



Sovereign Harbour Berth-holders' Association

- run for berth holders by berth holders



Members Newsletter
Edition No.150 September 2020

www.shbha.co.uk

Hello all my fellow berth holders, how have you all been since the last newsletter? I hope you have all had an opportunity to be able to play boats.

Gosh, what a strange year 2020 is turning into, I shall be very glad when it has gone, not that I am wishing my life away, but I am at a loss for words (those that know me will be surprised at this!!!), to describe the impact it has had on each and everyone of us.

We have managed a bit of cruising, but nothing like we had planned and once we were all sorted, the wretched weather put it's two bobs worth in.

So, I thought a way to exorcise 2020, was for the next newsletter, due in January 2021, to be full of hopes & plans, for say, new adventures, possibly new boats or anything you think would give us all optimism.

For this idea to work, I need you to be involved & email me your hopes & plans for 2021, so that I can fill the first newsletter of 2021, with good vibes.

My email address is melaniecockill@hotmail.co.uk and if you don't want your name mentioned in the newsletter, just tell me. The deadline is 31/12/20.

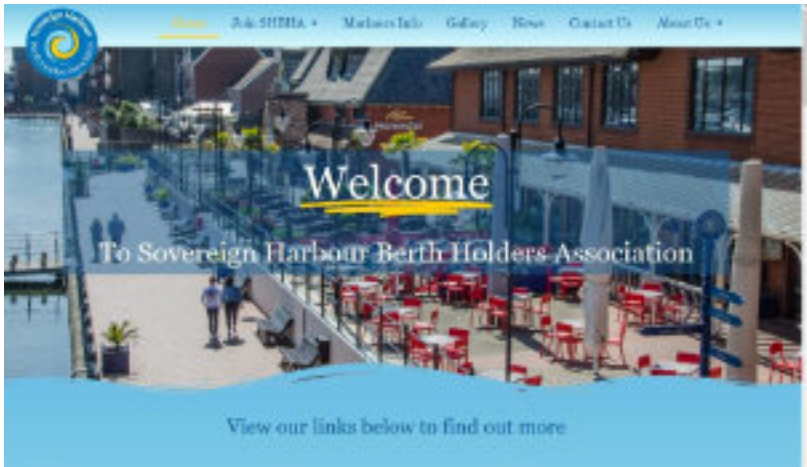
I am now going to upset you all, but I would like say stay well & safe, Happy Christmas & A Hopeful New Year.

Melanie



Web site changes

The Association thought it was a good time to upgrade the website and make a few changes. We compared web designers and finally chose to work with Media-Gem, a Bexhill based company. Steve Hippel, the web designer was most helpful and offered us a package that included some training to enable us to upload new information and photos and also change the content ourselves thus saving us money in the long run.



So, two absolute beginners (Gill and Sue) set about learning how to include a button for a payments option and a whole host of other aspects for keeping things up to date.

Please take time to investigate the user-friendly design. Already noted for its fresh look is the Mariner's information section. This is a one stop shop for weather, local tides, notice to mariners (local and further afield), finding ships as well as links to sites such as Premier's Sovereign Harbour and Eastbourne RNLI.

We will be really happy when we can open the new format events page and diary once there are possibilities for a return to normal living!!

Our Alternative Pontoon Party

Way back in April right at the start of Lockdown, the Westerly Owners' Association, South Coast Group, had a virtual Pontoon Party. A great party with 39 crew from 24 boats, not bad for our first Zoom meeting.



As part of that we were asked to have photographs of our favourite pontoon. I was most impressed with those participants who were obviously Zoom users, their pontoon backdrops were most impressive. As Zoom novices we were feeling very smug just to have joined the party.

Our favourite pontoon, mmm?- That set Dave and I thinking, where exactly was our favourite pontoon? We've been lucky enough to sail along the English Channel from the Frisian Islands in the north to Roscof in the west. Was it up the Dart or on the Fal, places we'd visited a couple of years ago during the Association Summer Cruise? Was it one of the many pontoons in Holland that we'd visited, some wonderful spots on islands with wild horses roaming free? Or, perhaps, in St Malo, right under the old city walls? Or Sark. So many beautiful places but one spot caught, and held, in our memories.

