we realised that it had gone. It soon became clear though..... there it was again with that desperate look in its eyes trying to catch up yet again. Slowing the boat down once more it managed a better landing second time around by judging the cockpit floor to be a safer, more sheltered bet. Having got its breath back a second time it was unconcerned as it hopped around our feet pecking away before deciding to shoot between our legs and into the cabin where it perched itself on the dash with the best view in the house! It sat there, staring forwards into the mist in quite happy mode, totally unconcerned as we knocked off the miles.

Approaching inshore we reduced the revs and it obviously realised it had reached its destination. It calmly hopped out, popped up onto the back rail and took off heading for Eastbourne seafront.

**We were somewhat indignant, claiming that he hadn't paid his fare but we were however also somewhat relieved not to have to declare him to immigration!**

## The A-Z of Everything –**Dock**

Docks are areas of water equipped to berth, build, load/unload and service ships. Until their adoption ships were anchored at sea and the goods ferried to and fro in smaller vessels.

The world's earliest dock was discovered in 1954 at Lothal in India. Because of the loam deposited by numerous floods the mud brick walls were preserved after the great deluge of 1900BCE



Oceanographers have concluded that the builders had great knowledge relating to tides to be able to build such a feature.

Lothal was a wet dock in which the water was impounded by dock gates, allowing ships to remain afloat at low tide in places when the tidal range was great.

The Howland Great Dock, built in 1703 on the river Thames, was the world's first dock (or lock) to maintain a constant water level irrespective of the state of the tide but there were no unloading facilities.

Built in 1715, the world's first commercial wet dock with quays and unloading warehouses was Steers dock in Liverpool. This reduced the waiting times, gave a quicker turnaround and improved throughput.

A dry dock uses the same principles but can be emptied to allow inspection, investigation and maintenance. These seem to have first existed in Egypt around 200 BCE. The oldest European dry dock can be found in Portsmouth and was commissioned by Henry vii in 1495.

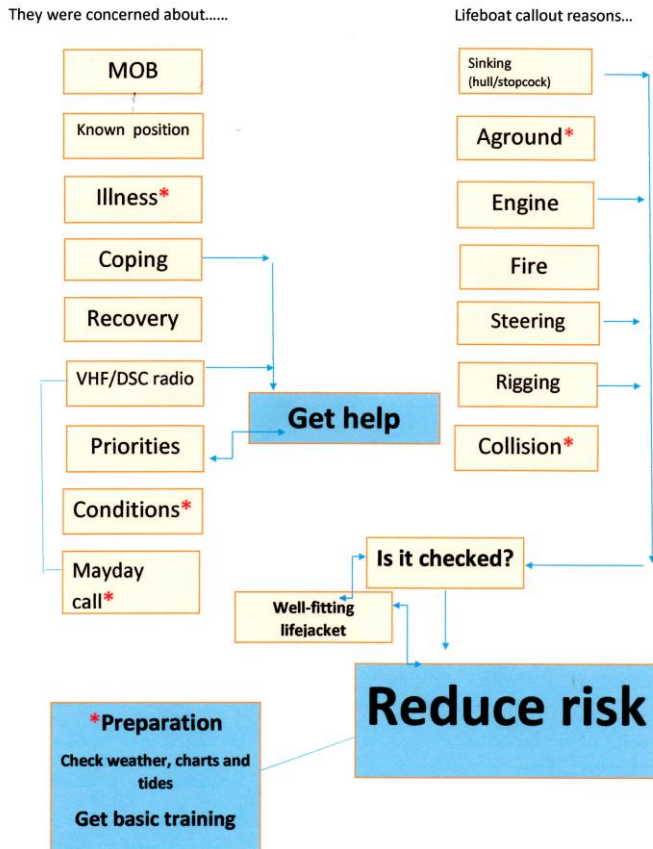
### **RNLI, Eastbourne**

We have presented the local crew with a Christmas Hamper as a small token of our appreciation for all they do on our behalf. Drinks and sweet treats are welcome when they come back from shouts.

