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# HOLLOWSHORE NEWS



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

Autumn 2008

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## AUTUMN NEWSLETTER



This time last year, I was urging members to attend the AGM following our landlord's decision not to renew our lease on the old clubhouse. That AGM gave the go-ahead to move to a new venue and we set to with

enthusiasm to implement the decision.

A year on, we can look back on our achievement with pride - a new clubhouse up and running successfully. As you all know by now, we have the 'official opening' on November 8th and I hope you will all come along to celebrate.

In this time of impending recession brought about by excessive borrowing, we can be proud that the whole project has been financed from our own resources, albeit helped by generous donations from members.

A major element in our finances is the profit generated by the bar. This has opened without fail every Sunday since our move, and with improved turnover. This has been helped by the many new members who have joined since the move.

With so much going on in the clubhouse, it is perhaps fortunate that the summer was so disappointing. It prevented members being distracted from their tasks! But some members did get away cruising and I should remind everybody that there are annual trophies for various cruising achievements, mentioned later in this newsletter.

I am coming up to the end of my fourth year as Commodore and have decided not to seek re-election. With the new clubhouse well on its way, it seems a good time for a change. Without wishing to pre-empt the results of the elections at the AGM, I can say there is a good prospect of continuity so feel that the Club will be in capable hands.

I have thoroughly enjoyed my time as Commodore and much appreciated the support of the committee and members, particularly during the past year.

*David Williams*  
*Commodore*

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## FORTHCOMING EVENTS

**Nov 8<sup>th</sup> GRAND CLUBHOUSE OPENING**

**Nov 15<sup>th</sup> BANGERS & MASH NITE**

**Dec 6<sup>th</sup> AGM and CHRISTMAS PARTY**

**Dec 21<sup>st</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 our Spring newsletter:

Chris Albion, Derrick Bensted, Jack Daly, Ian and Diane Forwood, Leonard Hastings, Estelle Jourd, Ronald Morton, and Simon and Sandra Sidders.

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

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## QUIZ !

1. Where, aboard a ship, would one find a clock with a green and a red segment on the face?
  2. Why are ships sold as 64/64ths of the vessel?
  3. When, in relation to your vessel, will another vessel be deemed to be astern?
  4. Where on the mast are the 'futtock shrouds' in a ship?
  5. In traditional terms, what is a 'ship'?
  6. What would a ship be doing if she was 'black birding'?
  7. What was the name of the first ironclad Royal Naval ship?
  8. 'Cold enough to freeze the balls off a brass monkey' is an expression which originated at sea. What was a 'monkey' ?
  9. To the nearest round figure, how long was a 'league' at sea?
  10. Who originated the practice of lowering the ensign at sundown aboard British ships?
- With thanks to Mike Torode. Answers will be available on the club notice board and the website in a week or so.*

## CLUB TROPHIES AND THE AGM

Trophies will get awarded as usual at the AGM. There's a list up in the club for nominations, so 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', please put their name up. And don't be shy if it's *your* name that needs to go up!  
And do please consider volunteering for a Committee job!!

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## SINGLE-HANDED (1)



Most of you know HCC member Nigel Davidson, who ran the Chandlery at Faversham until selling up to Dave Bullock. Many of you will also know that he set off on a round-Britain jaunt in his 22' Hillyard, *Patsy Rye*. We were talking to him recently and were surprised to hear that he ended up doing something completely different! He headed off west, and got as far as the Helford River, by which time he had decided that was far enough. He came back to Dover, crossed over to Calais, lowered the mast, and set off on a long jaunt through the inland waterways of France and Belgium, finally returning to Faversham at the end of August. From his euphoric description, he obviously had a wonderful time. You might find him scraping, round at Iron Wharf.

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## SINGLE-HANDED (2)

One of our youngest members, Jack Daly, also set off on a round-Britain jaunt in his Coribee, *Padiwak*. He left Ramsgate after his GCSEs at the end of June, heading north and determined to get round before he was due back at school in September, and before his 17<sup>th</sup> birthday. Ably supported by his smashing parents, Paul and Lynn, who took turns to follow him round by road (doing 6000 miles in the process, to Jack's 1600!),



Jack made it back to Ramsgate in mid-September. Badly delayed by weather, he was given permission to miss the first three weeks of school term to finish the job. Well done him, and what's more he raised £5000 for the Westbere Sailability centre in the process.

