

# ***SOVEREIGN HARBOUR BERTHOLDERS' ASSOCIATION***

***Newsletter 159  
Autumn 2023***

## **Contents**

- Page 2 & 3** What's been going on? - updates
- Page 4** MRCC – report
- Page 5** SH Coastal Community Group - report
- Page 6** A Christening! - the new bbq
- Page 7** How 'appy are you & SHBHA flyer
- Page 8** “Chimera” — an eery tale of the sea
- Page 9** Fata Morgana & Can you help?
- Page 10** Man o' war—when is a jellyfish not a jellyfish?
- Page 11** Sovereign Shines—soon be that time again
- Page 12** Ramblings & recipe
- Page 13** What next?
- Page 14** The 2023 SHBHA Committee



## What's Been Going On?

The last of the **scaffolding on the flats** is coming down and hopefully the car park for the main harbour may then become fully usable to members. All damage is to be fully repaired and the anti pigeon netting replaced/restored.



**The new pontoons in the lock nearest the control tower** are now fitted and much appreciated. You may have noticed that they have netting at the back of the rescue ladders to prevent pigeon access and make our time in the locks more pleasant without being hounded by these birds.

Unfortunately, **the pontoons in the other lock** have almost reached the end of their life. The woodwork is broken in places and the list (or angle of dangle!) is very noticeable which makes dismounting from boats very wobbly and a little hazardous. We have asked that the work to replace these is done in a speedy manner and not during peak season. The Management are aware of the issues and are currently in the early stages of negotiations with Walcon regarding new pontoons.

**Twelve more ladders** have arrived and will replace those that have delaminated. As an experiment, and before this happens, the marina intend to coat them with anti-foul paint to reduce fouling by weed growth.

Also coming on trial is a **'reach and rescue' pole**. Initially the thinking is to position this on the fuel pontoon in case anyone misplaces their footing and falls in when refuelling! Once in position we will have an actual photo to give you the idea of this new life saving piece of kit.

After a query to us from a member, we asked about **increasing the opportunities for re-cycling around the marina**. Obviously, the volume of material to be recycled has to be a consideration as minimal use means the bins are left unemptied until full but during the next financial year, which starts in October, there will be a meeting to review the bin allocations on site. Recycling may well be reintro-



duced by gate 12 and in additional areas alongside a campaign to reduce contamination which also causes emptying issues.

Lots of **sprucing up** has been going on in the west harbour with soffits boards and gutters cleaned, weed eradicated, power washing of the terrace, painting of the railings, new shower heads and curtains for all and a new fire alarm system board.



The missing soap dishes have been replaced in the central showers and hopefully it won't be too long before these outdated facilities are made up to match the Premier standards found in other locations.



**Twenty new trolleys** have put in an appearance and are distributed throughout the entire marina. Please remember to only keep your trolley when it is in active use. Once you have unloaded please return it to the trolley park area as it is likely to be required by other berth holders during busy times.

Access for residents (unless they are berth holders too!) has been withdrawn from the **Hamilton Quay car park**.

Most of the work in the area above this car park has been completed by the apartment management board. There is one small area which still needs remedial work doing to prevent the remaining **dripping limewater** (which causes the stalactites). Once the work on the ramp joint has been completed, the area will be opened up once more for parking.

Members have also noticed that there is **less abuse of parking** here as most of the long-term problems of abandoned cars and unofficial storage of vehicles have been dealt with after a concerted campaign by our Association and the Marina Management.

## And, hot off the press:

**Sovereign** Harbour will soon be adopting Premier Marinas' standard pontoon electricity supply provision.

Plans to upgrade the current electricity management system are in place for later this year and into 2024. The new system will provide berth holders with control of their electricity usage whilst on water and ashore.

Berth Holders will be able to view their remaining balance and top up their electricity online (up to a maximum of £200) from their My Premier account.

Obviously the project will be managed in phases and the electricity on individual pontoons will be switched off for short periods to enable the change to take place there. Information will be given to help you manage this stage and if necessary you will be offered an alternative berth.



**Following** issues in using the red fuel fobs to obtain berth holder discounts when filling your tank/s a new credit card type system has been introduced. If you have a red fuel fob please find time to go to the office and obtain a new card. This will be simpler to use as you just insert it when requested through the instructions into the same slot as you will be, at a later stage, inserting your credit or debit card.



