



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



Members Newsletter
Edition No. 136
January 2016

www.shbha.co.uk

Coming to a place near you!!



Very soon, as you exit the Harbour, you will see a new buoy which will have been placed by the SS Barnhill wreck. The yellow special mark, with a cross of St Andrew on the top, has arrived ready to be placed out at sea at the first opportunity. It will have a yellow flashing light on so as to be effective during darkness. The long period of very high winds has delayed the company engaged to deploy it.

Following discussions with Trinity House, the agency responsible for these things, the Marina Manager was advised that this was the best choice for marking the underwater hazard. An isolated danger mark was inappropriate as there is not clear water all around. Peter was given the choice of lit or unlit but sensibly opted for the former.

Once in place, Note H102 will be lodged with the Hydrographic Office so that it will appear in updates and on future charts. Additionally a Notice to mariners will be issued to inform everyone of the change.

Keep your eyes peeled for the new arrival!

What's been going on?

Staff changes and new appointments have meant that the response to some problems has taken longer than they should and the management team acknowledge this.

Finally, entrance to the west harbour is controlled by fobs as per the rest of the marina. This has been over a year coming due to the complexities of getting the wi-fi signal there. This was also the problem with the barrier by the Yacht Club. The investment will make the site more secure. Additional repairs and improvements are being planned for the other barriers and the roller shutter to the underground carpark.

The problem with the fuel pumps has mainly been resolved but a crushed pipe is holding up the last one. There are two solutions so consideration is being given to the best way forward. Additional safety measures have been put in place until the situation is resolved.

The floors in the main harbour facilities will be receiving special treatment now the main season is over to bring them up to scratch.

There is currently a bin audit going on across the whole marina.

A new representative for the Management company of the South Harbour has been appointed and he is planning to meet Peter Pring to resolve a couple of issues that have been ongoing for some time.

Changes have started to be made to the layout of the shed. There will be more units and hopefully these will be occupied by a wider range of tenants. There will also be some self-storage units available to berth holders. The project should be completed early in the New Year and more details will follow.

Various rams on the bridges and locks are being replaced and work for this is on schedule. Additionally new thrust washers and anodes are being installed along with radar depth sensors which are far

more efficient than the ultrasonic ones currently in use. After all of this the South lock (No. 1) will be jet washed.

The Marina has applied for a ploughing licence which will enable some mid-season clearance of any build up. There is a keen contractor on standby! The Environment Agency are also working with the harbour to keep drifting shingle to a minimum.

All pontoons will be subjected to a major clean in January and a new jet washer has been purchased to help specific pontoons that suffer bird guano. The Marina has purchased a bird scaring mega phone to help move along a few persistent starlings. You may see staff out and about with this noisy gadget.

Other small and cosmetic items of concern which we have raised during our meetings have been addressed. These include fresh air dispensers, paper towel holders and the like. Hair and hand driers are now high on our list as are any outstanding items!

Amongst all of the wet and windy days there was one sunny morning. It lifted spirits as we got organised for **our first coffee morning**. This took place in the Lifeboat House by the locks. Over fifty people dropped in for coffee and a choice of mincepies and biscuits. Berth holders, residents and marina staff all enjoyed the convivial atmosphere and some took the opportunity to talk to Terry Colbran the local Sea Safety Officer. **Donations in lieu of ticket money raised £100 for the Eastbourne lifeboat team.** (Well,

£98.80 but some kind soul made it up!)

Chairman, Sue also took the chance to present Coxswain, Mark Sawyer with the **Christmas 'thankyou' 'hamper'** consisting this year of two bags of goodies for the crew to enjoy either on or after 'shouts'. Cup a soups, Mars bars and other high energy food and drinks were all included.



Techie event – Anodes

Almost fifty people came along to this informative presentation by Chris Harris, Technical Sales Manager from MG Duff to learn about some of the myths and mysteries surrounding this vital piece of equipment.

The evening started with a brief history of the problem of free roaming electrons which occur naturally in materials and the environment.



