



# Sovereign Harbour Berth-holders' Association

-run for berth holders by berth holders



**Members Newsletter**  
**Edition No. 143**  
**May 2018**

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

## Our new premises!

One of the reasons we are able to keep our membership fee at an incredible £10 is that we don't have any outgoings in relation to premises. Usually we pick the venue that suits the event and often we are able to negotiate a reasonable deal to keep costs down. However we are pleased with our latest acquisition.....a pop up gazebo!

For some time Membership Secretary, Nigel has lent us his own for BBQ's etc but the committee considered it time, with funds at hand, to purchase one for the Association.



Above: the collapsed gazebo



Left is the fully erected version! It is so easy to set up. Pull the legs outwards and once fully extended raise the roof! Measuring 3x2 metres and with zip in sides all round it should help us offer a wider range of events whatever the weather. The gazebo saw its first outing at the recent safety weekend. It stands out well so you should see us easily.

If that doesn't work for you we also ordered two tear drop banners as part of the deal. They fly high and bright!

Also being sorted are some LED rechargeable light strips so that we can see what we are doing once it becomes dark!

We look forward to seeing you when you come to inspect it!

There have been numerous events since the last newsletter and all have been successful. Most recently of course was the Safety Weekend. As our inaugural event of this kind, which was held in conjunction with Premier Marinas, we can see opportunities for improvements but the day saw nearly 600 out of date flares being handed over.



The quality of flares being handed in is generally better than those handed over at the first event of this nature in 2005. However one box of flares left was so dangerous it could not be transported by the Remora team and other arrangements

needed to be made.

There was an interesting personal flare handed over which dated from 1984 and was also noted to be from LOT NO. 001! The good thing was at least the owner had not had to rely on it in an emergency!



The Saturday flares' amnesty experienced a very dramatic ending with the bomb squad being called to what was believed to be a piece of WWII ordnance. Found on the beach the night before the beach combers brought it to the event. Ramora are not allowed to deal with such items so the Coastguard on site took control of the situation and invoked an exclusion zone whilst the explosives experts came from Folkestone. This was subsequently extended and more or less closed the event site and the eastern lock. With then only one

lock in action tail backs started to build with boats returning from their trips out. Eventually the disposal expert came and declared the object safe after only 47 seconds!



Also in attendance and doing well were companies showing electronics and safety equipment. Less people attended on the Sunday so next time we will probably work on one day but extend the times....

### **Five boats with Skipper and crew onboard took part in the transiting the lock own boat tuition session.**

All were impressed by the practical tips picked up to improve their skills in this area and they all also got a full tour of the lock tables and a guide to the procedures that take place once you ask for a lock in/out



**Sunday** saw the Lifeboat, Diamond Jubilee complete its exercise in the harbour instead of out at sea. On show were a variety of techniques and equipment used to rescue anyone finding themselves in a MOB situation.



The launching and recovery of the Y boat (which is housed in a sort of garage arrangement at the rear of the boat) was very impressive as was the lifting equipment deployed.



**The Positions and Bearings courses held in February saw over 40 members experience** the 'hands on' navigation course run by Mark Sawyer and Sue, which was aimed to help us all brush up on this area. Plotting positions and working out bearings was enjoyed by all levels of attendees who also learnt about firing ranges and how to avoid them!

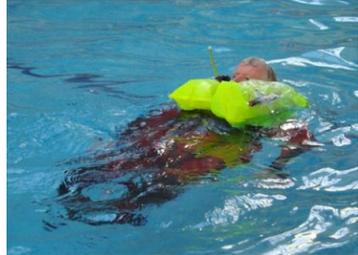




**2018**

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Splosh! is always a fun event for me but for many participants who come not knowing what to expect it can be anything but fun. Which is the very reason we have the session. It's not a formal training course but an opportunity to find out exactly what it's like if you have to jump. Hopefully you never will, but it's much better to know what to expect. Splosh! gives you the experience but in controlled conditions and in a warm swimming pool.



We had 23 people attend, they all had their lifejackets checked for correct fitting by the Sea Safety Team before taking to the water. Of those 23, two had their lifejackets fail. They had thought their lifejacket would save them – they were wrong!



One of the life rafts that had been donated to us was very reluctant to inflate, it took quite a while for Alan to persuade the top to pop up. Not something you want to be doing in the sea in an emergency.

The moral of all of this is to make sure that your life jackets and life raft are regularly serviced and that your life jacket fits correctly and has a crutch strap.

