

***SOVEREIGN HARBOUR
BERTHOLDERS'
ASSOCIATION***

Newsletter 162

***Autumn Edition
September 2024***

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What's Been Going On?

Finally, the warmer weather turned up but the wind was sometimes still a problem for some, keeping many boats tied to the side. I hope you managed to get some use out of your boat.

Meanwhile whatever the weather the harbour keeps working.

The servicing of the fuel tanks caused quite a bit of grief as berth holders and commercials such as the fishermen were not given more than a couple of days' notice. The group, on this occasion, even included the marina Manager as the project was organised from Head Office. We complained at not only the short notice given but the way the fuel pontoon was managed as everyone scrambled to get their tanks filled in the miniscule window. We have suggested that on future servicing occasions a numbering system similar to that used at Chichester on a weekend is introduced. For those not familiar with this I will give a brief explanation: Chichester has one very small lock and whilst they do have a free flow time on busy weekends they introduce 'the plan' on a regular basis. If you want to leave the marina you radio the office and are allocated a number. There is then a running commentary via radio about where they are in the running order. So, say boat 16 is leaving the lock next. Boats 17 and 18 will be told to make their way to the channel whilst boat 19 and possibly 20 should ready their boat to leave the berth shortly. The system allows fairness, good manners and no queue jumping!



We were pleased therefore to be given a much longer lead time on the servicing of the pumps which will happen after the summer busy period but before the half term holiday. The week-long shut down will address both the annual service of the pumps and works to rectify a defect in a petrol tank identified from the most recent closure-hence the Notice to Mariners.



Also not communicated very well was the fact that the daily off-site contractor fee has been increased dramatically. The contractors themselves were given about a week's notice but so far berth holders have not been told about this directly. Once I found out I made immediate representation to Dan and asked for some justification as to why this should be. Many berth holders, especially those who didn't have a lift out last year may not be aware of this charge which those contractors not leasing actual premises on the marina or paying a commercial berthing fee have to pay daily to enter the site. This is normally passed on to the client when they receive their invoice. My complaint was passed onto Head Office but word came back that they were not for turning. I am still pursuing the matter and am being referred now directly to Head Office for more discussion. I will keep you informed as to progress on this issue.

The Management company for the flats and carpark in the main harbour have completed the netting and CCTV projects and will be fitting spikes in some locations to deter the birds who use the loopholes regularly.



Most of the pontoons have been washed but there are several silver bits that still need doing.

There are also still a few new ladders to be fitted but most of the new first aid kits have been added to the red safety boxes found on the pontoons.



After some delays the Association's new signage has been fitted and put into use. We hope you find the up dates in the display bit helpful. We hope to see you at some of the events mentioned therein. The signs are to replace the banners that used to be across the locks. Although they helped with recruiting new members they were regularly damaged by the weather. Remember though that the best way of keeping the Association strong is to chat to new berth holders near you and recommend they join us.

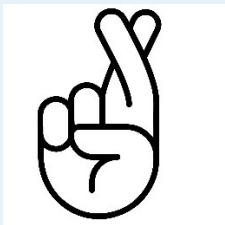


Issues to gates and barriers are sorted as they arise but hopefully all are active when you get this newsletter. If not please contact the office at the time so that security is not compromised.

The unpleasant odour experienced in the North Harbour facilities has been investigated. There was a blocked 'P' trap and a chamber that needed pumping down.

If you use the pump out station on the fuel pontoon you may have noticed that the red 'rinse out' hose has disappeared. This is to prevent possible cross contamination. If you do not carry your own specific pipe for this purpose, we have suggested that some be available to borrow from the office. These could be requested when you collect the token for the service. Dan has agreed to sort this matter as soon as.

The Metamacs project on the berths should be finished by the time you get this copy and hopefully the extra points promised for the boat yard are being fitted.



You will, I hope, be pleased to know that two priorities have been set for the next financial year:

The total updating of the central harbour facilities. This issue has really been put under the spotlight as members have cruised around different areas and seen how modern and swish the others are.

The completion of the block paving in the boat yard to prevent flooding and the H&S issues caused by the puddles (or lakes!) created.