Cornish scientist, Sir Humphrey Davey, (yes he of the miners' lamp fame,) first became interested in this area when someone directed his attention to the floodgates of the port of Hayle which were rapidly decaying as a result of the contact between copper and iron under the influence of seawater. Galvanic corrosion was

not understood at that time, but the phenomenon prepared Davy's mind for subsequent experiments. He eventually developed the first and still most widely used marine electrolysis protection system. Davy installed sacrificial anodes made from a more electrically reactive (less noble) metal attached to the vessel hull and electrically connected to form a cathodic protection circuit.

Chris then told us about the company's history which was started by Merlin Graham (hence MG) Duff. He recounted the fascinating details of a painting from the early 50's, and still displayed in their headquarters, which showed experiments going on aboard a yacht. The scientists were all suited and booted (literally) as they dangled experimental sacrificial anodes over the side. The company has developed from those early days to its current position where it deals with all aspects of the marine sector from the leisure boat market to commercial deep sea shipping along with coastal and shoreline structures such as piling, jetties, lock and dock gates and pontoon systems.

Moving on to practicalities he talked about the ins and outs of the various products available and showed us the results of getting it wrong. He explained the solutions and even suggested that the white calcified build up on some anodes in Sovereign Harbour may mean some of us would be better served by using aluminium anodes because of the brackish nature of the water in some areas.



After the talk those present were given the opportunity to ask questions and delve into Chris's vast experience.

The event then became quite social as everyone stayed on to chat to either the speaker in more depth or other berth holders.



Joy to the World! Maybe Sovereign Will Shine!

Member, Ellie has suggested that we try and bring some Christmas spirit to the Marina by lighting up the boats. I know they do this in Ramsgate and each year more and more berth holders join in.

The idea of discussing this now is to give you the opportunity to go off to the garden centre sales and buy a few strings of solar powered lights that you could adorn your boat with in December 2016!!

We don't envisage anything quite as dramatic as the accompanying photo but you can be subtle, simple and straightforward or really 'go to town' if you like. If we aim to get 20 boats joining in next year we will have made a start in making Sovereign Shine.

A Conundrum!

You know how you hate having to buy those electric cards! Well as soon as our bollard seemed to be eating the blighters it became obvious that there was something not right.



We started the investigation in the simplest way. Checking and double checking the readings on the meter. (You know how it is if you have the bottom one (which we do). Twist this way and that and almost nose on the pontoon to screw up the eyes to read the display.....but yes it was seemingly using far more electricity than it had ever done.

Next step was checking the boat. Had we left something on? Engine room lights off. Fridge off. Speed log off. Bilge pumps on automatic but not needing to pump water. Battery charger on and fan working but this had never consumed this much power in the past. More checking. Were the batteries OK? All readings were good and visual inspection of the main bank didn't reveal anything.

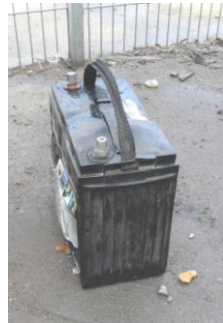
We started to keep more detailed records now and it became apparent that it was using 2kw per night. I say night because the dial never moved during the day even if we used the kettle several times and had other electric eating items on but as soon as we returned the next morning there it was.....another 2kw gone.

Was it the bollard? The marina agreed the pattern was unusual and as nothing was showing up on any gauges they agreed to put a meter maid on the bollard. This quickly proved that the meter was reading correctly and there was electricity being used and counted correctly. At this point our neighbouring boat went off to the yard but this showed no effect. We now plugged into a different meter and overnight another 2kw had been consumed. This definitely pointed the finger at the boat. Back to square one.

Deciding on more investigations we turned off the battery charger. The batteries settled back to 12+amps so it seemed that they were holding their charge. Determined to get to the bottom of it we set about investigating the out of sight battery which was housed under the floor in the lazarette. After emptying the space we got the screwdriver out to remove the protective housing.

Are we glad we did? You could say that as the battery was very contorted and warm. This was a total surprise as the readings and gauges were showing nothing untoward and there was no smell. We were so lucky that the thing had not caused a fire or exploded.

The question now was had the battery effectively died or had it been killed so to speak? Investigation seems to point to the fact that the AGM battery had probably partially died and that the charger was trying to do the equivalent of CPR to revive it.



