



Self Service Fuelling!

Having been informed that the fuelling bay was fully operational after its upgrade we plucked up courage and choosing a midweek morning went round to receive our training session.

Summer Seasonal Zac came down and talked us through every step of the procedure before encouraging us to have a go. He gave us a detailed handout to keep on board so that

next time we topped up we would have a prompt sheet in case our memories had deserted us.

Sue, nominated to be in charge of the nozzle and filling, fell at the first hurdle. Having pulled out the reel of hose she went to place the dispenser in the fuel filler but the hose rewound as she walked towards the boat. You have to listen for the clicking sound which means the brake is on! Her second attempt went much more smoothly and squeezing the trigger the process got underway. A slow fill pump meant there was little frothing and eventually the tank on the port side was full. We opted to end here by pressing ticket> print current receipt> pump used. We then regrouped and set off from the beginning again with the aim of filling the starboard tank.

We did this due to the maximum spend bands and also because it takes a while to get the hose and nozzle through the cockpit (or round the bow) to the other fuel filling point. Knowing what to expect this time around all went to plan.

The Marina staff have been listening to mainly positive comments from berth holders but they are making tweaks to the system as necessary. It is highly likely for example that the maximum spend bands will be altered to reflect smaller increments than those currently available.

Also new to the area is the large, clear board which tells you at a glance the price you will pay on the day. Your receipt however will be much more complex and not look as straightforward as you would expect in order to meet the tax requirements.

Coming soon are rather swish paper dispensers to help keep your hands dry and clean and also help with any splashes that you get on deck.

Someone queried the type of fuel on offer and I have found the following information which has been copied from the Premier Eastbourne website.

'The marine gas oil sold at all Premier Marinas – except Falmouth Marina – is Advanced Marine Diesel 10. This fuel is sourced from Esso's refinery in Fawley, Hampshire and supplied by WP Marine, part of the WP Group of companies
About advanced marine diesel 10

WP Marine's Advanced Marine Diesel 10 is a low sulphur fuel containing 10ppm (parts per million) sulphur. This high quality fuel is recognised as FAME FREE and is guaranteed by Esso to contain less than 1% bio element.

Advanced Marine Diesel 10 also contains Soltron®. Specifically developed to work with marine diesel at a dilution rate 10,000:1, Soltron® contains a blend of 20 naturally occurring enzymes which combine inside the fuel tank to optimise the combustion process and enhance fuel efficiency. Soltron® also provides lubrication in low sulphur marine fuel oil and neutralises bacterial growth from contaminants.

Back in June 2011 the change in fuel type caused a lot of discussion

between the Association and the then manager. Here is a brief summary of it.

It confirmed that Soltran could be used with other biocides, water dispersants and additives overriding the information initially given stating that other additives should not be used with the higher-grade fuel now being supplied by Premier marinas.

At that time it was agreed that there were pros and cons for the different types of additives **and that it was for individuals to make their own decisions and choices.**

It was also noted that the change of fuel type had other implications, particularly the need for fuel filters to be checked more regularly.

You may want to do deeper research on the net and a starting point may be:

http://www.marine16.co.uk/acatalog/Premier_Marinas_letter_to_berth_holders.pdf

What else has been going on?

There are still problems with the lighting in the Boardwalk Car Park. This seems to be related most likely to water ingress as the lights work and then they don't. Once this problem has been ironed out pigeon netting will be installed.

Since the purchase of the Waterfront by Premier many of the contracts for services such as bin emptying are being reviewed. It is hoped that this will result in improvements to the standard of service received and also a reduction of cost due to the increased size of the agreements.

The fibre optic provision has been reviewed and a massive increase in the system has been commissioned. This again will lead to an integration of the two systems, more CCTV cameras, a new barrier for the main entrance by the Yacht Club and other upgrades to the lock and bridge systems.



We have received some comments about the provision of boatyard type services and Premier are aware that we have a very narrow band of providers. They would like to increase the options available to us and are looking at ways of encouraging more trades people to be around the harbour, especially those who provide a good service at a reasonable price thus

increasing competition and standards

Other future projects high up on the agenda are the provision of a new hoist, the completion of the boat yard block paving surface and a mega refurbishment of the main harbour facilities. The target date for all of these is in the window up to the end of 2020.

Talks are also underway between the fishermen and Premier with regard to the purchase of the plot earmarked for a Fishermen's Quay which will include amongst other things an education centre and a wet fish shop.



A range of other issues such as the large number of cigarette butts on the walkway to gate 1, the standard of cleaning in the facilities, the smell which still occasionally hangs around the north harbour system, the emptying of bins, lock packing and the like are also being followed up and/or monitored.



If you have registered for 'My Premier' on their website (worth doing as you can set your own preferences) you can now 'Report a Maintenance Issue'. It is really very simple. Go into your

account and click on report a maintenance issue. Type in a brief description of the problem, its location, add a photo if you want to then press send. Action should follow!



