
HOLLOWSHORE NEWS



www.hollowshorecc.co.uk

April 2007

SPRING NEWSLETTER



So once again we are in the midst of fitting out and the weather, at least during April, could hardly have been better for those with much exterior work to do. At the time of writing, the forecast is for continued good weather so hopefully

we will all be afloat reasonably early to enjoy whatever the season throws at us.

Since the start of the year, we have had a number of successful social events, namely the Wine & Wisdom evening, the Boat Jumble, the Fitting Out supper and the Sausage & Mash supper. All have been well attended and seem to have been enjoyed by all.

Those of you who have not visited the club recently will be surprised to find a newly refurbished interior. This was the work of volunteers on a recent Saturday morning, and a great deal was achieved in a very short time thanks largely to the careful preparatory work by Don Rigden, which enabled all the helpers to get stuck in straight away.

The bar continues to prosper, having been open every Sunday with generally good attendances. We are as always dependent on volunteers to run the bar, and anyone interested in helping in this quite enjoyable task should contact either Brian or myself. Training will be given!

I wish all members a happy and successful sailing season. Remember the club offers prizes for various cruising and racing achievements, so if you think you are eligible, please do not hesitate to enter for the appropriate category.

David Williams
Commodore

FORTHCOMING EVENTS

May 5 - 7th RAMSGATE WEEKEND

Sail, race (for the Jack Allen Cup) or even drive to Ramsgate. Departure early pm on the 5th, sign up in club for Lawrie Tester Memorial lunch (buffet in the RTYC on Sunday 6th), and return on Monday 7th (Bank Holiday).

May 18 - 26th – ST. KATS CRUISE

Sign-up in clubhouse.

May 26th CLUB BARBECUE

See in club or website for details.

June 1st - 3rd SWALE REGATTA

June 8th onwards FRENCH COAST CRUISE

Contact John Kerr if you would like to join in with part or all of this 5-week odyssey.

Sept 28th - Oct 7th ST. KATS CRUISE

Oct 27th LAYING-UP SUPPER

NOV 5th - 10th CHATHAM BUS-PASS RALLY

You don't have to actually own a bus-pass to join in, but it's cheaper that way!

DEC 1st AGM and CHRISTMAS PARTY

DEC 23rd CHRISTMAS NIBBLES AT THE BAR

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

See www.hollowshorecc.co.uk

TROPHY WINNERS 2006

Lucent Pot (best log) – Tony Coles.

Pysche Trophy (most ports and anchorages) – Chris and Mary Lovering.

Hollowshore Cup (most miles logged) – John Kerr.

Viking Cup (Member of the Year) – Don Rigden.

Jack Allen Cup (Race to Ramsgate) – John and Jennifer Elliott.

Madge Barker Cup (best HCC boat in Swale Regatta not winning any other cup in the event) - John and Jennifer Elliott.

Mary Legg Trophy (best bilge-keller in Swale Regatta) – Peter Fisher (QYC).

Ron Lintott Trophy (first Channel crossing as skipper) – no candidate.

Our thanks again to Adrian Munnings for kindly updating the trophy record boards in the clubhouse).

NEW CLUB WEBSITE !

The club has a new website! Many thanks to Ian Campbell who created the original one and ran it for several years, but he recently decided to let someone else have a go. Unfortunately the editor of the newsletter opened his mouth once too often, and ended up getting volunteered to create and run a new site.

If you haven't been there yet, the address is slightly different to the old one -

www.hollowshorecc.co.uk

and the site is being steadily added to as time goes by. The home page has the current list of forthcoming events and gets changed quite frequently, so if you have access to the internet, keep an eye on it.

And...the newsletters are available there too, in glorious technical colour!

'EASY' HULL CLEANING

- by Carolyn Henman

I keep my boat *Fellowship* in Oare Creek and every year when I crane her out I have the usual problem of a thick hard brown deposit on the hull and keels. This layer seems to be local to our area and it is very difficult indeed to remove. For years I used elbow grease and spent days under her cleaning her off. I have seen some boat owners slap antifouling straight over the brown layer, but it tends to fall off before the boat hits the water. What I needed was a better way of removing the brown deposit.

