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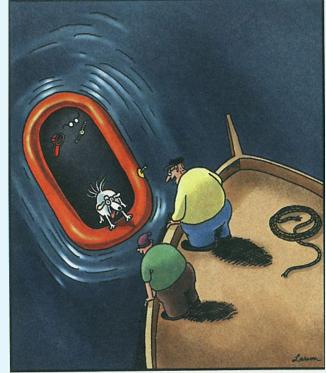
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From the Editor

Don't like the fonts? This is my first edition and would welcome feedback from members. Even more welcome would be snippets, items, photos, articles and even short stories for the late summer SHBHA Newsletter (although as the news is now spread by e-mail, this title is no longer apt). How about sailing tips e.g I carry a garden hoe to scrape off the fouling along the waterline) and favourite onboard recipes.

Please send correspondence, subject heading "SHBHA" (so that it shouldn't get junked) to: shabaed@outlook.com or through the web-site contact on page 17



"Hey, boy! How ya doin'? ... Look at him, Dan. Poor guy's been floating out here for days, but he's still just as fat and happy as ever."

AGM 2023

40 members of the association met at SHYC for our 2023 AGM on Sunday26th March. Greeted by coffee or tea and a selection of old-fashioned cakes such as treacle sponge and Swiss roll, berth holders chatted with each other until the start of the meeting.

The business ran smoothly along and we were very pleased to welcome three new members to the committee when the election process got underway.

Phil Roberts had volunteered to take on the role of the Membership Secretary. In anticipation he had been working with long-time incumbent Nigel. Hopefully the official hand over will go like clockwork and you will see Phil's name on membership matters and emails so keep your eyes out for that. The service will remain the same.

Damien Roper volunteered to take on the duties of the Central Harbour Representative and he is working on raising items that affect berth



holders in that specific area and any other general matters that he spots as he moves around the marina.

Jeremy Woolley stepped forward to take on the mantle of Editor. He will be working in Publisher and tells me the e-magazines will be 'slick' As you will be reading this, his first project, you will see the new format for yourself. Jeremy is not locally based and will have his editor email address elsewhere in this issue whilst he stands by for you to send possible contributions for the next edition which will be circulated in early September.

We thank very much their previous stalwarts for the time and effort given to keep SHBHA what it is.

This year we circulated the minutes almost immediately so as to make them relevant to the current situation and thank Vice Chairman, Gill for taking the lead temporarily in this field whilst we still look to recruit a

Minutes Secretary.....Could that be you? Please get in touch if so.

At the end of the meeting there followed a short film and a talk given by David Phillips with contributions from members of Eastbourne RNLI Water Safety Team. The focus was to show us how to check a lifejacket ourselves and to have the confidence to know that it would work if it was needed. Our thanks go to the team for giving up their time on a Sunday to help us.





Recycling on the Marina

We ask that the recycling bins are used wisely as the contractors do not take the bin for emptying if is contaminated. The marina then have to deal with the situation which usually involves an extra cost.

Just like at home, the materials collected are card, paper, tins, glass (but not bottles which have their own bin) and certain plastics are accepted. Different bins are collected by different trucks so please check you dispose of rubbish sensibly. Bedding, furniture, microwaves etc (all recently found in or next to the



bins!) need to be disposed of by individual berth holders. If you need information of how to do this or where to go, please contact the office.



Dangerous or hazardous items such as batteries, flares and extinguishers should NOT be placed in bins. We are currently looking to hold another amnesty early next year. In the meantime, please speak to your supplier to see if they take back discharged or out of date items or refer to the Marine Coastguard Agency website.

UPDATE.....

Following written representation from the **\$HBHA** the Off-site contractors fee will remain at £7.50 per day as opposed to going up to £9.60. Whilst we felt that this represented a slight win we would still like our contractors to have the choice of an annual ticket which should be a cheaper option for us all and we will keep trying to achieve this through further discussion.

What's been going on?

The cladding project has been moving on and a further two blocks have had the scaffolding removed. It is thought that the site should be clear before the end of May.

The Pontoons are all washed and suspect boards are being replaced More ladders have been replaced and another 10 are being ordered The small ladders on the new lock pontoon have now got the final boards and galvanised mesh behind them to prevent pigeon ingress

Collections of rubbish and the size of the bins reviewed by gate 15 after many complaints from us.

