

SOVEREIGN HARBOUR BERTHOLDERS' ASSOCIATION



Members' Newsletter No. 157



When is a dredger not a dredger...?

...When it is ...um...un-dredging? Well, putting stuff into the water rather than extracting it. In the case of the activity above, photographed just outside the harbour entrance at the end of November, the dredging vessel Sospan Dau – a familiar sight to most berth-holders along the stretch of coast from Eastbourne to Chichester – is spraying shingle into the sea along the edge of the beach. The question why- there already seems to be quite enough of it - is easily answered? Well, fairly easily.

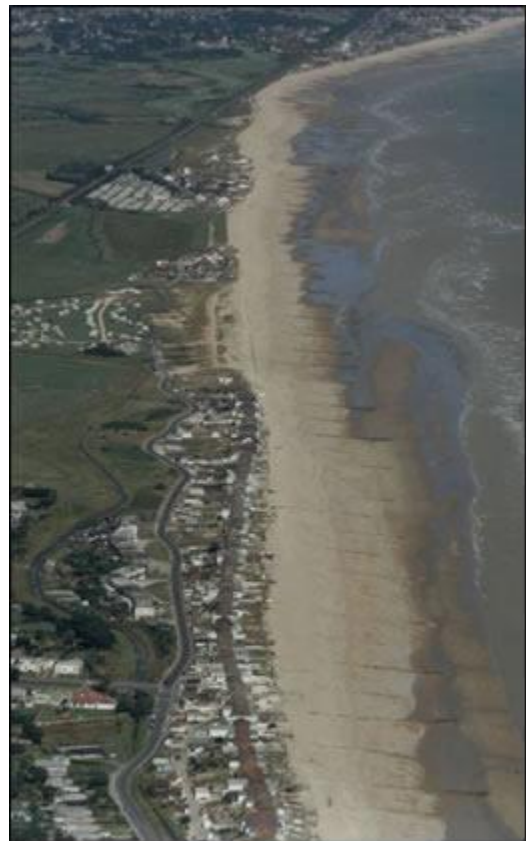
One of the effects of global warming (let's assume for a second that the world *is* getting hotter) is rising sea level, the consequence of melting ice. Between Sovereign Harbour and Cooden Beach there are three hundred homes which would be at risk of submersion were it not for the extensive shingle bank that edges that stretch of coast.

Unfortunately a phenomenon known as Littoral Drift causes the shingle to be washed by currents from West to East.

“The shingle that forms the beach at Pevensey bay originally came from the seabed. As water levels rose since the end of the last ice age, and the English Channel formed and expanded, wave action gradually moved glacial and other debris towards the land. This process continued unabated for thousands of years, depositing large amounts of aggregate on the foreshore. But once water depths went beyond a critical point, waves were no longer able to continue delivering sufficient sediment, and littoral drift became the dominant force, as wind and waves combined to move shingle along the coast faster than it arrived. Initially a feed of material was maintained, with the shingle coming from the large beaches formed during times of excess supply. But these gradually eroded, and once they had gone many beaches faced destruction.

So, for much of the last 500 years the Sussex coast has been fed by littoral drift alone, and there is no longer enough sediment in the system for them to survive without intervention.

Pevensey is typical of the area, losing 20,000m³ every year. Without intervention the defences would not have lasted long before they would be breached, and the annual provision of new marine aggregate is critical for the beach's survival.”



Aerial view of Pevensey Bay looking East.
Property line seen seaward of natural beach alignment

Extract from **The New Civil Engineer**: *Pevensey Defences*

Further information: www.pevensey-bay.co.uk



Sovereign Still Shines

It was encouraging to see that despite the gloomy news around the country, the lights of Sovereign Harbour keep shining. Indeed, there were a number of original and cheerful displays on vessels in all areas of the marina.

