



# Sovereign Harbour Berth-holders' Association

- run for berth holders by berth holders



**Members Newsletter**  
**Edition No.151 January 2021**

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

Hello fellow berth holders and Happy 2021. I hope you were able to enjoy Christmas & New Year.

A big thank you to everyone who responded to Nigel's EEK on my behalf, begging for articles for this newsletter. I was overwhelmed and have held some back for the next edition due in May.

So, the start of the New Year, isn't great is it? Let's hope the vaccine reaches us all as soon as possible and we can get on with our lives.

Perhaps for the next edition, you can let me know what your boating plans are. We bought a new boat in October and so far I haven't even been to sea in her. She is in the boatyard at the moment and at the time of going to print, once back in the water, she will be in the North Harbour because of the ongoing repairs to the North Bridge, not ideal. I am secretly hoping for bad weather, so we don't feel so bad about the situation, please do not be offended by that comment!!!

Just a quick request from the committee, we need a secretary, to be appointed at the AGM in April. For more information on the work involved, please talk to our Chair Sue Sydney.

We have also received a suggestion to have a monthly sale/wanted page on the website, but after consideration, we feel the Facebook Sovereign Harbour Buy, Sell, Wanted site covers this very well.

So for now I wish each and everyone of you safe sailing or cruising in 2021 & the deadline for any articles of the May newsletter is 30<sup>th</sup> April 2021.

Melanie

## A Special Christmas Delivery

Lifeboat Operations Manager Carl Pocock, Coxswain Mark Sawyer and Crew member David Sawyer were on hand to take a special delivery at the Lifeboat Station in Eastbourne Marina on Saturday 19<sup>th</sup> December. Chairman of Sovereign Harbour Berth Holders' Association, Sue Sydney wheeled in her makeshift sleigh full of high energy snacks for the crew. Traditionally the occasion has been much more of an event with a fund-raising coffee morning running alongside the presentation. Social distancing meant the format had to be changed to an outdoor location and involve only a few people. Additionally, this year boat owner, David Cole of Quench Cycles donated a hamper full of specialist products for re-hydration along with high energy gels, powders, bars and sweets. The crew should be super charged!



Sue thanked the local team for their continuing and unstinting support throughout what had been a difficult year. In turn Mark gratefully received the goodies on behalf of all of the crew and said they were ideal to keep the crew going on a call or revive them upon their return.



## What's been going on?

In spite of Covid we have managed to still hold regular meetings with Dan re things we have had reported or see around the marina. Zoom has come into play and as our committee meetings also take place this way, we are becoming more comfortable with this method of communication.

Below follows information on the biggest areas of on-going discussion. Many smaller ones like leaking valves, dumped rubbish etc are usually dealt with by the next meeting.



The state of the central area car park and the problem with the pigeons has been on our agenda for some long time. This problem has had a variety of false hopes and starts as each idea falls by the wayside for whatever reason. We are however more confident that action should start to take place mid-January when Stonecroft Intabuild should be arriving to jet wash the top, sides and floor of the entire area. Once that has been done the netting project should commence. Even better news is that the Freeholder will be paying the labour costs!

The locking of the bins, which has been a problem, seems to have been better more recently. Hopefully, once the person responsible, who was self-isolating, returns to their desk the new arrangements temporarily agreed can continue.



✓ The central facilities are on the 'highly likely list' for a complete refit in the next twelve months. If they are not on the list new hand driers will be fitted as the originals are well past their use by date.

The arrival of more power washing machines mean that a programme of pontoon washing can commence.

Various boats that for a variety of reasons have been left and ended up in need of some tlc are being monitored. Unfortunately, these usually involve ill health or death of the owner and so have to be handled with some sensitivity.

The areas surrounding the west harbour facilities will be cleared of all weeds after an initial tidy up which was long overdue. The contractor has let the marina down badly on this problem.

Discussion has started with a debt recovery agent re the issue of cars left parked long term or even dumped in some of the car parks.