In addition to experiencing swimming in an inflated life jacket, getting into, paddling and righting a capsized life raft



there was also the opportunity to use various throw lines and practice at pulling a MOB back on-board.

Here is some of the feedback we received after our latest session:

*Thank you for a brilliant day, .....  
I was initially petrified but came out in good spirits  
(as well as exhausted) having thoroughly enjoyed it.*



*We learnt so many practical, physical and mental items that it has put our confidence and the knowledge of our shortcomings in a much better place. Nearly two hours of swimming and climbing has been a great moral booster, as has the familiarity of the*

*lifejacket. In my case the crutch straps were set up for full oilskins and I found it impossible to tighten them up in the water.*

The success of this year's session is very much down to the participation of Alan Simister and David Sawyer, two members of Eastbourne Lifeboat Team. They were both in the water for the two-hour session providing demonstrations, help and guidance.

A big thank you to David and Alan plus all the members of the Sea Safety Team who gave up their Saturday afternoon to come along and support us.

Gill Clare, Morning Mist, G23



**Crossing the Shipping Lanes** in March saw more members consider how to do this safely. Mark Sawyer, our highly qualified tutor lead us through the do's and don'ts of venturing further afield. This course was followed by a French themed lunch. Ooh La La! It was delicious! Home made French onion soup, chunky bread, pate, cheese, salad and eclairs were thoroughly enjoyed by all including

two berth holders from Chichester who had seen the advert on our website. Bon Chance! to all who undertake the passage

### The SHBHA Annual General Meeting

also took place in March. Those turning up enjoyed the home made cinnamon and raisin or Bakewell tart muffins. The business went ahead smoothly and your current committee were voted in en bloc for another year with the exception of Roy, (Editor). A new rep for the south harbour, Alison Attwood, was elected to follow on from the much appreciated observations of Peter Crowhurst who stood down after a change in his circumstances.



Roy has been on the committee for 19 years. Initially he stepped into the role of treasurer in an emergency and after several years of banking changed to the post of newsletter editor. He has collated 42 editions to date. He now really believes that the time has come to hand the reins over to someone else and so we need to work towards someone taking on this responsibility in the near future.

The level of dedication and commitment shown not only by Roy but by each and every committee member make the Association what it is. Very successful and well respected.

The usual reports were covered and questions asked and answered.

Some additional points were listed as areas to be discussed with the Management.

So You Want to  
Be an Editor...



...NOW What?

Suzanne Morrison.com

### Vacancy

Are you ..... dependable, a designer of sorts, a developer and a devotee of the Association? Could you put together a discerning newsletter in a disciplined way? If you would like to consider the role or discuss it further please let us know. ([www.shbha.co.uk](http://www.shbha.co.uk).....contact us)

This is a much appreciated method of communication with our members but changes to the format and delivery times could be negotiated if you are full of ideas!

## What's Been Going On

- The marina have withdrawn the option to accept **delivery of parcels for berth holders**. This happened because people were expecting double beds and 48" televisions amongst other things! Urgent spare parts for boats in the yard may still be accepted by prior arrangement. At our suggestion Staff at the Marina are putting together a list of the major carriers, their delivery drop off points and the times of opening. Although we regret the passing of a service we hope this will be a helpful compromise
- The completion of the **lighting project in the Boardwalk carpark** has been held up due to the amount of rain experienced in the early part of the year. Once completed in the near future netting will be installed to reduce the bird mess issue
- **New bin contractors** will be employed from early May. The signage should be better and there will be more opportunities for recycling
- **Extra standpipes** are on order if you are a long way away from one now
- We are onto the problem '**Gate one not closing**'
- Ditto **the unfragrant aroma** emanating from the drains in the same area. A drain survey has been commissioned.
- New PSPO regulations have been introduced by EBC. This means **all dogs must be on leads in areas around the marina and mess collected and disposed of appropriately**. We are trying to establish the regulations within the marina!
- The Chairman and her vice attended the **first Induction Meeting held by Premier for new berth holders**. A very wide range of areas and questions were covered.
- **The Fisherman's Quay project** is moving forward slowly
- **The fuel bay will soon become fully self-service**. Get ready for another fob which will link directly to your account. **Fuel will then only be able to be purchased with either debit or credit cards**.
- **A Premier app** for iphones is being trialled. **If there is enough demand this could be extended to android phones**
- **A new bike hire scheme is under consideration**.
- **The Waterfront is now owned by Premier**

## News on the Sovereign Harbour annual maintenance dredging campaign -Variation to the existing disposal licence

(contributed by Dan Heckford)



Sovereign Harbour has a 10 year disposal licence for dredging activities within the Harbour Authority area of jurisdiction.