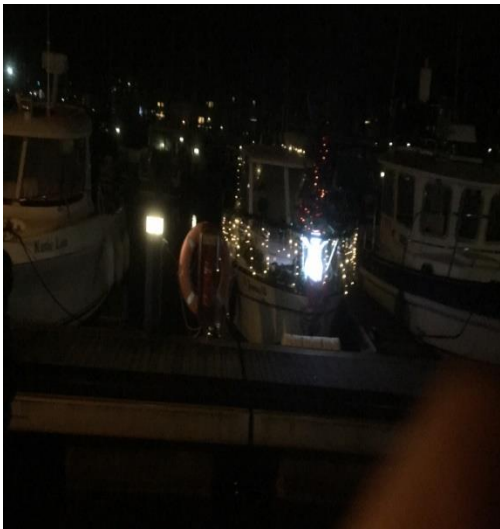
In the spirit of Christmas, Premier helped out by offering free electricity cards to support shining vessels.

Just a selection of shots from the 2022 Sovereign Shines event. The competition heats up!

A South Harbour entry and a North Harbour entry which was highly commended, thus winning 200kw of electricity.



The 'Man in the Moon' in the Central Harbour won the best mast entry and a meal for two.



The Little & Pretty category was won by *Shearwater* who will enjoy T 4 2 at the Langham Hotel



Paul's deck snow man was fishing (illegally) in the marina! His boat won the Best Snow Scene category. Here he is (below), with Ava, being presented with his prize which was a lovely hamper donated by Bookers



Kracken (below), which won the Best Boat Category, really pushed the boat out and nearly left Santa behind!



Whether small or large, we thank you for your display and your community spirit. Lighting up enabled two charities to benefit from the donations given at this event which, as ever, was enjoyed by many.

Remember to collect your electric card if you registered and were lit up on the judging nights.



What's been going on?

In spite of the gales, rain, snow and ice we have kept an eye on the standards and problems found around the harbour. Below please find the latest updates at the time of going to press.

Finally, the barriers on the main car-park are fitted and working. Alongside this the number of spaces allocated to the flats is less as the cladding is finished on each block and the scaffolding is reduced. Abuse is still being monitored and dealt with by the duty managers.

The missing baffles, which were omitted from behind the ladders on new pontoon in the lock, will be fitted by Walcon during the next lock maintenance scheduled in March/April.

The Marina is now working with a specialist company and the Management Board to reduce the number of pigeons in the main car-park and the shed.

Ten more ladders have arrived to replace those that are degraded beyond repair as noted by the last health and safety inspection in October.

There are on-going discussions about the problems with the collection of the bins which hopefully will have been resolved by the time this newsletter is distributed.



The materials for the roof on the central harbour bike shed have arrived and the job is on the to-do list....



The cleaning of the marina facilities has been a topic of conversation since the original contractor was bought out by a national cleaning company. It is fair to say that the hand-over has not been completed as professionally as it should have been. Everyone is aware of the issue and the Manager is working to solve the problems.

A recent visit by a director from head office proved to be of value in our campaign to get the central facilities up to expected Premier standards. There is hope for upgrades yet!! (Though I doubt there will be the sauna or jacuzzi that some members asked for in a survey we did some years back now!)



At the same time, he visited the boat yard which was underwater again. This also weighed in our favour and we should see some action within the year to get more of the boat yard blocked paved which will help the drainage.

A report is now drawn up weekly of persistent issues that occur and these are reviewed to see how many have been resolved before the next report is created. We hope that this new system will see improvements in all areas.



New barriers have been fitted on the South harbour bridge and the replacement of the bosses on the top two pins of the North harbour bridge mean it is back in action again. As the bridges are now showing signs of serious wear and tear due to old age I am pleased to report that a new west harbour bridge is on order.

The pontoon washing programme started and the identified North Harbour pontoons were cleaned. After completing the North, the marina were let down by the contractor with regards to the Central and West Harbours and the programme is currently on hold until the problems can be resolved.





You will have received an email from Premier at the end of November explaining a new procedure to be followed by ALL off-site contractors when working within the marina confines. This was introduced on 12th December to ensure safe operation when boats were being worked on.