Nigel Dumbell



4th May 1946 - 15th July 2024

Members of were very sad to hear of the death of long-term member of the Association, Nigel Dumbell. Best known probably for his long and dedicated stint as Membership Secretary, Nigel was a regular around the harbour and often seen giving help associated with his other voluntary work with the RNLI's Water Safety team.

After a happy childhood he became apprenticed to Caffyns, car dealers because he loved working and finding ways of dealing with things mechanical- a passion that lasted throughout his life. He met and married Chris, had four children, was a great dad and was always there for his family. Over the years the family extended and he became 'Pops' to five grandsons and two great grand-daughters.

His interest in community work was a theme that ran throughout his life and in addition to his Sovereign Harbour volunteering he gave service to a local school by becoming a Governor and very recently worked at the local 'Man Shed' helping others achieve some making skills.

Nigel remained a kid at heart but could be variously described as mischievous, kind at heart, gentle with a social conscience, compassionate and someone who could always see the brighter side of life and who loved to laugh.

Nigel developed a love for the sea and started off his boating life by building and finishing a sailing dinghy which was a shining example of the level of his work. Subsequently he built a smaller boat for the children. After his retirement from a life

time career with Caffyns, aged 60 he fell in love with Topsy Tart and purchased the yacht he had longed for for many a year. He carried on tinkering and doing little jobs onboard and had many an adventure sailing with his crew (whom he referred to as 'Tartlets'!) both locally and overseas.

He enjoyed a 'wobble' onboard and kept a bottle in a locker for adding to coffees but on land he also really enjoyed red wine, Grand Marnier, beer and pasties!

Even in his later years he enjoyed all things silly including Norah Batty's wrinkled stockings, the Ministry of Silly Walks and Wallis and Gromit but his endearing love was Dennis the Menace and Gnasher. Not many know he had a houseful of their memorabilia!

Unfortunately, Nigel had been unwell for some time but got on with his life quietly not making any fuss. He died peacefully in the District General Hospital after a short spell as a patient.

His funeral was very well attended and all present appreciated the family's honour to some of the above qualities as he was piped in to the theme from Captain Pugwash!!

Nigel made his mark on this world in his own unique way. He will be sorely missed by his family and all those who knew him. The harbour will not be the same without him, his smile, his love and laughter.

Bubbles mean trouble!

There is a lot of contradicting information out there when it comes to bubble testers in marine installations. This article is to show the function of these safety devices.

What Is A Bubble Tester and How Does It Work?

A bubble tester is a device that lets you test the LPG installation on your boat for leaks. This should be installed in the gas locker, where you can use it to test your gas pipes for leaks when you change the bottle or when the system hasn't been in use for a while. Boat LPG systems are exposed to a lot more movement, vibrations, and stresses than other gas installations and should be tested more frequently.

To use the bubble tester, make sure all your gas appliances are switched off and any pilot lights are out. Open your gas bottle. Depress the red button on the bubble tester for two minutes and watch out for any bubbles showing in the liquid vial. With all appliances switched off, there should be no gas flowing and no bubbles should appear. If you see bubbles when there shouldn't be any, this would indicate a leak. You should then contact a Gas Safe registered engineer to investigate further. Turn the gas supply off at the bottle until the engineer tells you that it's safe to use.

Are Bubble Testers Required By Law?

Marine LPG installations should comply with the current standard BS EN ISO 10239. On some boats the gas installation is many years old and would have been fitted before this standard was written. For these boats, not having a bubble tester would be a fault classified as Not To Current Standard (NTCS). For faults classified as NTCS, a gas engineer would normally advise the boat owner to update the installation to the current standard if they wish to do so.

For new installations, all systems should be fitted with an easy means for the boat owner to self-test them. This could be a high-pressure gauge or a bubble tester. If this isn't done the fault is still classified as NTCS. Since this doesn't put the gas installation At Risk or make it Immediately Dangerous, the boat owner cannot be forced to have a bubble tester or gauge installed.

Should I Install A Bubble Tester?