We both agreed it was something totally different. In fact, you couldn't really call it a pontoon, we were moored alongside. It was alongside a small road in Holland. To be exact it was in Oude Wetering, just north of the Braassemermeer.

It was an overnight stop on our passage through the canals of Holland heading north to the Frisian Islands, we'd gone inland to avoid the bad weather along the coast. Two Westerly's sailing in company.

Our 'berth' was right across the road from a kebab house doing take-aways That was dinner sorted. Tidy the boat up and just wander 20m across the road to order supper. Great!

We decided, having looked at the menu, that we'd give the kebabs a miss and go for the ribs. Fine they said, no need to wait, when it's ready we'll bring it across to your boat. Our friends then ordered their kebabs and duly returned to their boat with their supper wrapped in paper.

Not for us.

We were sitting in the cockpit, enjoying a glass of wine in the sunshine when a waiter appeared, complete with white towel over his arm, in his hands was our cutlery, neatly wrapped in napkins. He disappeared only to return a couple of minutes later with our two meals. Just have a look!

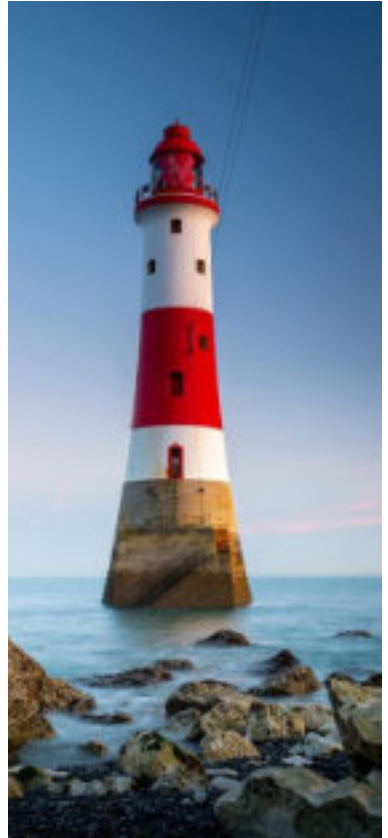
Waiter service on your own boat for less than about 10 euros a time (and it was way before Eat Out to Help Out). The best meal we've had on a pontoon (which was strictly not a pontoon)! We did, however experience some 'pontoon envy' when we shared our photo on Zoom.

Has anyone else got some 'Pontoon Moments' to share?

A quiz to keep you out of mischief!

Lights you may have already seen, some you may see in the future and some that are no more!

1. Blacksmiths sharp end
2. Irish Stokers town
3. Goal scorers tip
4. Not the end tip
5. North and South ?
6. Knighted insect
7. Not the bigs
8. Wild animal lump
9. Unclear speaking
10. Gotcha!
11. Now on the Hoe
12. West Wight sharps
13. Old Williams left
14. 1971 structure
15. Lady Kate?
16. Jewellery boxes
17. Annual walk to ?
18. Fruity tip
19. Crabs!
20. The Stradbroke Road Tower



Answers will be published in next newsletter



What's been going on?

Finally, we managed to meet at a suitable social distance with the Marina Manager in July having been unable to do so since the end of February due to the Covid-19 issues.

Unfortunately, we had to cancel all of the events planned in the interim period due to regulations and it looks like it will be some time before we are able to get back into the full swing of things. However, rest assured we are working in the background to do what we can and be ready to spring into action as soon as possible.

Not as much has happened as I would have liked but staffing issues and the lockdown have created a pressure for all levels of staff. There has been much covering for absent colleagues, some working from home for those shielded and some new appointments who have now gone through most of their induction training.

I am pleased to give a hearty berth holders' welcome to:



April Marshall who has been appointed as Customer Service Advisor(CSA). There is a currently a second position vacant to work alongside April and by the time this newsletter goes to print the successful candidate will have been appointed. Watch this space!

Josh Carpenter who is the new Boat Yard Supervisor.

Hamish McTrusty, who normally works in Brighton Marina, has stepped into the team as a temporary CSA to widen his experience.

David Sawyer has returned to his role as boat yard operative full time

Alex Sperring who was a CSA has now changed roles and is enjoying his new role as a lock keeper

Some old chestnuts are still on my list and I think we will all be glad when we can finally get to the end of this long-standing list.