Now, **all** off-site contractors need to be pre-registered and check in each day. Whilst the latter is not a new requirement the recent introduction of an only daily fee is. Previously those working on our boats had the opportunity to pay daily, monthly or annually, which ever suited their working patterns best. The new system requires a daily electronic transfer charge per employee of £7.50 (inc vat) no matter how long they are on the marina for. This acts as a sign on method thus becoming a more self-service system which does not require staff time. As a previous annual ticket was £510 inc vat for those that worked mainly in Eastbourne you can imagine that those offering required services such as engineers, boat care and covers were somewhat shocked at the figures once finalised.

The access charge for offsite contractors is to contribute towards their use of the marina facilities which include, but are not limited to, parking, water, waste management and disposal. It was clear speaking to some of those present on the marina that they did not question the charge but they did resent being charged per day, per employee thus not recognising their contribution to the marina and its berth holders. Everyone knows we do not have a wide range of options when requiring skilled services to keep our boats in good condition unlike areas further west which have a much wider choice of businesses to call upon.

Tenants do not have to pay the contractor fee and thus may well seem to have an advantage over the other small businesses that support the berth holders though of course they do pay rent, rates and other service charges. Some of the offsite businesses are unable to be tenants as they are not allowed to for example run an engineering business next to or within the store in the yard. Other businesses are in a similar position as they are not allowed to store flammable products. This presents a rather 'Catch 22' situation for them.

In today's climate it is incredibly difficult for a small local business to be reasonable in the fees they charge and they did not feel that it was charge that could be fully absorbed. The implication being that unfortunately they may therefore have to pass this on to their customers. (ie. Us!)

The affected businesses will try to play around with the easiest and fairest way to implement this for example by changing their working patterns/plans and will continue to assess and adjust this over the coming weeks and months.

The scheme is being trialled in Eastbourne and will, subsequently, be rolled out across all Premier sites over the coming year. In the mean time I have had discussions with the Manager about the major changes and how they are likely to impact on us and asked questions about fairness, monitoring and rogue traders/workers etc. As the introduction of the new arrangement is still in the early stages, I have suggested that revisiting the scheme's trial in the light of its roll-out may help to reflect on its practical implementation and offer the possibility to iron out a

few wrinkles that have presented themselves and so, we await the response of senior officers as to how they see the issue.

Meet the People- Shane Jackson (Skipper of the rib tour boat, *Kracken*)

Shane first became involved in the world of boats when he was a part owner of a small 14' Fletcher which they trailed. As, like the rest of us, his appetite grew he was soon the owner of a Maxum 2400SC. He has owned several other boats and one year whilst holidaying in Newquay and Weymouth with the family and going on some boat tours he and his partner looked into starting a boat tour business of their own. What could be better than enjoying boating and making money from it? After much thought and research, the idea of establishing a rib tour was settled upon.



Placing the order for a Humber rib just three weeks prior to the first lockdown was a scary time but getting through that and jumping through several other hoops has meant that he is very proud to be finally offering a well thought of service to his customers.

As he ordered the rib, he was able to set the specification he had in mind and also visit the factory in Hull to check progress and settle on options. For example, he was able to get a feel for the best seat positions for the passengers as he wanted them as far forward as possible and he also decided to provide suspension seats for the crew. Shane opted for two Mercury Verado 350hp engines which provide performance and reliability. These were fitted locally in Littlehampton.

To operate with commercial endorsements Shane gained the following qualifications ; Power Boat (Advanced) and Short Range VHF as well as completing Sea Survival and First Aid certification.

Legislation limits him to a range of 20 miles from the shore and like all such boats he is now also limited to operating the vessel at less than 25kts. Bearing all of this in mind he has put together a number of packages to the Tower, Beachy Head, the Seven Sisters and Cuckmere Point which all start the moment the rib leaves the lock. He has installed a fantastic sound system onboard and employed the services of a really good voice over artist to give interesting commentaries so that he can sit back, relax and concentrate on helming the boat safely.



As Shane was a DJ in his former life he is keen to make the trip even more enjoyable with his dedicated playlists. He loves a good beat but has a wide taste in music which he uses to make tailored music trips. In addition to destination trips he also offers exciting treasure hunts at sea which, hopefully, end up by finding the treasure once all of the interactive clues have been solved.