**The** problems with the barrier system in the central harbour should soon be a thing of the past! The cabling and fittings are being removed and replaced. You should soon see new boxes, fobs, exit buttons etc when the new network goes live.



# MARITIME RESCUE COORDINATION CENTRE

## (MRCC) FALMOUTH VISIT REPORT

Those of you that know me will be aware that in addition to my SHBHA hat I also wear a Westerly Owners Association (WOA) one too.

Members of our South West Group recently paid a visit to the Maritime Rescue Coordination Centre at Falmouth. They shared with WOA members a summary of what they learned during the visit. Having read it, I believe it would be of interest to SHBHA members too, and with permission, I am now sharing it.

*The visit to the Maritime Rescue Coordination Centre (MRCC) located within the Falmouth Coastguard Centre at Pendennis was organised by Bob Walker as a function of the Westerly Owners Association (WOA) South West Group Meet Afloat 7-12 July 2023.*

*The purpose of the visit was to understand the Maritime Coastguard Agency (MCA) expectations of we, the yacht owners and visa-versa so that expectations can be managed going forward and especially the MCA and MRCC use of emerging technology.*

*The visit format started with a presentation by the MCA predominantly focussed on the operations centre at Pendennis followed by a visit inside the control room of the operation centre.*

*The presentation facilitated the opportunity for the 8 members of WOA attending the visit, to ask many searching questions and then to witness first hand in the control room how the MCA pull all the data together to deliver the primary role as MRCC.*

*A number of Key Points were learned, and these are summarised below but I do urge you to read the full report. (The full report is available on our website in Mariners Info.)*

### **KEY POINT SUMMARY:**

*Maximum range of MCA VHF Tx/Rx is 30Nm compared to circa 12-14 Nm observed on leisure craft.*

*MCA also use the Marine Traffic App.*

*The MCA receive all SafeTrx passage plans but do not routinely monitor them.*

*MCA only interrogate the information in SafeTrx if they have been alerted by an emergency contact.*

*On balance, if the connectivity issues affecting SafeTrx can be worked around, then the view can be taken that it is the preferred method of reporting passage plans.*

*Accurate location can be obtained from a mobile phone used in an emergency call to the MRCC.*

*It is important to ensure the emergency beacon is registered and up to date. A UK registered beacon if activated will be received by the MCA wherever the location is and immediately acted upon.*

Gill Clare

## Sovereign Harbour Coastal Community Group Meeting Report

On Thursday 28<sup>th</sup> July I attended the first **Sovereign Harbour Coastal Community Group** (SHCG) session. The primary purpose of this new group is to allow key stakeholders from Sovereign Harbour area, to participate in the development of the new Pevensey Bay to Eastbourne Coastal Management Scheme.

The others present were primarily representatives of the residents and local councillors. Dan Heckford was there in his role of Harbour Master (the area within the outer harbour and the lock is privately owned by Premier but forms part of the coastal defences). It was agreed during the meeting that other harbour users should be invited – fishermen, divers etc.

Whilst the Pevensey Bay Community group was formed in early 2022 and have had a number of meetings this was the first for the Sovereign Harbour group, the Eastbourne group also had its first meeting recently.

The aim of the meeting, which had no agenda, was to explain and share the issues involved and to encourage interaction with the local area groups. The lead speaker was Andrew Walker, Senior Advisor of the Environment Agency, he was supported by a team of 4 others.

Over the past few months the team have visited various places, particularly engaging with young people through their schools in the aim of encouraging theirs and their parents involvement in the project. This is very much a project that will involve the next and subsequent generations.

### The Project

Currently the project is the largest in the country, the aim being to manage the flood and erosion risk to Pevensey Bay. The area covered runs from Holywell to Cooden Beach, 15km of coastline.

In considering the risk they have used government figures that predict, as a worst case scenario, a rise in sea level of 1m over the next 100years. Add to that the calculations for a 1 in 200year storm. If nothing is done then the entire area could be flooded, this would involve a large number of homes plus all the infrastructure.

### Going Forward

The area is currently managed as two sections, the aim is to have just one managing the entire coastline. The Pevensey Coastal Defences (PDFL) contract ends in 2025 and the new scheme will continue from there. There will be no break in the management.

The plans for the project are available on the website:

<https://www.pevenseyandeastbournecoast.co.uk/>

Here follows a short exert from the site.