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## ANY OLD FLARES

No, not trousers - TEPs as the Coastguard call them, Time-Expired Pyrotechnics, you know, old flares..... Anyway, until recently you have been able to dispose of them by handing them to the local CG team, either directly or by giving them to Dave at Faversham Chandlery, who then passed them on. Unfortunately, this is no longer possible – the storage at many local CG stations, including ours, has been declared unsuitable to store the things.

You can still deliver them to Dover CG, by prior arrangement only, or you can hand them in at most police stations around here.

All very unsatisfactory, but there we are. Rumour has it that maybe the manufacturers will have to set up a process to take them back, but of course we will all have to pay the cost of that when we buy new ones!

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## NEW MAN AT HEYBRIDGE

Heybridge Basin seems to be a favourite spot for many HCC members on an East Coast cruise. If you haven't been there lately, you will need to know that there is a new Lock Master!



Martin Maudsley has taken over the job, and the tied cottage that goes with it. He seems a friendly chap, and is looking forward to meeting us all. Phone numbers remain the same. Colin Edmonds, the previous incumbent, is still around, having been 'kicked upstairs' to become general manager of the whole waterway.

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## MIND THE GAP

One minute I was strolling down the pontoon to *Fyliki*, my Centaur, intending to climb aboard and make a cup of tea, the next minute I was in the creek, out of my depth; my left arm and shoulder were paralysed and I was being pulled under the pontoon by a strong ebb tide. My calls for help were drowned out by the generator that I had been using and I was in trouble.

How had this come about? Well, I had been working on *Fellowship*, Carolyn's Seawych. I had been grinding back GRP in the cabin, prior to glassing over a newly replaced roof beam. I climbed out and was brushing the GRP dust off my overalls as I walked along the pontoon towards *Fyliki*. Meanwhile Carolyn went inside *Fellowship* to clean up the dust. *Fyliki* had been moored on that pontoon every summer for the last ten years, so I had walked that path hundreds of times without mishap. Today was a bit different - the wind was blowing strongly from the east, pushing the boat well away from the pontoon, and I was thinking about the job in hand, so I wasn't concentrating on where I was walking. I missed my footing and fell down the gap between the pontoon and *Fyliki*, and into the creek.

I tried, instinctively, to save myself by grabbing hold of the boat as I fell. In doing this I dislocated my shoulder very badly and when I hit the water

my arm was completely useless, and the pain nearly made me pass out.

I found myself out of my depth, and unable to swim because of my useless left arm, so all I could do was cling to the edge of the pontoon with one hand and shout for help. Nobody heard and then I realised that the noise from the generator was drowning out my calls. The ebb was starting to run, and I could feel my legs being pulled under the pontoon. I gave up waiting for help and worked my way along the pontoon towards the shore. By the time I had dragged myself along to *Fyliki's* bows - not easy with one arm - I was in shallower water and my feet could reach the muddy bottom of the creek. I was getting cold by now and I knew I had to get out of the water, and with an agonising, bone-grinding effort I dragged myself back onto the pontoon. I crawled along to the generator and flicked the switch to kill it. Very soon after this, Carolyn came up out of *Fellowship* to find out why the generator and her Hoover had stopped working. At this point I handed the situation over to her.



I had an excruciating journey by ambulance to Ashford hospital and spent the evening in A&E before I was allowed home. Eight weeks later I was, at last, sailing and cycling again, but my shoulder wouldn't be fully recovered for months - I had a series of exercises to do, twice a day till October.

The outcome could have been a great deal worse; I might have hit my head on the way down, or I could have been pulled under the pontoon by the current. I only just managed to drag myself out of the creek - I might not have got out, and then who knows? A colleague of mine lost a sailing companion in just this type of accident. Most of us, whilst sailing, take all reasonable precautions to keep ourselves safe. But on the pontoons and gangplanks we aren't at sea, so perhaps we don't feel the need to be so careful. This is a mistake - docksides are littered with ropes, mooring lines, grease, water, hose-pipes and many other hazards. We need to be as careful on the pontoons as we are on our boats.

