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# HOLLOWSHORE NEWS



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November 2007

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## AUTUMN NEWSLETTER



Looking back to the April newsletter, I see that I was somewhat optimistically predicting continued good weather which, as we now know, did not materialise, at least not for a considerable time.

Despite this, a number of members got away for

both short and longer cruises and so a measure of success was achieved.

One of the events that suffered from the weather was the Ramsgate weekend, as no boats made the journey. Nevertheless a good attendance was achieved by the simple expedient of travelling by road, and a successful pre-lunch drinks session was held on the pontoon by Brian Chapman's boat in the marina. This was followed by an excellent lunch in the Royal Temple Yacht Club. Our thanks are due to Brian and Lorraine for hosting and organising this event.

During the summer, we hosted the Swale Regatta prizegiving evening and also the briefing evening for the Swale Smack and Barge race. Both were successful events which made a useful contribution to bar profits. The bar has opened regularly on Sunday throughout the summer and attendances have mostly been pretty good - no doubt helped by the indifferent weather!

The most significant event of the year is the fact that our landlords wish to end our occupation of the Club premises after nearly 50 years. Your committee has been extremely busy in deciding on the best way forward, and has considered and is considering a number of possible courses of action.

I appreciate that members will want to know what is being proposed as soon as possible, but there are various sensitivities which prevent me saying too much in a public print at this stage. I hope to be able to say more at the Annual General Meeting, and that as many members as possible will attend. What I can say, by way of reassurance, is that the Committee is determined that our Club will survive and prosper, whatever the outcome of current negotiations.

I will look forward to seeing as many of you as possible at the remaining events of the season.

*David Williams*  
*Commodore*

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## FORTHCOMING EVENTS

**DEC 1<sup>st</sup> AGM and CHRISTMAS PARTY**

**DEC 23<sup>rd</sup> CHRISTMAS NIBBLES AT THE BAR**

*Watch the club website for changes and additions to the events list.*

See [www.hollowshorecc.co.uk](http://www.hollowshorecc.co.uk)

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## WELCOME !

Welcome to new members who have joined HCC since the Spring newsletter:

Jack Daly; Barry and Heather Elman; John Lipton; Fred Messenger; Steve and Helen Rivers.

We hope that you enjoy the Club!

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## AGM STUFF

It's that time of year when the Club is looking for people prepared to stand as Flag Officers and committee members. Would you be willing to put your name forward this year?

Also, the lines are open for nominations for the various trophies. So, if you have skippered across the Channel for the first time (no, not on P&O, it doesn't count), or visited lots of ports, or written a great log (senior or junior), or done many sea miles, then you are in with a chance.

And do you know someone who should be 'Member of the Year 2007'?

Again, there are lists at the club for the trophies and for committee jobs, so please sign up.

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## LONDON BOAT SHOW OFFER

We have a fantastic offer on tickets for the London Boat Show, to be held at Excel from January 11<sup>th</sup>-20<sup>th</sup>. HALF PRICE!! EVEN ON PRESS DAY!! This offer is a very special deal only for selected clubs, arranged by John Goode, until recently the editor of *Sailing Today*.

The ticket price will be £7.50. It is possible for you to ring up and book them yourself, with the right code, but each order attracts an admin charge of £1.25, so what we are asking you to do is sign up on the list which is up in the club, and we will do a

single order so we only pay the £1.25 once. You can still go on any day you choose - we don't all have to go together.

If you sign up, then nearer the time we will get the money from you before we order the tickets.

If you can't get to the club to sign up, then contact the Newsletter Editor, details at the bottom of the last page.

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## LAYING-UP SUPPER

Writing this the day after the Laying-Up Supper (with a slightly delicate head) we just have to say what an excellent evening we had. There was the usual capacity crowd, sitting down to a super four-course dinner prepared and cooked by Lorraine and her team. Apparently Lorraine's declaration that she would do roast beef for 60 was met with disbelief, but she certainly carried it off, it was really very good indeed.



Many thanks to her and the other club ladies who did their bit too (un-named in case someone is missed!). Thanks too to all the others who chipped in with washing-up etc.

It was yet another example of the great socials that HCC manages to hold, and made a very tidy amount for club funds too.

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## CRUISE NEWS 2007

The trouble with cruises is getting the crews to tell us the news....

Here's a quick run-down of some that we know about, in the hope that at least some of the facts may be correct!

By all accounts, the Main Event this year was the invasion of the Channel coast of France, by the crews of *Saxon*, *Koorungal*, *Pepperbox*, *Blue Mullion*, *Oyster*, and *Misty*. This five-week odyssey covered over 400 miles, pretty good going in the 'summer' weather.

Ports visited were Ramsgate, Boulogne, St. Valery-sur-Somme, Dieppe, Fecamp, Honfleur,

Deauville, Le Havre, St. Valery en Caux, and Le Tréport. The weather meant some long stops, six days in St. Valery en Caux for instance, and was apparently always going to get better 'the day after tomorrow', except that it generally didn't. Highlights included Bastille Day and a Sea Festival, both at Boulogne, and a Music Festival at midsummer in Honfleur.

