
HOLLOWSHORE NEWS



AUTUMN Newsletter

November 2006

We can look back on a successful season which, at least until recently, has been blessed with remarkably good weather.

All events in the programme have actually taken place and we have, with the aid of willing helpers, managed to open the bar on every Sunday throughout the summer. A particularly successful social event was the BBQ



on 5 August, the weekend of the Swale smack and barge race. It was very well attended and the weather was perfect. Attendance may have been enhanced by the inability of many of us to get out of the creek on the low neap tide!

A number of cruises have been undertaken by members and I would remind participants that the Club offers prizes for, amongst other things, the best log and the member who covers the greatest distance in the year. The Club is keen to encourage and recognise achievements by members and I would urge anyone who thinks they may be eligible to submit entries right away. (See page 4 for more details – Ed).

There have been one or two thefts of dinghies from Oare Creek, my own included, and this is perhaps a good time for all members to consider their security arrangements and to keep an eye out for suspicious characters and/or vehicles in the area.

On a personal note, I have just purchased a new boat after some months of looking, and if anyone is interested in purchasing a 21ft Laurent Giles Audacity Bmu sloop please steer them in my direction!

With best wishes for the forthcoming festive season.

David Williams
Commodore

FORTHCOMING EVENTS

2nd December AGM & Christmas Party

24th December Christmas Drinks & Nibbles

ST KATHERINE'S CRUISE OCTOBER 2006

(From our reporter aboard *Every Summer Night*)

Force 9 Gales forecast for the weekend put the trip in doubt, so *Swiss Miss* and *Every Summer Night* travelled up to Chatham to meet *Oyster*. An excellent meal at the Ship in Upnor was enjoyed by all. We agreed that we would meet *Kooringal* and *Pepperbox* at Queenborough the next day with the aim of sailing to St Kats on Sunday. Six boats duly arrived at Queenborough. Before going ashore for dinner at the Flying Dutchman, a very clever person, who will remain anonymous, took the precaution of calling the Thames Barrier to enquire about the effect on operations of the exceptionally high tides forecast for Sunday. She was told that in fact the Barrier would be closed all day Sunday for the annual inspection. Jim, with *Pepperbox*, kindly provided a trot boat service to take us all ashore for dinner. Another jolly evening was had by all, with the Rear Commodore and the Team Leader, Wayne (*who?* – Ed), blaming each other about the Barrier. It was agreed to make a decision about our plans at 0800 next morning. We were all to listen out on 77, when a decision would be made.

At this prearranged time, *Oyster* called *Every Summer Night* and said "They have all gone, and they are heading for Gallions Point Marina." And promptly set off after them. Feeling uneasy about the arrangements, *Every Summer Night* checked with Gallions Point Marina about their ability to take seven visitors, only to be told that they are not allowed to open their lock gates when the Barrier is closed across HW. As by this time it was getting late to start up-river, *Every Summer Night* decided to stay at Queenborough and was later joined by *Kalos*. The other boats picked up moorings at Erith Yacht Club and had another jolly time.

We all arrived at St Katherine's on Monday afternoon and were in the lock at 1415.



Photo Mike Perkins

Sunny weather and afternoon drinks on *Oyster* set the scene for a good week. Lorraine's stories about Brian and their cat's toilet habits, and John Kerr's occasional memory lapses, kept us laughing. Visits to the Ideal Home exhibition, theatre trips, sight seeing and visits from family and friends kept us busy.

Friday the 13th lived up to expectations. We all left St Kat's at 0600 in the dark. *Kalos* had one end of a rope secured to their boat and could not find the other end, only to discover later that it was round the prop. Fog was encountered at Woolwich Ferry and a 'domestic incident' occurred on *Every Summer Night*, when they had a close encounter with a barge with a tug alongside. *Kalos* dropped anchor near the Barrier to wait for the fog to clear. *Oyster* stood by to help only to be reported to London VTS by a passing ship, because they were on the wrong side of the river! The fog soon cleared, only to return again once we arrived at Tilbury, finally clearing completely in Mucking Reach, and the rest of the journey home was completed in fine sunny weather.

ANY OLD FLARES ?

Don't forget that when you buy new distress flares, it is easy (and free) to get rid of the old ones legally. The local Coastguard team will take them off your hands.

If you buy your new flares from Nigel at Iron Wharf, he can usually take your old ones, as the Coastguard regularly collect from him. Otherwise, call 01227 740189 and leave a message – the local CG team will call you back and arrange to collect them from you.