The netting project is one that springs to mind as it has been going on far too long. Various contractors have been employed and various problems have arisen that has prevented them from carrying out the work. (Can you believe one company couldn't get insurance to cover the job because the work was on a marina even though it was nowhere near the water part of it!) Dan also recognises that this has gone on too long and is trying to resolve the issues.

A new jet wash for the boat yard has released the old petrol one from use by the hoist. This is now going to be used for areas such as the central harbour carpark and some pontoons. To get things off to a flying start (no pun intended) Sweeptec have been employed to clean the floor early one morning when the carpark is virtually empty and hopefully this will have taken place by the time you read this. At least then we may see a clean floor which will be healthier for us and look much more of a welcoming, attractive place when we arrive to park our cars.

Some pontoons have been cleaned and others are still awaiting their turn after almost a year.

Ladders are another issue which affect us wherever we are berthed. Many are degrading after years of service and many have a weed growth on them. The maintenance staff have ordered some new ones and will be replacing the worst of the bunch shortly. They will then refurbish any ladders worth keeping and use them on a rolling program. Further new ones will be purchased as necessary.

Berthholders can help their near neighbours by keeping the ladder nearest their boat clear of ropes and fenders and even dinghies which all obstruct safe exit from the water when the unexpected fall overboard happens.

Weeds and the dreaded pampass grass etc. In spite of the really hot, dry conditions these seem to be thriving. They not only make the place look unkempt but get onto the boats and in some cases block up the deck

drains. Seasonals and a push for the contractor should hopefully get the place looking more shipshape!

The new bin contract is now underway and the initial teething problems are being overcome. This seemed to mainly involve the bins' locks dropping and stopping us using them! Hopefully this difficulty has now been overcome. One area had the wrong bins but this has been sorted too. There are more opportunities to recycle so look out for the labelling on the bin so that cross contamination doesn't happen.

Please note berth holders should not place oversized items of domestic or fishing rubbish by any of the bins. ***If you are in doubt or need help ask at the office.*** Some items you will have to dispose of yourself as the contract doesn't allow for collection of mattresses, fridges and similar items.







If you find a fault in any area, but particularly the facilities, please report it immediately so that it can be rectified asap. There are several ways to do this: Preferable is by telephone to the office (01323 470099). Describe the problem and ask for it to be logged. Alternatively, you can use the my Premier portal....option 4 on the menu.



There is an option to add photographic evidence and this is useful in cases such as boats gutting in the locks or any other area of the marina. Unfortunately, this is not just commercial boats and the activity only encourages the birds to hang around and foul other boats nearby. (Not nice and distinctly unsocial!!!)



New load cells have been sourced for the hoist along with the relevant software so the weight of a boat should be easily established now.

-  Those who walk around will notice that the Fisherman's Quay on the west harbour cut is starting to take shape. The digger is on site and the foundations and footings are there.
-  Small improvements in the facilities are ongoing and include new shower curtains, the end of a very wobbly handle in the ladies, new hand driers for the Ladies are coming soon in the central (...yes they were dire and we found out that the gents had already been upgraded!!)
-  The area near the hoist and charter pontoon has been tidied and old fishing gear removed
-  The floor in the central bin store was pretty messy and it has not only been washed and disinfected but painted! A great improvement.
-  The most recent North Bridge work programme was initiated when on the weekly inspection a crack was found. This was fixed over two sessions and is now structurally sound.
-  Staff have been reminded that boats should not have their engines running in the lock

ADVANCE NOTICE Starting with **Lock 2 on Monday 23rd November**, and continuing for a period of ten days, work will begin on the RAM bases that hold the lock hydraulics together. Once this work is completed the hydraulic RAM exchange on Lock 1 will begin - **with an expected works completion date of 6th December 2020.**

On **Monday 22nd February 2021** the programme of preventative maintenance will start on Lock 1 (the lock adjacent to reception). This will involve the lock being dewatered, visually inspected and routine repairs carried out to ensure the lock's longevity and safety; **The expected date to complete these works within 5 weeks means a finishing date of 28th March 2021.**

(How to) stay in Chichester with a limited larder! - who fancies a "Chicken Knock Up"!!