There have been some staff changes and we wish all those moving on to other careers and opportunities well.

Once new staff have been appointed we will introduce them to the members via the magazine.

Speaking of which.....we too have a vacancy!



We need you!

After sterling service Roy wants to retire! We need a replacement editor to take the club forward in communicating what's been going on and articles of interest to all berth holders.

The magazine goes out three times a year currently. To get to the production stage you need to write and collect articles together, decide on the order, add a few pictures maybe, check the content, make a pdf copy of the finished article to send to the membership secretary (who sends out the e-version) and the printer (who prints off copies for those who like a hands on version), collect the printed version and envelope them (Nigel provides address labels), deliver these to the marina office for stamping and that's all there is to it! (Other than start thinking about the next one!)

If you wish to talk to Roy about the job and the large amount of support he receives, or talk to Sue about any new ideas you have contact either via the website (Committee@shbha.co.uk)



We need an editor! Could it be you???

Events

Since the last newsletter went out there have been a couple of events. Normally we knock off for the summer but this year Christine and Rob bravely went ahead and organised a picnic on the beach. We are not sure whether it was the heat or the fact that more people were cruising but unusually there weren't a great many in attendance which was a shame as they had put together some fun ideas and games for everyone. We thank them for their efforts and hope they are not discouraged.



Do-It-Yourself BBQ (Saturday 18 August 2018)

It was so smokin' hot, it was back by popular demand!!



Yet another successful Berth Holders BBQ with around 40 coming to cook their own burgers and sausages, slightly less than last year but the weather wasn't on our side being windy, cloudy and colder.

Some arrived by dinghy. The atmosphere was friendly, all sharing food and drink. It was a great opportunity to discuss our trips and experiences.

The wacky duck race was great fun, 3 prizes, 3 races. Prizes: Bottle of bubbly and chocolates (donated by the Association)
50Kw Electricity card (donated by Premier - thank you)



We managed to try out the new gazebo and lighting the Association has purchased recently and this made a great improvement.

Thank you to all that made this event successful. A good time was had by all and again comments were made such as 'see you all at next year's bbq'!

New Scheme Launched

Recently it was announced that RYA SafeTrx app now supercedes the HM Coast guard CG66 voluntary safety ID scheme.



The new scheme is designed to improve safety at sea and potentially cut vital minutes off the time taken to pinpoint a casualty's location. It monitors boat journeys and alerts designated emergency contacts should you fail to arrive on time. The free tracking and alerting system is available for iphones and android devices and is free to use in a number of territorial waters including the UK.

It provides ALL recreational water users with a way of informing the Coastguard of their plans, vessel and crew information, incident data, dynamic location and even direct 999 connection in the event of distress. Using the geolocation technology allows the Coastguard to know where the caller is even if they are unsure of where they are or disorientated.

It works by the boat owner entering details of their journey and should they not arrive on time a nominated contact would be contacted and advised to initiate some sort of action. If this means contacting the Coastguard they would have access to information about the boat and its whereabouts.



Boat owners should still use emergency alerting equipment (ie radio) as RYA SafeTrx only compliments this and is not designed to be used instead of it.

The app is primarily a smartphone app and is not designed for devices such as tablets. You need an operating system of 4.0 or above and of course other important factors to consider when using the system are internet/ mobile coverage/data usage/battery life. Location services and other permissions need to be enabled to allow the system to work.

More information can be found at <https://safetrx.rya.org.uk/login.html>. The app is available from the Apple app store or Google Play.

Although the briefing paper says that all current CG66 users will be notified about the switchover only one member of the committee had received the information. Reassuringly CG66 information will still be available to the Coastguard but no new information will be accepted.

**Something else new
.....and well worth a visit!
Atrium Cafe
East Lockside, Brighton Marina**



One of our members 'e' mailed after he stumbled upon this new cafe, which is now run by 'Julie'. Some will remember her expertise and friendly face from Brighton Yacht Club where she used to be the Bar and Catering Manager.

Julie now owns the 'Atrium Cafe' and can be found next door to 'Nicky's Canvas'. She opens at 08:30 to 15:30 Monday to Friday. There is an excellent selection for both breakfast and lunch, both reasonably priced. The breakfast and the curry can both be recommended. Great coffee too.

She would love to see more visiting (as she remembers faces) from Sovereign Harbour and hopes to extend her opening hours to weekends. Please pop in, I know you will be very welcomed!!!

Submitted by Lorraine who will continue to test out eateries!

What's in a name?