I've had my warning, and now you have too ..... be *careful* on that pontoon!

- Winston Waller

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## LOCAL NAV NEWS

**East Swale lighting:** at last, the trial of light sequences in the Swale has finished, and it has returned to something normal out there. There is a legacy, in that the previously unlit buoys have all been left with lights on. If you'd like to correct your charts, the full set is as follows:

Whitstable Street Fl.R.2s; Columbine Fl.G.2s; Columbine Spit Fl(3)G.2s; Pollard Spit Q.R; Ham Gat Q.G; Sand End Fl.G.5s; Receptive Fl.G.10s.

**Hook Spit / East Last:** Several locals have noticed less water through here this summer.



Trinity House re-surveyed it a few weeks ago (at the suggestion of the nice folk at *East Coast Pilot* – my, what influence they have!), and found it to be 'as charted'. Recent charts *do* show that it really is shallow now, especially just north of a line joining the two buoys.

**Medway Channel:** Another buoyed shipping channel into the Medway has been established, immediately adjacent to and south of the original channel. Its southern boundary is marked by new special buoys, all Fl(2)Y.5s, paired with Medway buoys 2,4,6,8, and 10. The new channel is 'one-way' and is used only if authorised by Medway VTS.

**Gunfleet Wind Farm:** Over on the Gunfleet, work has started on building the wind farm. There's a new advisory exclusion zone around the works, marked by buoys.

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## CRUISING NEWS

**St. Kat's, May 2008, by Gill Turnidge.**

Who went:

*Kooringal* - John and Brian/Reggie

*Saxon* - Rod, Gill and new mascot 'Samuel Southerly-Saxon'

*Blue Mullion* - Chris, Mary and old sea-dog 'Salty'

*Kittijay* - Martin and Barry/Gordon

*Every Summer Night* - Mike and Jackie

*Kalos* - Bud and Margaret

*Trilogy* - Mike, Chulee and her son Peter

Friday 2<sup>nd</sup> May. We met at our new club at 1830hrs for a drink with the intention of going to The Three Mariners for a meal. The pub was full, so back to the club for a Chinese takeaway. We all enjoyed the evening and it was great to be able to use our new clubhouse for a social evening together before we set off for the trip.

Left Oare Creek at the sensible time of 1047 hrs and moored off Queenborough early afternoon. Mary had booked a table at the Flying Dutchman for an evening carvery. In the morning Martin said that a fishing boat nearly hit *Kittijay* (deliberately) because the big grey buoy was their mooring, he could hear the crew swearing and cursing. No doubt Martin put his head under the pillow and kept a low profile. Sunday morning left Queenborough at the unearthly hour of 06.00hrs. Good trip up the Thames and arrived at St. Kats by 12.15hrs. Chaos as usual waiting to go into the lock with the tourist boats churning up the water and cutting across the river. It was a sunny Bank Holiday Sunday so plenty of spectators to watch us make a mess of going into the lock and tying up. Ron, the lock keeper, called the Hollowshore boats into the lock before the large foreign yachts, much to their amazement!! We were all berthed in West Dock, which was very convenient, new restaurants within walking distance.



Brian went home on Tuesday morning; Rod and I were going on the same bus so we walked to the bus stop with him (we can all use our bus passes now in London – one good thing about being old) and then Brian remembered he had left his mobile phone on *Kooringal* so had to walk back and get it! Forgetfulness is not such a good thing about getting old.

Chris and Mary's friends Roger and Maureen joined them for two days. Gallant John gave up his bed on *Kooringal* and slept in the aft cabin of *Blue Mullion*. John did not want Maureen to have the indignity of using a bucket in the night if nature called. That evening Chris, Mary, Roger, Maureen, John, Rod and I

went to see the show 'Chicago' at the Cambridge Theatre. A wonderful, lively show - the men enjoyed the girls' long legs and black underwear and us girls enjoyed the boys' little wiggling bottoms in their tight trousers!! (*Steady! This is a family club! Ed*) We all entertained ourselves during the week; Rod and I visited The Imperial War Museum, South Bank, Greenwich Maritime Museum, Butlers Wharf, Southwark Cathedral, Museum of London, and just enjoyed being at St. Kat's.