The setting up of the business and all of the drama and stress along the way have altered Shane's working pattern. DJ to RIB is a very different experience. It is also still a very new one as he was only just fully operational a month before the end of the 2022 season. Now, the boat is there in his life every day. It is not all joy! Whilst he really enjoys meeting new people and seeing their happiness and satisfaction, his least favourite part of the job has to be pumping up the tubes. To avoid this, he tries where possible to delegate this duty to his son Dan who works with him.

As mentioned earlier, Shane was a wedding DJ and at other times of the day, he was a commercial drone operator. Through this, he had several opportunities to be involved in film and TV programmes. On one occasion he filmed a Porsche and a Bentley chasing through country lanes as well as being on set at Pinewood Studios. Other drone photography included construction, advertising, weddings and events. Whilst he loved the work the Civil Aviation Authority developed more terms and conditions and more and more health and safety rules. The mountain of regulations and the associated paperwork helped him to decide to make the change of career.



He has a mechanical mind and a very precious socket set built up over years of working with his father which he uses to good effect by preparing his Time Attack Subaru WRX. He has spent many an hour racing cars and taking part in track days. He has three (!) quick tuned cars and his slow everyday Astra produces a wild 360 BHP at the wheels which combined with its light weight will beat most cars on the road!

Looking to the future, Shane would obviously like to see the business expand and he has a three- year plan which encompasses jet boats if all goes well. He would also like to get to know more Waterfront businesses and see how they could work together.

Having spent a couple of hours chatting to Shane I was enthusiastic and went home to announce that I would be taking a trip in the year as I missed out on a big 0 birthday treat due to Covid. Shane himself has a bucket list which includes an out of season trip to Disney World and Universal Studios with his partner and boys. More locally he loves, Diamond Jubilee-the local lifeboat. In his dreams he would love to join Coxswain Mark Sawyer, but, unfortunately, he lives too far away to be even a volunteer crew member.



If you want to find out more the website can be found at <https://kraken-rib-tours.co.uk/> or better still meet Shane in person on the Waterfront sales pontoon on the Waterfront close to the restaurants.

Need Crew, Want a Berth?

Are you marooned, can't get out through the locks because of shortage of experienced crew or a vessel to go out on?

Some of our members have suggested that SHBHA should have a crewing opportunities board. With no premises this is rather difficult to organise but there is a solution at hand.



Premier Sovereign Harbour's Facebook site is just the spot to post if you need crew or, alternatively, if you're available to crew.

Give it a try-

https://www.facebook.com/groups/premier.sovereign.harbour/?paipv=0&eav=AfbT5CN7kqwkPVCMib_uHB87Pqr_f0illpakTeZWcVdAF3zvnLxYo1D5XaUsJpirk9U&_rdr

You may also like to consider joining Ashdown Sailing Club.

I have included, below, an article that was featured in our newsletter back in 2017.

Gill Clare, Morning Mist, G25

From the Archives May 2017:

Would you like to sail more but can't find good crew?

Like many boat owners, there have been times when I have been unable to sail as much as I would have liked due to a lack of experienced crew. Fortunately, I came across Ashdown Sailing Club.

They run sailing events throughout the year which match boat owners with crew. In fact during 2016 virtually all of my sailing was with ASC members, including a 3 week cruise to the West Country, a cross channel to Dieppe and a fantastic cruise to Yarmouth to join in with their Firework night celebrations in November.

For 2017 there is a 3 week cruise to Holland planned for July along with a number of outings on the south coast and across the channel.

If you would like to know more about Ashdown Sailing Club, please take a look at our website at www.ashdownsailingclub.co.uk or contact me direct (details below). Membership is £20 per annum, but no fee is charged during the first calendar year of membership. On cruises, all expenses including fuel, berthing and provisions are shared equally between the crew members on each boat so this helps to recover some of the costs.

From my own perspective, joining ASC has meant I have been able to do more sailing and to sail in company with like-minded boat owners. I have also met some excellent sailing friends who have crewed with me on Cassiopeia.