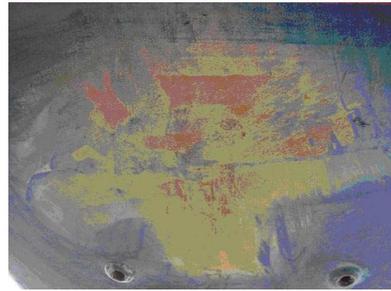
A few years ago a friend told me he used B&Q Brick Cleaner on his boat to dissolve the mud – it is a 20% solution of hydrochloric acid and perfectly safe on GRP boats. I tried it on *Fellowship* and was pretty impressed. I sprayed it on with a garden spray, scrubbed it a bit, jet washed it off and that was that. It was however very messy. It could only be carried out on a still windless day, and head to toe protection was vital. Even then I kept a wodge of wet-wipes to hand as the acid found any tiny chink in my armour. But it did take a lot of the hard work out of it for a minimal outlay (under £6 for five litres).

This year I was discussing it with another friend and we wondered if the method of application could be improved. This is what we came up with and it really works.

Pour the brick cleaner into a plastic bucket and add wallpaper paste powder at a rate of 8 tablespoons of wallpaper paste per pint of cleaner. Mix it in well and leave it to stand for a while. This will give you a thick gel which can be brushed onto the hull. Leave it for about 20 minutes (but don't let it dry out) then go over it lightly with a scouring pad before jet washing off. Job done! I went over my hull with 100-grade wet

and dry to finish off but that really is optional – it was quite good enough without it.

1. After lift-out



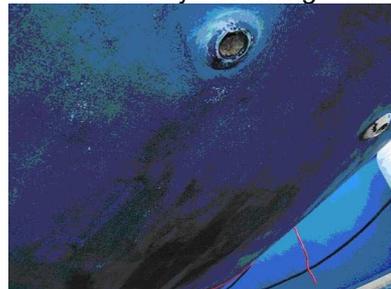
2. With paste brushed on



3. Gentle loosening with scouring pad



4. After jet-washing



Because the cleaner is mixed into a paste it doesn't drip off, so it's less messy and not so wasteful as using a spray (but protective gear is still essential). Just two pints was plenty for my boat (19' bilge keel) so the outlay and the impact on the environment were both greatly reduced - and it saves a lot of scrubbing.

(Ed's note – we would like just to reinforce Carolyn's points about taking care doing this! Proper protection is essential when working with acid – follow suppliers' instructions at all times).

WOULD YOU LIKE A LIST OF MEMBERS' BOATS?

In years past, the club issued members with a list showing everyone's boat-name and who the owners were. This could be a useful way of getting to know who everyone is, and could help to tie names to faces to boats.

The Committee recently discussed whether or not the list might be resurrected. Some were for, some were against. The arguments against revolved around concerns with modern-day 'data protection', and also that problems might result if the list fell into the wrong hands locally.

The committee would like to know what you think. Would you like this list to be sent out to members again? Tell one of the Committee, or email the newsletter editor.

NEW CLUB REGALIA !

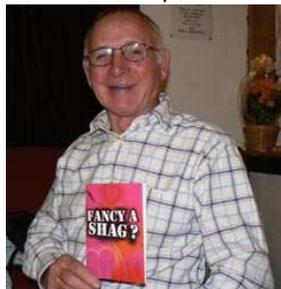
Many of you will already know about the new range of club regalia. This has been brilliantly organised by Andy Jackson, and is a choice of excellent clothing at really good prices. The stuff has been selling like proverbial hot cakes – items available include fleeces, polos and sweatshirts. There are usually one or two examples behind the bar, but no stocks are being held – it's all made to order (but very quickly) and paid for in advance. Visit the club to get more details, or see the order form on the club's new website.

SHIPWRIGHTS

Club member Alison Sheffield is carrying on the boat-building traditions of the area – she has started an apprenticeship at Alan Staley's yard, well done her.

WHO DUNNIT ?

In our last issue we reported on the highly risqué card that Brian Chapman received when he was at St. Kats. Speculation was rife as to the identity



of the culprit. Brian promised to name names at the Christmas Party, but in the end it was all innuendo with some vague finger-pointing at the Treasurer. She hotly denied everything. The case has been closed.

WELCOME NEW MEMBERS

The following have joined HCC since the last newsletter:

Mark Etheridge, Sue Davis, David Thompson, Neil Woolliams, Bob Telford, Peter Rogers.

Welcome to you and we hope that you will enjoy your membership.