Bubble testers are installed in your LPG cylinder locker. They sit in the gas line just after the regulator hose and before the gas pipe. There are lots of safety considerations and legal requirements when working on boat gas installations. This work should only be carried out by a Gas Safe registered engineer with LPG and Boat qualifications. There are a few short 'YouTube' videos that illustrate the use of a bubble tester. One of the best I found can be viewed at <https://marineheating.co.uk/bubble-testers-on-boats>

Local gas safe engineer that deals with boats (there may be others!) :

Abacus Flame Ltd

Telephone: 01323 648083 Email: enquiries@abacusflame.co.uk





It could happen near you!

Whilst cruising this summer one lunchtime we were alerted to a nearby incident as the duty manager passed by carrying a large first aid bag. He wasn't at that point aware of what he was likely to be dealing with.

Someone on a nearby pontoon had phoned the office to report an explosion.

Arriving on scene and checking there was no fire, he came across two gentlemen who had been doing some work on an engine. They had been working in an enclosed space down below with little ventilation and had been using an aerosol of some kind to clean the engine.

Whilst trying to start the engine, 'dieseling' took place which caused a flashback fire. In a split second a ball of flames engulfed the gentleman nearest the flashpoint.

Being very conscious of first aid procedures he was quickly out onto the pontoon and still having presence of mind, spraying himself with water from a hose. That was, it turned out, to be his saving grace. Marina staff members trained a second hose directly onto his legs.

Cold water cools the burn thus reducing the damage. He had lost his eyebrows, burnt his lips, hands and some parts of his legs. The second man was also walking and talking.

By now the nearby inshore lifeboat had arrived at speed and wrapped some clingfilm very loosely around some of the wounds and the man affected was also wrapped in towels to prevent contamination and keep him warm after being doused in cold water for over ten minutes.

Alerted to the situation by the office via the 999 system the Harbour Masters, ambulance personnel, police and fire service were now in attendance with an air ambulance trying to find somewhere to land.

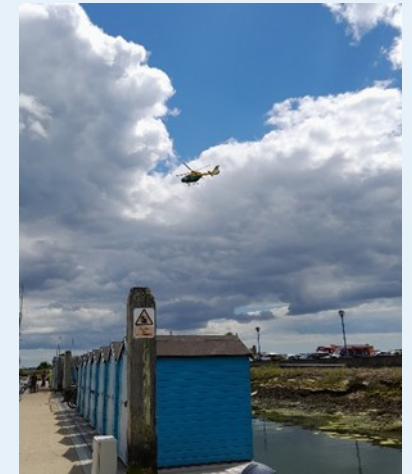
The fire service contributed to the first aid given by giving advice to lay the cling film loosely on the wound should there ever be another occasion but were happy with the RNLI's first response. Happily, both men were able to walk to the ambulance for transport to hospital and the other emergency services stood down.

The staff at the marina were thankful that no fire had occurred and that the casualties of the incident were in safe hands. They found it very reassuring to be supported by each and every one of the services who had gone about the task in a very calm and professional manner.

Everyone was also mindful of the fact that the incident was well controlled and that things could have turned out much worse than they did.

Let us all as berth holders be mindful of how things can happen in the blink of an eye and thankful that it turned out the way it did due to the excellent response from all involved at the time.

It is worth remembering too that 'a stitch in time may save nine'.



Editor's note— It could be you!

Two horror stories of how fires aboard have started spring to mind:

Unsecured gas bottles bashing together in choppy waters

And

A bottle left on the galley table magnifying the strong Mediterranean sun onto paper.

Sovereign Harbour Coastal Community Group

by Gill Clare

At a June meeting convened by the Environment Agency, Sovereign Harbour Residents Association representatives, Borough and County Councillors and me, as SHBHA representative, were given an update on the Coastal Defence Scheme for us to feed back to the wider community. A brief summary is given below.

Although other areas of Sussex had been flooded during a storm in April there was no coastal flooding in Pevensey or Eastbourne.

Short-term (2025-2027) Pevensey Coastal Defence Ltd have continued to work, completing their works this year in May, later than usual, due to the volume of smaller storms. They will resume in September. Their contract ends in May 2025, but the beach management work will continue until 2027 in a similar way, most likely carried out by utilising an existing Environment Agency framework contractor.

