

HOLLOWSHORE NEWS



HCC 50th: 1959 - 2009

www.hollowshorecc.co.uk

Autumn 2009

FROM THE COMMODORE

As I come to the end of my year as Commodore it is very encouraging to report that the Club continues to go from strength to strength.

As I write, we are approaching the end of October and the end of another successful sailing season. Where has the time gone, it seems like only yesterday



that we were launching our boats? I will leave other contributors to report details but from all that I have heard it seems that the traditions of the Club are being well and truly maintained. Members have logged many miles flying the Club Burgee with the little Viking ship to a huge number of ports. Members

have spent lots of time enjoying their boats despite the variable weather that has once again been our experience this summer.

The Club remains in a healthy condition with Membership continuing to increase; we now have 129 paid up and two Honorary Members. Our finances are almost back to where we were before the move. We have been able to keep the bar open every Sunday throughout the season with the result that we continue to enjoy our new Clubhouse and meet with our friends when we are not on the water. We have some new furniture and new curtains which really make the Club even more comfortable.

Social events are fewer in the summer, although since my last report we have enjoyed several highly successful events including the Fish and Chip Supper where, thanks to Roger Hill, we raised nearly £100 auctioning prints that he donated.

We enjoyed the cruise and lunch at the Royal Temple, remembering our founder Lawrie Tester, and we held a very successful BBQ at the Club. One of the highlights, so far, seems to have been the 50th Anniversary Cruise to Queenborough with Dinner at the QYC. It was very well attended and enjoyed by all.

I would like to plead for more members to try their hands at running the Bar. Our financial success is due, in no small measure, to our ability to keep the bar open each Sunday. It is great fun and you meet other members and make new friends.

Finally, I would like to thank my fellow members of the Committee who have worked so hard again this year to keep the Club in such good health.

- Mike Perkins

FORTHCOMING EVENTS

Oct 31 HCC 50th: Laying-Up Supper

Dec 5 AGM and Christmas Party

Dec 20 Christmas at the Bar

Watch the club web site for changes and additions.

See www.hollowshorecc.co.uk.

WELCOME ABOARD !

Welcome to new members who have joined HCC since the last newsletter back in May:

Ros Charter, Harry Harrison and Esme Risner, Bryan and Toni Girdler, Richard Edey and Sarah Woodward, Malcolm Rogers and Anthea Daniels, and Adam Sokolowski.

Welcome aboard, everyone! We do hope that you will enjoy your membership.

ARE YOU FLAGGING?

Thanks to Mike Torode for this discourse on 'Our Flagging Customs' -

Years ago flags were of far greater importance than they are today as in most vessels they were the only means of communication at a distance, and coastguard stations would ask a passing vessel for its 'number'. The need has been replaced by VHF.

Regretfully today, many 'yachties' do not observe the traditions, probably because they are not aware of them.

How many realise that a vessel 'wears' an ensign, 'flies' a pennant, a burgee, a house flag, or a bob, and 'hoists' a signal flag ?

The Ensign for a British civil vessel is a red ensign, carried on a special ensign staff, at the mizzen truck, or at the gaff peak (when under sail).

Subject to the possession of an Admiralty warrant some owners can wear a blue ensign, albeit one which is defaced, while a member of the Royal Yacht Squadron can sport a white ensign, and there are a few clubs who wear a defaced red ensign. These special ensigns are worn only when the warrant holder is on board.

As a rough guide to size, ensigns should be one inch along the foot for each foot of boat length, up to about fifty feet.

Failure to exhibit the correct ensign could result in a substantial fine.

Burgees, traditionally triangular in shape, should be flown at the main truck. However, owing to the amount of electronic clobber carried on some mastheads, it has been ruled as acceptable to fly a single burgee on the lower starboard crosstrees. Strings of burgees are strictly naff !

The exceptions to the triangular burgee are swallowtail flag-officers' burgees and square racing burgees. Also, in some larger clubs committee members fly square burgees.