### ***The delivery of the project work takes three main strands:***

*The immediate short-term coastal flood risk management work via the ‘interim’ project; Phase 1 of the Scheme will look at the short to medium term solutions; The 100-year flexible strategic plan delivers solutions up to and beyond 2100.*

*1. **The ‘interim’ project** is a short-term piece of primarily beach management work (shingle moving) which delivers flood risk management in a very similar way to has been done over the past 20 years in the Pevensey Bay area. Starting from 2025 this beach management work will be in place for only a few years, at most, and seeks to continue the good work done over the previous decades. This initial beach work allows time for the two other more complex strands to be developed to a stage where then can be delivered on the ground.*

*2. **The phase 1 works** is the start of the Pevensey Bay to Eastbourne Scheme. This first phase looks to build upon and further develop the previous approaches used to defend the coast-line. It will seek to focus on the most vulnerable locations and install new approaches which better manage the risks in response to climate change and sea level rise. This first phase of works can be expected to run for approximately 20 years, this duration will be confirmed in due course.*

*3. **The 100-year flexible plan** will layout a route to managing flood risk from the sea in the long term. The plan will allow for different choices in the future within the framework sets out as we continue to respond and adapt to a changing climate. The flexible plan will allow multiple projects to be delivered, following on from the end of phase 1 works and into the future.*

*These three areas of work mean that we can both focus on managing the present-day coastal flood risk, whilst planning for potential different futures under a range of different climate change scenarios beyond 2100.*

*Currently they have a ‘long list’ of possible options for phase 1, this will be reduced to a list of just 3 over the coming months before a final decision is made.*

The next meeting will include a discussion on the various options .

Gill Clare





## A Christening!

Mid-August saw the christening of the Association's new BBQ. A very swish affair with chimney, thermom-eter and bottle opener it proved to be a winner!

Alfresco dining it was and the rain held off with the exception of a two-minute drizzle experience. We de-cided against erecting the gazebo given the forecast of 30+mph wind but at least the sun put in a very brief appearance.

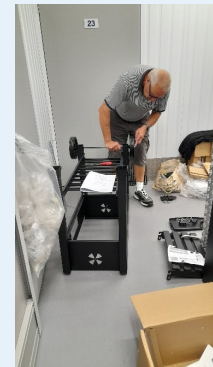
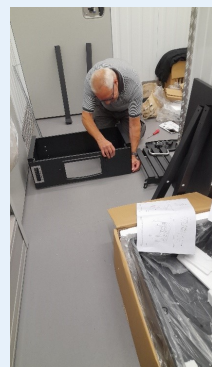
Once the gas expert chef came to term with 'just light 'em' bags of charcoal we were off and ready for the members to cook their own tea. The usual burgers, sausages, loins of pork and chicken (and also halloumi) kebabs, all with different marinades, got nicely browned on the lifting fire tray. (I told you it was swish!) Sweetcorn chunks toasted more slowly on the swinging warming rack whilst onion slices sizzled in a tray.

Lots of friendship and sharing amongst those present and a good time was had by all.

If you were unable to make it this time maybe join us next time.

## Behind the Scenes!

**Just what do your committee do?** The BBQ arrived flat pack so Committee member David and I got together one morning suitably equipped with spanners and screw drivers to assemble the contents.



On the day, Associate members Symon and Mel (ref logo) arrived in their van to transport the new BBQ and the table from our store around to the west harbour terrace.

**Thank you to all of the volunteers who helped make this event possible.**

Sue





## How 'appy' are You?

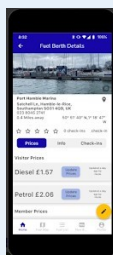
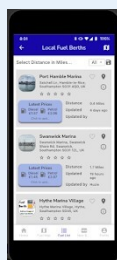
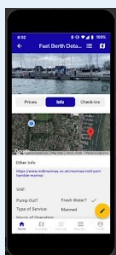
One of the committee members recommended a very handy app called Fuel Berth.

I looked it up on Google Store: Fuel Berth is an app to assist boaters to find the most cost-effective fuel for their boat. It seems there is an

i-phone version and android too. It looked most useful.

In some areas there really is more than just one choice to find the best-priced fuel and with a few clicks of the app you can locate the best place to fill up near you or near to your next destination.

Fuel Berth is updated by you!



When you visit a Fuel Berth, they encourage you to update the prices and facilities available at your chosen fill-up point so that other boaters can take advantage of the latest information and prices available.

You can also "check-in" when you fill up to let other boaters know that fuel is available and leave a review should you wish to.