NO RADIO CHECKS

Talking of the Coastguard, how often do you call up Thames Coastguard asking for a radio check? Personally I do it once each year, after I've refitted the set back on the boat in the Spring. However, a lot of folk in the Estuary seem to do it quite often – possibly every time they go afloat –

and we all know how this adds to the non-stop weekend chatter can make you inclined to forget your duty to listen out for fellow mariners, and turn the dratted thing off.

Early one Sunday in September we were bowling along eastwards off Minster, with a nice breeze and bright sunshine, half-listening to the radio checks gathering momentum, when suddenly it all got more interesting.

Everybody who called up Thames, wanting a radio-check or not, got the same response – "CAN I HAVE YOUR INTERNATIONAL CALLSIGN, PLEASE, SIR/MADAM?"

Some were able to find it quickly. Some simply never answered. One lady got ever so flustered, and was politely told to "have it ready next time you call, madam".

After about half an hour of this entertainment, the calls fizzled out almost completely! Peace and tranquillity at last!

Well done, Thames.....

NO RADIO CHEQUES

Of course, our members would have no problem giving their international callsign, because they've all got licences!

In an unusual step in this day and age, the annual fee for the Ship's Radio Licence has just been abolished. So far as I understand it, if you have a valid ship's licence at 1st December 2006 you will be sent a new, free, 'lifetime' licence. 'Lifetime' means during your ownership of the craft, and the craft's name remaining the same.

If you are applying for a new licence, and you do it by post rather than online, it will still cost you £20. The details are online at www.ofcom.org.uk.

NEWS OF SOCIALS

- The summer Barbecue in August was a brilliant success, the club heaving, and even overflowing across the 'verandah' and out onto the marsh!

- The trip to Royal Temple for the 'Lawrie Tester Memorial Dinner' was enjoyed by a good crowd, although sadly the indifferent weather meant that only one boat-load made the sea journey while the rest went by road.

- Whitstable YC's dinghy visit to Hollowshore during Whitstable Week went very well, with the bar seeing brisk business, as was the case with the briefing for the Swale Barge Match.

- The prize-giving evening for Swale Regatta was once again held at the club, with an excellent turnout by our members, and many visitors from the other Swale clubs.

It's dangerous to name names, in case someone is missed out, so thanks to *everyone* who organised and helped with events this summer.

The most recent event was the Laying-Up Supper, once again a sell-out with 65 members crammed into our humble abode. The catering crew



did brilliantly as usual, and we all staggered off afterwards, full to the brim.

The bar did well on Sundays through July and August, and thanks are due to a few stalwarts who kept turning up to keep it open. Now that winter draws on, it's doing even better, and the Treasurer has a big smile on her face when she looks at the accounts!

Don't forget to add your name to the list in the club to help out behind the bar at least one Sunday morning.

OTHER CRUISE NEWS

Apart from the many short local hops enjoyed by members, plenty went further afield. *Koorinal* led another pilgrimage to Holland in June – these trips seem to be getting longer, and the number of boats keeps growing?

The crew of *Every Summer Night*, jammy things, were lent a boat in Norway for a fortnight and experienced sailing across dizzying depths punctuated by the kind of sharp bits that we don't get around here.

Many cruised our beloved East Coast at some time or other.



A small contingent involving *Oyster* and others baked in the Suffolk and Essex rivers during scorching July, while we on *Corn silk* chose the two worst weeks in August, ending up huddled in Shotley along with *Lady Pickle*, *Sunrunner* and *First Impulse* while the rain came down (Bob said

he'd never done an East Coast cruise before but we thought he was bluffing).

Doubtless many more have tales to tell, and perhaps they will emerge at the bar during the winter!

PASSING TRAFFIC....

Now, here's a true story.

Back at Oare Creek on a Sunday afternoon after a quiet TV-free weekend's cruising during the soccer World Cup, I was on a neighbouring boat, *Hazelrigg*, helping to get the electric windmill back on to the top of its mast. Our moorings are by the Cylinder House, about 300m below the head of the creek.

A 20-foot-ish 'flash-git' motor-boat appeared coming upstream against the ebb, churning up the mud in the shallows, two bare-chested blokes aboard, and big England flag flying proudly. I beckoned them across towards our side where the deeper water is, and got a 'thank you' wave as they passed by.

We continued to struggle with the windmill. A few minutes later, the mobo reappeared, going downstream.

"Excuse me mate", he said, "it seems to be a dead end up there, does it go anywhere?"

"Er, no", I said, "where are you trying to get to?"

"The Medway" he replied, to the astonishment of the onlookers!!

"Carry on the way you're going until you reach a big wide area of water, and turn left" I yelled after him, after recovering my composure.

Once he was out of sight we all howled and wept for a few moments, then thought....'ye gods'.