Crises included *Blue Mullion's* engine failure at Dieppe, fixed by fleet engineer John Kerr, and *Koorungal's* furling mainsail jammed, fixed by fleet sailmaker Rod Akhurst with the aid of a fish-slice. Celebrations included Brian's 70<sup>th</sup>, Lorraine's 20-something-th, and Reg's extraordinary feat in becoming European Pool Champion. (Eh?)

Legend has it that Lorraine is writing a detailed log of the voyage, hopefully we can get that onto the website.

Nearer to home, two cruises went to the East Coast....

In July, *Cornsilk*, *Every Summer Night*, *Hazlerigg*, and *Subjibi* departed early one murky morning and enjoyed a splendid crossing in improving weather, arriving at Levington at 1500, heading on the next day for Woodbridge and the Tidemill, where three days somehow seemed to pass, as they do! Then, with the forecast sounding grim for a few days, the fleet legged it to Ipswich on the basis that at least there would be plenty to do there.

Two days passed there, although the weather wasn't actually anywhere near as bad as forecast. A couple of Ipswich recommendations – the Canton Ocean Chinese Buffet, and 'Christchurch Mansion', a fascinating stately house in a park on the north side of town.

Then to Brightlingsea, via a brief overnight at Levington. Off Walton the fleet was battered by a howling squall, but typically the wind fell away to almost nothing within a couple of hours.

From Brightlingsea, the fleet had a gorgeous sail up to Heybridge, where they sat out a F7 the next day and took the obligatory dinghy trip up the Amazon to Tesco's. A final overnight at Bradwell, with a farewell dinner in the Green Man, then home the next day in a flat calm. Oh, and the forecast was NE, 5-6!

In August, *Koorungal*, *Blue Mullion*, *Saxon*, and *Sunrunner* made much the same trip, got a bit further, reaching Orford, but suffered more with the weather than the July cruise, starting with a stay at Chatham to wait for things to improve. It's a funny thing about yacht cruising – you can have a fantastic time going not very far at all! A few weeks ago, *Cornsilk*, *Every Summer Night*, *Hazlerigg* and *Tilly* pottered round to Q'borough one Saturday afternoon, and rafted up near the ALT. We never went ashore, we cooked a stupendous joint meal by pooling supplies, woke up in thick fog (between the ears *and* outside the boat), then as it cleared we trundled quietly back home on a glorious Autumn day. Wonderful !

## BOAT NAMES LIST

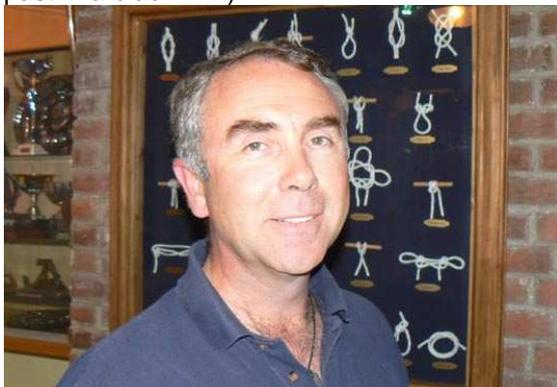
Back in the Spring newsletter, we asked for views about a list of boats, and names of owners, being issued to members. No addresses or contact details, just names. The Committee had considered it, but was undecided.

For the record, we only had one response, from a member who was all in favour of the idea. So, if you'd like to get a list each year, badger the committee!

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## BYE BYE STEVE ELLIOTT

Some of you will know PC Steve Elliott, who was on the strength of the Kent Police Marine Unit (one of the Men In Black who occasionally flash past in a black RIB).



A few months ago he retired, and is busy preparing his own Moody 376 for long-term cruising with his partner, Sally. Together they plan to spend 2008 sailing down to the eastern Mediterranean.

Steve's one regret is that he won't get to serve on the force's new launch, a conversion of the prototype Tamar-class RNLI lifeboat, which will be based at Sheerness from early 2008.

Steve was a staunch supporter of local sailing and we wish him well.

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## ALAN STALEY IN THE USA

Back in the summer, our own Alan Staley was invited to demonstrate his skills at the prestigious Smithsonian Folklife Festival, held in Washington DC.

This annual event brings all manner of people together to celebrate crafts and culture in a vast exhibition under canvas along the city's National Mall, and in 2007 Alan was one of 40 people from Kent who were asked to show traditional skills that would have supported the original settlers of Virginia, 400 years ago.

Over a million people visited the festival, including many children, and Alan was kept busy involving them in caulking, chopping logs with an adze, and

drilling holes using a brace-and-bit – Alan said he was often asked “where do I switch it on”!



It seems that more will come of Alan's visit, with possible apprenticeship swaps, and even boat-building 'holidays' at Faversham for Americans being considered.