**A new, larger station is about to be built with demolition of the present building beginning in January. This will mean some courses will be held in alternative venues. See posters**

## Ladies Day, 11<sup>th</sup> October

Aware of the statistics that 167 people died around the coast and the fact that 86% were male the ladies gathered to come up with a plan to focus on should the worst happen whilst out on the water. The course was led by Mark Sawyer, Coxswain of Eastbourne lifeboat and coffee and cakes soon got the atmosphere warm on the rainy, blowy morning. After introductions, participants were encouraged to express their main concerns should something drastic happen. Once these had been listed discussion followed in depth and was well-illustrated by actual events that Mark had encountered as part of his job.



Moving on the group then focussed on the Man Overboard situation that worried them most. Lots of ideas and options were explored and eventually the following priorities were agreed.



Everyone agreed that help cards by the helm or on the chart table would be useful reminders as to what to do if you are not the person who normally does the task. 'Making a Mayday Call' and 'How to Start/Stop the Engine' were considered essential as in a pressured situation you may not remember something you were told some time ago.

Wending their way home much more confidently and armed with booklets and hand-outs everyone felt that the morning had been well spent.



## Patch 'em Up and Pack 'em Off!

The basic first aid course held on November 1st was enjoyed by all who attended. Guy Emery was excellent in leading all through the drills and gave lots of common sense and money saving tips including how to use gaffer tape, cling film, fenders, blankets and the like to aid the patient's recovery.

With Mark Sawyer as the fall guy, I guess you could say he was really stitched up!



Having had the demos we just had to have a go at **patching up!**



After coffee Guy gave us a run through on what to have in the first aid box.



We hope it never happens but if it does we will have some idea of what to do before we **pack 'em off!**

Most enjoyable.....thanks to Mark and especially Guy.

## Ports of Call- Cowes, IOW

There are a wide variety of berthing options to suit all pockets available at Cowes and up/on the River Medina. A popular destination, you may like to know a bit of the background history.....



In earlier centuries there were two settlements which were much smaller and known as East and West Shamlord or Shamelhorde, the East being the more significant settlement.

The name Westcove was attested in 1413 as the name of one of two sandbanks, on each side of the River Medina estuary, so-called after a supposed likeness to cows. The name was subsequently transferred to fortifications built during the reign of Henry VIII on the east and west banks of the river to dispel a French invasion, these being referred to as cowforts or coves. They subsequently gave their names to the towns of Cowes and East Cowes, replacing the earlier name of Shamlord.

The Henrician Castles mentioned above were built in both settlements in the sixteenth century. The west fort in Cowes still survives to this day, albeit without the original Tudor towers, as Cowes Castle. The fort built in East Cowes is believed to have been similar but was abandoned c1546 and has since been destroyed.

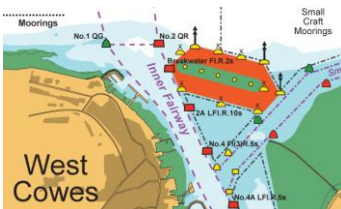
The town's name has been subject to dispute in the past, sometimes being called Cowes, and then West Cowes. For example a milestone from the 17th century exists, calling the town Cowes, but up until the late 19th Century the Urban District Council bore the name West Cowes. 1895 saw the last major point where the town was called West Cowes, when West Cowes Urban District Council applied for

permission to change the name of the town to Cowes officially in 1895

It is believed that the building of an 80 ton, 60-man vessel called 'Rat O'Wight' on the banks of the river Medina in 1589 for the use of Queen Elizabeth I sowed the seed for Cowes to grow into a world renowned centre of boat-building. However, seafaring for recreation and sport remained the exception rather than the rule until much later. It was not until the reign of keen sailor George IV that the stage was set for the heyday of Cowes as 'The Yachting Capital of the World.' In 1826 the Royal Yacht Squadron organised a three-day regatta for the first time and the next year the king signified his approval of the event by presenting a cup to mark the occasion. This became known as Cowes Regatta and it soon grew into a four-day event that always ended with a fireworks display. During 'Cowes Week' as we now know it, the population of Cowes doubles!

Industry in both Cowes and East Cowes has always centred on the building and design of marine craft and materials associated with boat-making, including the early flying boats and sail-making.... and it is the place where the first hovercraft was tested.