Ensigns and burgees should be shown from the times decided by the port's senior naval officer or by the senior yacht club depending on where you are, but the generally accepted times are 8am to 9pm or sunset (whichever is earliest), in summer. The Signal Flag code book is now much smaller than in the past. The only 3 flag hoists are medical, with 1 & 2 flag general hoists. Four letter hoists are identification codes but these are largely supplanted by VHF codes.

Dressing overall is a frequent use to which code flags are put, and although there is no official sequence the following is recommended; E-Q- p3-G-p8-Z-p4-W-p6-P-p1-I-Code-T-Y-B-X-1stsub-H-3rdsub-D-F-2ndsub-U-A-O-M-R-p2-J-p0-N-p9-K-p7-V-p5-L-C-S; this spells nothing and is unlikely to cause offence to anyone.

Courtesy ensigns should always be worn on the uppermost starboard cross trees and no other flag should be worn higher than that of your host country. A local foreign ensign e.g. the lions of Normandy should always be below the host's national ensign.

- Mike Torode

SOCIAL NEWS

Every Sunday sees a good crowd of members occupying the club between midday and 3pm, sampling the bar stocks and filling up with the food on offer. The food, incidentally, is also provided by the person/people running the bar and it's up to them what to offer, hence the variety of snacks that we see. These sessions really are great fun and it's nice to see so many people enjoying our new surroundings. But PLEASE, we could do with more volunteers to run the bar!!

Soon after the last newsletter, we sailed to Ramsgate for the Lawrie Tester Memorial Lunch at the RTYC, well attended and with good weather for sailing there for the first time for several years. Mind you, the trip back the following day was notable for a F7 squall up our transoms off Herne Bay which caused some excitement for a few minutes.

The Barbecue at the club during August went very well, although numbers were down with many members away.

In September the hoped-for raft-up in Stangate didn't come to pass, and instead at short notice we ran a cruise to QYC with dinner in the evening.

This turned out to be a successful event with 12 boats on the cruise and 36 people sitting down, many people attending by road. Many of you said you'd like to do this again, so tell the new committee!

UP TO LONDON

Mike Riches made his first trip up to St.Kat's this year with the HCC Spring Cruise back in May, and was nice enough to write it up for us:

The annual club cruise to St Katharine's in May was a great success, despite "wind on the nose" most of the way there – and one member being boarded by the river police! It attracted 12 boats in all: *Blue Mullion*, skippered by organiser Chris Lovering, *Cayuga*, *Champagne Spirit*, *Every Summer Night*, *Kalos*, *Kittijay*, *Koorungal*, *Minx*, *Oyster*, *Samorah*, *Saxon*, and *Sunrunner*.

The "inside route" up the Swale on the Friday was a windy, bumpy affair but the warmth of the welcome at Queenborough Yacht Club meant it was soon forgotten. A trot boat was waiting, and Commodore Margaret Douse, a fine cook, put on a marvellous spread.

It was an early start on the Saturday to catch the tide, and we made good progress. There was a lot of activity around the Greenwich area because of the visit by the aircraft carrier *HMS Illustrious*, for a fly-past and other celebrations to mark 100 years of naval aviation – the service acquired its first airship in 1909.

A Thames sailing barge was booked for the first lock-in at St Kats, but with the Hollowshore boats milling around outside we were let in first. Despite the wind outside, the marina was flat calm inside, thanks to the array of high-rise buildings around it.



Big crowds of tourists watched the boats go through the lock, and happily all went smoothly. Most of the members stayed all week, but I and Neil Williams aboard *Champagne Spirit* had arranged to leave after just one night. First lock-out was not until 1330, and with an easterly wind against the outgoing tide, we didn't get back to Queenborough until dusk.

I enjoyed the trip, especially the friendliness of other members, but the journey back was a bit of a nightmare for a 'fair-weather sailor' like myself.

Wind on the nose the whole way, rather like Friday morning but with huge waves (wind against tide) as the river widened into the estuary. At Queenborough we luckily picked up a mooring at the first attempt!

