
Hollowshore News



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Spring 2013

From the New Commodore



It's now just over 2 months since I took over the tiller as commodore. I'm not aware of having crashed into anything or anyone yet but if I have please let me know. There are many subtleties to being commodore and with my limited experience I'm sure I'll miss a few along the way.

One of the first things I heard when I became commodore was "how about a newsletter"? So here one is. I hope we get another 2 out this year: one mid- and one post-season. Any contributions as the year progresses will be most welcome.

Club Support

So far I've found the job much easier than expected. At first sight the club appears to run itself; the bar opens, social events are laid on and the months pass. This is of course a mirage. Behind the scenes a lot of work is done maintaining the clubhouse, organising events, catering, chasing suppliers, updating the web site, stocking the bar, paying the bills..... A lot of this is done by the committee but just as much is done by members getting stuck in and volunteering wherever they see a need.

So I'd like to thank all of you for making my job easy but more importantly for the making the club what it is: a member's club. And, of course, I'd encourage anyone else with time on their hands to lend a hand. The bar is always a good place to start and Mark Sanders would be only too glad to show you the ropes whenever you could put in an appearance.

I'd specifically like to thank the outgoing commodore, Andy Jackson, who left a well-oiled crew in place and the other committee members who stood down this year (Mike Torode and Richard Edey). Welcome to the new committee members too (Mark Sanders, Mike Riches and Jim Moore).

Club Activities

In the last 2 months we have had our Xmas Nibbles lunch tastily provided by John and Janet Webb, a musical New Year party with Alan Thorne and Sue Millidine, the Boat Show Trip (see later article), the club walk (hot soup for the intrepid few provided by Bryan and Brigitte Collings) and probably by the time you read this a Wine and Wisdom evening courtesy of Steve and Julia Keeler, unless of course it snows again, which caused it to be postponed from January.

By the end of April we will also have had Fish and Chip, Fitting-out, and 60s Music suppers, the Tester Memorial Lunch and a Boat Jumble. Do look on the club website or notice board for more information. Finally the bar has been open every Sunday lunch-time except a snowy one when the Commodore couldn't get his car out of the drive :-)

NB: Fish and Chip Supper is now on March 2nd and not Feb 16th as advertised on the Membership Card

That Went Quickly.....

Six years on committee including two as commodore, the only member still on committee from when I started is Chris Lovering: well done Chris.

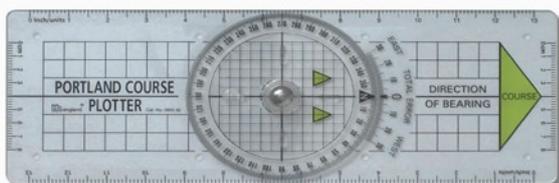


In my time on committee the biggest issue was moving clubhouse five years ago, but with the help of members financially and work parties organised by Mike Perkins we moved without missing a Sunday bar. The club seems to go from strength to strength, finances, socially and of course sailing, because that is why we are here.

So a new year brings a new commodore, new committee members. I am looking forward to the sailing season, who knows we might even have a good Summer.

See you in the bar, Andy.

Navigation News



The first navigational change in the area to discuss happened last February, but I am constantly surprised to find people (not club members so far, though!) who are unaware of it. This was the change off Reculver, where Trinity House finally decided to abandon the narrow swatchway between the East Last and Hook Spit buoys, and mark the Copperas Channel instead.

The history of this change is that a couple of years before, they had commented that their regular surveys showed that the route was getting narrower and shallower and that it would become unusable. The heroes at 'East Coast Pilot' wrote to Trinity House and suggested that the Copperas was a better alternative anyway, and, perhaps spurred on by the well-publicised loss of the yacht 'Justice' on New Year's Eve 2010 when she lost her keel by the East Last, Trinity House 'consulted' on the proposal in 2011.

The result was that the two buoys were lifted, given new names, and relocated as the 'Copperas' (Q.G. at 51° 23'.81N 001° 11'.18E) and 'Reculver' (Q.R. at 51° 23'.63N 001° 12'.56E). Basically run in a straight line between them but especially watch the depth west of the 'Copperas' – better to approach from and depart to the NW if you are a long way adrift of HW – and pass well to the N of the 'Reculver'. I used the route several times in the year before it was buoyed and always found plenty of water, so much so that when others said to me that had barely scraped through the old buoyed channel, I found myself wondering why they had gone that way at all!