John cooked us his tasty beef casserole one evening with enough left over for Reggie's lunch next day when he arrived.

The last evening, all twelve of us went to Wetherspoons for a meal. Jackie, Mike, Rod and I ordered 10oz rib-eye steaks. When they arrived, Jackie's was 10oz but the other three were miniscule and dry. So they all went back for replacement and we were offered free drinks, which we gratefully accepted. The replacements arrived and mine was like a bit of shoe leather, so back that went. The manager came to see me (a good looking young fellow), apologised and offered me another free drink. I told him that I had changed my order to scampi as it seemed a safer option, but that I would be eating on my own as all my friends would have finished. So he said we could all have a free dessert. I was very popular that evening with HCC, but probably not with Wetherspoons! We then proceeded to Café Rouge for hot chocolates and coffees. Lively music was coming from one of the barges and Martin and I did a jig along the pontoon. Saturday May 10<sup>th</sup> – up at 05.00hrs - ghastly. Super journey back to Oare Creek. Rod called Kingsferry Bridge and was told there was an electrical fault so we all sailed round the outside of Sheppey. On the way we all had a 'medical call' from Mike Perkins requesting medication for a sting. Rod answered and asked where the sting was, just in case it was somewhere on Jackie. But it was on Mike's arm, so Rod lost interest. We all had a great time together and the weather was fantastic. It was a brilliant beginning to the sailing season. Many thanks to John Kerr for organising the trip.

#### **Holland, June/July 2008**

*Koorungal, Saxon, Cornsilk, Kalos, Samora, Oyster and Misty* spent most of June and some of July either in Holland or somewhere in between. We hope to bring you a full report on this epic next time.

#### **East Coast, August 2008**

*Samora, Saxon, Koorungal, Every Summer Night, Hazelrigg, Blue Mullion, Subjibi, Shy Talk*, and others all cruised the East Coast – perhaps someone can submit a write-up?

#### **Baltic, June-August 2008**

Brian and Lorraine took *Oyster* on an epic trip through Holland, the Keil Canal, and on to Sweden and Denmark. And back.

*(Keep the cruise write-ups coming, please! – Ed)*

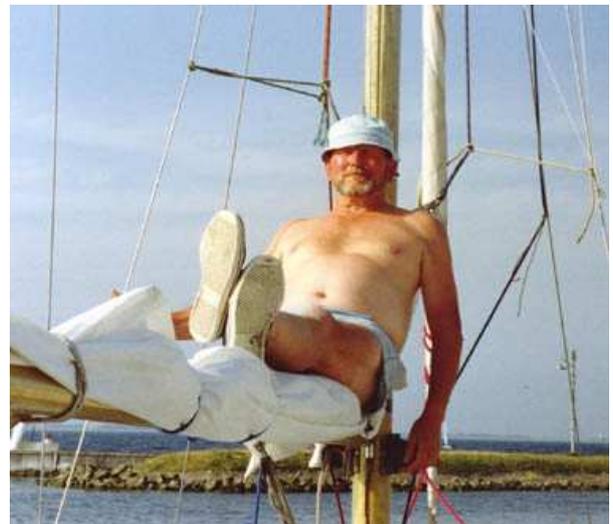
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## BRYAN HILLS-JOHNES 1925-2008

Sadly, as many of you will know, we lost Bryan recently. There was a big turn-out of members at his funeral, where David delivered a eulogy, saying that "Bryan had a great sense of humour and was above all a *character* with whom it was always a pleasure to talk on all kinds of different topics, on most of which he had decided views!" Bryan, incidentally, produced this newsletter for some years, a hard act to follow. Bryan's family have kindly donated a trophy and a set of sailing books to the club, and sent us this fine tribute:

### In Memory

*Involved with the sea since joining  
HMS Mercury in 1938.  
14 years service in the Fleet Air Arm.  
Field Gun crew, marksman, excellent navigator,  
fine sailor.  
Globetrotter, but his happiest 30 years were at  
Oare Creek.  
Always a joyful spirit, happy to indulge a novice  
interested in sailing.  
Sharp wit and sharper tongue for the foolish.  
Writer and raconteur, often found at the bar with a  
story to tell.  
Adventurer, brave and trusted friend.  
Sailed solo to Europe in his late 70's.  
Devoted Husband, Father, Grandfather  
and Great Grandfather.  
Greatly missed.*



Holland 1998

*Sunset and evening star....  
And one clear call for me!  
And may there be no moaning of the bar  
When I put out to sea.*

-Tennyson.