There are obviously more apps out there that members could use on passage or whilst cruising.

Send in your own reader recommends to share with other members.

([shbhaed@outlook.com](mailto:shbhaed@outlook.com))

Sue

## 'Worse things happen at sea.'



What would you do if the worst happened, and you had to abandon ship?

We all know the adage -never step down into life raft but would your adrenalin kick in, or would you be rigid with fear in facing the unknown?

What does it feel like to swim in a life jacket with all your wet weather gear on?

What happens when your life jacket inflates?

How does your life raft work?

Come and join us in the secure setting of a heated swimming pool where you can find out for yourself.

# Splosh!

is coming in in the spring.

Details coming soon.

# Chimera's Mirage

By Tony Smith

George poked the red ensign pole back into its hole at the stern of their ketch, 'Chimera' as Cynthia got the fenders in and stowed them in the cockpit locker. Turning to the automatic steering he set the course to 156 degrees, the course he had pencilled in on the North Red Sea chart. As the last of the islands in the Suez gulf disappeared over the stern horizon, Cynthia went below to make sandwiches and George took off his T-shirt that was already drenched with sweat and settled into the cockpit to enjoy the changing distant land shapes as they passed.

Returning with the sandwiches, Cynthia gasped, "Wow, I thought it was hot below but here on deck it's even worse."

"Oh, you'll get used to it;" answered George. "Just drink plenty of liquid so it keeps you cool with sweating." They were tomato sandwiches with a slice of cheese and both tucked in alternately swigging some cordial. "Of course, the temperature here in the Red Sea has peculiar effects. Stratification they call it."

"Oh," answered Cynthia, as she munched and swallowed a bit of sandwich. "So what does that mean?"

"Well, when I was on the big ships years ago, I was on watch on the bridge when this ship came towards me to pass down our port side. The extraordinary thing was that as the ship appeared in the distance it was upside down. The masts and funnel appeared in the sea and its bow wave was, well, up in the air."

"It couldn't be." said Cynthia as she momentarily looked aghast at George.

"Oh, yes it was. Obviously it was a mirage. Caused by this stratification of different temperature layers in the atmosphere. Of course, as the ship came closer it gradually appeared to come up the right way and was normal as it passed by about five hundred yards on our port side." George tucked into a second sandwich.

Cynthia continued to munch, "So we've got two or three days sailing down this sea; do you think we might see something like that?"

"Well, yes, you never know. In fact, I can see another yacht on the horizon ahead."

George grabbed the binoculars and peered into the distance ahead. "By Jove, what a coincidence. Here we are talking about it, and yes, that yacht on the horizon looks upside down; here, you have a look."

"Gosh, yes." Cynthia concentrated her gaze through the binoculars." That's so clear. She is definitely upside down. There's a flag at the top of her mast but it appears in the water."

"I'm glad the flag at the top of our mast isn't in the water otherwise we will have capsized." said George with a chuckle.

As the other yacht moved closer they noticed that it also gradually appeared up the right way.

"Ah", said George, "She's also a ketch like us; very clearly has two masts and her sails up."

Cynthia put down the binoculars as the yacht had become even clearer saying, "She looks as if she's going to pass down our port side. We'll have to shout hello across to them. They might be English too."

"Yup," said George; " not only are they a similar ketch but they have a rear cockpit just like ours. They could be the same model ketch as ours; what a coincidence to have the same build of yacht miles away here in the Red Sea."

As the yacht drew to about 300 yards away, George stood up in the cockpit to get a better look and he noticed that a man on the other yacht did the same thing.

Jill stepped out of the cockpit, saying, "George, I'm going to stand at the bow and wave."

"OK, darling, they also seem that they might be about to shout to us." George started to wave and immediately got a response as the man on their cockpit also waved. Cynthia was now at the bow as the boats sailed only 40 yards apart, "Hello there" she shouted to the man standing in the cockpit and noticed the woman on the other yacht, also at the bow shouting to George, "Hello, there" in English.

As both yachts passed abeam of each other, Cynthia's mouth gaped in disbelief. Simultaneously, George standing in the cockpit realised that he was looking at himself on the other boat, just as Cynthia saw herself standing on the bow of the other boat. The two on the other boat were equally astounded as they saw George's boat pass. The shock was so intense that only the swish sound of the sea passing was heard, with neither couples waving but just standing with mouths agog. As the yacht passed both Cynthia and George noticed the name on the stern of the passing yacht; it was the same name as their yacht, "Chimera".