Nigel Ashdown, Cassiopeia F40

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N.B. I am not a founder member. The club was named after Ashdown Forest, near where the early meetings took place when the club was formed in the early 1990's.



Moving Around Safely on Deck



After once stepping on a wire jack stay, with my foot rolling across it and very nearly falling, we decided to ditch the wire and move to commercially produced webbing jack stays.

No problems now when moving around the deck-except when hooked on when the carabiner on my lifeline is not that easy to slide along the webbing. All the time the boat is heaving, going up and down and I obviously need to be somewhere away from the safety of the cockpit pretty quickly.

This was a problem that I own up to not spending much time thinking about once back in the cockpit and sitting comfortably. That is until I noticed, on a friend's boat, that

they had a stainless steel d ring on each of their jackstays. The penny dropped immediately and I was straight down to the chandlers. For less than £4 we were kitted out and now I can move easily on deck when hooked on.

Gill Clare, Morning Mist, G25



And we're off!

As Autumn arrived the courses we run got underway.

Crew radio was well attended and there was a real opportunity to get a hands-on feel for those not familiar with marine radios and procedures. RNLI Trainer and Assessor, Dave Needham set up a private radio ring so that participants could make dummy calls without the whole world hearing their efforts.

Assisted by Eastbourne crew member Alan Simister, they worked their way through switching on and setting up things like channels and squelch levels before pressing the red button to make a distress call. Members pretended they were sinking/abandoning ship/on fire/had a collision/were grounding/subject to piracy or attack/had a man overboard. A real radio call followed the alert.



Did you know?.....



The most basic concept of a digital selective calling (DSC) radio is the ability to send a digital Distress Alert message. Any DSC radio that has been programmed with a marine mobile service identity (MMSI) can send a digital Distress Alert message. The minimal Distress Alert message sent will simply be a broadcast of distress alert along with your vessel MMSI. By sending your vessel MMSI, if the message is received by the Coast Guard, they can discover a great deal of information, such as the vessel name, vessel description, owner name, and owner contact information, all by looking up the MMSI registration information.

A much more useful message can also be sent by including the latitude and longitude of your vessel.

If you receive an alert message the VERY LOUD emergency alarm sounds for 2 minutes.

- Push any switch to stop the alarm.
- "DSC" appears and "RCV Distress" scrolls in the display,
- then Ch 16 is automatically selected.
- Continue monitoring Channel 16 as a coast station may require assistance.





A few people on the course wanted to know more about hands-on RYA courses that were available locally. These cost a bit more than the on-line version but you do get to play with an actual radio which suits some learners better. **We are liaising with STS to provide such a course for our members and need six participants before we can go ahead. If you would be interested in joining us to obtain full radio certification following an exam (which is part of the day), or want to know more, please contact Nigel (membership@shbha.co.uk)**

Those interested in going further afield or even wanting to know about the yellow cardinal marks around the Royal Sovereign Tower booked up for the **Buoys and Toys Course** held in November.

Lifeboat Coxswain, Mark Sawyer introduced those present to the buoyage system around our coast. One by one he produced the different toy models and explained what they were telling us.



Once the buoys had all been presented and discussed practical activities followed to familiarise members with the appropriate chart symbol.

Very large-scale charts, hand drawn by Sue, acted as layouts for the toy buoys to be placed in position. The toy boat could then follow the course to take to enter either Southampton Water or the River Fal.



Dominoes, drawing sheets and 'What will you find in position xxx' challenge exercises made planning for a trip more real.

Bon Voyage!



OH NO!

We had had a great time in our summer berth in Lymington and a super trip back to Eastbourne with very calm seas and some good speeds along the route.

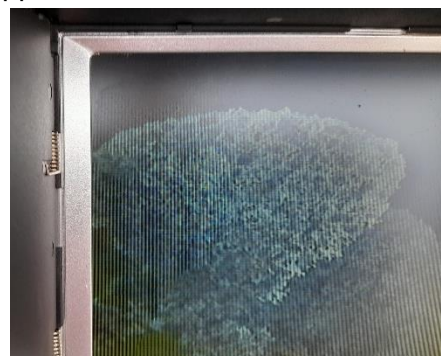
Then it went downhill.....