This licence started on 16<sup>th</sup> April 2014, although a 10 year licence there are restrictions per 12 month period. For example, we can remove 560,000 tonnes of silt within that 10 year period. But, not more than 56,000 tonnes in each 12 month block commencing 16<sup>th</sup> April, through to 15<sup>th</sup> April the following year.

Historically the volume of silt removed remains constant, with sufficient capacity within the 12 month block of that licence to remove more if we need to.

However, the existing licence limits the maximum volume of sand to 182,000 tonnes over the 10 years, or 18,200 tonnes per 12 month block. There is a risk here that in a given 12 month period, we may need to remove more sand than our licence permits. The seabed makeup is mostly sand seaward of the breakwaters, this area has seen enhanced material build up in previous years, hence the concern. We have requested a variation to increase the maximum volume of sand to 76,000 tonnes per 12 month block. That figure is double the estimated maximum needed per year.

This is one of two variations to the licence we have considered. The second variation, is the source site of the dredging – or in other words the dredge footprint. That dredge footprint has now been extended to push the licence area wider seaward of the breakwaters and further out towards the safe water mark.



Both of these licence variations improve our ability to dredge efficiently over the remaining years of our dredge licence and gives an easier application process at the renewal of our current licence in 2024 keeping these variations for another licence period.

The licence variation has been approved by the Marine Management Organisation in time for this year's dredging campaign which should

commence earlier than last year. Current estimates suggest a start date of early May, compared with early June in 2017.

Frustratingly the earliest dredging start date is usually 16<sup>th</sup> April due to the licence volumes removed in the previous year. The MMO are very careful in their licencing to ensure dredging activity does not harm the ecology in our area. As a result, dredging is usually postponed away from April given the unpredictability of the weather at that time of year, and to give us a new set of volumes to use.

Obviously May and June are busy months afloat, but that is truly the earliest we can start with fair weather. As always, the dredger will keep a listening watch, we will post Local Notice to Mariners and we ask everyone to take instructions from the dredger as to which side to pass etc.



The TSHD **Sospan Dau** is a Dutch trailing suction hopper dredger owned by Sosban BV. The vessel has worked on dredging projects, including offshore aggregates, port maintenance, land reclamation, coastal defence and beach replenishment. The name *Sospan Dau* is Welsh and originates from Sosban Fach and Llanelli's tin plating

industry, Sospan being the Welsh for Saucepan and *Dau* being Welsh for Two as the ship is a successor to the original Sospan.

The ship has a traditional twin propeller stern and bow thruster for manoeuvring and like most trailing dredgers, includes bottom doors for dumping, a dredge engine, a jet water engine, a degassing installation, a suction pipe and associated pipelines and valves. Unique to most dredgers however, is a very large bulbous bow and spud pole for more efficient use of the dredge pump and heading/position keeping during beaching.

The following links show very interesting videos of the action!

<https://www.dredgingtoday.com/2013/04/18/video-dredger-sospan-dau-at-work-uk/>

<http://www.dailymail.co.uk/news/article-2605197/Watch-spray-Dredger-throws-hundreds-tons-gravel-beach-bid-repair-damage-winter-storms.html>



**Throughout the summer** there will be a **Treasure Hunt competition.**

“Treasure Hunt” will be starting 1<sup>st</sup> June and run to the 30<sup>th</sup> September.

You can chose a day to suit you. All the 20 or so clues have been designed

to be used by boats that are at sea off the Eastbourne area. In other words, it cannot be done while pouring over a chart at home, at least that is the intention!

Equipment needed will be binoculars, hand bearing compass, (sometimes incorporated in binoculars), some kind of GPS readout and, for instance, if a position is asked for, then this might be a photo of the GPS with a mobile phone. Also Tony, the organiser, is considering a chart as the chart datum in a position may be required.

**Tony Smith, of “Caracymba” in Sovereign Marina, will be issuing the clues, preferably by email, contact him on 07711 924472 or by email [bbhrescue@gmail.com](mailto:bbhrescue@gmail.com) Answers can be returned also by email or text.** Some answers will be assessed as being the most accurate and Tony’s decision will be final. There is at least a certificate for the winner and hopefully something else.

Submitted by Tony Smith who would love you to join in!