# Sea Mirage

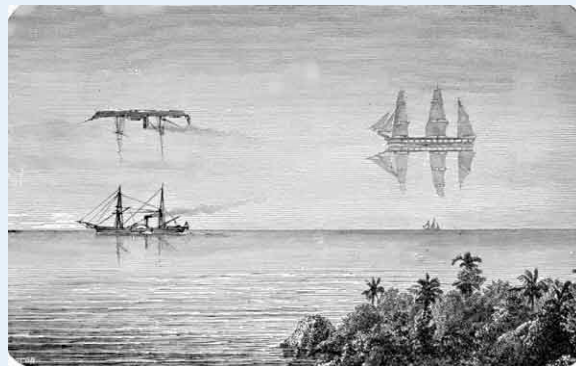
Fata Morgana is a type of mirage. It takes its name from Arthurian legend, from the sorceress Morgan le Fay, who was said to use these images to lure unwitting sailors into her traps.



During a Fata Morgana sighting, rays of light passing through the warm and cool air masses bend strangely, which makes the mirage appear. Usually, the image is based on a real object, such as a far-off ship, distorted to appear surreal.

People report seeing floating ships, ships that appear to be flying upside down, or even landmasses that aren't really there. Sometimes people even report flying cities, although there is some question as to whether sky bound cities are a type of Fata Morgana or some other unusual weather phenomenon. Interestingly, the farther away from a Fata Morgana you are, the taller the mirage appears to be.

These mirages are believed to be responsible for the "Flying Dutchman" legend and, some claim, the sinking of the "Titanic"

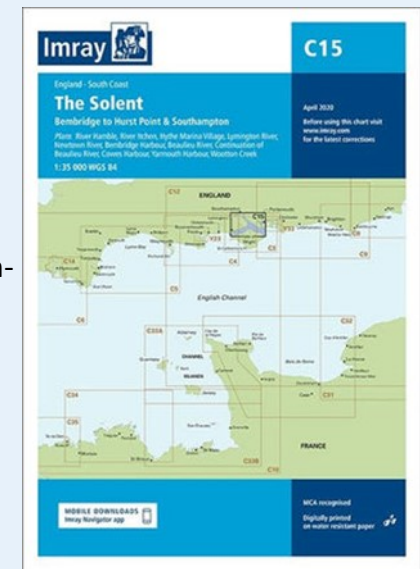


## Can you help?

We are looking to build up a stock of paper charts (preferably folio size) to use on a couple of courses we have in mind. Local ones covering Ramsgate to the West Solent would be most helpful. If you have old ones under the bed or onboard, or no longer in use because you have gone electronic and would like us to take them off your hands, could you please get in touch via [secretary@sbhba.co.uk](mailto:secretary@sbhba.co.uk)



They could be Admiralty or Imray, whole set or part set.....They don't have to be to date as they will be only used for training purposes.



up

# Man o' war

## Or when is a jellyfish not a jellyfish?

I've never been lucky enough to see a Portuguese man o' war (*Physalia physalis*) or unlucky enough to touch one. I was prompted to write about them because although they occasionally turn up on Cornish beaches in late summer, this year there were reports of sightings as early as April. It is not a big animal (unlike the 2 m across the dome lion's main jellyfish (*Cyanea capillata*)), as its name suggests, the floating sail being less than 30 cm long. The tentacles, though, can be 30 metres in length and carry on stinging if broken off and washed up.



They are Cnidarians, a group of ancient and primitive organisms that also includes jellyfish and the minute freshwater hydra that used to be on every school biology curriculum when the phylum was known as Coelenterates. One up from sponges, they are in the first level of organisation of multicellular animals. They are diploblastic. Worms on are triploblastic, having 3 basic layers of cells, the middle layer, the mesoderm, gives rise to bones, organs etc. Cnidaria only have a jelly between the exoderm and endoderm. Nevertheless, they've been around since the Precambrian era, i.e. for at least 600 million years, without much evolutionary change (so they must be doing something right). This group contains both sedentary animals called polyps and free swimming ones called medusa. The common red sea anemones and the beautiful snake locks anemone (both common in Sussex rock pools) are polyps. The common jellyfish is a medusa. Polyps usually have a 2 stage life cycle, polyps giving rise to medusa that can migrate and colonise. They are all carnivores, killing prey with harpoon like stings and dragging them into the "gut", called a coelom, hence the earlier name for the group. You may not want to know, but I'll tell you anyway, is that these animals have no alimentary canal and once the enzymes in the "gut" have dissolved what they can, the "faeces" is ejected through the mouth.