After the Dartford Crossing we had seemed to be the only leisure boat on the river. Hardly surprising, then, that we were chosen for one of the random police-boat checks which are increasingly happening around our shores. I had read in the yachting press complaints about some aggressive behaviour, but there were only two young men aboard the police rib, and the one who came aboard was very friendly. All they wanted to know were our names and where we were headed, and then with a wave of the hand they were gone. It was all very low-key and civilised.

- Mike Riches

Permit the Editor to butt in here. At the end of the London week, I scrounged a trip home aboard *Koorngal*, joining John and Reg the evening before departure. It was an early start, and the wind steadily increased on the way until off Shellhaven it was howling from the south with heavy showers. From the comfort of the warm dry 'shed' on John's boat we enjoyed watching *Oyster* proceeding in a series of broaches until she reefed, then we all turned south towards the Medway, wind on the nose and boy did it rain. Just behind us was *Sunrunner*, and Freda gleefully told us on the radio that Don was "out there looking like a drowned rat". The weather improved (a bit) after that, and the rest of the run home was uneventful. Thanks John!

OFF TO HOLLAND

A crowd of usual suspects aboard Blue Mullion, Misty, Oyster, Saxon, Trilogy and Gunbeat made their way across to the Netherlands again this year. Chris Lovering kindly wrote some notes, and John Kerr, crewing in luxury this time on Oyster, added some details:...

Having arrived at Ramsgate, the forecast for the trip to Oostende was sunny but F6, so again out came the bus passes, and a day was spent at Broadstairs with lunch at the Albion Hotel in brilliant sunshine. (Why go abroad when it's so nice here!)

The trip to Oostende was absolutely smooth all the way, a very hot 10-hour motoring trip, but only one night was spent there as the forecast was for strong winds later. At Middelburg it rained the following morning. (This is the start of the Dutch weather, I thought). *Misty* stayed on in Middelburg, while the others made for the Veeres Meer for a few days and the sun was shining. We and *Saxon* wanted to go to Dordrecht so we set off for Numansdorp, a nice village up a creek opposite Willemstad, with Great Crested Grebes nesting by the long pontoon - these birds swam a few feet away with two or three young on their back.

On to Dordrecht for four nights - well worth a visit, we saw a big band concert (six different bands) and had a trip with Rod and Gill to the Biesbosch, a huge wetland nature reserve, where we hired an electric boat!! (Can't get away from the things). *Oyster* came for a couple of nights, and the weather was still good and sunny.

Off to the Grevelingenmeer via Willemstad, we then met up with the other boats and a week was spent visiting the islands, BBQ's, swimming and sunshine.

The trip back to the Veeres Meer was very hot and rewarded with a swim. A few days here with a couple of days at Veere itself (spoken as "Fearer"), a picturesque town with a jazz band on the quay, clarion bells playing (even through the night) and sunshine.



Beautiful Veere

After Middelburg, out into the North Sea and on to Blankenberge, where John Kerr jumped ship to *Misty*, and the trip to Nieuwpoort was in a near gale on the nose. Brian thought that the Stroom bank would offer us shelter after Oostende, but instead it acted like a surfing reef, although it was an exhilarating roller coaster ride. We met the police coming out of Nieuwpoort in their large black inflatables, but it was too much for them! In Nieuwpoort came showers, so we took a tram ride to Le Panne for only a couple of euros. Next was Gravelines, (note we entered three hours before High Water, for anyone planning a trip).

Here we stayed for five nights until Bastille Day, again the weather was good. A free concert with a French Rock Chick, trips to Petit and Grand Fort Philippe, and as always the Club was friendly. The last evening was concluded by the Bastille fireworks.

On leaving next morning, Brian fell down the companionway on *Oyster* and hurt his back badly, but Lorraine skilfully bought the boat back to Ramsgate.

A smooth crossing until we picked up wind after the shipping lanes, where *Misty* with John Kerr at the helm had both sails out and caught us up, passing us with John gritting his teeth at the helm and Ed Bollen on a white knuckle ride.

Back to the creek, to get ready for the next trip. Many thanks to John Kerr for his organisation!