A new series of articles about the name Royal Sovereign

The Heritage of the name 'Royal Sovereign'



Sovereign of the Seas was ordered in August 1634 on the personal initiative of Charles I of England, who desired a giant *Great Ship* to be built. The decision provoked much opposition from the Brethren of Trinity House, who pointed out that "there is no port in the Kingdome that can harbour this ship. The wild sea must be her port, her anchors and cables her safety; if either fayle, the ship must perish, the King lose his jewel, four or five hundred men must die,

and perhaps some great and noble peer". But the King overcame the objections with the help of John Pennington and from May 1635 she was built by Peter Pett (later a Commissioner of the Navy), under the guidance of his father Phineas, the king's master shipwright, and was launched at Woolwich Dockyard on 13 October 1637. As the second three-decked first-rate ship (the first three-decker being the *Prince Royal* of 1610), she was the predecessor of Nelson's *Victory*, although the *Revenge*, built in 1577 by Mathew Baker, was the inspiration for her, providing the innovation of a single deck devoted entirely to broadside guns.

She was the most extravagantly decorated warship in the Royal Navy, completely adorned from stern to bow with gilded carvings against a black background, made by John Christmas and Mathias Christmas after a design by Anthony van Dyck. The money spent making her, £65,586 (equal to £10,074,643 today), helped to create the financial crisis for Charles I that contributed to the English Civil War. Charles had imposed a special tax, the 'Ship Money', to make

possible such large naval expenditure. The gilding alone cost £6,691 (equal to £1,027,802 today), which in those days was the price of an average warship. She carried 102 bronze cannon (King Charles explicitly ordered such a high number) and was thereby at the time the most powerfully armed ship in the world. The cannon were made by John Browne.



Charles 1

Sovereign of the Seas was not so much built because of tactical considerations, but as a deliberate attempt to bolster the reputation of the English Crown. Her name was, in itself, a political statement as Charles tried to revive the perceived ancient right of the English kings to be recognised as the 'Lords of the Seas.' English ships demanded that other ships strike their flags in salute, even in foreign ports. The Dutch legal thinker Hugo Grotius had argued for a *mare liberum*, a 'sea free' to be used by all.

Such a concept was mainly favourable to Dutch trade; in reaction, John Selden and William Monson published the book *Mare Clausum* ("the Closed Sea") in 1635, with the special permission of Charles, which attempted to prove that King Edgar had already been recognised as *Rex Marium*, or "sovereign of the seas" - this book had been previously repressed by James I. The name of the ship explicitly referred to this dispute; King Edgar, was the central theme of the transom carvings.

Rear-Admiral Sir William Symonds noted that after the ship's launch she was "cut down" and made a safe and fast ship. In the time of the Commonwealth of England all ships named after royalty were renamed; it was first decided to change the name of the ship into *Commonwealth*, but in 1650 it became a simple *Sovereign*. In 1651 she was again made more manoeuvrable by reducing upper-works

after which she was described as "a delicate frigate (I think the whole world hath not her like)". She served throughout the wars of the Commonwealth and became the flagship of General at Sea Robert Blake. She was involved in all of the great English naval conflicts fought against the United Provinces and France and was referred to as 'The Golden Devil' (*den Gulden Duvel*) by the Dutch.

To be continued in the next edition

Canvas

Canvas was the time -tested material to make the sails that have powered ships of all sizes for centuries. It is an extremely durable plain-woven fabric and it is made from the hemp plant.



The word "canvas" is derived from the 13th century Anglo-French *canevaz* and the Old French *canevas*. Both may be derivatives of the Vulgar Latin *cannapaceus* for "made of hemp," originating from the Greek κάναβις (*cannabis*)..... a plant well known to have other properties other than the manufacture of sails!



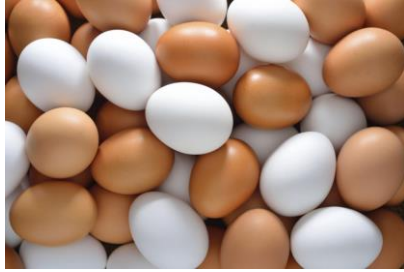
Our members have been invited to Sovereign Harbour Yacht Club on the evening of Thursday 25th October where a *Sail Care & Repair talk will be held.* The areas to be covered are:

- *Different materials used for sails & different types of construction*
- *Appropriate storage*

- *Signs of fatigue*
- *Common areas of wear & tear to spot on sails and how to help protect them*
- *Valeting sails and how it prolongs their life*
- *On-board repairs – how to quick fix/get you home*

The event will be free to our members(....though you will need to pay for any drinks at the bar!)

Breakfast from the Gourmet Galley



How do you like your eggs in the morning?

Spicy Scrambled Eggs

Coming from a family of mixed parentage, my Mum is British and My Dad is Indian, I have been very lucky to have grown up with delicious food cooked by both of my parents. When it came to cooking good old scrambled eggs my Dad always made them "His" way!

When I started cooking myself I made them in exactly the same way as my Dad and everyone I cook them for seems to love them.