A MESSAGE FROM OZ

Ian tells us that this arrived at the club website from a Rod Andrews who now lives in Australia:

"Just a note from Australia to mention that I think I can remember the club starting up about 1960? Can you please give me a little of the early history if known? I remember a hilarious evening at Hollowshore at the Shipwrights Arms. It was about a week after the Great Train

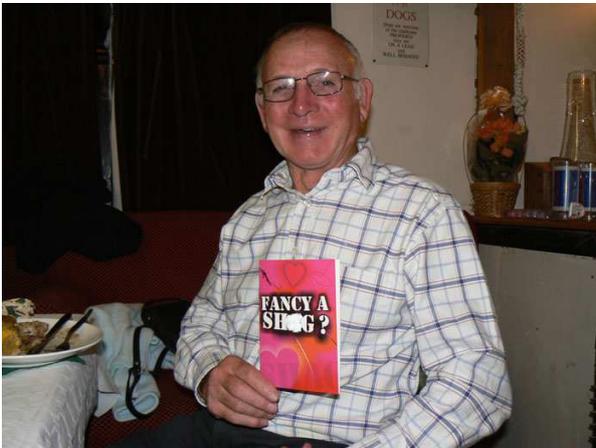
Robbery and about six of us fellas helped a new owner of a WWII admirals barge move it from Ramsgate to Teddington.

We ran short of fuel and knew Faversham Creek as we sailed up to you from Shellness many times in our youth. Think we were lucky to live beyond that night of refuelling that thirsty boat. Had to find a lorry to get the fuel. Then cart it over the flint stone wall in 44 gal drums. No caps in the drums so had to drag them upright so sparks flew on the flint and fuel slopped. Many a beer (stop work) needed to keep up our courage!

We made it off to Teddington next day but got caught up in a gale, and helicopters yelling at us through loudspeakers as to where we thought we were going and where had we come from (maybe they thought we were the train robbers??). All ended up OK with a lovely cruise up the Thames with some of the crew (The Temperance Seven) playing jazz as we passed under the bridges of London.
If you sail into Hobart in Tasmania let me know. Happy cruising."

WHO DUNNIT?

Brian reports that an outrage was committed at St.Kats – a very dodgy anonymous card was delivered to his boat, a sort of party invitation, he thinks.



He's not used to this kind of thing, and wants members to suggest who might have sent it. All will be revealed at the Christmas Party, he says.....

UP FOR A TROPHY ?

There's a list up in the clubhouse where you can nominate someone for a trophy (or even claim one for yourself).

As a reminder, the trophies are:

Lucent Pot – best log.

Psyche Trophy – greatest number of ports and anchorages visited.

Hollowshore Cup – greatest number of logged miles.

Ron Lintott Trophy – member's first Channel crossing as skipper.

All apply to the 2006 season.

This year the **Viking Cup** was allocated a new use – 'Member of the year' – and the Committee has already decided who that will be. Find out at the AGM!

The Committee is very keen that these trophies should be awarded each year, so please don't be coy, claim one if you think you deserve it.

Be encouraged by Paul Smedley, who reminded us at the Laying-Up Supper that the Lucent Pot was once awarded for the log of a cruise from one end of Oare Creek to the other!
Incidentally there should also be a '**Half Pint Pot**', awarded for the best log written by a member under 16. Unfortunately the trophy cannot be found. Anybody know where it is, please?

CHART CORRECTIONS

A few local changes in case you blunder around out there in the dark.....

Whitstable harbour: The sector light on the dolphin off the west pier has been discontinued, and replaced with Fl.G.5s.

Maplin Edge Buoy: now lit, Fl.G.2-5s.

North Middle Buoy: now lit, Q.

ELF 'N' SAFETY

We will all be mightily relieved, I'm sure, to hear that the clubhouse passed its Swale Council inspection recently. If you helped clean the place, well done and thank you!

Incidentally, the fridge in the kitchen is now left plugged in and working. 'Twas not always the case, though, and mummified remains have been found in it in the past, where folk have confidently stored away left-overs for later consumption, not realising the thing was switched off!

NICE PAINT JOB, DON !

Not everyone will know that Don Rigden, bless him, painted most (if not all) of the outside of the clubhouse this year.

A fantastic effort, well done Don and thank you.

FOR SALE

Mercury 2.5hp 2-stroke outboard. Virtually as new condition, very light use, probably less than 12 hours total. Always flushed out after use, and stored at home when not cruising. Complete with original toolset, kill-cord, and manual. You can't buy a new one of these after this year (new 2-stroke sales have been banned by EU legislation). New they cost £300. This one is yours for £200. Contact Dick Holness (details below).

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