## BOAT SHOW TICKET OFFER

Once again we have a great offer on tickets for the London Boat Show, to be held at Excel from January 9<sup>th</sup>-18<sup>th</sup>. This offer is a very special deal for selected clubs, arranged for us by John Goode, once the editor of *Sailing Today* and now working with National Boat Shows.

The ticket price will be only £8.50, even on Press Day. This year, individuals can ring the ticket hotline to book under this arrangement, but as each order attracts an admin charge of £1.25, you would do best if you gang up in groups and only pay the £1.25 once. You can still go on any day you choose - you don't all have to go together.

You will need a special code which is not published here, you will find it on the club notice board along with the hotline phone number.

There are also details there for booking online instead, if you prefer.

If you can't get to the club, contact the Editor (see at the end of this newsletter) and he'll tell you the details.

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## SOCIAL EVENTS

With all the efforts being put into finishing the new clubhouse, socials have taken a bit of a back seat, although Sunday mornings continue to be brilliantly supported.

But we kicked off the new venue with an excellent Quiz Night early in October, with 50 members and friends attending, and we all had a great evening. By the time you read this, the Laying-Up Supper will have been and gone, kindly organised by Ian and Ann Campbell, and a gang will have sailed off for the Chatham Bus-Pass Cruise.

Next up is the Grand Official Opening of our new clubhouse, at lunchtime on Saturday 8<sup>th</sup> November. Every member should have received an invitation to the Grand Opening - please reply to it!

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## MEDWAY ENGINEERS

This time last year we explained that John Hawkins, the Volvo-Penta agent at Medway Bridge Marina had been bought out by Inchgreen Marine Services. Inchgreen were also agents for other makes.

But...they didn't last long, they went into receivership. What has now happened is that several engineering firms have been created, all under the umbrella of the marina itself, and dealing with various different engine makes - if you need spares, ring the marina and they will put you on to the right people.

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## THE NEWSLETTER

Hopefully you have noticed that this newsletter is a bit different! Up to now we have relied on 'free' printing on photocopiers, through people's goodwill and possibly skulduggery, but this can't continue so we have had this one printed professionally. We are still black printing only, as colour would cost a great deal more. What we could really do with is some sponsorship for the

Newsletter to help with the costs....can anyone help? We could give advertising space in return?

Alternatively we could ask those of you who are internet users to view the newsletter online (where it's in colour) and only post copies to those who are not on the internet - we tried this before, using members' listed email addresses, but it was a dismal failure as many said they either didn't get the email or never looked anyway.

But perhaps now a lot more members do use the internet regularly?

There's something of a choice here really - if we can find some help with the costs, a paper newsletter can probably flourish, even become more frequent, and maybe even appear in colour.

If not, then maybe we will have to recommend that printed copies are produced in smaller numbers and posted only to those members not online.

For what it's worth, the Editor would really like to see everyone continue to get a printed copy. (He'd also like to see someone else take it over, but that's another matter entirely!)

Something to discuss in the bar?

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## AND FINALLY.....

A bit of advertising, which has indeed helped towards the cost of this issue.

The writers of *East Coast Pilot* have written a new book called 'Where Land Meets Sea', which covers the same area as the pilot book, from Lowestoft to Ramsgate, but is very much a 'picture book' with brilliant aerial photography of the East Coast that so many members are familiar with.

'Where Land Meets Sea' is published by Imray, priced at £9.95 or less, and is available from good chandleries or from online booksellers such as Amazon.

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## STOP PRESS

Bryan's Invicta 26, *Semiramide*, is up for sale. Contact his son Rod for details - rhillsjohnes@hotmail.com.

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Thank you so much to all contributors!  
As usual, this newsletter is available in full colour at [www.hollowshorecc.co.uk](http://www.hollowshorecc.co.uk).

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**Hollowshore News**

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