The duty managers now do a weekly audit of one area of the marina with a view to resolving any issue found within the week. Most recently the boat yard was checked for technical issues with blocking and the like. Another week the focus was on the way boats are tied up in their berths. The hoist bay was another inspection area as were the individual harbours.

A six-monthly review with a senior manager from Head Office recently took place. On these occasions we walk with them around the entire site and list areas that need attention providing photographic evidence. Again, this has improved the quality of the environment that means so much to us.

Meet the People-



Ava Cousins, Marina Apprentice

Maybe Ava has been destined to come to work in Sovereign Harbour as living in nearby Bexhill she was brought regularly over to the marina by her grandparents as a young child to look over into the locks! Additionally, she likes the sea and is not scared of it. She has a fascination with boats but never knew how to get into the industry. For one of her recent birthdays her grandparents even bought her a Level 2 Power boat handling course which probably stood her in good stead for what was to come. Having been to a local school she ended up at Hastings College studying 'Public Services'. This most interesting course taught her not only about the Government but about each of the emergency services and how they work together in difficult circumstances. As part of her studies, she had to spend a week in Wales. On the last day there, her mum had accidently COME across an ad for an apprenticeship in maritime studies and texted it to her. That day she not only climbed Snowden but came home and applied!

The course needed some good GCE results including maths and English and would last two years. The core units covered during that time, and assessed through completion of a training record, included customer service, first aid, marina operation, safely moving and storing boats, providing fuel etc. Her studies would be supported by three mentors; A learning and development Officer from Premier, a learning and development officer from the South Devon College Marine Academy (based at Noss Marina) and the third locally from Sovereign harbour. Affiliated to the British Marine Federation it would give her a diploma in Maritime Studies-Marinas and Boatyards.

Still in her first year she, her family and the staff at Eastbourne are proud to say that she has been nominated for Marine Apprentice of the Year and will be going to the presentations in Torquay at the beginning of the month. If she wins her sector, she will then be pitted against the winners of the other sectors with the hope of being the ultimate Apprentice of the Year. We send her our best wishes for a fantastic night.

You may have seen Ava around the marina as her bubbly personality shines through. She likes chatting and helping berth holders as well as making sure everything is working. She has had training on using the hoist, has learnt how to be a 'banksman' and can operate the locks and many other things having been on her course for just over eight months. Her working week is normally Monday to Friday with an occasional weekend required and she quite like the routine of this but anticipates there may be more weekend working during the summer.

The bit she doesn't sometimes enjoy during her time on site is the weather. High winds and heavy rain make for both miserable and exciting, fun times. If she could change something it would be to have more sunshine so everyone would be happy. Other things she would like to change will come in time. Having been to four of the Solent based Premier sites she is looking forward to the arrival of Metamax (electric bollard system) and more wifi. She is a great believer in making a positive out of a negative. Being able to use the work boat and a radio means she can do things much quicker and have good two-way communication to help deal effectively with issues as they arise.

She has had to deal with a few medical emergencies around the marina but stayed calm as in her younger days she was a St. John's Ambulance Cadet. Her tutors there often told her she would always remember the necessary skills to deal with crisis and only now does she now believe them!

Other emergencies have included dealing with sinking boats. On her first case, she jumped in wearing her shorts, polo shirt and shoes in case there was anything sharp under the water. She was part of the team but was commended for her clear thinking and sensible actions which prevented someone from being distraught (and a possible environmental problem).

Ava Cousins, Marina Apprentice

With the recent Coronation fresh in her mind, she looked back to her childhood. She remembered meeting Camilla, the then Duchess of Cornwall, at the De la Warr Pavilion, Bexhill. Rather in awe of the situation she was pleased when everything went to plan and she was bought an ice cream by the visitor, now Queen. Ava was, that week, star of the Bexhill Observer and was seen in many national publications. She thinks she was even on T.V.

Still a family girl, she cruises with her parents and grandparents and this year she is hoping to visit the Mediterranean and see and swim with turtles. Casting her thoughts further afield she would one day like to swim with sharks; brave girl!



She is a Harry Stiles addict and her phone gives this fact away. Not only is her phone case covered in photos of him, he is also on her back screen.

I think she must also follow his creed as researching this I found two of his favourite quotes are:

- · If you believe in something, then you shouldn't give up on it.
- · A dream is only a dream, until you

I think Ava is working hard to achieve the things she enjoys and wants. She told me she wants to finish her apprenticeship, gain knowledge, build experience, go on more courses and become a Marina Manager!