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## JOHN HAWKINS NAME CHANGE

Volvo-Penta agents John Hawkins Marine, and GMS, both based at Medway Bridge Marina, have come together under a new name, *InchGreen Marine Services*, covering Volvo Penta, Perkins Sabre, Mermaid and Lister. They can be contacted on 01634 841900.

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## THAMES BARRIER CLOSURES

In case you are considering a winter cruise to London, you'll need to know about the test closures of the Barrier –

Thursday 13th December 2007 from 0835 to 1105; Thursday 10th January 2008 from 0755 to 1025; Monday 11th February 2008 from 0935 to 1205; Monday 10th March 2008 from 0840 to 1110; Tuesday 8th April 2008 from 0915 to 1145. Even if you are not travelling on one of these dates, it's always worth calling the Barrier (020 8855 0315) in case they close it anyway, as they did on the day of the HCC St.Kats autumn cruise.

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## LOCAL NAV CHANGES

Once again there are several changes to local buoyage to report.

At **Long Point** (the hairpin bend between the bridge and Queenborough) there is a new port-hand buoy, which flashes Iso.R.3s and replaces the beacon on the inside of the bend that had the same light.

With the addition of no's 2 and 4, all the **Swale** port-hand buoys are now lit Fl.R.2s. Only the

Lilies and the N and S Ferry buoys remain unlit, and we hear that these will have lights added eventually.

Near the **North Foreland**, the small unlit North Cardinal that sat off the ledge at Foreness Point has gone. The nearby steel dolphin that appeared last year has been lit, Fl.R.2M.

If you are bravely coming up to **Ramsgate** from the south by night, along the inshore channel, the B2 buoy has now been lit, Fl(2)G.5s.



During November, the **Maplin** East Cardinal buoy (left), that familiar sentinel at the south end of the Swin, is being replaced with a stbd-hand buoy, lit Q.G (Bell). Over that way as well, the **Blacktail** East and West beacons are

no longer lit.

There is now a **Recommended Yacht Track** at the mouth of the Medway! Its aim is to keep small craft clear of Garrison Point. The track runs from close to the No.11 buoy, SW to a point near the Grain Hard buoy. Medway Ports asks all leisure craft skippers to make every effort to use the track, inbound or outbound.

And you probably all know by now that Medway Ports VHF call-sign is now **Medway VTS**.

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## THAT DRATTED BRIDGE.....

Over the last few years, many of us have experienced some degree of frustration at Kingsferry Bridge, when the operator has delayed us or refused to open for no apparent reason. This was discussed at a recent meeting of the Medway Yachting Association, when a manager from Network Rail (who own the bridge) explained what is supposed to happen.

The current regime is that it should be able to open at 10 to and 20 past the hour, Monday to Saturday, and on the hour on Sunday.

Additionally, the bridge cannot open more than three times in two hours, because the machinery overheats.

All the operators have been reminded of their obligation to lift if at all possible. In future, if any skipper feels the operator is being unreasonable, you may complain at the time to Medway VTS (although one cannot help thinking this won't help at the time!), or route a complaint afterwards through the MYA who will pass it on to Network Rail.

You can do the latter thing by passing details to Mike Perkins or Dick Holness, who attend MYA meetings at present.

We have also asked for more frequent opening on Sundays.

## TORODE'S RECIPE CORNER

*(Mike Torode went sailing with the Commodore recently, and reports here on life in the Galley. I take no responsibility whatsoever. - Ed)*

### 'Commodore Eggs a la Margie'

This is a most satisfying breakfast, especially after watching the Commodore staggering round the cabin in his socks and underpants (not a pretty sight).

First, thoroughly clean the cabin table and the floor beneath (why, will become apparent later). Next, get a clean pint beer glass (of the type often seen in the Commodore's right hand).

Take two new-laid eggs for any crew member still capable of eating.

Break each egg at exactly the right point on the rim of the glass, so that it cracks and spills as little as possible *into* the glass. Take a kitchen knife and extract the bits of shell from the egg, then using the back of the knife and holding the frying pan under the lip of the table, carefully slide any remaining mixture into the pan.

This complex manoeuvre results in a very special and unique flavour, replacing the normal soft yolk with an almost crunchy yellow bullet.

A variation of this recipe is to poach the eggs, but then tip them onto the cabin sole before putting them onto the plate. I wasn't able to try this method as the Commodore kept it for himself.

It was my intention to quote some other examples from the Margie cuisine, such as 'Curried Strawberries', Banana Bolognaise, or 'Marmalade and Oyster Sandwiches', but the Commodore insists on keeping his old family recipes secret. Of course, this makes the *haute cuisine* provided by Josty whenever he sails with me relatively dull, but they do say that 'variety is the spice of life'.

- Mike Torode

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## HELL'S TEETH!



Photo by Mike Torode at Queenborough

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### Hollowshore News

**Editor: Dick Holness**

**Email: [hollowshore.newsletter at virgin.net](mailto:hollowshore.newsletter@virgin.net)**

*Thank you so much to all contributors!*