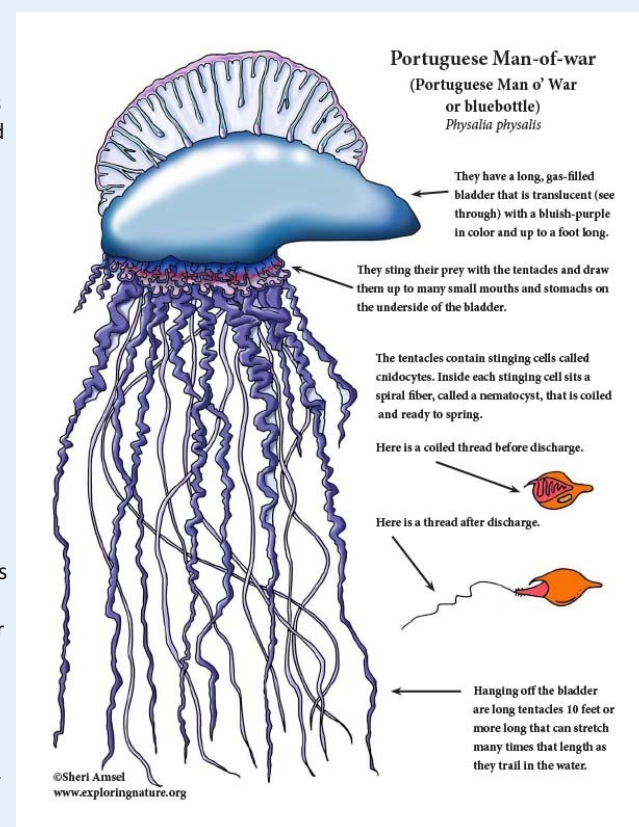
Turtles feed on medusa but they are not bright enough to distinguish between a good meal and a plastic bag, which has devastated turtle populations world-wide and probably contributed to the large numbers of jellyfish in our seas, although global warming might play a big part too. Sunfish will also consume them. I used to moor in Shoreham Harbour where I never saw a mullet but every year there would be thousands of jellybabies under the boat. In the Black Sea, they devastated fisheries when, after the Cold War and US ships visited the now contested Russian ports, bringing polyps that produced legions of medusa.

Ignore the looks, *P. physalis* is not a jellyfish. There are some subtle differences. A jellyfish is an organism with differentiated cells that do specialised jobs – the stinging cells, the digestive cells, etc. Coral is made up of thousands of tiny polyps living together as a colony. Each individual has the wherewithal for survival. Siphonophores, the group to which *P. physalis* belongs, have division of labour between individual polyps, so each man o' war is made of many individuals, called zooids, working together.

There are at least four separate kinds of polyps that constitute its structure: the uppermost, pneumatophores form the sail (which is inflated with carbon monoxide and can be deflated), the tentacles are composed of dactylozooids and these make the stinging cells, whilst under the sail are the digestive polyps, gastrozooids, and the reproductive polyps, gonozooids. All cells are genetically identical; think of a bee colony where individuals can't exist independently but are obliged to work together. These animals are dioecious, male or female and produce planktonic larvae from which new individuals break or bud off to grow into new colonies. The "sail" that develops is asymmetric so, unlike jellyfish that can propel themselves, men o' war that are entirely dependent on wind and currents. The symmetry may be left or right so populations may diverge in different directions by application of Bernoulli's principle.

Over the hundreds of millions of years, Cnidarians, as a group, have evolved a range of protein based toxins to paralyse their prey. They don't target and hunt prey, it arrives by accident and then the poisons have to be fast acting, numbing muscles (including the heart) and causing cell death (lysis). *P. physalis* isn't the most poisonous member of the group; that honour goes to the Australian box jellyfish (*Chironex fleckeri*) but sufficient stings can be more than just extremely painful. Of the various treatments, research indicates that the old wives' remedy of applying urine may increase suffering. Like all protein based stings, swift application of heat (water as hot as you can bare it) denatures the molecule and renders it less effective. Vinegar may do the same by lowering the pH, but is less effective. Cortisone and antihistamine creams, and ibuprofen will help reduce swelling.