Serves one hungry person!

A little oil

1 Medium onion finely sliced

1-2 fresh green chillies finely sliced (remove the seeds if you do not want it too hot)

2 large eggs

Pinch of salt

2-3 tablespoons of milk

A knob of butter

Heat a little oil in a frying pan and add the onions. Gently fry until they just start to turn brown. Add the chillies and continue to fry gently for 3-4 minutes.

Beat the eggs together with the milk and salt and add to the onions and chillies.

Now Scramble! (Keep the mixture moving around the pan)

Cook for about 3 minutes, less if you like your eggs lightly scrambled or more if you like them firmer. Just before serving add the knob of butter and stir in.

Serve with hot buttered toast - enjoy!

Watch out for another Gourmet Galley Recipe from Christine Walker Richmond in the next issue.

How to calculate Beaufort to knots and back

Subtract 1 and multiply x5..for example Force 6-1=5 5x5=25 knots
Divide by 5 and add 1 ..for example 40 knots÷5=8 add 1=Force 9

Hot news on Sovereign Shines 2018

It has been agreed that the Harbour will continue to encourage and support the Sovereign Shines event but having listened to the feedback from members after last years event the following changes have been agreed.



The event will be held over a shorter period therefore we are trying to encourage lights to be up and tested by Sunday 9th December ready for the judging to take place on SATURDAY 15th December. The results will be announced at a presentation event on the Waterfront on the same evening.

Each entrant will be given a 10kw electric card by Premier Marinas to help with the cost of lighting up.

The overall winner's prize in the boat category will be a **FREE Boat LIFT**. There will also be a wider variety of other prizes.

Updated information for the 2018 event will be available on the website from October 2018 (<http://www.sovereignshines.co.uk>)

In the meantime, to help inspire you, you might like to view the following.....

<https://www.boats.com/on-the-water/decorating-your-boat-for-the-holidays/>

<https://www.boatus.com/magazine/2013/december/designing-a-holiday-lights-display-for-your-boat.asp>

<https://mdrboatparade.org/parade-entry/winning-tips/>

<https://www.pinterest.co.uk/plubo/lighted-boat-parade/?lp=true>

<https://www.christmaslightsetc.com/pages/how-much-power.htm>



Coming up..... Some more dates for your diary



Saturday October 6th Ropes and Cleats Ham-fisted when coming along side? Learn how to lasso cleats and tie up in style! There will also be the opportunity to learn a couple of very useful knots. Some activities will be from onboard a boat. **(This has proved very popular and we now have a waiting list for a second date which we are in the process of agreeing)**

On **Saturday November 3rd** we will have a **Guy Fawkes Meet ...Catch up with friends & also welcome new faces with good themed food, drink and merriment whilst keeping warm by the fire pit**



The **RNLI Hamper Hand Over Coffee Morning, on 24th November** will give you a chance to start getting that **Christmas feeling of giving** and an opportunity to buy your RNLI Christmas cards.

Saturday 12th January. A talk about the types, uses and care of ropes followed by a splicing workshop. Learn how to save money by extending the life of your ropes and learn that tricky art into the bargain!



Saturday 16th February A Basic First Aid course. Your chance to find out how to use equipment you have on board should a health emergency arise. Learn how to help in those first crucial minutes. Informal but very worthwhile.

OR Saturday 23rd February An RYA 1st Aid certificated whole day course. We have negotiated an extremely favourable

discount for members. To include the most recent edition of the handbook and the certificate the course will cost you only £60! (if we get 10 people sign up...otherwise £75)
Book early as places are limited.

March (date to be confirmed) Anchoring workshop.....the theory in the warm and the practice on the water!



Spring 2019

More chances to gain the RYA radio certificate (hands on too!...not just e-learning) and at a reasonable price dates to be arranged. If you are interested contact Nigel, the Membership Secretary. (membership@SHBHA.co.uk)

**One, two, three, four, five,
Once I caught a fish alive,
Six, seven, eight, nine, ten,
Then I let it go again.**

(A true story)

Natalie and Andy took their boat out for a run down to Brighton but thought things weren't quite right when the speed wouldn't pick up. Fearing the worst, they turned around and came back. The engineer checked over the engine and could find nothing. They all concluded it must be excess weed growth over the summer.

A lift and wash off was duly booked but on the appointed day it became clear that it was nothing to do with weed.



In the propeller housing they found an eel. No amount of coaxing encouraged it to leave its home of who knows how long. The hoist crew tried to help but to no avail. Returned to the water they were hoping the eel would take the hint and vacate. No such luck! It was still in there and hanging in for dear life in spite of the spinning. Now there's a conundrum.....! Leave it to move home or take off the prop and risk its wrath???



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	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	Vacancy	Please think about volunteering!	
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....



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