Having found the Motor Yacht of our dreams, a beautiful 2009 Sealine F42/5, a much bigger family member of our previous boat which was a Sealine S28 in May this year, we decided it was time to take to the high seas and book a stay in one of the Premier Marinas along the South Coast and we chose Chichester. It was the first time of taking our boat to go on holiday and we initially booked from the 11th August for ten days. Our planning went well, the boat was fully stocked with provisions and we arrived safe and sound (there were a few dramas with strainers absolutely choked with weed but I'll save that for another time!)

We were given Berth I-48 and were instructed to head in starboard side and Bow in. Well, thats all well and good if you have a boat that will fit onto the pontoon, but what happens when you are slightly on the larger side? After perfectly manoeuvring Always There into an extremely tight space we found we couldn't get off as her rear end (or stern if you must) was sticking out around 5 feet from the end of the pontoon! - a very wet end was about to befall us. We decided of course that "bow in" was an impossible ask and Rob promptly turned her about and we moored stern on - perfect! - our holiday began.

We enjoyed some fabulous weather and made the most of the surrounding areas of Chichester Marina, going for walks along the canal path and the neighbouring fields. It was in fact these neighbouring fields that helped to replenish our dwindling provisions as the days went on. You see we were due to return to Sovereign Harbour on the 20th August but unfortunately the weather was against us and we were lucky enough to be able to extend our stay in Chichester. We are both retired and didn't have to rush home for anything in particular, (the runner beans and beetroot would survive without us!) so when Storm Francis decided to pay us a visit and the weather became extremely wet and windy we just hunkered down and waited for the forecast each day and a window to get home.

But of course with each passing day, our provisions were beginning to deplete, so a trip to the local shop was a necessary evil. I must emphasise here the word - local! We discovered that the Marina itself does not have a shop and that the nearest establishment that could provide us with the necessary ingredients for

cooking tasty meals onboard was at least three miles away! Rob and I are both keen walkers and because of the added complications of the dreaded Covid 19 we decided to put our best feet forward and head to the shop on foot. Our journey there took us through a field planted with courgettes which were being picked by an army of workers. We were amazed to see so many of the lovely dark green delights being discarded by the pickers and just left on the ground - what an absolute waste! - I decided there and then to retrieve some "for the pot" on the return journey.



We eventually found the shop and I whizzed around fully masked throwing things in the trolley with gay abandon. All well and good I hear you say, but when you get to the checkout and discover that you may well have purchased just a little more than you intended, plus the thought of a three mile walk back in the rain caused my jubilant mood to somewhat dissipate. YES! We could have got a taxi or indeed a bus but sometimes the best thing to do is just grin and bare it, and the resulting scenario was two soggy "Mariners" resembling overloaded donkeys carrying bulging co-op carrier bags. However the down side to being just a little too "ambitious" at the co-op meant there was no room for my little green friends - they were going to have to wait until another day.

The weather picked up a little, still not good enough to make the trip back so we remained in Chichester but it was certainly good enough for more walking. We decided to head back to the courgette field to see what we could find. BINGO!! There were 100's of the discarded little beauties just waiting to be collected so bag in hand in they went one after the other. I ended up with a lovely assortment of different sizes, all destined for the galley in one form or another when we got back to Always There. It was on our return that we came across our second BINGO prize. This time it was potatoes! - we stood and watched the harvesting machines digging them up, it was fascinating to see how its done but we were also pleased to see that again I could fill a carrier bag as so many are left behind at the edges of the field. We got chatting to the tractor driver who said they would just be ploughed back in so my "waste not, want not" motto came into play and into my bag they went joining my oddly shaped green veggies from my previous foray.

I never realised just how versatile the humble courgette can be - we have had them grilled on the BBQ, sliced raw in salads, grated in curries and they became the final ingredient in my "Chicken Knock Up" - read on.



This dish was devised as I started to rack my brains what to do with the last of the provisions before buying anymore should we be staying longer on I-48. We were at the mercy of our wonderful British weather so Oh, what to do with an onion, a small pack of chicken thighs, two stock cubes, some gravy granules, the dregs of a dijon mustard jar and of course scrumped COURGETTES AND SPUDS!!!

I simply fried the sliced onion until brown then added the chopped chicken thigh. After 10 minutes the stock cubes went in along with some chopped potatoes and enough water to cover. I hasten to add I still had salt and pepper so a smidge of each went in too. The pot was then left to simmer and when both the chicken and potatoes were cooked the chopped courgettes went in but they were only cooked for a couple of minutes so they wouldn't turn to mush. Finally some gravy granules joined the party and I've got to say the final result served with boiled basmati rice was an absolute triumph!!"