We now know that the charger was a fairly simplistic version without 'intelligence'. (In layman's terms things have moved on somewhat and now they can sense the temperature of the battery or other similar problems. They even have warning lights).

Needless to say we have purchased a new, more sophisticated charger with a remote display (and four new batteries as they were coming up for replacement in time terms). The remote will enable us to monitor the situation without hanging upside down to peer into the engine bay looking for the green LED and we will now be more at the ready alert state than action stations!

Several members have taken on projects and others have had the misfortune to suffer breakdowns of one sort or another. One had an engine that started to play up. The cylinder head gasket had blown plus there were another few problems and he was not looking forward to the final bill. He was trying to keep up his spirits and emailed me to say.....

"Anyway I now know what the word **BOAT** stands for

Bring

Out

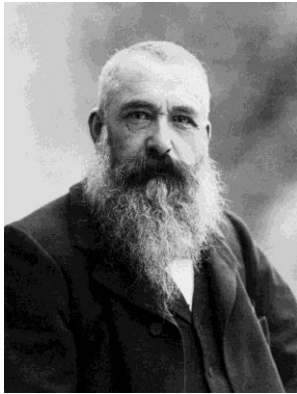
Another

Thousand!!!!!"

Maybe *you* have other acronyms for the word boat! Let me know (the polite ones that is!) and I will try and get a few together to further lighten the days when we get to read the Spring edition.

Works of art...

Following the painting, *Waves Breaking on the Shore* by Sydney Mortimer Lawrence which featured in an earlier edition of the newsletter we now bring you Monet's 'Seascape near Fecamp'.



Claude Monet is credited with being the leading figure in the impressionist form of art. This movement originated in Paris, France, which at the time was considered the art capital of the world. He was a master at using the paintbrush to put nature on canvas. The impressionist movement, of which he was key, emphasized painting what one felt. As a result, he served as an important inspiration to later day artists who used the abstract form of painting.

Auguste-Emile Flick used a contrasting style to create *The Beach at Fécamp* in 1875.



Ports of Call-Fecamp

Fécamp is situated in the valley of the Valmont River, at the heart of the Pays de Caux, on the Albaster Coast. It is around 35 km northeast of Le Havre and around 60 km northwest of Rouen.

The history of Fécamp has always revolved around the fishing industry and its harbour which was first mentioned in the 11th century. The reputation of the salt-herrings of the town was established as early as the 10th century and that of smoked herrings from the 13th century. An association of whale fishermen was created in the 11th century.

Fishing for cod started commercially in the 16th century, under the impetus of Nicolas Selles, an early shipping magnate. Throughout the 19th century and the early part of the 20th century, Fécamp had an important role as the chief fishing port in France for cod and cod-related fish products. This was the case up until the 1970s, when Canada stopped all access to their fishing grounds. First practiced by three-masted sailing ships, Atlantic fishing trips could last more than six months, the time taken to fill the hold with cod, which were then salted to preserve them.

The fishing was actually carried out in small boats, carrying only two or three fishermen. Many of these small boats would be lost in the fog and never returned to the ship. As technology evolved, the three-mast boats disappeared, giving way to steamers, then to diesel-engined vessels. These days, only a small fishing fleet survives and is restricted to fishing around coastal waters. In the harbour, pleasure-boats have taken the place of all but a few fishing-boats.

In the 19th century, the recipe for Benedictine Liqueur was "rediscovered" by Alexandre Legrand. The Palais Benedictine in Fécamp now houses a visitors' centre, which shows how the liqueur is made and is well worth a trip. There are many other places and museums to visit in this interesting town which is only 60 nautical miles away!



Birdsearch**You know how to do it!****Find some of the birds you may see on your travels**

Manx Shearwater

Storm Petrel

Gannet

Cormorant

Fulmar

Skua

Herring Gull

Kittiwake

Arctic tern

Guillemot

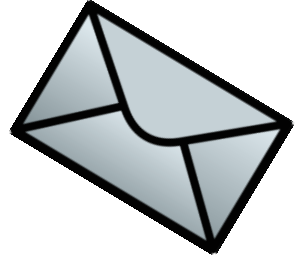
Razorbill

Puffin

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

Party Time!