New style ladders are being trialled when replacement is required. The original ones are starting to break up and have some fibre glass shards in places. A gradual programme of replacement is being carried out as a monthly task. We have suggested that the addition of anti-foul may help with the problems of weed growth on the rungs and Dan has agreed to talk to the manufacturers about the idea. If you are lucky enough to

have a ladder near your boat please do not tie fenders to it as it might prevent someone, even you, getting out if there is a mishap.

The electronic management of the gates in the boat yard is another disappointing saga. The contractor forgot to fit a network switch which will require a new cable. The discussion is ongoing but the Marina Management team are highly dissatisfied with the service given by the group wide contractor.



An oil spill exercise involving the staff from Brighton and Eastbourne took place recently. This helps staff to perform to standard if ever there was an incident.

We have raised the idea of having a live web-cam facility on the marina channel and entrance again. The option of using the sector light pole is not really a good one as due to the length of cable/wire required the signal would be relatively weak. A fibre optic set up would be more appropriate. It may be possible to use the nearby Martello Tower which has been recently sold and Dan is hoping to open negotiations with the new owner. We have impressed on him that this facility, which is available at some Solent marinas, would be much appreciated by berth holders.

## Raymarine Wheel Pilot ST4000 Mk2 (the grey one) repair.

I am sure most sailors with 10m or so yachts with a wheel rather than a tiller will have the ubiquitous Raymarine Wheel Pilot fitted for self steering – there seems to be no alternative, leaving aside wind vane systems. For such an expensive a piece of yacht equipment, it appears made of cheap plastic. Like many owners report, mine soon became noisy and eventually kept releasing the clutch at random times, leading to sudden random changes in direction of travel, and unexpected gybes. Tightening and loosening the tension adjuster made no difference, nor did flushing the insides with fresh water, as suggested by Raymarine.

Searching the internet revealed the noise and the clutch self release is a common problem, but no one I found had a decent solution. The easy solution was to live with the noise when the autopilot was engaged, and tie a bungy cord on the clutch lever to stop it self disengaging.

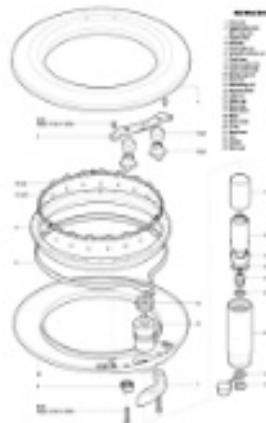
So... with no sailing allowed in the early Lockdown, and having all my work cancelled, I decided to try and fix the problem. Removing the Wheel Pilot from the wheel is straight forward, just remove the 6 Allen bolts holding the 3 clamps to the wheel, and unplug the motor cable.

The 2 halves of the plastic circle just pull apart – plenty of videos on the internet of this. You realise when doing this how cheaply made they are, for the price charged! Inside there is the drive belt and the clutch and adjuster eccentrics, held by a support plate. It was suggested on the internet that the drive belt becomes worn or stretched, so I ordered a new one and fitted it. It was obvious that the old one had neither worn nor stretched, but it had hardened, especially obvious when compared to the supple new one – this after only 8 years. Was this the only problem? Many users of internet yacht forums had complained that a new belt did not solve their problems.

So a closer look at the clutch mechanism was called for. Engaging the clutch lever should rotate the clutch eccentric and so tighten the toothed drive belt against the spindle of the motor. The Adjuster dial has an identical eccentric to set the tension in the belt such that the clutch lever both engages and disengages the drive wheel.

Each of these eccentrics is held in place by a metal support plate – see photo and Item 3 on the exploded parts diagram. Looking with a magnifier, as the clutch lever was operated, the eccentric jumped out of the support plate as the lever was engaged, and this is why it would initially engage, and then randomly disengage under the tension in the belt from the motor. I ordered a new eccentric, thinking the old one was just worn, but even the new one would not stay engaged in the support plate when the belt was tensioned.