"HOORAY FOR CHICKEN KNOCK UP AND THE JOYS OF (PERMITTED) SCRUMPING!"



Sovereign Shines Lite!

After all of this dreadful covid business let's try and brighten our lives by adding a bit of sparkle to the end of the year!

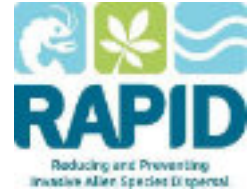
The event this year will be taking a new format due to social distancing and be more like the original event of 2015. Unfortunately, the Christmas Market which was so successful last year, has had to be cancelled but we still have the enthusiasm and energy to make the harbour shine! Let's get the boats lit up and really shine a light on things.

We now have the local Rotary Club onboard and will be finalising details for the entry categories and prizes in the next month or so.

BE PART OF IT! Lots more information to come but to give you a heads-up lights should be up by **Friday 11th December** with judging taking place during the following week. **Start checking out lights now.** They're coming onto the shelves.....I have just received two sets of solar powered lights to get me going!!!

It's happening near you!

On a recent trip to the office I met a representative of the RAPID team. Marie was there to deliver posters for display on the project.



Globally, invasive species are considered to be one of the most significant causes of biodiversity loss, second only to habitat destruction. The economic impacts are also severe, with an estimated annual cost of at least 12 billion euros across Europe including a cost of 1.7 billion pounds to the British economy. Freshwater and marine habitats are particularly vulnerable because of widespread use for recreation and business. Plants, crustaceans, bivalves, fish and sea squirts are being innocently introduced.

Part of the RAPID LIFE project is piloting innovative approaches to the management of coastal environments across England. The project has two strands: one to engage stakeholders to regionally tailored prevention, early warning, rapid response, eradication and control of invasive species throughout the region. A second phase will produce awareness raising materials and training toolkits to slow the spread and prevent introduction of new invasive alien species in regions.



Invasive non-native species (INNS) can be spread in a variety of ways including:

- * Fouling of recreational equipment, e.g. diving gear, fishing lines, kayaks, ropes, dinghies, clothing
- * Hull fouling of commercial or private vessels
- * Organisms attached to structures and subsequently relocated e.g. pontoons, dredges
- * Intentional release by individuals

Rope fouled with trumpet worm

Help stop the spread of invasive plants and animals in our waters!

Invasive plants and animals from all over the world have been introduced accidentally to British waters. Over fifty different freshwater species have already been found in our lakes, rivers and other waterways, and the numbers of new arrivals is increasing rapidly.

They cause serious environmental problems that can be irreversible and can interfere with the activities you enjoy by clogging propellers, damaging boats, blocking up waterways making it hard to fish and increasing the risk of flooding.

They can be small and hard to spot so are easily spread on damp equipment and clothing. You can help to protect the environment and activities you enjoy by keeping your kit free of invasive plants and animals.



Check your equipment, boat, and clothing after leaving the water for mud, aquatic animals or plant material. Remove anything you find and leave it at the site



Clean everything thoroughly as soon as you can, paying attention to areas that are damp or hard to access. Use hot water if possible.



Dry everything for as long as you can before using elsewhere as some invasive plants and animals can survive for over two weeks in damp conditions.

More information on RAPID, as well as a range of resources on INNS can be found on the RAPID webpages: www.nonnativespecies.org/rapid

Nice to Know!

Our members often worry about the night lock keeper on his rounds. In this article Dan Heckford, Marina Manager , gives us an insight into the processes in place to take care of our much valued members of staff. He writes:

All of Premier's marinas are staffed 24 hours a day, 7 days per week. Whilst the actual shift times vary at some marinas, the majority of the night shifts are 19:00 through to 07:00. Obviously, this involves an element of lone working.

In the summer months, the seasonal staff work through to 22:00 to support the night shift Lock Keeper. But, in the winter the Lock Keeper is alone from 17:30. Premier have recently been awarded ISO 45001 Occupational Health and Safety accreditation. Part of that process included a full review of existing control measures. Health and Safety in this environment is obviously complex with very few parallels to other industries.