Watch this space!!!!!!!!!

A marine services directory

All Change!

The boat jumble held at the end of April saw a dedicated bunch of 'booters' turn up on a dry day with a 'Pandora's Box' lot of goodies. The quality of stock on offer was really good and the buyers were pleased with their bargain purchases. Two of the pitches were on offer to charities: The William Alchorn Restoration fund who had masses of boat bits and a lady who gave all proceeds of some stainless-steel fittings sales to the Local RNLI station.



The Sea Safety team were on hand to offer advice on lifejackets and other boat related matters. Socially berth holders were able to catch up with each other and swap stories as they got ready for summer cruising. Donations for the teas, coffees and biscuits offered raised £66 for the local Eastbourne Lifeboat team.



Thank you to all, Sue Sydney

Ex chandlery owner and member, John Fentum, put together a file covering all aspects of boating and this document runs to 14 pages. It is somewhat of a mammoth task keeping this up to date, indeed in the last three months there have been many changes that need attention and it in no way represents recommendations for services and suppliers by the Association. Currently it is in skeletal word form and after discussion by the committee it was decided to offer the e-version of this to members upon request. That way it can be personalised for members' own boats and be kept up to date on an individual basis. It could easily be kept onboard and aided by some 'googling' could turn out to be really useful to you.

If you would like a copy now to be working on, email the membership address (membership@shbha.co.uk) and we can send an e-copy to you.

Womens' Power Boat Training Anyone?

Earlier in the month, Nigel Dumbel issued the following challenge:

You may remember back in January we organised a very successful half-day session for ladies only. One of the ladies present would now like to go one step further and do a 2-day RYA Level 2 Powerboat Course, but she'd much prefer to do it with a couple of like-minded ladies. Come on ladies, give it a go!

The course is run locally by Sea Training Sussex, and the current midweek cost is £295 per person, less 10% SHBHA discount. Full details can be found at https://www.seatrainingsussex.co.uk/rya-powerboat-courses/powerboat-level-2/.



Please note this is not a SHBHA event, but we are happy to act as facilitators. If any lady members are interested, please contact:

<u>Membership@SHBHA.co.uk</u> or <u>Enquiries@SHBHA.co.uk</u> in the first instance and we will pass your details on.

Sailors' warning over 'shingle island' near

Hurst Castle By Roz Waters

Lpcal sailors are facing a fresh hurdle in the Solent with the emergence near Keyhaven of a shingle bank which has been dubbed "Lentune Island".

Lymington sailor Nick Ryley was among the first to make landfall, planting a flag to "claim" the new feature which has appeared over the winter.

He told the A&T: "This island, so-called by us Lentune Island, has sprung up in a short time across the route most locals use when avoiding the tide whilst coming into the Solent on the ebb, and exiting the Solent on the flood.

Sailors Nick Ryley and Chris Fox on "Lenture Island"

"It needs wider acknowledgement to avoid many future groundings for the unwary."

The shingle bar, to the east side of Hurst Spit, is fully submerged at high tide and is not accurately shown on nautical charts – prompting a warning from the RNLI. Reported to measure more than 100 metres by 20 metres, the evolving 'island' has been captured in drone footage widely circulated among the sailing community. However, as the warmer spring weather approaches, some fear that unsuspecting visitors could run aground.

A spokesperson for the RNLI revealed that Lymington lifeboat station manager Alastair Mackay and his team have been watching the progress of the shingle bar for some time.

"We have circulated several videos taken by the crew from the sea and the shore amongst the rest of the RNLI team at Lymington and other boat users," said the spokesperson.

"We have also passed them on to Solent coastguard to let them know what is happening."

The rescue organisation is warning that after navigating eastwards around the shallow bar off Hurst Castle known as The Trap, sailors should be extra careful if they intend to head towards Keyhaven as the new shingle bar extends east of Hurst Spit in an area that many boaters would have previously used to turn northwards towards Keyhaven.

The RNLI added: "Racing boats should also take extra care to the north of mark A which is close to where the shifting shingle bank has appeared.

"The water is considerably shallower than before and it would appear that its location and size continue to change, and our advice would be to consider current nautical charts inaccurate in this area."

Jason Crane, who runs Hurst Castle, said the 'island' was fully submerged at high tide and has been continuously changing shape.

He added: "It appeared a few months ago but it seems to change shape according to the winds and tides. "We have been watching it and continue to photograph it as it evolves – the beach does move daily. It has always been a fluid thing."