Recent developments have seen the building of the new breakwater. The initial construction phase was completed in October 2014, at which point the gravel core was visible approximately 4 metres clear of Low Water spring tides. Following a settlement period contractors will return in May 2015 to level up the core and bring in additional gravel material before placing the rock armour protection. The result will be a 350 metre long, detached rock armoured breakwater that protects existing homes, businesses and harbour users.



**If you plan a visit in 2015 it would be well worth checking for Notice to Mariners!**

## Quiz

Famous ships and famous people.

As the mists of Christmas 2014 fade away and minds begin to think of planning the voyages of 2015 here's a little quiz to get those grey cells on the move. All you have to do is link the famous vessel with its equally famous mariner. Answers in the next edition.



1. Nimrod and Endurance-----
2. The Black Pig-----
3. Victoria-----
4. Mary Rose-----
5. St. Gabriel-----
6. Kingfisher-----
7. The Argo-----
8. Morning Cloud-----
9. Calypso-----
10. HMS Bounty-----
11. Mary Celeste-----
12. The Ark-----
13. Oxford-----
14. Olive-----
15. Discovery-----
16. Titanic-----
17. Mayflower-----
18. Fram-----
19. Queen Ann's Revenge-----
20. Gypsy Moth 1V-----
21. The Pelican-----
22. Santa Maria-----
23. Endeavour-----
24. Langsdorff-----
25. Kon Tiki-----
26. Half Moon-----
27. Adventure Galley-----
28. Essex-----
29. Great Eastern-----
30. HMS Beagle-----

## UK Circumnavigation

Berth holder and member Carl Hewitt has recently returned from a UK Circumnavigation in his Beneteau 40 CC sailing yacht, "Shimoni"

He put together a rather entertaining blog of the voyage which can be found at <http://shimoni.carlhewitt.co.uk>



To get you started here is **leg 1:** 14 June – Eastbourne to Dover  
After a breakfast send-off party on the pontoon, we managed still to refuel and leave the lock only 10 minutes after our planned departure time of 1000. Thanks to all who made the trip down to see us off; it was almost a pity to go – we could have had a very nice morning nattering away! Wind and weather turned out to be exactly as forecast; it rained, the wind was on the nose and the sea got lumpier. Other than that it was an uneventful trip. Almost.....  
Suddenly, there was a smell. I thought gas, but we checked everything and it wasn't. Diesel? Exhaust? Holding tank? Checked everything. No obvious candidates, so don't know. It lingers still. I suspect this story will run...!

For those interested in the statistics, we did 38.36 miles through the water and 46.70 miles over the ground; a tide gain of 8.34 miles. Our running time was 5 hours and 45 minutes.

If that whet your appetite then visit the site above.....Thank you, Carl for sharing your adventure. Ed

## Discounts

**BOSUN'S LOCKER** has recently opened **and is offering members a 10% discount** on a minimum spend of £25. They stock kayaks, paddleboards, Lazy Jack clothing, Newlyn smocks, wet suits buoyancy aids, epoxy and fiberglass materials, marine fittings, outboard spares, gift vouchers etc  
They can be found at 190 Seaside, Eastbourne (01323 304672)  
[www.bosunslockereastbourne.co.uk](http://www.bosunslockereastbourne.co.uk)

## THE PERFECT BOAT part 1

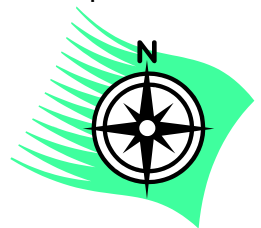
**Portland Marina.....**“Portland or bust” I announced.

I’m afraid it was bust. “Time and tide, those two conspirators working against me once again,” I found myself saying and my perhaps too often trotted out excuse. The somewhat ambitious navigation plan in the first place not a factor in the slightest of course. So, making good use of my one night’s free berthing voucher at Portland Marina, generously provided by SHBHA, will have to wait.

### **The Best Use of a Boat?**

Do you find that when the subject of ownership enters the conversation, with someone from beyond the world of boating that is, the same two questions invariably come to the fore? They are, ‘How often do you use your boat and where do you go?’ I’m sure we all have our individual if not too dissimilar answers. Of late though, another question has been raising its head, and this one, not always coming from a ‘land lubbed’ source - ‘How often do you make your intended destination?’ comes the rather penetrating enquiry. Well, the best I can do when facing this challenge is the somewhat defensive response, “Why, what have you been told?” The power of humour to diffuse!