The support plate is held in place by Allen screws, but it also has 2 pegs which sit in sockets on the plastic back cover. Close examination showed these sockets were actually not deep enough for the length of the pegs by about 0.5mm. As a result the support plate could not sit flush enough to properly hold the eccentrics in place. Deepening the sockets with a suitable sized twist drill in a hand drill (to avoid heat damage or going straight through the back cover with an electric drill) allowed the support plate to sit deep enough to fully support the eccentrics, when screwed in tight.



Did it work?

Oh YES! It was as quiet in operation as when new, and try as we might on the next sail, we could not make it self disengage. If you have the same problem, it is an easy DIY fix, although not a cheap one given the price Raymarine charge for spare parts.

**Paul Cooper**

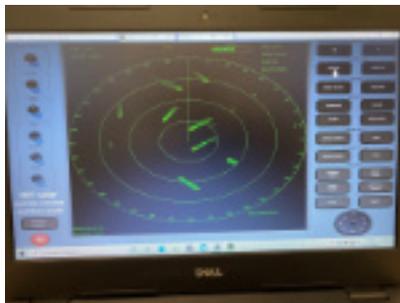
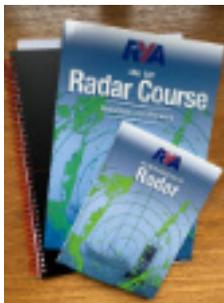
former owner of  
Hunter Legend 335 'Eutopia'  
on WS16

## **RADAR COURSE – Chichester Marina 10<sup>th</sup> October 2020**

The berth holders association has been hit like other organisations with Covid 19 lockdowns and others related issues and nearly all events we've had planned this year have had to be cancelled or postponed indefinitely. However, one exception to this has been the RYA Radar course which SHBHA negotiated preferential member rates for, which got delayed from earlier in the year until this October. It was attended by eight Sovereign Harbour members, all socially distant, for a day at the lovely Chichester marina.

It was class room based and an RYA accredited course which means that if your vessel has radar fitted, you are legally obliged to know how to use it and the completion certificate helps support that premise from both a theory and practical basis. As there are many differing types of radar apparatus and of varying ages and technology, the course provides a good general background to the subject but cannot of course be bespoke for the radar fitted to your vessel.

The morning part of the course covered the basics of radar, how it can be used, its limitations and how to get the most from it. Two RYA books were issued to each attendee as part of the course as below.



The tutor took us through a number of slides to help illustrate the lecture. We also had a lap top each which had the RYA radar simulation software loaded and we were able to use this in the afternoon to go through various radar plotting exercises... with varying degrees of success!

An example of the simulation screen is shown below and in particular 'wakes' have been switched on in this example. This allow you to see and understand the direction of travel of vessels in or around your location with each sweep of the radar scanner creating a 'ghost' image and hopefully help you avoid colliding with them in poor visability.

I found the course interesting particularly the morning session. As a consequence, the first thing I did when I next went to my boat in Eastbourne was to switch the radar on and have a play. Alas, being in the confines of a marina surrounded by tall building does little to give a good picture on a 48 mile range radar and I will have to wait until I am next out at sea to really have an effective play with it relating my own particular Furuno unit back to the training.

The course from Chichester Marine Training normally costs £100 but was negotiated down to £75 for berth holders to fill the all available seats in the training room. There are no plans for another course to be offered at a discount by SHBHA at this stage, but if enough people are interested again to fill the class room, just let Nigel Dumbell know and the committee will see what can be arranged.

You can if you wish go directly to CMT to see when they are running the next course if your need is pressing!

**David George**

RYA Yachtmaster Offshore (motor boat)

## **Fearing COVID when really you should fear Boats!**

Our summer holiday plans like most had changed, however we still wanted to go away and stick to going west. We had planned on going to Dartmouth regatta and despite being cancelled we still thought it would be nice to go. I was to sail West and Lorraine would meet me after she finished work a few days later to wherever I ended up.