Red Diesel – do you know the dos and don'ts?

Make responsible choices at the pump. Information from the RYA April 2023

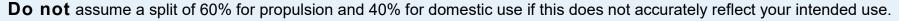
Heading into the new season, recreational boaters are reminded of their responsibility to ensure they make the correct declaration when purchasing red diesel.

The RYA was delighted when it was announced in March 2021 that recreational boaters would retain the right to purchase red diesel at the waterside in Great Britain provided the full rate of duty was paid when purchasing fuel for the purposes of propulsion.

An essential part of the new law in Great Britain (GB) is that recreational boaters buying red diesel must declare the per cent of fuel being used for either propulsion or for domestic usage. If you are purchasing red diesel, then there is always a possibility that HMRC will ask to see fuel receipts and evidence of usage.

Retaining access to red diesel for recreational boaters at the waterside is an entitlement that should be valued to ensure supplies are available in the more

remote ports and harbours. It is crucial that the processes in place are respected to ensure that it is not jeopardised.



Do:

when buying diesel for your craft, make a declaration to the supplier based on your intended use.

declare what **percentage** of the fuel will be used for propulsion (as opposed to domestic purposes such as heating or cooking). There is no fixed allowance for propulsion vs domestic purposes.

if your primary residence is your boat, have documentation available which confirms this when buying fuel for domestic use.

always retain receipts when purchasing red diesel, especially when visiting other countries. It is also useful to log engine hours.

check the rules for cruising in Northern Ireland; they are different to the rest of the UK!

If you have any questions regarding the purchase and usage of red diesel, please visit the RYA Cruising pages or email the RYA Cruising team.

Adrift

A slightly abridged short story of applied biology from the pen of SHBHA member Tony Smith (readers will come to appreciate the lack of illustration)

"But, Jim, it's been three days now. Three days stuck on this incapacitated motor launch." Carol put down the binoculars, continuing, "I'd like to meet this Mr Sod."

"Who is Mr Sod?" asked James.

Carol slapped her hand on the chart table, "Mr Sod who invented Sod's Law. Look at us; in what's supposed to be the busiest channel in the world, flat batteries, no engine, no water and unable to call for help because you lent our hand-held radio to Larry and I'm thirsty."

"Yup," answered James. "I'm thirsty too. This hot spell is the worst of times to be without water. The fresh water tank has leaked all its water into the bilge where it's sloshing around and dirty-looking. Sod's Law, yes; everything that could go wrong has gone wrong. Every six hours we drift down the Channel then back up the Channel on the next tide."

Carol then looked straight at James and said, "I've got an idea. When I was nursing at the Eastbourne DGH one thing we learned about the large intestine is that it is very good at absorbing water."

"Hang on, Carol, we don't have water to be absorbed by our intestine, do we?" James picked up the binoculars.

"That's where you're wrong." Carol's face lit up with excitement. "We do have lots of water in our bilge. It may be dirty but at least it's fresh.

We can't use the salt water as that would unbalance the body's fluids but we can use the bilge fresh water."

"Yuk!" said James screwing up his face. "I may be thirsty but I'm not drinking that muck. We'd be ill straight away."

"Of course not drink it, Jim, we put it in our back end, directly into the large intestine. The clever thing about the large intestine is that it absorbs only water and not the muck from the bilge. That way our bodies will get their water back."

James stared at Carol with an amazed look. "You mean we're going to have an enema?"

"That's it exactly. We have rubber tubing and a funnel; we simply pour the bilge water into the funnel. You could do it yourself if you're squeamish."

Getting a jug of bilge water and completing the procedure took less than half an hour. Just as James threw the remaining jug of bilge water over the side he looked up to find a hot-air balloon landing on the water not fifty yards away. "Hey, Carol, look what's turned up!"

Following a radio call from the off-course Montgolfier's, about an hour later, the Newhaven life boat arrived and the boat, together with the hot air balloon, were all towed to port.

Editor's note:- If you're planning a voyage across the Pacific, this is a reminder to pack a few large syringes. You can't drink sea water because salts are absorbed through the stomach wall; but the large intestine and rectum are adapted to reabsorbing water into the blood and their lining cells are selectively semi permeable, so that salts are excluded. These cells, however, are sensitive and will be poisoned by toxins that may be present in bilge water.

FIRE on Board!