**October (26<sup>th</sup> &27<sup>th</sup>) A weekend visit to the RNLi Training Facility in Poole with a guided tour** which will include the simulator (It is so real, take your sea sick pills if you suffer!!). The Saturday evening will see a ‘pontoon party’ in the

Harbour View Function Suite. See the website for full details.

**Although in October WE HAVE TO CLOSE THE BOOKINGS AT THE END OF JUNE so that the college can release the rooms not required. YOU NEED TO BOOK EARLY! A deposit of £35 is all that is required.**

**Close Quarters.....**We all dread close quarter manoeuvring but its meaning originated in a military context - close contact with the enemy. In the 17th century the barriers that sailors laid across a ship's deck in order to provide a safe haven from the enemy were called close-fights. Close quarters meant no fighting room!

## The answers to the quiz published in the last edition

1. A sandbank where the River Camel in Cornwall meets the Atlantic
2. Known as the Drunken Duchess (due to being lively in heavy seas)
3. Peter Benchley
4. Phantom of the Opera
5. To test ship's hull design
6. Loose teeth, scaly skin, bleeding gums, fatigue or sore joints
7. Joseph Turner
8. For Those In Peril On the Sea (Eternal Father)
9. C.S Forester
10. Corvette and convoy ship
11. Ripley kills Dickie with an oar
12. Mark Twaine
13. As well as being a young kangaroo it is also the name for a small mackerel
14. Venice
15. A small, triangular sail, above the skysail.  
Used in light winds on a few ships
16. An incompetent Officer
17. Leroy Anderson
18. New York
19. Four
20. For classifying hurricanes



**New berth holder wants crew or will be crew!**

**John King emails.....**

***I have a Benetau 211 sailing boat and would initially be doing day sailing, trips to Brighton etc ? Possibly longer cruises??***

***I am a day Skipper certificate holder.***

***Please contact me on 07916 252510 or email [john.king573@ntlworld.com](mailto:john.king573@ntlworld.com)***

John is standing by!

## Figureheads

Although earlier ships had often had some form of bow ornamentation (e.g. the eyes painted on the bows of Greek and Phoenician galleys) the general practice was introduced with the galleons of the 16th century, as the figurehead as such could not come to be until ships had an actual stemhead structure on which to place it.



The ship's figurehead, which was popular between the 16<sup>th</sup> to the 20<sup>th</sup> centuries, is a carved wooden decoration located at the bow of the ship. These figureheads were the highlight of ancient shipbuilding and architecture till their redundancy on account of developments in vessel-building. However these decorations can be regarded as noteworthy relics of maritime history.



Built primarily of wood, a figurehead prominently represented the frontal part of the vessel, contributing to a singular identity to the vessel itself.

The real motive behind the placement of a carved figurehead at the bow of the vessel remains unclear.

But, it is a confirmed fact that these decorations had been used historically with a belief that those icons had strong magical or religious significance.

At the height of the 17<sup>th</sup> century, some ships boasted gigantic figureheads, weighing several tons. A large figurehead, being carved from massive wood and perched on the very foremost tip of the hull, adversely affected the sailing qualities of the ship. This, and cost considerations, led to



figureheads being made dramatically smaller during the 18th century, and in some cases they were abolished altogether.



The last Royal Navy vessel to wear a figurehead was the steel sloop HMS *Espeige* which was launched in 1900 and sold in 1923.

## **Royal Sovereign Lightship (now known as Mary Mouse 2)**

Length Overall: 137,25ft

Position: 7 miles from Bexhill and 6 miles from Eastbourne



Originally built in 1947 by Phillips and Son in Dartmouth for Trinity House. This was the first vessel to be built by Trinity House after the 2nd world war. Not being self-propelled she was always towed to a location.

Light vessels used to be fully manned by a crew of 6 to 8 people keeping watch 24 hours a day. Their prime function was to maintain operation of the vessel and the lantern, but they would also send in regular weather reports to the Meteorological Office. Initially crews would have been relieved by boat, but a helicopter deck was added later to ease this process.

### **The lightship was eventually replaced by the Royal Sovereign Light Tower in June 1971.**



In 1993, it was sold to Dean & Reddyhoff Ltd, Southampton for their Haslar Marina Project at Gosport where she is found today and known as 'Mary Mouse 2'. The vessel is painted green (because of the colours of the company) and renamed after the 2 directors' wives Mary

Reddyhoff and Joanna (Mouse) Dean.

Now you can enjoy a bar with a view and lovely food including the Sunday Roast which was tried and tested on Easter Sunday. Friendly staff. Food fantastic!!