I left Eastbourne on the evening Sunday 23rd August. With a forecast of NW 4 to 5 increasing 6 at times then backing SW later. That didn't fill me with any great joy but I thought I would see how things went. The forecast for the following 24 hours was for SW severe gale force 9 but that was some way off. I thought I should get a nice tack passing south of the rampion wind farm and when the wind backs SW I would tack back up to hopefully end up along the Dorset coast.

Things went very well through the night. The wind had slightly more West in it than I had hoped but that meant I was pushed a bit further south with the 20-26kt. The sails were balanced and Big Bubble sailed herself without the use of the autopilot, something that rarely happens!

Next morning when I was approximately 30 miles NE of the Cherbourg peninsula, French radio began warning of storm force winds later. It certainly gets the blood flowing when you hear storm 10 mentioned. I began looking at my options. The tide was about to turn against me so I knew my options would be delayed for up to 6 hours. Cherbourg was the nearest port at approximately 40 miles but in this COVID time it would be an anchor outside and holding wasn't that good from memory. Alderney was very tempting to anchor in, but I would have to seek permission and what if they said no.

Now 10:00 hours, 12 hours after leaving Eastbourne the wind started to back to the SW so I decided to head back up to the English coast hoping to reach Portland but with the tide now against me my track showed me heading towards the Nab tower in the Eastern Solent approaches. Thankfully the wind continued to go more SW and after 6 hours the tide began to turn. I reckoned we could have made Portland but Falmouth, Solent, Guernsey, and a little broken, Dover coastguard all began reporting storm 10 winds from a depression named "Francis" by French Meteo.

Studland bay was an easy arrival and well protected from my experience.

Wind was now SW 22-28kts and we were making good progress as wind was just forward of the beam and tide was with us. ETA 22:00 hours at Studland, 24hrs after leaving Eastbourne.

Incredibly there were boats anchored in Studland which made things a little more tricky as I already planned in my head where I would anchor but now there were boats in the way. It was dark but I found a nice little place.

The next morning storm Francis hit and remarkably my anchor held but I did break two snubbing lines and a shackle loosing one of the lines to 'Davey Jones's locker'. Gusts hit 46kts in the shelter of Studland and it was quite exciting.

That afternoon things did settle down but after such a stormy morning 20 kts did seem calm in comparison.

### **Boredom!!**

The saying "men and ships rot in harbour" I have found so true I believe I was bored. The sun was now out but still windy, looks good for a swim I thought, so in I went. Ooh it was colder than I thought but I got used to it after a few minutes. Let's scrub the boot top I thought which then turned to scrubbing the propeller. All was ok until one time I was scrubbing the prop and I thought it time to come up for a breath but every time I tried to swim out I kept finding the boat still above me. Eventually I surfaced feeling a little poorly but managed to get to the bathing ladder where I stopped to recover for a few moments. Upon climbing up the ladder and onto the deck I began seeing a blood trail. In a confused state I couldn't work it out but after a short while I found blood coming from both feet. It seemed in my panic to surface I must have kicked the rope cutter with both feet.

To make matters worse, a canoe with an adult and two children onboard were struggling into the wind and had been blown onto Big Bubble where they held on to recover. I did offer them onboard but did think they would probably end up rescuing me. They declined and went on their merry way after recovering.

Myself though had to patch up some lacerations which I thought went well.

I think what happened was Big Bubble swung on the anchor the same way I wanted to swim out from underneath.

Next day the wind was due to ease and go into the south and then increase again. It made for a cracking sail toward Portland bill apart from hitting a wall of water off Anvil Point as the wind didn't ease or at least I didn't think so, 26kts!!

But once round Portland it was an easy beam reach to Torquay where Lorraine would meet me.