Forty or so members attended the seminar we arranged to consider what would happen if they experienced fire onboard. It was a most thought- provoking morning. We were well supported by the East Sussex Fire and Rescue Service (ESFRS) although unfortunately due to a last-minute hitch we were unable to have the dramatic start to the morning that had been planned.



A quick change of plan saw Dick Broady give a very thorough presentation to set the scene on the causes of fire, how to prevent it and how to deal with it. The information covered the provision of alarms and detectors to alert owners to the fire which could be started with something as innocent as a charging mobile phone.

Part 1 was a short video covering what should have been the dramatic start, a demonstration of a chip pan fat fire. The various ways of dealing with it showed that using water will result in a massive explosion of steam. Definitely NOT to be recommended. Something else definitely NOT recommended was opening the engine room space if you have a fire in there. If you don't have an automatic system that will supress it there may be a grommet somewhere (?in a corner?) that can be re-

moved and an extinguisher hose poked into it and activated thus keeping the amount of air being introduced to an absolute minimum.

Following on James Taylor then introduced us to the range of extinguishers available and their possible uses. All fire extinguishers are now red but have the content (eg foam, dry powder etc) marked clearly on the front. It was recommended that we all check our devices are in date and that we familiarise ourselves with the instructions in case we need to use them. It was amazing to learn that the smallest size extinguisher will only



emit the contents for about 9 seconds and is really only there to give you a means of escape if you are cut off.

James also demonstrated how to safely deploy a fire blanket so that your hands would be protected and you would not fan the fire towards your body.

After a relaxing coffee break where members mixed with the ESFRS and each other, Dan Heckford then gave a presentation on what would happen if there was a fire, similar to the one that happened in Torquay last summer, here in Sovereign Harbour. He talked through the fire plans staff are trained to and what we could expect by way of rescue. Muster stations were discussed and methods of escape were pointed out. The order of

action was explained showing that berth holders are the first responders by declaring loudly that there is a fire. Thereafter, contacting the emergency services and getting them to the right location is important. The power on the affected pontoon will be switched off for safety reasons, staff deployed and the workboat put into



action. If the situation develops, a wind break may be created by moving boats from down-wind berths. The boat on fire will be secured with chains so that it cannot break free (thus creating a second fire site) should the ropes burn through. Premier, as a group, had considered the fire in Torquay and tried to mitigate any factors that would escalate the situation here.

It is incumbent on us all to try and keep each other safe by taking adequate precautions. Everyone attending the morning felt their knowledge level had increased in the areas under discussion. Many went away with a list of checking jobs such as

- Fit detectors/alarms for both fire and carbon monoxide
- Check that the fire extinguishers on board are in date and know how they work
- Check the ventilation in the bilges

And as for that chip pan/fat fryer fire demonstration: it will make an appearance at another safety event.

Over to You!



By popular request a full house of enthusiastic ladies gathered on a Saturday morning in January to discuss the worries they have whilst onboard. Most came alone. One granddaughter joined in too. She is now so enthusiastic she is begging Granddad to take her out whenever possible!

It was good to see most of them had the same tense feelings about things that could happen and this came to unite them in coming up with ideas and solutions. They really wanted to know how to cope, especially if they had limited experience.

Their confidence started to grow as Mark Sawyer, coxswain lead the discussions which ranged through a wide variety of scenarios. (see the ideas board) The more experienced also helped as they came up with suggestions of things they had done in the past and Mark added some real-life scenarios some of which had us laughing, though we could see the seriousness of the issue.



The range of subjects covered included sudden illness onboard, MOB, hitting something, sinking, fire, failure of equipment, fog, assisting others, when to fire a flare, and some safety issues.

On the day, the enthusiasm for the ideas and the shared solutions to address their

worries when onboard proved to be ideally pitched for all. Additionally, the discussion and opportunities to share experiences and knowledge, ask questions and the like proved invaluable. The round of applause from all present at the end, just summed up their appreciation for Mark's input to the event as did their request for more Ladies' Days in the future. (Ladies watch this space!!!!!)



E**** has just come back from the "Ladies Day" briefing and says it was excellent; very informative and a great opportunity to meet others with similar interests and concerns. I'd now like to book for

Thank you for running the event yesterday. My wife found it really useful and I certainly appreciate her being better prepared for an incident.

Given that the men are being a bit slow I have informed D**** that he will be attending the gentleman's course on 4th February so please put his name down!!

SO.....