It got sooooo hot, then both of us got the dreaded Covid (fortunately not at the same time) and visitors came to stay in windy weather.

September, and all was back to normal so a day at sea was planned. Off we went but as we arrived at the Harbour Arms, 'Skip' announced there was something wrong with the boat. **OH NO!** What did he mean? Were we sinking? My mind went speedily through numerous options of things that could be wrong.....

Further questioning provided the answer- the port turbo did not it seems want to play! The engine was running but as soon as the throttle was increased the revs didn't. Mmmm? A couple of tests only confirmed that the starboard engine was operating fine and fully operational but something was definitely wrong with the other engine so about turn for a quick return to berth.

Fortunately, our engineer was in the area the next day and popped round to ID the issue. He checked the turbo, he checked the injectors, he checked this and he checked that but all showed nothing. He had one last idea. He hopped off the boat *and lay on the pontoon!!!* An idea that there was something on the stern gear was soon proved to be true. I looked under from the bathing platform **OH NO!** It was easy enough to see there was something growing on all of it. A better look using an underwater camera proved the point but what was it? Clearly, we needed a lift so a hasty phone-call to the office and about a week later we were able to see the full picture in all of its finery. **OH NO!**



Lift day came around and we limped round to the hoist. **"OH NO!"** said Kieran... "Looks like you've got a very bad case of tubeworm!" Apparently, they are seeing this on many boats this year but this was the worse case they'd seen to that point.

With thought of much rubbing and scrubbing it was my turn to say **"OH NO!"** Kieran, ever more positive said "We'll get rid of that with the pressure washer." To see what a good job they did see the photo on the right which shows a jet washed bottom bit of the rudder with more to go in an upwards direction. It was interesting to note that the hull itself was clean and unaffected by the beast.





Asking around at the Chandlery, Tim told me that places like Chichester Harbour and rivers along the south coast all harbour the creatures. He also told me of a marina on the Thames that insists on power washing for boats staying more than a month as they try to control the invasion which is eating and fouling the lock gates.

Advising me of the best product to use locally was also a boon and so came the next phase by way of trying to deter any future attraction to our stern gear. After a rub down and a couple of coats of products we were back in business though not with any firm guarantee that we would remain totally free forever. My

pride and joy, my shiny props will never ever see the light of day again.



Our shallow berth on the outside of the brackish west harbour was providing ideal growth conditions and the really hot summer days (and nights) meant the water temperature might also be providing the ideal home particularly on the port side which gets full sun all day. Last year it was really imitating a tropical reef.

I did some more research which is summarised below:

Keith, (a nearby plot holder on my allotments who had completed several surveys on the subject) reported thus once he'd seen the photos: "Your photo shows the tube worm *Focopomatus enigmaticus* or Trumpet Tube Worm, thought to have come from the Southern Hemisphere. It is highly invasive and is well suited to marinas where it is known to cause fouling to boats and other hard objects. It was super-abundant in Chichester from 2016 and no doubt has spread along the coast on the bottom of boats to arrive at Sovereign Harbour stopping off in Brighton on the way."



He continued, "You may have noticed the bright red layers the worm is growing amongst, that is another invasive species Red Ripple Bryozoan *Watersipora subatra*."

Up to date we have found at least 81 species in the harbour of which at least 12 are invasive to our waters. As you will have seen from COP 15 invasive species are one of the main worries in today's world. I am afraid that not much can be done to stop the worms spreadit's all too late." **OH NO!**

Wikipedia came up with more facts...

The worms secrete a calcareous tube around themselves, which reaches up to 10 cm (3.9 in) long by 2 cm (0.79 in) wide. The tubes are white and turn brown with age. They are flared at the opening and have flaring rings along their lengths. The mouth can be sealed with a spiny covering.

Tubeworms always live colonially, with many tubes growing together to form small clusters or large reefs. The aggregations are very dense. There can be up to 180,000 worms per square meter of reef, with the tube openings just about a millimetre apart. The tubes stick together with layers of tiny crystals. The tubes may weave together, and as new worms settle on the outer surface, the reef becomes a solid mass.