The next few days were uneventful apart from when we were anchored in Dartmouth, enjoying the evening watching boats, one of these boats anchored a little too close to us for comfort.

Thinking he would recognise this and re-anchor was probably wishful. He did however recognise his misjudgement but said "I'm not lifting that thing up". This was a little disappointing. Next day, however, with a change of wind direction the two boats were coming to within feet of each other. It was not such a big deal for us as we planned to stay onboard for the morning, however Mr space invader wanted to go ashore but felt he couldn't as the boats were too close. Added to that another yacht had anchored in front of him in the night making what he thought was a risk of running forward into him before his anchor broke out.

Well, the harbour master saw what was happening and knowing we were there first was quite persuasive on Mr space invader moving.

He did but what a shame he didn't do that last night.

I had a leisurely sail down to Falmouth after Lorraine left us to go back on the train. Whilst in Falmouth I moored in the premier marina to stock up and do some washing. It was when returning with the washing I stepped on the wooden toe rail to climb onboard but my foot slipped and I ended up with my chest landing upon a stanchion. Blimey that hurt I thought and just sat on the pontoon for a while. Those silly shoes with no grip!! Think I'll get shot of them I thought. No broken bones but my chest did hurt.

The next day Lorraine was due to join us again to continue our holiday after she had to do more shifts. I'd anchored off Falmouth yacht haven where they wanted £18.00 to use your own anchor in a bit of mud!!

Lorraine joined us and we motored on up the river Fal toward Truro where we anchored. It was a lovely spot, very quiet with only the owls breaking the silence on occasions that night.

The next day after breakfast and a few chores we were undecided upon jumping in the dinghy and going up to the Heron for a lunchtime drink. I'd heard in the national press how the pub at Malpas (the Heron) had moaned about Rishi and his £10 pound meal offer which made me reluctant to go there but we decided that it would be good to get out. We loaded up our rucksack with all our stuff, phones, iPad, wallet and placed them in the dinghy.

Now would probably be a good time to tell you about our dinghy.

It is a lightweight 3D tender which is great for storing onboard and so easy to handle although it is so lightweight that once the 3.5hp 2 stroke outboard is put on the back the dinghy up ends vertically with the outboard committing suicide, dunking itself underwater. To combat this we place something heavy in the bow of the dinghy such as the fuel can.

I climbed down into the dinghy and was sitting waiting for Lorraine, as usual, whilst I held onto the transom of Big Bubble. When Lorraine did eventually join me I could tell she was not her usual confident self stepping off the stern of Big Bubble. The next moment I remember, things went very dark. Lorraine had obviously changed her mind about using the dinghy and fancied a swim instead taking me in with her. Strangely enough it was not cold but I guess I was thinking of why someone that can't swim has chosen to throw herself in the water. Also I had to reach down to grab the back of her life jacket to pull her back to the surface.

The tide was ebbing and we had already been carried a few meters down stream, the dinghy was upside down and on its way to Falmouth.

I told Lorraine to swim for Big Bubble which was very difficult, her life jacket inflated then which was probably only about 5 seconds after falling in, I continued encouraging her to swim but it seemed she was more concerned over chasing after the rucksack.

We did make it back to Big Bubble where Lorraine finally got through to me about the ruck sack with all our belongings in it but I thought it too late. Some luck though, as we were climbing back onboard a yacht was just going passed "Nikita" and I called out to them to see if they would assist us by recovering our dinghy which they shot off to go and do. Lorraine then reminded me what was in our rucksack, both phones, iPad, wallet and passports, which didn't make me feel any happier.

After gathering ourselves together we saw Nikita, returning towing our upturned dinghy, carrying our fuel can and incredibly the lady was standing at the bow holding up our rucksack.

## Happy days!!

They passed over all the items and dinghy painter but didn't stop, continuing their journey down river. With us shouting our thanks.