THE BUS-PASS CRUISE

- by Chris Lovering

It was that time of year, Halloween, and Bonfire Night had gone, and it was time to lay up – so one last cruise was organised, and came to be known as *The Bus-Pass Cruise*.

Chatham Maritime was considered the best destination, as it was reachable in all weathers, so team flotilla leader John Kerr made the arrangements.

At midday on Nov 6th, five boats left Hollowshore. John Kerr's *Kooringal* had Reg on board, and a new cabin boy called Brian Chapman, who had left his own boat at Ramsgate in favour of savouring the delights of John's hospitality, gourmet food, superb wine, and a large pilot house to peer out of. Jim Gray was there in the super-fast *Pepperbox*, Chris and Mary in super-slow *Blue Mullion*, Malcolm, with the Campbells as competent crew on board the re-engined *Maiya*, and Don and Freda Rigden aboard the classic *Sunrunner*.

It was a bright sunny day with the wind in the right direction, and the fleet just managed to sail to the Medway. *Maiya* had teething trouble with the engine (a bilge full of diesel!), and *Pepperbox* took them in tow, passing us at about 10 knots.

Chatham proved an ideal setting with a shopping outlet, cinema, and BUSES leaving every 10 minutes to Chatham and beyond. Out came the bus passes, and a pleasant day in Rochester was had by all, with a meal in Wetherspoons, and a diversion to Gillingham Chandlery on the way back.

Evenings were spent on board (no restaurant close by) with drinks aboard *Kooringal* courtesy of the genial host.

The few days soon went by, and again fair winds and sunshine sped us on our way home. *Blue Mullion* had a small detour under full sail (all three) when Chris went below to the heads and Mary found the putty at the 'gas pipe'; Don and Freda waved as they passed, pointing out where the deep water was.....

It was a very pleasant four days and we plan to do the same this year. Note that the new 'Dickens Experience' with restaurants should be open by then.

2007 Bus Pass Cruise departs on November 5th.

THAMES BARRIER CLOSURES



The Barrier will be closed once each month for test purposes, as follows: Thursday 3rd May 2007 from 0810 to 1040 BST; Monday 4th June 2007 from 0930 to 1200 BST; Monday 2nd July 2007 from 0945 to 1215 BST; Wednesday 1st August 2007 from 0915 to 1145 BST; Sunday 9th September 2007 from 0550 to 1550 BST; Monday 15th October 2007 from 0930 to 1200 BST.

These tests are across LW, with the exception of the long test on September 9th, which also spans the HW that day at 1258 BST.

CHART CHANGES

The following changes may be of interest....

Whitstable Street Buoy – the familiar old North Cardinal has gone, replaced by a Port-Hand buoy (Fl.R.2s) slightly further north, at 51°24'.00N 001°01'.54E.

Swale Buoyage - the No.1 and *Elmley* buoys have been lit Fl.G.2s, and No's 6, 8, and 10 are now also lit Fl.R.2s. The positions of the buoys are unchanged.

Kingsferry Bridge - Leading lights discontinued. New sector light established at 51°23'.155N 000°45'.290E, characteristics G142°-147°(5°), W147°-148°(1°), R148°-153°(5°), 9m Tr W.

Medway Ports has warned that the new sector light is very bright, and says: "To avoid eye damage do not stare directly into the beam at close range or allow others to do so."

Sandettie Light Vessel at 51°09'.355N 001°47'.122E. On or about 24th June, 2007, existing Light Vessel to be withdrawn and a replacement Light Float to be established in lieu as follows: Red hull, Light tower amidships, height 11m, range 12M, other characteristics unchanged.

SW Sunk Beacon – this has now completely collapsed and is an 'obstruction awash', i.e. probably invisible. Take great care if you are using this short cut across the Sunk Sand!

Queenborough ATL – the all-tide landing at Queenborough is currently closed and unusable after storm damage. QYC think it may not be open again until June.

BIRDS OF PASSAGE

Last October the Editor was lucky enough (?) to help bring a classic 40' racer, *Hippokampos*, back from the Baltic coast of Denmark, through the Kiel Canal and across to Levington, a 5-day trip in all. Coming down the coast off the Frisian Islands, for a whole day we saw thousands of migrant birds, tiny little chaps struggling along inches above the waves. We were visited by one who seemed to be



keen for a rest on someone's knee. Perhaps a Tree Pipit? After he departed we got all sentimental, wondering if he'd make it the rest of the way. What a load of drips we were.