That being said, we are lucky to have 9 marina teams working together sharing ideas and experience.

Lone working controls have been developed for a number of years. I can remember testing devices as far back as ten years ago. Luckily technology has improved and the reliability of these devices has improved massively in recent years.

Currently we have three lone working systems protecting the night shift lock keeper.



The first is an embedded application in the Lock Keepers mobile phone. Every 60 minutes the Lock Keeper needs to re-set a countdown timer. If he/she doesn't, an alarm sounds at Port Solent. Likewise, if the panic button is pressed the same

alarm sounds at Port Solent.

Port Solent marina is Premier's lone working control room, with two staff on night shifts. Every marina checks in with Port Solent, and the GPS location and status of each lone worker is automatically displayed on large screens in their office.

The second system is a dedicated CCTV link directly to Port Solent. With the improvements in connectivity and technology, a number of the marinas CCTV cameras are viewed at Port Solent. This gives the control room the ability to see within the marina office here, and the ability to control a number of the outside cameras.

Lastly, the Lock Keepers carry with them a standard Personal Locator Beacon (EPIRB) as a back-up. This is no different to a PLB you might own, and is registered.



All three lone working systems have an automated escalation procedure. If contact cannot be made with the lone worker, immediate phone calls are made starting with the Duty Manager. This escalates up to the Marina Manager until someone has made contact with, or attended the marina to check on the lone worker. Further escalations are made to the emergency services and the GPS tracking history can be readily downloaded in a search situation.

Life Jackets are always worn, and Port Solent is always called with a destination before the lone worker leaves the office at night. Over the last 12 months, we have had two Lone Worker alarms. Both were accidental activations. The system and escalation procedures are tested frequently.

In addition to all of the above the night lock keeper here in Eastbourne also benefits by having the back up of the security team who are based at the entrance to the boat yard. The team is on site until midnight week days and until 02.00h at weekends.

Contributed by Dan Heckford, Marina Manager

Meet the People- Josh Carpenter, Boat Yard Supervisor



Josh is one of the new appointments made to the staff of Sovereign Harbour and he has only been in post for three months. Having said that he is familiar with the location as he has berthed his boat here for the last three years. It was the opportunity to work in an environment near his boat that attracted him to the job even though it was so far from his Scottish home.

He decided to settle down after taking an eighteen-month break travelling and being a delivery skipper following him leaving the army after 23 years.

During those years he worked as an armourer in the infantry. The fine detailed work with mechanical aspects and his qualifications with generators and cranes and the like allowed him to cross over those skills to the boat yard post. Although his qualifications are recognised by the Health and Safety Executive, he is currently going through more domestic type requalification with the tractor and boat mover.

As a child he started on dinghy sailing in Keswick and Kingsbridge in Devon. His family were outdoor types and it wasn't long before Josh became more adventurous and developed a taste for mountaineering and ski-ing. His army background, with a variety of postings and deployments to numerous parts of the world, and live training skills also helped him with bigger adventures crossing the Atlantic by boat. As he has matured and due to miles of foot soldiering, he has decided to allow his cartilages a gentler life.

His role as Boat Yard Supervisor involves him in lifting, moving and safely blocking boats but he is also responsible for cleanliness and health and safety in the yard and hoist areas and for managing the staff in his team. Currently they operate Monday to Friday but he recognises this can be difficult for berth holders who work. He revels in the 3D Jenga type puzzle solving exercise to make the most efficient use of the space available to him so that boats can be moved more easily and on time. If he had the opportunity, he would redesign the entire boatyard to be more fit for purpose. He would change the aspect and shape and make it impossible

for members of the public to walk along the road between the Waterfront and the hoist bay.

Since arriving he has had to try and catch up on the backlog created by the Covid-19 restrictions and is pleased to report that this is nearly complete and operations are more normal. Although the old hoist had the benefit of 4 independent wheels the new hoist has rear wheel drive. He therefore finds the remote-control unit enhances operations as there is more freedom to move around and see exactly where things stand in relation to the machinery rather than judging things from the eyrie of the old one.