They live in waters up to 3 m (9.8 ft) deep in habitat types such as estuaries and lagoons. They can tolerate a wide range of salinities, and can be found in marine environments. However, they are most common in brackish water. They are sensitive to wave action, and reefs usually grow in protected areas with slow-moving or stagnant water. The larvae are trochophores that drift with the zooplankton and settle onto the substrate after 20 to 25 days. They may build their tubes on established reefs or on beds of rock or shells, rocky or woody debris, reefs of other animals such as oysters, beds of vegetation, structures such as docks, piers, and marinas, or objects such as pilings and boats.

They are filter feeders, gathering zooplankton, phytoplankton, and detritus particles from the water and transporting them to their mouths with the cilia on their gill plumes. During their larval stage, they feed on phytoplankton. They reproduce sexually, releasing eggs and sperm into the water during spawning. They are able to produce more than one batch of offspring. They are also protandric hermaphrodites, changing sex from males to females. The older, larger worms in a colony are generally female. Their lifespan is 4 to 8 years.

OH NO!

But I did find one positive thing Their efficient filter feeding clears the water of particles, increasing oxygen.

And as for Red Ripple Bryozoan *Watersipora subatra*.

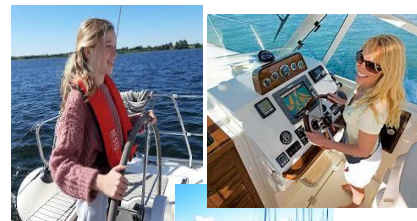
It colonizes a variety of hard substrata, most commonly in the lower intertidal and shallow subtidal but can be found to depths of 10 m or more. Colonies establish on both natural and manmade surfaces including docks, vessel hulls, floating debris and rocks and shells. As an early successional species, *Watersipora subatra* is particularly efficient at colonizing the novel habitats provided by artificial structures. **OH NO!**



Your committee has been liaising with various others and have started to put together the Spring programme which hopefully will have something of appeal to you. The list is not complete - more events are in the pipe line. Below is a summary of events planned to date. Posters for each event will be posted and circulated nearer the time.

2023

Ladies Day! Saturday 21st January 09.30 for coffee and course start time 10.00. *By popular request* a chance for women to meet up and discuss a plan for what to do in a "Man Overboard" situation. Booking essential



Gents Day! Saturday 4th February 09.30 for coffee and course start time 10.00. A chance for male crew members to do what the women asked for. Booking essential



Lock Transiting February (Probably the 18th)



Use your own (motor or sail) boat and have a very experienced skipper to join you on board to give you tips as to how to enter and exit the locks safely and in style. There will be a theory session first and a timed slot for each boat leaving from the waiting pontoon. One lock will be dedicated to the event. Free life jacket checks by the Lifeboat House.



Fire What we all dread but working with ESF&R service we will learn about dealing with fire onboard, the fire plans that the Marina have in place to deal with any incident of this nature and a representative from an insurance company to give their perspective.

Boat Jumble

The spring will be the next chance to wheel and deal boating stock you either don't need or want. Start clearing out the garage and lockers or start making list





Happy New Year!

Your Officers and Committee work voluntarily to help you enjoy Sovereign Harbour. The next AGM date will soon be announced. **We are looking for volunteers to help lighten the load. The more the merrier! Please think about helping us.**

Committee meetings are held on the harbour about every 5 weeks (7.30-9pm) or maybe you could give up a couple of hours to help set up an event. If you are interested, please get in touch via the membership email address. At the very least 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 (G25): Morning Mist
Membership Secretary	Nigel Dumbell (F30): Topsy Tart
Secretaries	Andy and Cathy Davy: (Central Harbour) Mr Mac
Treasurer	Sarah Price (F38): Supernova
North East Harbour Rep	David George (NZ06): Solara
North West Harbour Rep	Vacancy
South Harbour	Vacancy
General committee	Vacancy
Newsletter Editor	Steven Pugh (NZ10): Nameless

All members of the committee and officers can be contacted via the website www.shbha.co.uk