Contact Information: Haslar Marina, Haslar Road, Gosport  
Tele: 02392 503387

'e' mail:

[hello@trinitysatthelightship.co.uk](mailto:hello@trinitysatthelightship.co.uk)

website:

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

Trip Advisor:

Overall: 4.5 (327 reviews)

Excellent: 67% / Very Good: 21%



## History of the 'Royal Sovereign' Lightship stations:

04.1945 - Ordered by Trinity House, London	10/1970-03/1971 - Galloper station
04.10.1946 - Handed over	03/1971-08/1971 - Owers station
11/1946-12/1948 - Royal Sovereign station	11/1971-03/1972 - Varne station
02/1949-05/1956 - Tongue station	08/1972-11/1972 - Shipwash station
08/1956-06/1959 - Outer Gabbard station	05/1974-09/1974 - Cross Sand station
10/1959-01/1963 - Tongue station	09/1974-01/1975 - Dudgeon station
06/1963-06/1966 - Smith's Knoll station	02/1975-06/1975 - Humber station
09/1966-04/1967 - Shambles station	06/1975-11/1975 - Outer Gabbard station
08/1967-12/1967 - Seven Stones station	11/1975-03/1976 - Tongue station
03/1968-07/1968 - Smith's Knoll station	06/1976-04/1983 East Goodwin station
11/1968-03/1969 - Shipwash station	04/1985-04/1988 - Tongue station
05/1969-08/1969 - Humber station	06/1989-10/1991 - Dowsing station
06/1970-10/1970 - Royal Sovereign station	1993 - decommissioned

## Dates.....

**The 50<sup>th</sup> Southampton Boat Show** will be held 14<sup>th</sup>-23<sup>rd</sup> September 2018.

Also note Saturday 2<sup>nd</sup> June which will be **Premier's Summer party with a 1920's theme** (This event will be held in the Yacht Club)

## **General Data Protection Regulation** ----- or **GDPR** for short



This is a new set of regulations which come into force on 25<sup>th</sup> May 2018 – replacing the Data Protection Act of 1998.

GDPR's primary aim is to protect members' Personal Data which we hold as a necessary part of running SHBHA – this is called being held on a lawful basis. Your name, address and contact details are needed to manage your membership.

Should we wish to publish a photograph in which your identity could be identified we will request your consent to do so at the time.

Our Privacy Policy can be found on the Website from the end of May. An email will, shortly, be sent to all members confirming these updates to our policies.

Gill Clare, Vice Chair, SHBHA

### **HMRC lodges defence with Court of Justice over red diesel**

A defence case has been lodged with the European Court of Justice in relation to marked diesel being supplied for propelling leisure craft in the UK. If forced to change it is likely that the availability of supplies would be hard to find due to the significant investment required. The EU believe that the UK has failed to fulfil its obligations under Council Directive 95/60/EC. In lodging its defence the Government has re-affirmed its long standing stance towards ensuring supplies at the waterside for leisure boaters.....and so it goes on!

### **Dates for your diary**

**Saturday 14<sup>th</sup> July Picnic** Party on the South beach-Come by dinghy if you want!

**Saturday 18<sup>th</sup> August DIY BBQ** As you'll all be around for Airbourne we thought you might like to have a BBQ on the West Harbour Terrace. Whacky duck racing too for some light hearted entertainment afterwards!!

**Other events are in the planning!! Posters nearer the time.**



**Your Officers and Committee work voluntarily to help you enjoy Sovereign Harbour. We ask you to encourage others to join and keep the Association strong.**

Chairman & West Harbour Rep	Sue Sydney	(WS17)	Sovereign Star
Vice Chairman & Central rep	Gill Clare	(G23)	Morning Mist
Membership Secretary	Nigel Dumbell	(F30)	Tipsy Tart
Secretary	David Baird	(J23)	Lobster III
Treasurer & Asst Editor	Lorraine Elliott	(WS16)	Big Bubble
North Harbour	Mason Pendrey	(NF06)	Moody B
South Harbour	Alison Attwood	(SX21)	Takataka
Webmaster	Lloyd Austin	(WT17)	Sea Runner
Newsletter Editor	Roy Sydney	(WS17)	Sovereign Star
Committee members	Beth Austin	(WT17)	Sea Runner
Christine & Rob Walker	Richmond	(WS08)	Always There

All members of the committee and officers can be contacted via the website

Our thanks for printing this edition go to Steve Teague from

**and on a final note....  
ENJOY**



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