Medium-term (2027-2037) the approach is to sustain the standard of protection meaning that defences will be improved to account for sea level rise. The preferred option for 2027-2037 is an updated approach to beach management with enhancement of groynes at key locations. This will improve the retention of shingle in key areas and consequently reduce erosion.



Long-term (2037+) they are in the early stages of developing a long-term plan for the coastline. The aim is to develop a 100-year investment and management plan which outlines a future programme of works for the frontage in the face of a changing climate.

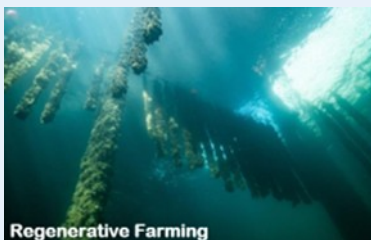
There was discussion around the environmental opportunities and enhancements that could be achieved through the scheme. This included possible long-term plans such as:

Regenerative farming, Biogenic reefs, Oyster reefs, Set-back embankment and Coastal Habitat Creation.



The latest newsletter can be viewed here:

<https://mailchi.mp/bb746a5c6c19/newsletter-summer2024-pevensey-bay-to-eastbourne-coastal-scheme-12703539?e=6622b31f14>



SHYC Club Boat by Gill Clare

Early in the summer I was contacted by the SHYC, along with other organisations around the harbour, asking whether SHBHA would support their fund raising to purchase a club boat. The club had some funds available but also applied to Sport England for a grant. Sport England agreed to a grant of £6000 provided the club could raise a similar amount through crowd funding. Hence their contacting not only their members but local businesses and organisation, such as us.

Their aim was to get more people out on the water enjoying the sport that we all love, be it sailing or motor boating, racing, or cruising. This included Sport England priority groups, young adults aged 20+ and young at heart adults aged 70+ and everyone in between access to a club boat and to also encourage members of the local community.

Although your committee members were away boating, we were able to discuss the merits of supporting the scheme by email and telephone.

One of our association aims is to encourage new people into boating, which was also the YC aim. It could be a source of new members to SHBHA and, also, we could possibly see an impact on the demand for second hand boats within the marina.

It was agreed that we would donate £200 to the appeal and in return we would be credited on the list of donors.

The YC was successful in raising the £6000 so will receive the Sports England grant and are now actively looking for a suitable, easily maintained boat that can introduce novices to the sport.

Latest News

You will have read elsewhere in this newsletter the sad news about the death of Nigel Dumbell. I am pleased to be able to report that Topsy Tart is to be the new club boat. Here is an extract from SHYC newsletter of 6th September :

Many of you will know of the recent sad passing of Nigel Dumbell, a long-standing club member, who sailed a Bavaria 34, Topsy Tart, from Sovereign Harbour for nearly 19 years. After discussions with Nigel's family they have agreed, in principle, a sale of Nigel's boat to SHYC. We are incredibly grateful to the family as they have agreed a price much lower than the true market value, which reflects theirs and Nigel's wishes to see the boat used to train others.

Nigel has always helped novices to experience sailing and had expressed a strong desire to help as many as possible to enjoy the sailing experience. Nigel's children are desperately keen to see Nigel's wishes live on with the boat being used in the proposed way by the club. We are so grateful to them.



Sussex Regatta Boat Jumble

As I sit at my keyboard writing this report, I'm taking the opportunity to hide from the sun after a morning of scrubbing the decks, it was blazing sunshine with the temperature in the mid-20s. Saturday seems such a long while ago, not just four days but at least two seasons! It's a long while since I remember getting soaked through to the skin!

As you will probably be aware we relocated the jumble to the car park underneath the Boardwalk alongside the Central Harbour, the same spot we'd retreated to for our last jumble. It was being held on Bank Holiday Saturday, which should have warned us. The forecast was appalling, but the weather exceeded even that! The Boardwalk, with its boards, just couldn't compete and we had to retreat after just one hour.



My thanks to everyone who turned up to sell and buy plus Tim Kingston and Dan King from Boat Shed Brighton and David Phillips of the RNLI Water Safety Team who were on hand in the yacht club to do life jacket checks plus the stalwarts of SHBHA committee who were also on site.