EAST COAST CRUISING

Many members have enjoyed the delights of the East Coast, solo or in groups. *Corn silk, Every Summer Night, Swiss Miss, Hazelrigg* and *Subjibi* headed off for a two-week cruise in June, making the long haul to Levington on the first day. Having agreed to chat on Ch72, we had to listen for hours on end to a fisherman whinging on and on to his mate about the effing so-and- so's who had lifted his effing pots and pinched the effing contents (he reckoned) before he arrived.

We changed our fleet channel to 77 after that.

Next day, on to Woodbridge, where the Commodore and his lady apparently got stuck - not literally, but there they stayed when the rest went off to Woolverstone (several days of awful forecasts), then round to Bri'tl'sea and back home five days early, fed up with coping with loads of wind (not to mention many dire forecasts when wind was predicted and didn't materialise). In August, *Misty, Kooringal, Blue Mullion, Sunrunner, Samorah, Kittijay* and *Cayuga* went off in a similar direction and visited similar places, but ended up in Heybridge Basin for a few days and

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(judging by the photos) held dinghy speed trials in the canal. After a fleet visit to West Mersea, *Kittijay* and *Kooringal* returned home while the rest sampled the delights of Fambridge before the trip back across the estuary.



The Editor and his lady have had some excellent trips close to home as well, proving that you don't have to go very far at all to have a good time.

During one week we travelled the bogglingly small distance of 106 miles, sailing somewhere every day, visiting Gravesend, Queenborough (several times), Benfleet, and Chatham.

On another week we made our first trek through the Havengore (no it's not in my part of The Book) which was great fun, followed by some days on the Roach and the Crouch. A fuller description appears on the following pages.

As I write, the news is full of this dire stuff about an airport in the estuary again. The really frightening thing about the idea is that it's undoubtedly technically feasible these days - the prospect is appalling and I'm sure that we all fervently hope that it will not happen.



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ACROSS THE MAPLIN SANDS

Being among the 'younger' members of the club, and been cruising locally for 'only' 12 years, we hadn't got round to trying out the Havengore route, something I've always wanted to do. What's more, the initial foray (by someone else) for our pilot book had not yielded as much detail as we'd have liked, so we were determined to get out there and do it 'properly' this year.

The opportunity presented itself in late August, with five days free, big tides forecast and reasonable weather too. The latter was not much in evidence, though, when we set off from Oare westwards in a squally SW breeze, peppered with rain showers, exchanging VHF pleasantries with Jim and Sally Moore on *Moody Madam* heading the other way off Conyer. After a smooth bridge transit for once, we had a 'wish we were somewhere else' moment passing Queenborough when the heavens opened and the wind howled. Continuing on to Stangate, we dropped the hook about half a mile south of the Sharfleet entrance, the weather settling down, and two Conyer boats rafted together close by. A few mugs of tea down the hatch and things seemed a lot rosier!

While dinner was cooking I sat up top and



admired the sunset, when the skipper of *Leadbelly* called across "I hear you're going through the Havengore tomorrow, can we follow you?" He'd heard us talking to *Moody Madam*. I told him that of course they could, on the understanding that I didn't know the way either. However, they were both lifting keelers...

Next morning saw Stangate at its glorious best, brilliant sunshine, the water like glass, and loads of geese airborne for youngsters' training. Not so good for sailing, though. Today there was to be a 6.4m tide at 1430, but we left at 0930, far too late, bashing the full strength of a mighty flood tide past Garrison. It was a long slow hot motor for nearly three hours all the way across to the 'artificial island' near the S. Shoebury buoy, where we met Leon Ferguson from Gravesend SC aboard his Victoria 26, *Thalia of Hamble*.

Leon had done all the homework by talking to John Langrishe at the Roach Sailing Association, whose advice was to wait until HW-2 before

setting off across the sands. Leon's boat draws about the same as ours, 1.2m; at about 1230 we called the bridgekeeper to check that all was well, and set off in convoy, Leon in the lead and the Conyer contingent of *Leadbelly* and *Eileen Righ* following us.