Talking of old buoys, you should also be aware that the 'Spaniard' buoy has been removed and will not return. Quite why Trinity House made this decision, I do not know – arguably its key purpose was as an outer marker for the East Swale, so perhaps



the powers that be felt that it was an expensive overhead given the lack of commercial traffic.

Never mind, though - you might have lost one buoy but you have gained four others! You are probably aware of the 'rock berms' that have appeared off Herne Bay, but if you aren't, here are the details.

The 'export cables' (which bring the power ashore) for the Kentish Flats windfarm run due south from the windmills to Hampton, at the west end of Herne Bay. The cables are buried below the seabed. The four export cables for the London Array (the giant windfarm on the Long Sand and Kentish Knock) are all now laid, also buried below the seabed, BUT they cross the Kentish Flats cables. At the crossing, the developers chose to lay the cables on top of the seabed to avoid damaging the older buried ones. And they quietly dumped rock on top of the exposed cables to protect them, with details of the activity escaping the notice of just about everyone until a Notice to Mariners appeared about the first completed 'rock berm', showing depths reduced to about 1m.

Those chaps at 'East Coast Pilot' howled at the RYA, the RYA howled at Trinity House, and Trinity House (probably) had a fit. Well, to cut the even longer story short, we are stuck with the rocks, but four buoys have been laid around the area in question - **three** yellow special marks, all Fl.Y(4)10s, at positions 51°25'.53N 001°06'.32E, 51°25'.00N 001°06.40E, and 51°25'.41N 001°05.69E, **plus a south cardinal, Q(6)+Lfl(15s) at 51°24'.86N 001°05'.77E**. Don't go between them!

Incidentally, had you regularly looked at www.eastcoastpilot.com, or subscribed to the website newsletter, you would have known about all the above changes at the time they were made.

Just as a final flourish, some windmill news. The Thanet windfarm is now officially complete and you may sail through it if you so wish, taking appropriate care of course. And all 175 turbines have been completed at the London Array, although cable burial between the turbines is still in progress. The Kentish Flats windfarm may well get extended in the near future, and the London Array project does have a Phase 2 which may or may not happen. Both of these would result in more messing about with export cables!

Happy sailing. Mind the berms!

Dick Holness - January 2013.

Coach Trip to the London Boat Show at Excel

When I heard "It will have to be free parking today" I thought this will be a lucky day. It was the parking warden attending the frozen ticket machine by Faversham Station who announced the good news. The coach arrived almost on time and a Faversham contingent of about a dozen added to the Whitstable crew made up a bus of 50 souls plus the driver. This full complement allowed Brian Chapman, our very experienced tour operator, to declare a profit of £50 to be added to club funds.

By late morning we'd reached the cavernous Excel Exhibition Centre and most of us strolled past the gin palaces and got stuck in to the sail related attractions. In chandlers' catalogues there really is no end of stuff that you arguably need or would benefit from and which inevitably makes large dents in your pockets. The boat show is just a catalogue on steroids with the added advantage of instant gratification. Old hands know better and arrive without their credit cards.

Apart from the shopping opportunities there were a couple of other attractions that caught my eye. I was particularly taken by Mingming, a diminutive junk-rigged Corribee. I had read about Mingming on www.EastCoastSailing.co.uk and her trips to Iceland and Spitsbergen. In spite of her size the word that instantly sprung to mind when you saw her was **sea-worthy**. Kitted out for gadget free single handed sailing I could imagine her riding out the foulest storm. I was of course imagining someone other than myself riding out the storm in her.

Nevertheless, the takeaway lesson from Mingming was "simple is often best" and that I really didn't need all that other stuff. I could then relax for the rest of the day and just browse. I did eventually stump up a large sum but that was for a pair of winches. Anybody who has crewed for me in the last couple of years would agree I needed them and anyway my wife, Judith, paid for them as she usually does the crewing.

So with that success under my belt I thought a change of scene would be good. On our cruise to St Kat's last year I had spotted a tall shining needle on the south bank just before you pass the O2 (Dome). This had caught the sun brilliantly for the moment it was in sight between a couple of blocks and I wanted to investigate. So we wandered out of the west end of the hall the 500 yards to the bottom of the Emirates Air Line (cable car across the Thames). The view as we 'flew' to the south side was impressive in spite of the murky visibility. London City Airport with its beckoning landing lights, the Thames curling down



Cable car support and Peninsula Spire

through the barrier, Canary Wharf rising behind the dome, the Gormley Quantum Cloud sculpture all make the trip pass far too quickly. I'll certainly do the trip again when there is better visibility.