There are rumours of a possible third jumble, you never know, third time lucky!

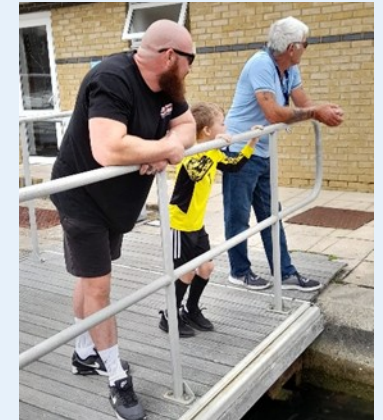


Rain, Rain Go Away!

After a week of scorching temperatures, we checked the forecasts (all 4 of them) on Friday evening and again on the Saturday morning to find it would be greyer and cooler for the Scrapheap Challenge and BBQ. That was good enough as it was still going to be 21 degrees.

Come the hour the sky looked more than ominous and sure enough the drizzle made its appearance. We sheltered as best we could under the soffits of the facility block whilst people started arriving and then it dried up. (Well for a bit anyway!) The sun put in a five-minute appearance as the event got underway.

There were only three entries this year - well down from the usual dozen or so. Maybe members had been too busy on the beach in the preceding week or maybe they access better weather forecasts than ours. It was decided that each boat would have a speed test down the course and then after some fine tuning of design there would be the race with handicaps applied.



The largest boat, 'Bottle', went first and flew down the course in style with a fantastic time of 29.93 seconds.



The most technical boat, 'Domani' with a windmill type drive arrangement came next. Slightly heavier, with a few technical issues, and wayward in its journey it took 2minutes 53 seconds.



The final contestant had the smallest vessel. 'Magnum' (a plastic bottle weighted with nuts and bolts and adorned by a famous ice cream lollipop rudder) set off well down the course but soon became affected by numerous over-riding factors.

Whilst the handicaps were calculated one contestant helped another to add a small keel to her boat using card and duct tape.

It was the most wayward of the entries and even left the course to inspect an alongside vessel in the channel. Rescued by Damien, member of the fifth emergency service with his net, it was soon back on track and heading for the finish line taking not much longer than 'Domani'.



So the second race commenced.....



Two boats in at the same time and then the final vessel two minutes later. The latter set off at a dash but soon came to grief crashing into the side of the course as it tried to catch up the front runners. The front runners both had wayward spells but soon Magnum was in the lead. Bottle put in another very fast spurt and the race was hotting up. A last-minute gust of wind helped Magnum cross the line first!

Well done to those who joined in the fun which had the onlookers quiet and tense at one point and then cheering and laughing at others as the boats ran their course.



Just a fun event but shortly after the presentation of certificates



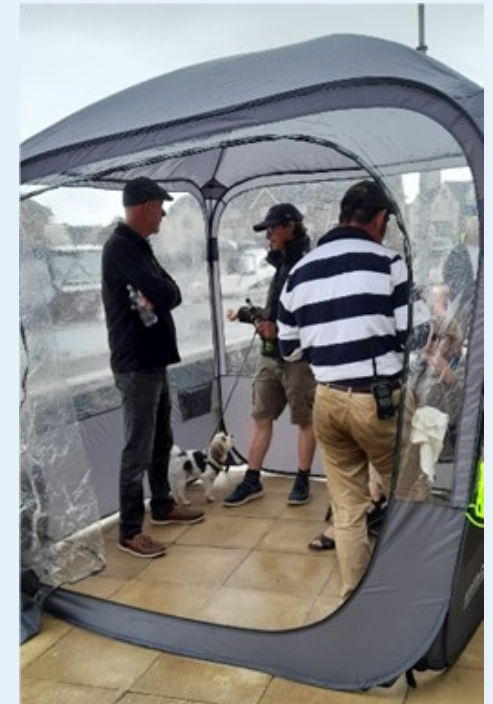
Then the spots of rain became more of a shower and just as the BBQ was lit thunder and lightning put in an appearance and the rain became more persistent. In true British spirit we carried on! Umbrellas appeared and 'Bottle' suddenly was re-tasked to become a shelter.