Our route took us north, close to a clearly marked wreck, then NE to the first of four stout steel posts, and followed these leaving them very close to starboard, heading roughly NW. From here the bridge could be seen, with a lot of activity already as boats emerged from the Roach heading out to sea.

The last two of these posts are on sections of the Broomway, now alleged to dry 4.0m, and even on this great tide we saw a brief minimum of 0.4m under the keel, or 1.6m of water. The rest of the way, there had generally been about 2.2m depth. After the fourth post, a string of withies made from steel water pipe, not at all easy to see, led the way through the best water to the bridge.



The tide was still roaring in here as we passed the bridge at 1345, still motoring, and took the right-hand fork along Narrow Cuts and Yokesfleet Creek. The wind was picking up at last, and we sailed round to Paglesham and picked up moorings arranged for us by John Langrishe. A brief chat with him had a slight irony, as it is he who contributes local knowledge for this area to 'East Coast Rivers', whose author doesn't apparently personally visit all the destinations by sea. But he knew the situation and we all had a good laugh about it.

After a late lunch we had a splendid sail along the Roach and up the Crouch to Burnham Yacht Harbour, where we met Mike and Jackie aboard *Every Summer Night* - they'd arrived a couple of days earlier, having taken the scenic route owing to the long dangly keel under their boat.

Next day it was howling again, so a planned trip to Farnbridge was abandoned in favour of exploring Burnham; the day after we had a great sail on the river with Colin and Mary Jarman, who drove

down from their home at West Mersea. It was a Monday, and once we were upstream of Burnham there wasn't another soul to be seen for a couple of hours until, on the way back, there was a pesky 'Sunseeker' or some such testing his engines. Not impressed at that point! However the rest of the trip was peaceful too, and we returned to BYH having been up to Fambridge and down to the Roach.

That evening we splashed out on a meal in the Swallowtail restaurant at the marina - I say 'splashed out' but in truth it wasn't too expensive at all, and the portions were massive as well as delicious.

Up early on Tuesday for a trip home, the forecast was W backing SW 4-5 occasionally 6, not exactly promising for the Swin. However at that stage (0630) the barometer was rising and the sky looked quiet enough, so off we went in little wind, motoring all the way down to the Whitaker. Once we turned SW into the Swin, sure enough the wind came on the nose and piped up, but after our early start we still had seven hours to get home. We doggedly beat all the way down the Swin, then were able to fetch across the (busy) shipping lanes and down to the Columbine Spit all on starboard tack.

It was starting to blow a bit by this time, with a nasty looking black cloud approaching with our number on it. Discretion overcame valour and we whipped the sails off in time to suffer 30 knots of wind and heavy stinging rain by the Sand End while we hid behind the sprayhood. Welcome home indeed!

A great trip, though, and the Havengore route was much enjoyed, especially the 'time-warp' aspect of arriving in the Roach after such a short journey. We shall certainly aim to do it again.

- Dick Holness

THE 100 CLUB

Once again we have had a very successful year for the 100 Club. A big thank you must go to Eric Spratling for his organisation. Thanks to him we have received valued additional funds and at the same time had a lot of fun each month waiting to see if we have won a prize.

Last year we purchased the carpet and floor covering for the Bar and this year we have been able to purchase new folding tables for events, the round tables, and the new blue and white curtains and rails. All of this was financed out of the 100 Club. Thank you all for your continued support.

- Mike Perkins

LONDON BOAT SHOW OFFER

Again this winter there will be a very good special ticket offer for HCC members for the Boat Show at Excel, to be held from the 8th to the 17th January. We don't yet have the details, but they will be posted on the notice board.

CLUB REGALIA

Thanks to the efforts of Andy Jackson, club regalia has been selling like proverbial hot cakes this year. Here's an update on current lines, all excellent value:

Polo shirts short-sleeved £12.50;

Sweat shirts £15.00;

Fleeces full or half zip £17.50;

NEW:

Rugby shirts long-sleeved £15.00

Large Burgees £15.00

Small Burgees £11.00

All clothing comes with HCC embroidered logo. Boat name can be added for £2.50 per item. All ladies' and mens' sizes available, colours navy, red and white. Order items at the club.