A tentacle, once touched, activates hundreds of cells called cnidocytes (the distinguishing feature of the phylum and also called nematocytes) are triggered. Imagine each one as a tiny embedded wine goblet with a poisoned harpoon and attached cord coiled inside, ready to be expelled at high speed. Once immobilised, and attached to the "harpoon", the tentacles contract and draw the prey up to the dome where the digestive zooids do the job of dismantling and dissolving. I think John Wyndham must have based his aliens in "*The Kraken Wakes*" on this scary scenario. Still a good read.





# Sovereign Shines!

Can it be that time of year already????

Yes, I have attended the first meeting !

Supported by SHBHA, The Rotary Club of Sovereign Harbour, Premier Marinas and Waterfront tenants, the weekend will commence with lights on for a 4pm light-up on Friday 8<sup>th</sup> December and will follow, in the main, a familiar format that has worked well to raise funds for the nominated charities in the past. This year Eastbourne Life-



boat, Eastbourne Dementia Action Alliance and Defiant Sport will be the beneficiaries.

Going ahead on that weekend will be an Elf Hunt around the harbour and a Christmas Market. Both the reindeers will be back to meet you all and the choirs will be singing their hearts out on the Friday evening. The Santas will be strolling around their set course on the Saturday morning. (This event is organised by the Rotary Club of Sovereign Harbour.) and there may be other festive surprises and activities for all.

The light display will build on last year's successes. This will allow you to build on your stock of lights and make for an even bigger, brighter display.

The boat categories will be Best Festive Scene, Best Mast display, Little and Pretty and of course the Best Boat.

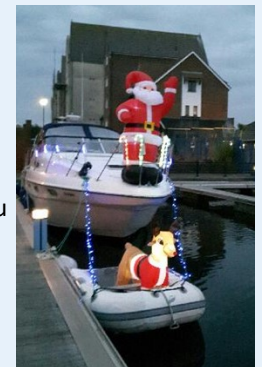
There will be some additional prizes available for special recognition so if you want to think outside of the box or be original in some way this is your chance as there are no limits to prizes for the latter group.

Free electricity will be available to selected boats on selected berths. You may be asked to move to one of these to increase the impact.

Judging will take place after dark on any of the event days (8<sup>th</sup>-10<sup>th</sup> December inc.) subject to weather.

More information re registration and the prizes to be awarded will be sent out later but with enough time for you to join the show.

**Thinking caps on. Get ready and be set to go!**



**Please share** – Articles for inclusion in the Newsletter: snippets, tales of daring do (or don't), short stories, sailing tips, recipes and activities for wet days in the cabin. Send to: shabaed@outlook.com or through the SHBHA website by the end of January.

## Editor's ramblings

**Wave therapy** – An American article that I read recently reported on the beneficial affects of sailing on cancer patients. *"The therapeutic and restorative properties of sailing are the impetus that led Trisha Gallagher to launch "Sailing Heals," the Boston-based charity she founded, dedicated to getting cancer patients and their caregivers out on the water for a little wind-powered therapy."* Now, there's an idea for SHBH to consider.

**Skipper's don't say please** Some years ago, when I had a real job, a young colleague, a teacher of English, was rash enough to accept an offer of a day sail. I went through the usual mob drill, naming of parts etc and we set off with a following force 3 that took us clear of the harbour and out to sea. I explained how we were to get back, beating into wind, by tacking and her job would be to control the jib sheets. I steered across the wind and at the critical point commanded, *"Release the sheet"*. Nothing. Once we were into wind with no headway, I asked what had gone wrong; didn't she understand? *"Yes, but you didn't say Please"*.

**But shouldn't be rude.** Over a CA Christmas dinner, a much missed member recounted that during the summer he had moored to an empty floating pontoon. Shortly after, a German flagged yacht approached, clearly intending to moor behind. The skipper of this vessel was bellowing orders and insults to his crew who he continued to berate long after securing the lines. A little later, he approached the CA member and barked an enquiry without a please. He was ignored but the interrogation question was repeated, only more loudly. Eventually, the German barked, *"What's the matter? Don't you speak English?"* And he got the reply, *"Yes, but not to you."*

## Tartiflette

This is a fairly quick and easy French dish to prepare in the galley. You will, though, need an oven and a flat Pyrex or metal dish (the grill pan will do). In France, a dedicated cheese is used, but a round of Camembert will do as well. You'll need firm, rather than floury potatoes (eg Charlottes) because they must be sliced and it saves peeling. Also single or double cream, an onion, smoky bacon pieces or lardons. I like to add leeks, white wine and a tomato topping, but these aren't authentic. The quantities depend on the number of people to feed, although the dish keeps well for a couple of days and isn't bad cold.