One couple and their dog suddenly produced a pop-up gazebo. (We hadn't erected the Association one thinking grey but dry meant we didn't really need it!) The pop-up version didn't so much popup and it took a few brains and pairs of hands before it resembled the real deal.

Individuals cooked their choice of food and there were some tasty doughnuts to share....The atmosphere was friendly and light-hearted with sharing and caring being in abundance.



Thank you to everyone for their efforts in making this another successful event.



Sailing Directly into the Wind by Tony Smith

From 1965 there was a BBC 1 programme series called "Tomorrow's World" that ran for 38 years highlighting contemporary developments in science and technology. I recall watching one of those early programmes having a small boat on a water tank in the studio with a fan blowing wind at it. The boat, probably less than 12 inches long had a rotating fan in front. Somehow that fan was geared up to a propeller device at its stern which drove the vessel slowly but surely directly into the wind. That fascinated me then and I have wondered ever since why the technology never seems to have taken off. Well, when you think of the time and distance most yachts take to tack into a destination windward you might have considered that going, albeit more slowly, directly into the wind, would have encouraged some entrepreneurs to follow that line of research. Perhaps they have and found it too costly.

For the last couple of years I've been toying with the idea of building such a model and the SHBHA gave me the opportunity to get stuck in by arranging their annual scrap heap challenge; a boat, made out of scrap, no bigger than 50cms long but definitely wind-powered to be raced.

I spent days researching diameters of the fan and prop for my boat and decided, as a start, to have the rotating fan at the front directly connected to a prop at the stern, obviously at an angle so the prop is under water and the fan is in the air. I discovered that sea water is 840 times more dense than air and considered the mathematics of calculating the diameter of the fan relating to the diameter of the prop taking in the density factor. Then how many blades on the fan and how many on the prop. I'm sorry that my maths is not up to this sort of calculation, so I just went ahead with what felt right; that is a large diameter fan with a much smaller prop. Making the prop was a problem; eventually I discovered that, rather than make four blades and fix them together it was better to cut the prop out of one piece of metal. The fan was made out of X3, 2-litre plastic Pepsi bottles, longitudinal sides as they have a nice curve to catch the wind. The rest was just bits of wood, 0.5cm dowel and two plastic torpedo-shaped bottles as floats.

Then testing the model in the swimming pool I had to have a leaf-blower for generating wind. The machine didn't work so I had to take it completely apart and rebuild. Finally, to get the prop at the right distance below the water and the fan completely out of the water, there were small weights to be added in strategic places on the rig. On testing I was not surprised to find that my boat didn't actually go into the wind, however, something **was** right as the prop made the model stay where it was and not to be blown downwind. So, from that early TW Programme I can assert that, with proper calculation of diameters and no doubt better bearings, the principle is right. It is possible to sail directly into the wind.

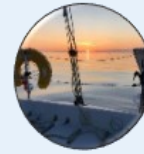
Editor's Note: *It is possible; it's been done!*

Those Members who are interested may like to follow up this topic at:

<https://maritime-executive.com/editorials/wind-power-developments-for-sailing-boats-into-headwinds>

Photo of the wind powered catamaran "Tango" built during 1970s by Jim Bates





SHYC Cruisers

Gill Clare

Early in the new year members of the yacht club met to discuss, amongst other items, the club's sailing programme. It was felt that, recently, it had been predominantly race orientated with cruisers very much left to their own devices.

Following on from this meeting the club's Rear Commodore Cruising, Frank Tomline, formed a cruising committee, of which I am a member. Whilst the organisation of long and involved cruises are not currently envisaged, short weekend cruises are.

More interestingly is the forming of the Cruisers WhatsApp group. Here people have been able to share their plans, activities and current location, this has resulted in the group members being able to meet at various spots along both sides of the Channel coast. The group is also providing mutual support for each other, of various forms. We already have some members who have ventured out single handed, knowing that other boats were going to be around. Also, if away cruising, it's been found useful to reach out to the group for advice should a problem arise. Or even just as an information exchange, the latest was "where can a find the PAF form for Dieppe?".