MOORINGS FOR HIRE

In Oare Creek, on recently-rebuilt jetties, with security gates and ample parking. Contact David Blackmore on 07712 459177 or 01304 617800.

HELP FOR HIRE

Jack Daly, he who still holds the record for the youngest solo trip round Britain, has got in touch to offer his services to anyone needing help with maintenance and fitting-out during the winter. He has sold his Corribee and now has a bigger boat, and a car as well, and needs the extra cash! If you want to get in touch with him to discuss terms, contact the Editor.

TROPHIES AND AGM

There is the usual list on the club notice board for candidates for club trophies, so do please take a look and see if you are in with a chance.

Or if you know someone who's visited a lot of ports, or done a lot of miles, or written a great log (senior or junior), crossed the Channel for the first time as skipper, or deserves to be 'Member of the Year' (for a reason that also needs to be added to the list), please put their name up. And don't be too shy to put *your* name on the list if you think you deserve it!

The trophies will be presented as usual at the AGM which will be on Saturday December 5th, and they should of course please be returned (clean!) before or on the day.

At the AGM we will be electing new club officers and committee members, and again there is a list on the board for your nominations. You are probably tired of the current lot with their outrageous expenses claims and second homes, so come on, let's see some new blood and new ideas this time.

Also as usual, the Christmas Party will follow the AGM, so there is an added incentive to attend. Hope to see you there.

MIKE'S NAUTICAL QUIZ NO.3

1. How many ropes are there aboard a full-rigged ship ?
2. How is author of sea stories, 'Teodor Nalecz Korzeniowski' better known ?
3. How many records did the 'Cutty Sark' hold ?
4. What percentage of the world's surface is covered by the oceans ?
5. What was the name of the first propeller-driven ship to cross the Atlantic ?
6. What is a 'Bumboat' ?
7. In which ship did Nelson fly his flag at the Battle of the Nile ?
8. What was the Quota Act, introduced by William Pitt ?
9. What class of ship was 'HMS. Amethyst', of Yangtse River fame ?
10. What is a 'Water sail' ?

- Mike Torode

Answers will be published on the notice board and on the website around Christmas. Thanks Mike!

FROM THE FAR SIDE OF THE WORLD

Back in the summer, some folk from New Zealand called in at the club. Some of you will have met them and may like to see the nice email we had from them after they returned home:

We met the other Sunday at the HCC with my skipper Peter from the launch *Watermoose*. I just wanted to say thank you for the warm welcome and the great Polo shirt I was allowed to buy. I gave it to my best mate when he turned 50 in Hamburg last Friday and he was really happy with it, HCC and himself having the same anniversary to celebrate. I myself belong to the Whangarei Cruising Club here in NZ, it's NZ's second oldest club! Which then again, to UK standards, is not very old.

I just came back to the colonies and things are definitely more quiet here, though it's been a busy old week while being jet lagged.

Places like Rotterdam and especially London make Hamburg look like a village, not to speak about Sweden.

I had a great trip, though most of it turned into work as Lilly got so busy here back home, we picked up the importer ship for A-glaze in NZ from the UK and we got a fair bit of bookings already for the boats soon arriving from Fiji, Tonga, Vanuatu etc. No rest for the wicked!

Spring has arrived already and while we don't get up to the 33 degrees reported from Europe, we do enjoy the days becoming longer.

Again, thank you for your hospitality!
All the best, please do stay in touch!

Lilly and Tom.

CROSSED THE BAR

We have had to say goodbye to a couple of long-serving members this year. We received tributes to them, and these follow:

JOE BREWER 1929-2009



We were sorry to hear of the death of Jo Brewer last month. He was one of Hollowshore Cruising Club's founder members and very committed to HCC. Many of us will remember Joe's tales of sailing, when he and Laurie Tester would race to Calais, sometimes with David Denning. Some of us will remember with affection "Joe's Old Jokes", which never failed to raise a smile.