Two weeks later a smaller group of men assembled for the same session. Due to the lack of numbers, three ladies, who had been on a waiting list, also joined in with their permission!

Again, the same subjects were raised as areas of concern mid passage. We used the same discussion format and rec-

orded the men's ideas. They too got a briefing sheet after the course.

In short, excellent courses which introduced the ideas necessary for coping with a variety of dramas that we hope will

never happen to those attending. If something does go wrong then they should approach the 'moments of anxiety' with more idea of how to help themselves.

Our thanks go to Mark Sawyer for leading both sessions.

And as for those stories....

This is a true one simply told!

The person went below and slept on passage, woke to find the skipper unwell, radioed for help and gave a position they believed to be off Beachy Head. This was queried by the coastguard who subsequently asked the now wide awake crew member what they could see.....Lots of white cliffs was the reply. White cliffs? queried the coastguard; Can you see anything else such as a lighthouse? No came the reply. Then I believe you are off DOVER the coastguard informed them!......The moral of this story being; keep your watch, update the systems as you go....Sleeping is not really a good idea!



From Landlubber to Seadog

Those members who have been associated with the SHBHA for many years will recall that it all began for me in 2000......the year I fell overboard.

My love affair with boating developed from that point and so has the size of the boat. Firstly, we moved to a Mariner (as it had wider side-decks so was thought safer for me given the above!) and then having done some studying, learned a whole new language and gained a few RYA qualifications we moved up to a Commander 32.

In those days, though not a spring chicken, I was more supple as was my other half. We undertook all the antifouling, cleaning, polishing and general servicing. As the years passed by, we creaked more and had to do less.

It didn't mean, however, that everything came to a sudden stop for me. I was promoted(?) to grease monkey being still lythe enough to stoop and creep around in the engine room and other low areas of the boat and bilges. The stern glands became my babies, the engine anodes became more girly and had a coat of red nail varnish on the heads (easier to spot!!), the gear oils and glass bowls were checked etc. I learnt even more new words mainly to do with the parts of the engine. was astounded at how many related to body parts! I became more confident and over time managed to fit a drinking water filter (though he who must be obeyed drilled the hole in the worktop!) change a bilge pump, change a reading light in the dinette and change the joker valve in the loo several times. Every time Nathan, our engineer came to do something I watched and asked questions. Every time there was an issue out came the handbook and then the notes got added. (Can you believe the anchor winch instructions forgot to mention that the engine must be running for it to work!?)

A few years ago, it was the heat exchanger boxes that started to leak, this year it was the exhaust elbows. I was even learning how the system

worked now. The boat, now nearly 14 years old, was seemingly starting to creak like us too. All parts replaced (not by me) at the time the problems were first noticed and we were back to good as new on each occasion. (If only it was so quick for humans!)

A year or two ago the boat came out for annuals and just before relaunch day we checked the continuity. (I know now how to set up the multimeter for that.) Whilst the starboard was excellent the port side was very hit and miss. A loose wire on the circuit was found and fixed but it still wasn't as good as the other side. Double checking and head scratching we fell back to the belt and braces method which brought

into the equation the idea of fitting some brushes to the shafts. The MG Duff brushes come in two sizes. Measuring we noted the size we needed and in spite of lockdown these were easily sourced and arrived. A bracket was needed. Nathan talked about cutting off a head and fitting a nipple to a long bolt (see what I mean about body parts now?) This sounded painful but apparently was a very easy job. The solution was found and fitting was easy. How neat it looked!

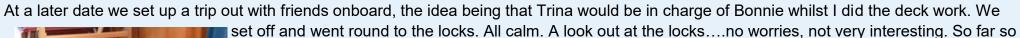
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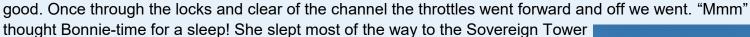


Another change that we have made out of necessity was the addition of a newly created door. The canvas cover, with tenax clips, was made and fitted to stop Bonnie our new puppy escaping overboard. She arrived mid lockdown but by the time she

was old enough to find out about the outside world we were ready. She had tried on her lifejacket and romped around the garden (as opposed to chewing it!) until it became just one of those things that you did to keep humans happy. Immediately confident on the pontoons she was soon onboard. Over several visits we introduced her to different aspects of her new surroundings. Initially she had a ramp but later we created another far more useful solution in the shape of a fibreglass box. Overturned it made a good step for us and a landing platform for her. On passage it becomes a rope stowage setup. We enjoyed just chilling on board until she was happy and relaxed, knowing where her bed was and more importantly for her, the food bowl. One day we set up a short walk and Bonnie and I re-

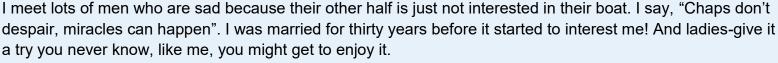
turned to find the boat had the engines running. She just looked as if to say oh it makes a noise. She went onboard with no problems. She didn't even bother when the engines went into gear or when the bow thruster moved the vessel.