There has been a long tradition amongst the committee of SHBHA, known as the Stuffing Party. Now I know what you're thinking – stop it now! The Stuffing Party takes place every March (well at my time of life once a year's enough), and involves nothing more daring than a number of us gathering round my dining table and stuffing papers into envelopes for the annual subscription renewals and AGM notices. We also use the opportunity to check that our database is up to date.



Enjoyable though this is, it is also expensive in terms of printing, photocopying, and postage. We are always looking for ways to reduce costs and thereby keep our subs low, and the savings



achieved by using e-mail to distribute our newsletters have helped considerably in that respect. We would now like to take this one stage further, and distribute the renewal and AGM documents by e-mail.

We have a few members for whom we don't have an e-mail address, and if you're one of those don't worry, we'll automatically continue to communicate with you by post. However, if you would prefer to receive just your renewal documents by post then that is no problem. Just give me a call or text (07807 873279 or 01323 763711), or you can e-mail me Nigel.Dumbell@BTinternet.com, and I'll arrange it. I will remind you a couple of days before we 'go live'.

Now having said all that, the system whereby all this can be done is not actually up and running yet! It is however looking promising, and sadly the 2016 Stuffing Party is looking vulnerable!

Nigel Dumbell,
Membership Secretary





SHBHA Annual General Meeting

Sovereign Harbour Berth-Holders' AGM will be held at the **Sovereign Harbour Yacht Club** on **Saturday 16th April 2016** 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 4th March 2016**

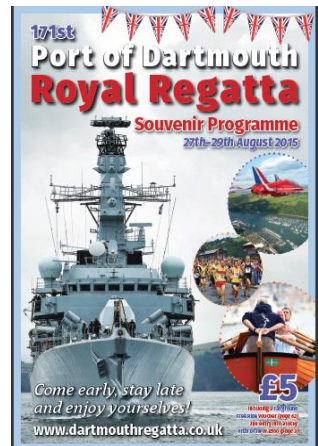
The meeting agenda and information on the accounts will be sent to all members in early April 2016.

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

Dartmouth Royal Regatta

2015 celebrated 171st Port of Dartmouth Royal Regatta. Nearly 100,000 people visit Dartmouth during this period, swelling the town's population of approximately 6000 and making the Dartmouth Regatta one of the largest public events in the South West, and the second largest Regatta after Cowes Week.

The first recorded regatta was in 1822, when there were 3 sailing races, 1 six-oared gig race and a military band played out at the Dartmouth Castle. 120 attended a ball. By 1827 Dartmouth Regatta had developed into a three day holiday with thousands congregating to watch the racing. In that particular year there were 4 yacht races in the mouth of the river and 2 rowing



events. Social events included a dinner, a ball and a firework display. The regatta was formally established in 1834, the sailing and rowing were supported, as today, by church bells ringing, an early morning cannon fire, a public breakfast and a Ball.

The Regatta became the 'Dartmouth Royal Regatta' after a visit by Queen Victoria in 1856, she had been forced to put into Dartmouth by inclement weather. This was when the Queen awarded Dartmouth the honour of adding the prefix 'Royal' to all future regattas.

In 1866 The Dart Yacht Club - becoming The Royal Dart Yacht Club in 1872, was formed and assumed responsibility for the sailing element of Dartmouth Royal Regatta. It has developed and grown considerably over the years.

In 2015, Big Bubble managed to visit and enjoy the events at anchor. The 'Guard Ship' HMS Monmouth visited and was open to visitors and joined by Tall Ships Pelican and Tenacious. You can now shop in the village and nose around the street market or simply relax and listen to music such as ball, rock and jazz at the bandstand.

There is now an air display every day and this year we saw the Vulcan, Red Arrows, Battle of Britain flight amongst others. Unfortunately due to recent events the air display was revised and performed over the sea rather than the river. The RN Sea King did a display with the RNLI on the river. Events such as a river procession and steam boat rally were good. Along with the traditional sailing, rowing events took place and one of the teams was from Bexhill!!! Fireworks ended the Regatta for another year.