It turns out that the shining needle that I had spotted the previous year is the Peninsula Spire which stands in the plaza at the eastern entrance to the O2. It is the country's tallest steel sculpture. Its narrow triangular stem twists as it rises and it was this twist that must have made it so mesmerizing as the sun reflected off its surface to the river. The shape of the twist is also reflected in the columns which support the cable car, or so it seemed to me.

By this time dusk was upon us so we headed back for a welcome if rather pricey couple of drinks at Excel and then back to the bus. I had been told the timing of our arrival back in Faversham was historically a moveable feast. On this occasion, apart from a short detour to change buses because the air heating wasn't working (did anyone else not notice this?) we arrived back at a reasonable hour. The temperature seemed to have dropped well below zero and this ensured my already weak car battery was beyond hope. A bump start from a couple of club mates failed to resolve the issue and we taxied home for the price of a couple more Excel beers. But all in all it was a trip well worth making. Many thanks to Brian Chapman for his great organisation.

Martin Ashton - January 2013



Small Change Adds up

The collection box kept on the bar has just yielded £62.99. Given how bar prices are mostly round numbers to minimise change counting by bar staff this is not a bad effort.

Trophy Winners

The trophy winners were announced at the AGM by Alan Thorne and presented by Sue Millidine.

Lucent pot - best log - Jim Moore's Dutch Odyssey in "Moody Madam"

Psyche Trophy - ports and anchorages - Jim and Sally Moore in Moody Madam

Hollowshore Cup - highest number of logged miles - Duncan Simpson in Kalos for his trip to the Scillies and back.

Viking Cup – Member Of The Year - Sue Jackson

Madge Barker Cup - best HCC boat in Swale Regatta not winning any other prize - John Elliott in "Inachus"

Mary Leg Trophy - best bilge keeler in Swale Regatta - Carole Austin "Banagher" (Conyer)

Bryan Hills-Johnes Memorial Shield - highest number of single-handed logged miles - John Kerr in "Kooringal"

There were no entries for the Half Pint Trophy (best junior log), Jack Allen Cup (Race to Rams-gate) and Ron Lintott Trophy (first channel crossing as skipper).

Subscriptions - Reminder

This year's subscriptions are now due. We have kept the rate the same as last year. If you haven't paid by the end of February your membership ceases. Two thirds of last year's members have already renewed: thank you. Bryan Collings is eager to hear from the rest of you!

Welcome Aboard

Welcome aboard to all those who have joined over the last year: *Clive & Nicki Alexander, Clive & Jane Askew, Ian & Debbie Gaisford, David and Sue Leach, John & Susan Lupton, Alastair & Penny Mansfield, Brian & Angela Rogers, Robert & Kimmy Spreadborough, Thomas Starr, Paul & Louise Thomas, Jim & Eileen Van Den Bos, Jack Woodford and Geoffrey & Maureen Bush.*

Also welcome back to *Victoria Grayson* (returner from the 70/80s) and *Conrad & Rosemary Wilson.*

Boat Jumble

This year's Beaulieu Boat Jumble will be on Sunday 28th April but you can get rid of your old boat jumble or pick up a bargain much more easily at our own Hollowshore Boat Jumble held at the clubhouse on the same day.

The clubhouse will be open from 10:30 to allow you to set out your wares or for you to come and browse.

Note this event was not on the membership card. (Thanks to Doug Mackay for suggesting this event at the AGM)

Club Website

The club website continues to be updated regularly with the latest information on club events and other important changes. We've had a couple of changes already to the club calendar and if last year's weather is anything to go by there will be more to come.

Who was that, I'm sure they're HCC members?

How often have you sailed past another boat, recognised the face and the friendly wave, even heard your name called out and thought "Who was that?"

The club web site contains a very handy list that can save your embarrassment. It is a boat directory which lists boat names, their owners and contact details (mobile phone and MMSI numbers). You can print this out and keep on board. Next time you see the club pennant cruise past but your memory draws a blank you know what to do. And if you get confused over where the club mooring buoys are located you can print out that page too.

Many thanks to Brigitte Collings for making sure the site is kept up to date.

Note: some members do not want their contact details shared so you won't find them in the list!

Clubhouse News

The committee is again looking at ways of improving the acoustics in the club-house. We have identified a type of tile that absorbs 80% of the sound. If we instal them ourselves then the cost to the club is about £500. It will make some improvement but it's not clear whether this will really solve the noise level at our more crowded and rowdy events. Perhaps we are the problem!

The lock on the main outside door has been jamming and we were expecting to have to replace it and the many keys that members have. Mark Sanders has done some remedial work but if anyone has further problems let us know.