(pictured and sadly to be demolished soon), woke up to have a look and then returned to bed! Yes, we had a proper sea dog!

So, although lockdown had its ups and down we can reflect on progress made and look forward to being set free to roam the seas again.



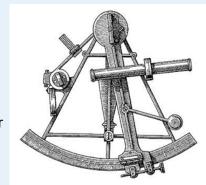


Whatever you do, have fun and stay safe.

SEXTANTS

The sextant is an early aid to navigating whilst out of sight of land by using known celestial bodies to establish one's accurate position on the planet below them.

Modern electronic navigating by GPS involves the use of man-made satellites orbiting above this planet. Being much closer than planets and stars, the positions obtained from several, collectively can provide excellent accuracy.



As always advised, paper hard copy charts should be on board as a belt and braces safeguard should an electrical failure occur. Thus by sighting known coastal features and recognised charted features safe inshore navigating can be maintained.

The big 'IF', is what would happen 'if' the worst happened whilst on passage, three or four days out, the plotter goes down along with the GPS and all other electronic aids and no paper log had been kept. What to do? Surrounded by



360 degrees of clear horizon, the boat's position is relatively safe, but where is it and which direction should it sail? The sun rising in the East can only confirm the accuracy of the boat's compass and little else. If only there was a sextant onboard?

No need to be a maths professor and have a mountain of books full of tables and celestial charts to navigate using a sextant. Children can use them to take accurate noon day sightings.

(Royal navy mid-shipmen, young boys, stood at the rail with their sextants taking noon day sights as part of their ship board duties).

A cheap old plastic sextant managed to navigate my boat across the ocean. Positions charted using the sextant, differed only by three or four miles from those recorded electronically.

Noon sightings were simply calculated to give both lat and long.

LAT, latitude was taken directly from the sextant with allowances made for index error, height of eye above the sea and the sun's semi diam and declination, etc., all simple maths.

LONG, longitude uses the result of lat and time of local noon in comparison to noon GMT to calculate the position east or west.

Yes, some reference has to be made to a table for each day of the year. For simple noon sightings they are all contained on just one sheet of A4 paper kept folded in the sextant's box.



To simplify things, most calculations regarding the sextant can be done before hand.

DIP, Dip is deducted as it's the height of the observer's eye above sea level.

SEMI-DIAM is always added as it's only the bottom of the half of the sun that the readings are based on.

INDEX ERROR. I.E.. is +or- dependent on whether it's a high or low error reading compared to zero on the sextant.

DEC. Declination is taken from the table for the particular day.

In a nutshell, a sextant is an aid that should not be ignored, especially in the current climate. Being dependent upon satellites orbiting the planet that could be destroyed or switched off without notice, could leave all seagoing navigators up the creek without the proverbial paddle.

Contributed by Dave Hall "DaisyD" and "Juggler"



Dover's outer marina is finally open!

The new outer marina at Dover, originally due to open in 2019 and delayed because of issues with swell, finally opened on 1 April, after completion of a 14-metre "inner wave screen" and a 70-metre long outer wave wall. For several months in summer 2022, despite being a port of refuge and a strategic location for many cruising boats, the Port of Dover was completely closed to visiting leisure vessels. If you plan to visit in your boat this year, contact Port Control on VHF Ch74 two miles off the entrance to the Port. Once inside the harbour Port Control will ask visitors to transfer to VHF80 which is the marina channel. You can also contact the marina in advance..

Ooops!

Popping below to brew coffee, I guess we've all returned to the steering to find the boat has travelled uncomfortably close to a fishing float and once, on a cold winter's day, when I was bent on getting back to my mooring in Port Solent Marina, I nearly collided with a large naval buoy that was hidden by the genoa. However, short of running a cruise ship aground on a Mediterranean reef, this ooops is a hard one to beat.

Naval officer crashes ship into oil tanker and sinks it - 8 minutes after he took control.