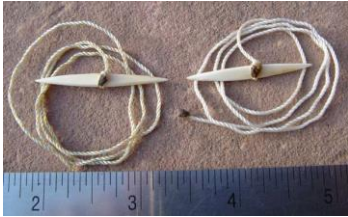
So look out for 172nd!! Great Event!!
(Thursday 25th to Sunday 28th August 2016)
Recommended by Big Bubble

Follow them on Twitter:
Dartmouth Sailing @DartmouthWeek



The A-Z of everything – Fish Hooks

Fish have been a rich source of protein and also have the advantage that they can be caught without the risks associated with hunting wild beasts. But how to catch them that is the question!



The direct antecedent of the fish hook is a device that archaeologists call the gorge. This was a bit of spindle shaped wood or bone notched in the centre so that the line could be attached. The gorge was then pushed into a chunk of bait and the fish was allowed to swallow before the line was tugged and the

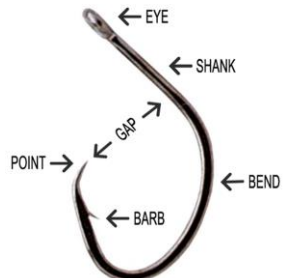
fish hauled in. One of the earliest gorge type hooks, believed to be 7000 years old was unearthed in the Somme but fish hooks date from around 30,000 BCE. It appears that the oldest hooks were barbless and without other refinements but in addition to simple shooks there is evidence of more compound types that have different components tied together.

The idea of a barb probably came from the idea of a spear and the first hooks so designed were found about 7000-8000 years ago in Norway and Denmark.



Whilst wooden hooks were used by the Lapp fishermen up until the end of the 19th century and hawthorn hooks were used up until the 1960's in Britain to catch flounders, metal generally replaced the variety of other materials used.

The hook became less important as fishing methods changed more to netting but this is turning full circle as stocks are being protected. Pole caught fish are now considered to be worth more money and the hook is a necessary item in this. It is also believed that barbless are kinder to the fish and allow a catch and release policy. Truly a full circle invention!





Crew Radio

Saturday 16th January 09.30-12.00

The Haven School,
Atlantic Drive, Sovereign Harbour

As crew you can help your skipper by operating the radio for them!

Use radios to have a go and gain confidence in private

Learn the basics of radio operation and simple straightforward handling procedures, which channels to use etc

Members and their crew £5pp

Non members £10pp

Places must be booked in advance



**DON'T
PANIC**



SPLOSH!!

Can you get into your life-raft?

Use your MOB gear?

How about using your lifejacket?

Want to try in a safe, warm environment?

Then how about joining us at Motcombe Pool to give it a try?

Saturday 13th February 15.45pm

The RNLI Sea Safety team will be there to give help and advice

SeaGo are providing a life raft and will also have life jackets spares for sale.

**All this for just £5, spaces are limited so book now
See the website for details**

Sovereign Harbour Berth Holders Association Officers and Committee 2015/16

Chairman & West Harbour Rep	Sue Sydney (WS17)	Sovereign Star
Vice Chairman & Membership Secretary	Nigel Dumbell (F30)	Tipsy Tart
Secretary	David Baird (J23)	Lobster III
Treasurer & Asst Editor	Lorraine Elliott (WS16)	Big Bubble
Central Harbour	Gill Clare (G23)	Morning Mist
North Harbour (W)	Vacancy	
North Harbour (E)	Jeremy Holland (NR16)	Act of Defiance
South Harbour	Peter Crowhurst(SW03)	Shim Sham
Webmaster	Lloyd Austin (WT 17)	Sea Runner
Newsletter Editor	Roy Sydney (WS17)	Sovereign Star

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Dates for your diary posters will appear around the harbour and information can be found on the web site
We are still re-arranging the date for the visit to Dover Coastguard.

Saturday 16th January Crew radio course Get some practice in in private. Use our sealed system to learn how to call the bridge, make a May day call etc

Saturday 13th February SPLOSH!! Try out that lifesaving equipment in your wet weather gear and in safe, warm conditions.

Saturday 5th March Boat Jumble and lock control visit

Saturday 16th April 4.00 AGM

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