We quickly emptied the rucksack and incredibly both our phones were still working however the iPad had died. It seems iPhones are watertight to a certain depth. We removed the outboard engine from the dinghy and for a little fun I thought I would see if it would start. It did!! (This outboard is so old but has 9 lives!)

Think we will forget going to the pub and stick to having a drink onboard we said to each other.

After a few drinks the world seemed a better place but we felt we hadn't had a chance to thank our dinghy rescuers enough so we jumped into investigating or stalking the boat name Nikita. No results found on AIS or google but Lorraine remembers the lady asking if we were from Mylor.

A plan was coming together. We would have a trip down to Mylor next day and drop in a couple bottles of wine if we found them. Next day Lorraine thought it easier to ring up Mylor and just ask if they had a yacht of that name. Women!! They always go for the logical easy option but where's the adventure in that!

Mylor said they did have a boat of that name so off we went with kind permission to moor in their marina to deliver the wine.

Now, do you remember those shoes that had lost their grip and I meant to dispose of, well, I was wearing them as we found a space to moor up. Everything going as it should, Lorraine doing her usual and ready with the bow line and me at the helm with stern line to hand.

Once in the berth Lorraine stepped off followed by me stepping on the toe rail with one leg either side of the guard wires, then I slipped and went head first toward the water and pontoon with my right leg getting caught up on the wire. Ooh it was painful but in an attempt to reduce embarrassment, I managed to pull my leg free and clamber onto the pontoon where I hobbled about pretending nothing was wrong. At least Big Bubble was secure.

It was also quite busy on the pontoon but strangely enough when I fell everyone disappeared.

Lorraine delivered the wine and a little thank you note before we thought it best to make an escape to St Mawes. There I could whine to Lorraine about my leg and also have plenty of wine to numb the pain.

The next few days passed without incident, we had a lovely stop over at Fowey.

At Plymouth we decided to treat ourselves to staying in Sutton Harbour in the centre of the old town but that was easier said than done!

As we called up for the lock the lock keeper told us to contact Sutton Marina by phone as he required permission to allow us in. COVID!!

After a telephone conversation then 'e' mails going back and forward confirming we had no symptoms, not been out of the UK and to wash our hands before setting foot on a pontoon we gained our permission.

I did enjoy Plymouth very much despite the expense (apple shop-new iPad) and the £50 a night berthing fee!

Apart from my leg giving grief everything went well as we continued to head back east. Dartmouth then onto Portland where the forecast then took a turn. Easterly force 6-7.

My leg was becoming more painful and swelling up so as Portland had a minor injuries unit I thought it worth a quick visit. Shut due to COVID.

The sign said everything has moved to Weymouth urgent care centre and you should call them but do not walk in.

I had concerns over my leg, probably working in the health service you are aware of all sorts of complications and after a week things were worsening.

Eventually I got to speak to a nice nurse who advised to give things a few more days.

We enjoyed Portland but you are exposed to a NE wind there and the wind was strong, even the seagulls were grounded.

We asked Portland Marina if we could stay a further night but got the impression I must have accidentally asked if I could hold a giant rave on their pontoon. Yes they said but you may have to move. The reason I'm staying is so I didn't have to move in this wind, I said. Surely no one will be moving or coming in whilst the weather is like this. OK they said but we will call you if we need you to move.

Lorraine and I went for a nice walk into the cove area of Portland and decided to stop at the pub there for a drink which then turned into lunch.

Just as lunch was delivered my phone rang. Lorraine immediately said "we are not moving"! It was Portland Marina, however they had called to say Big Bubble had been hit by another sailing yacht.

Lunch wasn't much fun after that but we finished our food and drink and returned.

A sail boat had tried to leave the marina with the help of staff and other yachtsmen but couldn't control his boat in the strong wind and T boned Big Bubble with his anchor. Thankfully the damage wasn't substantial but had still scraped the gel coat down to the fibre glass.