Writing in the Daily Express, Jon King reports that the duty commander of a Norwegian Navy frigate which sank after colliding with an oil tanker has been found guilty of negligence by a court in Norway. The officer had been on duty for just eight minutes on November 8, 2018, when the 442-foot KNM Helge Ingstad collided with the Maltese-flagged oil tanker Sola TS.



The smash tore a huge hole in the frigate's side in a harbour in Sture, north of Bergen. In total, 137 of the frigate's crew were evacuated before the vessel sank. Eight people were slightly injured.

The duty commander is the only person to have been prosecuted over the incident.

Prosecutors had claimed negligent navigation was the main reason behind the collision.

HE DIDN'T SEE AN OIL TANKER!!!!

Ramblings by the Editor

Dogs on Boats

A good friend and colleague, with whom I regularly sailed until he had a debilitating skiing accident, strongly disapproved of dogs on boats. I didn't have one at the time

but when I gave up full time teaching, decided that the hole in my life was dog shaped and I filled it with Poppy, who has been my constant companion ever since.

Some breeds are ideal sailors, Labradors and those terriers that do as they're told and don't bark. Soggy Afghan hounds, are no fun below but they are actually quite good swimmers. Safi, my younger dog even went out to swim with one of



the seals. However, I was informed by an MSN item that some dogs are very poor swimmers and need to wear life jackets. The list included all the snub-nosed breeds; pug, bulldogs and the like. Even boxers, because they can't get their nostrils high out of the water and soon drown. Short legged dogs like dachshunds, it said, can't do sufficient paddles to keep them on the surface. Poppy, who I overheard someone describe as looking like a cross between a polar bear and an anteater, has a trunk of a nose so that when she recently walked off a pontoon, she could nearly stand on the bottom and wade. An edict from the Marina Management instructs that dogs on pontoons should always be on a lead and I would certainly advise this, if only because it makes hauling out easier. Poppy has 14 years' experience of boating, but her eye sight isn't what it was.

Most dog owners, I'd like to think, take on both the responsibility for clearing up poo on walkways and verges and also, at the annual MoT at the vets, get them wormed. My son, when he was 2, spent a few days in hospital being treated for Toxocariasis that he probably picked up in a London playground. It can't be caught from fresh poo, (as the posters around the marina suggest) but the worm eggs remain viable for a couple of years in soil and sand. More rarely, cats can spread a version. Dogs often get the blame for cat poo. Cats seem to always want to poo in the neighbour's garden. Or boat. Which isn't so fine if you're the neighbour. A fox regularly raided the boats in Brighton marina and pooed on decks. I've not seen one in the North Harbour but they live ion the beach.

Anyone fancy a fast and easy French tart?

I thought it might be good to exchange recipes that are easy to manage on the boat. Sue, at the AGM stated that I live in 4 locations, which isn't quite true. I work from London and Queen of Santana, wherever she's moored, but a combination of Brexit and Covid19 forced me into exile in France, obliging me to become an accidental resident there. This is quick and easy little French tart recipe that I picked up and takes 30 minutes to get from galley to table.

You need an oven and a ring, plus: Ready rolled feuilletee (puff) pastry 150gr Strong blue cheese (Stilton/ Roquefort)

200gr walnuts

Large onion

Butter

Balsamic vinegar

Then:

- 1. Preheat the oven (hot, over 220 degrees C)
- 2. Gently melt the butter in a frying pan (don't cook it)
- 3. Slice the onion very thinly into rings
- 4. Sweat the rings in the butter until they're soft (very gentle heat).
- 5. Once soft, rack up the heat and when the pan is hot, add a splash of balsamic vinegar (don't soak the onion!) and continue to caramelise but don't burn the onion. It should remain soft.
- 6. Spread out the pastry. French ready rolled comes in circles and on baking paper, which spreads over the oven rack. The shape doesn't matter but the tart is best cooked flat, not in a dish.
- 7. Spread the onion rings evenly over the pastry, crumble the cheese in small nuggets over the onion and sprinkle with a generous helping of walnut pieces (halves are a bit big but don't make much effort chopping the nuts).
- Cook for a few minutes (like a pizza, it doesn't take long check after 5
 minutes) until the pastry has fluffed up and turned brown and the cheese has
 melted.

The illustration shows one glazed with egg and garnished with fresh thyme; both unnecessary for the eating experience. Not bad cold, but delicious warm with a salad.

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