ANNUS HORIBILIS ELECTRICUS

- by Mike Torode

It all began when the cups from my anemometer blew off in the early Spring, closely followed by the sump pump in the heads giving up the ghost. Then I discovered that the foredeck light wasn't working. Next the tube in my 240v strip-light failed, the binnacle light wouldn't come on and the main cabin lights switch burnt out.

Oh well, such matters have to be dealt with!

I use power tools a great deal, without them I would not be able to manage many of the typical tasks to be performed each year, more so since I've become arthritic. But my Makita palm sander split its sanding pad, my Bosch detail sander began to play up, and I forestalled router trouble by buying a new one.

Surely all would now be well....not quite!

On the eve of launch day, I found I had a duff battery, one of three. It was about eight years old so I couldn't complain, but I did anyway and forked out about £50 for a new one. Thankfully, on launch day all was as it should be.

Or was it?

I was late launching, my first trip down the creek was en route to act as RO for Swale Regatta, for the sixth year in a row.

Anchored on the line ready for next morning, switched on the anchor light. No joy! Out with the paraffin lamp. Down below again, poured a large Scotch, and looked at the Navtex. Blank screen.

New plotter? Blank Screen! GPS? No! Radar? Not a bleep!

Looking at more mundane items – switched on a cabin light – nothing. (Panic is beginning to creep in). VHF – not a peep. I looked at my watch – the battery had run out. Never mind, I own five watches. But all three quartz watches had died. God bless my first wife who had given me a rather nice Rotary wind-up watch as a wedding present about 50 years ago, and it still works.

I sorted out the VHF by connecting it direct to a battery, which enabled me to start the Regatta next morning. During the race I found a disconnected earth wire, which had caused all the trouble.

Now, one would think this was all enough for one season. But one would be wrong!

Tony Coles joined me for a trip to Boulogne. Fog-bound in Dover for two days, Tony, who has good hearing, heard a humming noise, traced to the bilge pump with the float switch stuck on.

We finally made it to Boulogne and enjoyed a meal in the Swan Restaurant in the old town. On the way home, the wheel pilot kept turning in the opposite direction. The day after Tony had returned home, I found I had mounted it back to front! After correcting that hiccup, it once again became the best helmsman on board. Some days later, I came to anchor in Stangate Creek.

Emerging from a lazy stupor on a hot sunny afternoon (as one does in Stangate) I noticed that the log was not registering the tidal speed. I withdrew the transducer and evicted the perishing little acorn Barnacles, but perhaps not carefully enough as the log still did not work! I rang Nigel at the chandlery and fortunately he had a spare.

That night, moored at Harty, we had a summer downpour. Next morning, my new car radio/CD player, bought to receive weather forecasts where I cannot pick up the VHF MSI broadcasts, went haywire for a few seconds then blanked out. Yes, you've got it.....The shower the previous night had found a leak in the deck, dripped on the new radio and it was a write-off.

Dear me, was there no end to these irritations?

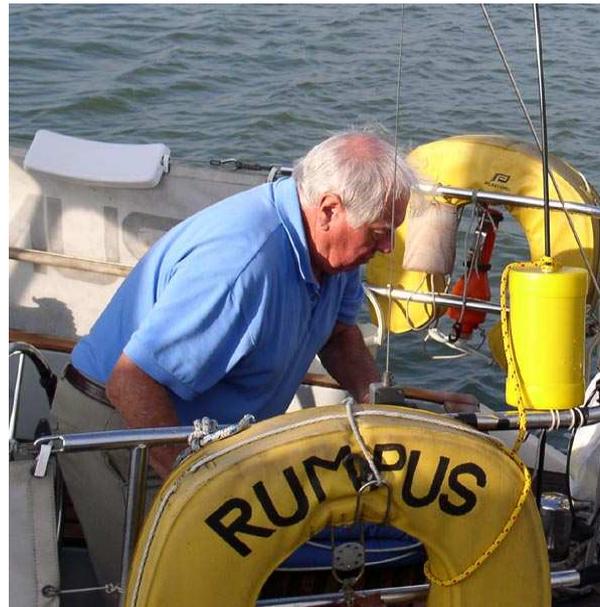
No quite!