He aims to see the boat yard's broad matrix run smoothly within an appropriate timeframe so that he would have a happy team and satisfied customers. He is also looking at the best possible use of the total space that is available for boats out of the water. More will become available this Autumn through to Spring when the area opposite the Yacht Club becomes a temporary Boat Yard. Efficient use of all of the space may mean a 'Pit Stop' area, a long stay area for project boats etc to make the movement of boats smoother and slicker. The space versus lift scenario is a delicate balancing act.

When he decided he was going to base his boat in the secure setting here at Eastbourne he took the plunge and bought a Feeling 90 as an upgrade project. It was in good condition but had the original instrumentation. He now spends hours poring over manuals, technical specifications and the like as he tries to decide on the way forward for bringing the boat up to modern standards with integrated systems and also how to make it more single handed or short crewed friendly.



He finds music a distraction when absorbed in this use of his leisure time and so turns the sound system down.....only to remember that after maybe a week later that he had done so!

Having spent last Christmas in Oslo he still enjoys ski-ing but would like to try ski sailing or kite sailing. Believing that there is more to life than possessions his dream is to ski across the Greenland ice cap.

Quite a dare devil it seems. Do introduce yourself when your boat is lifted.

DON'T TAKE YOUR EYE OFF THE BUOY!

It was a lovely late July morning, when we set off from Chichester Marina to Berthon. We were being followed by friends in their boat, both of us looking forward to a pleasant & safe passage.

All was going so well, until I took a phone call from one of my sons to let me know, that something that had been going on at work, had come to a very satisfactory conclusion.

Just as I put the phone down, my husband said which way through the buoys am I going, I looked up quickly and said to your starboard. How could I have been more wrong!!!

A few minutes later, there was a loud clonk, followed by another loud clonk, we both looked at each other and said what the Hell was that?

Well, it was us going into too shallow water and grounding our props. We headed out to sea, but the vibration was too bad, so we turned back and limped back to Chichester Marina. While all this was happening, our friends phoned to say they were on one engine and heading to Port Solent, where they could get a boat lift the following morning. No trip to Berthon for any of us.



On the way in, we radioed ahead to advise of the problem, saying that we didn't know if we were taking on water. We arrived on a very low tide, but were talked successfully through the run up to the lock by the staff in the lock office.

Back in the berth, we then spoke to Ocean Marine, who told us to try Birdham Marina for a lift.

This was all arranged for the following week.

The lift was done the props were taken off. What I haven't mentioned was the fact that they were brand new props, we had had made over the winter. Fortunately, hubby never gets rid of anything and we had the old ones to put on, which meant we could still use the boat.

I have to say, not once was I shouted at over this error, he took it all in his stride!!!

I was so upset by what had happened and couldn't believe I could have got it so wrong, that I even phoned Mark Sawyer, to ask if, (silly really), buoys were ever moved. How sad was that???

I have regaled my story to many friends and been comforted by the knowledge, that many of them have made similar mistakes. Phew.

So my fellow sailors, the moral of my story is do not take your eye off the buoys, they are most definitely there for a REASON.



Melanie

And finally.....The results! Somehow this got pushed to one side but it has not been forgotten!

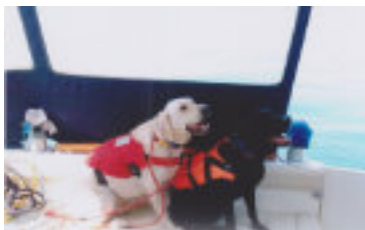
A breakfast for two at Dilieto's voucher goes to Lucy Ive (Boat Fern) who added this to her submission

We approached Rampion. As you can see – sea really flat – but visibility pretty poor and it was really quite spooky - especially as the last time we had sailed past Brighton there had been no wind farm at all! You can almost “hear” how quiet it was!



Symon Cockill also won a breakfast voucher for his picture of the Sovereign Tower, shortly to be no more!

The other finalists photos are soon to be added to our new website. Thanks to everyone who joined in the spirit and sent photos





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 | Paul Bedwell | (SY 02) | Pale Moon |
| Treasurer Assistant Editor | Lorraine Elliott | (WS16) | Big Bubble |
| North Harbour | David George | (NZ06) | Solara |
| South Harbour | | | |
| Newsletter Editor | Melanie Cockill | (F44) | Caribbean Blue |
| Committee members | | | |
| David Harding | | (H28) | Sowenna |

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



Royal Yachting Association

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and on a final note....