Referring you to my first paragraph, this recent development, is it just coincidence I wonder? A personal advance against my integrity as a sailor? I am a Yachtmaster navigator you know, or is it the Gods of Passage Making expressing their irritation? As a founder member of the ‘Failed Passage Maker Club’ I find this level of inquisition far too personal.



Whatever. Anyway, to avoid turning all this into some late in life neurosis, I made a few enquiries.

“I never make any plans.” said one old salt. “...Then you can’t be accused of going wrong!” This reminds me of a chap I used to work with. He had a twin keeled Hunter 245 which he kept at Chichester Harbour. “I’m always going aground.” he told me “The twin keels let me pretend I know what I’m doing!”

A more practical, more useful answer was to make the decision about where to go on the day, according to the weather and forecast at the time. This is fine of course, providing you have no particular place you want to go to or direction you want to go in.

Then there was the 'sound advice', (*owners words*), presented to me in an extremely forthright manner, (*and containing more than a degree of fancy in my opinion*), which was, the requisite application of 'skippers determination', "Stick with it until you get there!" he commanded. I was quite disappointed when he failed to follow it up with 'I didn't get where I am today etc.'

To be fair, there are bound to be times when it falls to the skipper to provide the necessary leadership and reassurance but nevertheless I wouldn't think crew are queuing up to get on *his* boat.

Contributed by Steve Collett

Incidentally Steve is in need of sailing crew for next season (2015) which includes local daysails, along to the Solent, the odd trip over to France and possibly, just possibly, a long distance passage down to Javia in the Med and back via the Azores, 2016/7 Interested? Phone or text 07940 870327



### **SHBHA Annual General Meeting**

Sovereign Harbour Berth-Holders' AGM will be held at the **Sovereign Harbour Yacht Club** on **Saturday 18<sup>th</sup> April 2015** beginning at **4.00pm**.

If you have any item/s that you would like placed on the agenda for the meeting then written notice must be given to the SHBHA Secretary, Mr David Baird, Flat 3, 18 Magdalen Road, St Leonards on Sea TN 37 6EP **NO LATER THAN 7<sup>th</sup> March 2015**

The meeting agenda and information on the accounts will be sent to all members in early April 2015.

There will be the opportunity to meet some Marina staff and complimentary coffee/tea and cakes will be available. Members can avail themselves of drinks afterwards in the bar but regretfully these will **not** be free!



## **Sovereign Harbour Berth Holders Association Officers and Committee 2014/15**

Chairman & West Harbour Rep	Sue Sydney	(WS17)
Vice Chairman & Membership Secretary	Nigel Dumbell	(F30)
Secretary	David Baird	(J23)
Treasurer & Asst Editor	Lorraine Elliott	(WS16)
Central Harbour	Brian Stiff	(F42)
North Harbour (W)	Vacancy	
North Harbour (E)	Jeremy Holland	(NR16)
South Harbour	Vacancy	
Committee member	Gill Clare	(G23)
Webmaster	Lloyd Austin	(WT 17)
Newsletter Editor	Roy Sydney	(WS17)

[www.shbha.co.uk](http://www.shbha.co.uk)

**Dates for your diary .....** Posters will appear around the harbour and information can be found on the web site nearer the time

**9<sup>th</sup>-18<sup>th</sup> January 2015** Excel London Boat Show

**17<sup>th</sup> January** RYA Certificated First Aid course

**21<sup>st</sup> February (am)** Buoys and Toys, Get to know your buoys!

**7<sup>th</sup> March** Visit to Dover Coastguard

**21<sup>st</sup> March** The Bottom Line- Anchoring.... A course with practical activities

**4<sup>th</sup> April** SHBHA Boat Jumble and Easter Egg Hunt

**18<sup>th</sup> April** AGM to be held at SHYC

**17<sup>th</sup> May** Dinghy Doodle ....a fun event in the North Harbour

***A wide range of discounts are available to members on production of an in-date membership card. See the web site for the list which also includes participating Waterfront restaurants***

**We ask you to encourage others to join and keep the Association strong**