I think Big Bubble is more collateral damage to COVID. Because some marinas were only taking bookings (especially Weymouth) due to COVID, this yachtsman had previously booked Weymouth for that night. Not wanting to lose his money he felt it necessary to risk the trip.

I know Lorraine felt upset as did I. It seems we have suffered all sorts of events to ourselves but when your pride and joy gets damaged that's a whole different game!

The yachtsman was very apologetic and felt bad over what had happened, we exchanged insurance details and then set about seeking gel coat repair specialists. Good reports about a chap called Dino at Deacons Marina were promising and it was on our journey home.

Next day after covering up the damage we headed off to continue east, the wind still brisk from the north east so a motor to Chapmans Pool where we dropped the anchor to stop the night. It was surprising to see so many yachts anchored in most sheltered bays along the coast. People were using their boats instead of flying off somewhere warm and sunny.

The wind increased to strong NE over night but we were ok. If you want a still night buy a caravan, I was told once.

Early start next day to catch the tide to the Solent and still the wind is strong easterly. It was not too bad all the time we were close to the Dorset coast from Chapmans Pool to Anvil Point but as soon as Poole Bay opened up it became a little more lumpy. Still motoring, Lorraine said she wasn't feeling her best and could I get a drink of water. I turned on the tap but not a lot happened with only a trickle. Same with the toilet basin. I then checked the control panel which showed the water pump to be running. Removing a seat cushion to expose the water pump exposed me to a shower of water from a split joint. The cushion back was wet, I was wet and still being bounced around trying to turn the isolating switch off to the pump.

The bilge was a paddling pool with its very own wave machine, the bilge pump was working hard but the filter was clogging up. More work!

## **Bloody boats!**

Oh well, at least the bilge was washed out with nearly most of our 200 litres. Good job Lorraine felt unwell otherwise I would have to forego the coffee and have beer instead.

At Bursledon, we did manage to have a specialist repair Big Bubble's gel coat and I fixed the water pipes allowing us a trouble free sail back to Eastbourne with thankfully a brisk SW wind and full water tank!

## **Lessons learned**

1. Every event that happened was when I was sober. Take from that what you want!
2. If you do have an idea to do something silly, pause, have drink and consider if it's really a good idea.
3. Throw those shoes away!

**Paul Elliott**

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### Lights Quiz answers from last newsletter

**1 Anvil Point 2 Whitby 3 Hurstpoint 4 Start Point 5 Lundy 6 St.Bees 7 the Smalls 8 Wolf Rock 9 Mumbles  
10 Nab Tower 11 Eddystone 12 Needles 13 Portland Bill 14 Royal Sovereign LT  
15 St. Catherines 16 Casquets 17 Beachy Head 18 Berry Head 19 Cromer 20 Southwold**



# Sovereign Shines 2020

Thank you to every single entrant  
Well done everyone!

## Boat Category

**Best Boat** - Boat name, 'Christy'  
Prize, 10 Day Lift Out & Pressure Wash,  
courtesy of **Premier Marinas**

## Other winners

Runner Up - Boat name, 'Mr Toad'  
Prize, a £65 dining voucher, courtesy of **4 Seasons**

Runner Up 2 - Boat name, 'Franjo',  
Prize, a basket of goodies, courtesy of **Waitrose**

Little and Pretty Display - Boat name, 'The Ivy D'  
Prize, **Bistro Pierre** 2 Course Meal for 2.

Best Rainbow Illuminations - Boat name, 'Caracymba'  
Prize, a £65 dining voucher, courtesy of **Thai Marina**

Judges Choice - Boat name, 'Indulgence'  
Prize, luxury chocolate, courtesy of **Only CoCo Chocolates**



To make up for the virus.  
Let's plan **BIG** for 2021!!



**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			
Treasurer	Lorraine Elliott	(WS16)	Big Bubble
Assistant Editor			
North Harbour	David George	(NZ06)	Solara
South Harbour			
Newsletter Editor	Melanie Cockill	(E50)	No One Cares
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....**