All Sovereign Harbour berth holders are welcome to join the Cruisers group, you do not need to be a SHYC member to belong. Indeed, a number of SHBHA members are already in the group. It's open to all vessels, sail or power. If you are interested in finding out more just email me your phone number and I'll introduce you to the group.



enquiries@shbha.co.uk



Advance notice!
Sovereign Shines

6th, 7th and 8th December

Less categories!

More prizes!

and some free electricity*

*T&C's apply £10 worth of electricity will be added to the Metermacs accounts of boats lit up between 4pm- 9pm on all three evenings to allow judging to take place.

We've listened to your comments and have ditched the different judging categories. This year create your own light display and help light up a massive reflective scene across the harbour.

Little or large, modest or extravagant -----just go for it!!

Judging will be weather dependent so you need to be lit up on all three days.

Best boat overall will get a free lift (up to 14m.) but there will be dining out vouchers, hampers and lots more to win.

There will be a Christmas market, entertainment options, reindeer, choirs, a free mulled wine or hot chocolate and an elf hunt for the children. Father Christmas is hoping to drop by too and, new for 224 m a 'fishing boat' parade.

More detailed information will follow in the Autumn!



Sovereign Harbour Berth Holders' Association

www.shbha.co.uk

We hope you enjoyed your cruising, being out and around in the Bay, your fishing trips, checking on progress of the demolition of the remains of the Sovereign Tower or just chilling onboard.

We are busy planning events
so the outline autumn 2024 and spring 2025 programme is looking something like this:

October 12th Ladies Day (How Far Is It?) with Mark Sawyer from Sea Training Sussex. Learn about how to measure distance on charts and meet other like minded women.

Late October Probably another **Boat Jumble** to make up for the one abandoned due to torrential rain. Date TBA.

November 3rd (Sunday am) A **Splicing Session** with help from Nicky's Chandlery

November 23rd The **Annual Coffee Morning and Hamper Presentation** to the crew of Eastbourne Lifeboat.

December 6th, 7th & 8th **Sovereign Shines Weekend** More prizes, less categories and some electric thrown in for free!

January 11th 2025 A session on **Engine Checks and Issues** with James Wishman, mechanic Eastbourne Lifeboat

February 22nd (am) 2025 A **Junior Splish!** with help from the Water Safety team

March A **Practical Anchoring Course** with Mark Sawyer from Sea Training Sussex

April **Ladies Day (Part 3)** with Mark Sawyer from Sea Training Sussex

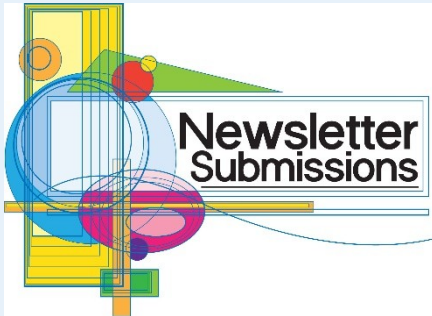
We hope you will find something of interest but if you have any further ideas for courses or events, please contact us:

secretary@shbha.co.uk or enquiries@shbha.co.uk





NEWSLETTER



Just a reminder that we are always accepting copy and photographs for publication. The next edition of the Association's Magazine will be in the New Year (!) . All contributions are welcomed and considered.

Whether it's a story about a boat trip planned, boats trips already made, fitting out, problems being dealt with, on-board improvements or anything else boating related then it will be very welcome and of interest to our members.

You can help make it interesting to all members



give
it a
Go!

SHBHA - Members' Benefits

Have you checked out the benefits you can gain through your membership to SHBHA? £££



A number of companies, sailing schools and marine organisations offer either discounts or special deals just waiting for you to snap up.

Chandlery, canvas work, lessons, insurance, brokerage, diesel tank testing. Have a look for yourself:

<https://shbha.co.uk/member-benefits/>



And:

Don't forget that the RNLI Water Safety Team attends many of our events to give free advice and information, for example, on how to check and maintain your lifejacket.



<https://shbha.co.uk/events/>

The SHBHA Committee Members 2024/2025

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

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

Membership Secretary & NW Harbour Rep: Jeremy Hinton (NG11) *Anyia*

Minute Secretary: Vacancy

Treasurer: Sarah Price (F38) *Supernova*

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

NE 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>)