Joe always took pleasure in his sailing and was great company and an experienced helmsman. He had been ill for some time and had been unable to sail his last boat, *Seaquester*, during the last couple of years. Sadly, another of our HCC characters has gone.

JOHN GROVES

John Groves, a long standing Member of the Club, died after a long illness in January this year. He was a well known local sailor and for many years was a member of Hollowshore Cruising Club, although he rarely visited the Clubhouse.

He sailed out of the Creek with Phil Ward in a Kelt 850 called *Skelter*. Before that he sailed Fireball dinghies at Whitstable Yacht Club.

He always enjoyed a curry and a beer with his friends, and a memorial dinner was recently held in his honour at an Indian restaurant in Whitstable. The funeral was held at St Peter's Church at Oare, where he was buried in a grave overlooking the Creek.

THE BACK PAGE

A miscellany for your edification.....

ONE FOR THE LADY DRIVERS

Two elderly ladies were out driving in a large car. Both were short, and could barely see over the dashboard. As they were cruising along, they came to some traffic lights. The light was red but they just went on through. The woman in the passenger seat thought to herself, "I must be losing it! I could have sworn we just went through a red light."

After a few more minutes they came to another set of lights. Once again they went right through a red light. This time, the passenger was almost sure that the light had been red, but was worried that she might be seeing things... she decided to pay more attention.

At the next junction, sure enough, the light was definitely red and they sailed right through it. She turned to the other woman and said, "Mildred! Did you know that you've jumped three red lights in a row? You could have killed us!" Mildred turned to her and said, "Oh! Am I driving?"

JANET & JOHN GO SAILING

As a tribute to Terry Wogan who is retiring soon, here's a tale for all the TOGs amongst you:

John says "Let's go sailing".

Janet says "That's a good idea, have you got a boat?"

"Yes", says John, "here it is".

"Gosh, that's a big one", says Janet.

See John blush!

Janet says "Can we go out in it today?"

"Yes", says John, "I'll get it all ready for you".

Isn't Janet lucky?

"Now", says John, "would you like to steer when we go out backwards?"

"Oooh yes please" says Janet, "what do I have to do?"

Sensible Janet wants to know all about it.

"Well", says John, "when I say, you move this lever backwards, that makes the boat go, and turn this big wheel to steer it just like my pedal car".

"Right", says Janet, "can we go now?"

John says "I will untie the ropes, and then we can go".

See John untie the ropes. Put them carefully on the pontoon, John.

John says "Off we go".

In a little while John says "Use the bow thruster".

Janet says "What's the bow thruster?"

Oh dear, John forgot to show her that one.

John says "Use the bow thruster" again, in a very loud voice this time.

Janet says "All right, I've done it, I have moved the switch".

Then Janet says "What is that rattling noise? Why has the boat stopped?"

John says "Because we have dropped the *&***%\$**ing anchor".

Oh dear, John, go and wash your mouth out.

Janet says "What is this, John?"

John says "That is a boat hook".

Janet says "Come here John, I know exactly what to do with this".

See how fast John runs.

(The editorial staff must stress that any perceived resemblance between characters in this tale and any living club member is unintended and purely accidental).

NEW WINE FOR SENIORS

California vintners in the Napa Valley area, which primarily produce Pinot Blanc, Pinot Noir and Pinot Grigio wines, have developed a new hybrid grape that acts as an anti-diuretic.

It is expected to reduce the number of trips older people have to make to the loo during the night.

The new wine will be marketed as '**Pinot More**'.

Sorry, I heard it through the grapevine.....

DON AND FREDA TAKE A SHORT CUT



OR RATHER, THEY DON'T...

AND FINALLY....

Many thanks for those who have written for this edition which we hope you have enjoyed. A big thank you to Highway Marine for advertising with us and so helping greatly with the the costs - in return, please support them.

For this issue we have splashed out a bit and gone to eight pages for the first time. But if we could double the advertising revenue we could probably print in colour which would be a giant leap forward - if you would like to advertise your business or know someone else who would, please get in touch.

The newsletter *can* be seen in colour, as usual, on the club website.

Hollowshore News

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