***Boil enough potatoes for the number of diners. Steam or boil a couple of sliced leeks too.***

***Meanwhile, lightly fry a chopped onion with some lardons or bacon so that the fat is released and the onions are soft. Spread half of these on the base of the oven dish.***

***Slice the cooled potatoes, about 1cm thick and lay these, overlapping, like roof tiles, over the bacon and onions. Save enough potatoes to make a second layer.***

***Chop the cheese into small chunks and scatter half over the potatoes***

***Add a layer of leeks, then another layer of potatoes, bacon, then cheese. Pour on the cream and a splash of white wine The mix needs to be fairly liquid so that it doesn't dry out during cooking.***

***I like to add a layer of sliced tomatoes with grated cheese and ground black pepper on top. There should be no need to add extra salt, as this comes from the bacon and cheese.***

***Finally, cook in a hot oven (200 C) until the cream is bubbling, the cheese melted into the potatoes and the topping crisp.***

Serve with green salad or French beans.





# What next?

We have a full programme of courses and a couple of events planned for the Autumn and Spring and are just fine tuning all of the details.

## Autumn

**Saturday 21<sup>st</sup> October 09.30 – 12.00 Basic First Aid on Board.**

A practical course to be held in the Boathouse to help you be able to respond to an emergency onboard. The course will offer lots of tips and also cover what you should carry in your first aid box. No blood or tomato sauce will be used during this session!



**Numbers will be limited so you need to book early**  
([membership@shbha.co.uk](mailto:membership@shbha.co.uk))



**Saturday 11<sup>th</sup> November Defibrillator training**

There are several defibrillators around the marina now but would you know how to use one if necessary. Tuition and an opportunity to try one is on offer.

3 courses held in the Boathouse at differing times during the day. Maximum attendance on each one will be limited to ten people.

Session A 09.00-10.30

Session B 11.00-12.30

Session C 13.00-14.30

**You need to book early** ([membership@shbha.co.uk](mailto:membership@shbha.co.uk)) **Remember to state your first preference**

**Saturday 25<sup>th</sup> November 10.00-12.00 The annual Coffee Morning and presentation of a hamper to the lifeboat crew.**



There will be a pop-up lifeboat shop during the morning giving you the opportunity to purchase last minute cards and gifts. Everyone welcome to share in the festive cheer!

## And in the Spring

**Ladies Day 'Where am I?'** Another chance for the ladies to get together and this time a chance to learn about simple navigation leaving you able to plot or read positions on a chart or device.



**17<sup>th</sup> February 2024 10.00 -12.00 Splosh!** A chance for everyone to test their lifejacket, learn tips on how to survive should you end up in the water and see and use an inflated liferaft. This opportunity gives you the chance to try all of this out in your normal gear and in the comfort and safety of a lovely, warm swimming pool.

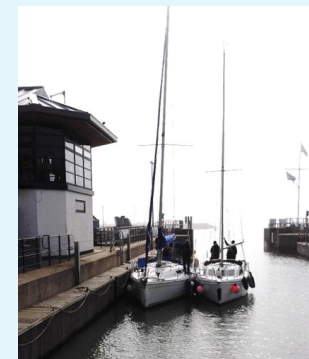


Date to finalised **Lock Transiting (Probably April)**

Don't panic! Help is at hand.

Onboard tuition in getting through the locks calmly.

Date to be arranged **A safety day following on from the 'Fire on Board' Session. Hopefully a mock fire drill, an amnesty and other activities.**



# The SHBHA Committee Members For 2023 / 2024

Chairman & West Harbour Rep: Sue Sydney (WS17)  
*Sovereign Star*

Vice Chairman: Gill Clare (G25) *Morning Mist*

Membership Secretary: Nigel Dumbell (F30) *Tipsy Tart*

Secretary: Vacancy

Treasurer: Sarah Price (F38) *Supernova*

Newsletter Editor: Jeremy Woolley (N) *Queen of Santana*

North Harbour Rep: David George (NZ06) *Solara*

Main Harbour Rep: Damien Roper (F25) *Myrtle*



Committee members are welcome from the membership - please contact us via  
<http://shbha.co.uk>)