I made my way up the coast, eventually anchoring in Hamford Water. Needing to move to deeper water on the second day, I couldn't start the engine, and I deduced that the starter motor had failed.

As a very raw 'Snotty' on my first merchant ship, I was frequently told by the pompous First Officer to walk, not run, because "officers don't panic in emergencies, they stay cool and set an example to the crew". Well, I had no crew so if I wanted to panic, I would!

A quote for a new motor was £638! But I had a suitable spare motor on my bench in Faversham, so I sailed back to Harty, got a tow up to Iron Wharf, and within two days I had the spare

overhauled by Square Deal at Chislet and fitted back in the boat.



I enjoyed the rest of the summer, but time passed and I didn't go far. The thermocouple on the grill died, but what the heck, it only cost me 83 quid for a new grill!

In May I had treated myself to a more modern laptop with software that did not date back to the Neolithic period.

Would you believe that just as I had got used to the Windows XP software, the power switch failed. PC World were forced to give me a replacement free of charge. But I still haven't made it onto the internet because the boatyard router has packed up!

I am writing this a few days before Christmas and, wait for it, my faithful Sterling battery charger has burst into flames! I just don't believe it!! That is about £160 worth!!

Is there a moral to this boring tale?

Yes!

Play safe. Return to the days of paraffin lamps, spirit cookers and learning the old weather saws. Buy a fresh stock of 3B pencils and, with the help of a hand-bearing compass and parallel rulers, resort to proper navigating on paper charts. Make a lead line and a sounding pole. Learn to use a sextant if you don't already know how – I promise you it is far less stressful!

I would say, buy a scientific calculator to work the sights etc. I have two calculators and a copy of Nories Tables that my late father bought me when I first went to sea 60 years ago.

Not that I am pessimistic!

Just in case!

THIEVING WOTSITS

Unhappily, about a dozen boats were broken into in Youngboats yard at the head of Oare Creek earlier this year. So far as we understand, the

main result was damage done getting in, with not too much stolen. Flares were a popular item, which suggests that kids were responsible. There were at least two 'shouts' involving lifeboats and coastguards shortly afterwards after flares were seen in the area, but to date nobody has been caught. We hear that the police have a good idea who the troublemakers are.

If heaven forbid it happens to you, do please report it and perhaps these perishers can be caught.

CLUB MOORINGS

Our moorings out in the Swale are, of course, there primarily for use by members, waiting for the tide or perhaps for an overnight stop.

Last Autumn, there was a large cat on one of our moorings for some weeks. It didn't even belong to a member, and the committee set off in hot pursuit of the owner, even getting some information via the Kent Police Marine Unit (the Boys in the Black Ribs). Eventually we made contact, and extracted at least a decent contribution out of him towards the 'free' mooring that he had enjoyed for so long.

MSI BROADCAST TIMES

Late last year, there were some changes made to the times and channels for MSI (Maritime Safety Information) broadcasts by the Coastguard. It's probable that these new details are not as printed in your shiny new 2007 almanacs!

Thames and Dover areas now broadcast together, at 3-hourly intervals instead of 4-hourly, at 0110, 0410, 0710, 1010, 1310, 1610, 1910, and 2210.

The content varies.....

At 0110, 0710, and 1910, you get the full works including a new Inshore Waters forecast and outlook, Gale Warnings, Shipping Forecast, Subfacts/Gunfacts, plus 3-day Fisherman's Forecast 'when and where appropriate' (whatever that means!).

At 1310, you get a new Inshore waters forecast plus the 'old' outlook, plus Gale Warnings.

And at 0410, 1010, 1610, and 2210, you get a repetition of the previous Inshore waters forecast and Gale warnings.

These times are LOCAL, not GMT/UTC.

SOCIAL NEWS

David has already mentioned the various social events that have happened since the last newsletter.

The Boat Jumble, which unfortunately this year seemed to lack outside visitors. There were quite a few members there, though, the result being

that there was some buying and selling of items that will probably re-appear at next year's event!

There were some fairly strange items, too, and some people couldn't resist testing them out even if they had no intention of buying. You could probably write your own caption to this one....



More recently, we had an excellent Fitting-Out Supper, once again with the added bonus of Waitress Service....



And the most recent, the Sausage-and-Mash Supper, with impromptu entertainment by Gavin Atkin and Julie Arnett –



- wow, they were brilliant!

Hollowshore News

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Thank you so much to all the contributors!