
HOLLOWSHORE NEWS



Founded 1959

www.hollowshorecc.co.uk

Winter 2011



Commodore's Note

Here we are on the brink of another year. Boat Show looming, is it really a year since 'Chapman Tours' ferried us to Excel. The sailing and social calendar is under way, hopefully to include visits to other clubs etc. Looking forward to good weather and plenty of sailing opportunities. The club is due for its first spring clean. With '100 Club' this year, possible projects include double glazing, new front door, cutlery and our own barbecue. (I can't afford to lose another car). Our website, (splendidly run now by Brigitte Collings) has been expanded to include pictures of recent social and cruising events, certainly worth a visit for latest news of forthcoming events. Wishing you all a happy and prosperous New Year.

Andy Jackson.

2011 Committee.

Commodore;	Andy Jackson
Vice Commodore;	Mike Torode
Rear Commodore;	John Webb
Hon .Secretary;	Dick Holness
Hon.Treasurer;	Steve Keeler
Hon. Social Secretary;	Angela Holness
Committee Members:	Anthea Daniels
	Phil Davies
	Chris Lovering
	Sue Millidine
	Malcolm Rogers



A Commodore's Reflections

It was an amazing two years for me as your Commodore. I am proud of what we achieved as a Club since we moved from Hollowshore. I have enjoyed my term of office, the Club is in a healthy position for the future. We have enjoyed our sailing, and also the social side. As the result of the successful functions and the funds made available through the 100 Club, we have been able to improve the facilities in the Clubhouse . Our Membership has grown which is very important for the future of the Club and some of our newer members have now been elected to the committee.. It is very satisfying to see the enthusiasm of members joining Club cruises for which all credit must go to John Kerr and Chris Lovering as the organisers. The Bar has opened every Sunday throughout the year, apart the Tester Memorial lunch day at the RTYC. All credit to the members who have stepped in to help for without them we would not have been able to enjoy our Sunday lunchtimes in the bar. It has been a great honour to serve as Commodore for two years, following a very busy year as Vice Commodore, when we were building the new Clubhouse and moving from Hollowshore. I have really enjoyed meeting the other members, it is a pity that more of our people do not use the clubhouse. Perhaps we should all ask our friends, who are also members, to come and join us more often Finally I must thank my wife Jackie for, without her support, I would have been unable to do the job. I also thank the Officers and Committee for the support they gave me. They made my job easy, as they did all the hard work so that I could concentrate on enjoying the company of members.

Mike Perkins
December 2010

News Titbits

Alcohol while underway

According to new legislation making its way through Dutch parliament, boats will be put on an equal footing with cars. When breathalysed, alcohol level should not exceed 0.5.

Note: whilst in the case of cars they just breathalyse the driver, in the case of boats the entire crew can/will be breathalysed.

Wind farms

Work is starting offshore on the giant London Array wind farm. The cables that will bring the power ashore will be coming up the estuary and into the East Swale, and through the sea wall to the new grid sub-station being built on Cleve Marsh. Some of this cable-laying is scheduled to take place in August 2011. The club is in touch with a local group of concerned and interested parties, which meets with the developers so that local interests do get heard.

Surveying has also been going on for a planned extension to the Kentish Flats wind farm. Details are hard to find, but a recent NM from Whitstable Harbour suggests that the extension will be to the south and the west, with extra cabling to the shore at Herne Bay.

Red Diesel

Now that Terry Young has decided to stop selling red diesel to boat-owners because of the complications of the paperwork, the nearest places to buy the stuff are at Swale (Conyer), Ramsgate and Gillingham Marinas.

You may already be using 'white' diesel (i.e. car fuel), and it's worth mentioning that there is much discussion going on in the boating fraternity about possible diesel 'bug' problems from using this with its higher proportion of 'bio' fuel. This is not normally a problem on the road, because the fuel gets turned over so quickly, but hanging about in a boat's tank, over winter for instance, may encourage problems, some say.

If you are of a nervous disposition, or a believer in Murphy's Law, you may be well advised to use an additive such as 'Startron' in the fuel. Some members report good experience using this with road fuel, with no signs of the dreaded bug at all. In a further development, the amount of sulphur in some red diesel is being reduced from 2011, which is also worrying experts, because the bio ratio will also be increased.

As a special concession, Swale Marina will supply current HCC members with red diesel if they arrive by road with cans. This red should not have the extra bio ratio mentioned above and may therefore avoid causing any new problems.

In memoriam

Sadly we lost some of our members since the last Newsletter.

David Russell.
Jim Gray.
Val 'Pip' Hill.
Gillian Waterman.
Phyllis Rogers.

Our condolences go to their families.
They will all be missed.

Notice to Mariners.

River Medway

From 30th.Nov.2010 until 22nd April 2011 Eldridge lock will be closed for major works.

Due to the nature of the work no boating or canoeing is permitted between these dates in either Eldridge Lock or Porters Lock river pens.

For further information phone 01732 223185.

Notice to mariners

River Medway

Water levels will be lowered in the following reaches;

Anchor	7 th .- 14 th . February 2011
Sluice Weir	14 th .- 21 st . February 2011
Oak Weir	21 st - 28 th . February 2011
East Lock	28 th . February - 7 th . March 2011
Town Lock	7 th . - 11 th . March 2011

Mooring & Conservancy Charge on the River

Medway for 2011 is increased by 4% to £55-14.

Inc. VAT (which is increased to 20%).

Welcome aboard

Members who have joined since the previous newsletter are:

Max and Jill Dale; Richard and Pauline Davis; Mike and Kathy Everett; Peter and Patricia Hughes, Alan Thorne and Sue Millidene, Don and Wendy Cockril, John Targett, Richard & Claire King, and Jim & Sally Moore, Nick and Charlotte Relf, Andrew Pierce, Caroline Burgess, John & Jo Walpole, Simon & Sara Harding.

Website

Don't forget that we have a website which can keep you up-to-date with the Club events and activities.

www.hollowshorecc.co.uk

Think of **Club regalia** when shopping for presents.
Every Skipper should buy Club shirts for his crew ?

Quiz No.4

1. Arthur Ransome, the author of ‘Swallows and Amazons’ wife’s name was Evegena but what was her job before she married Ransome ?
2. What are the clips used to link signal flags together called ?
3. What is the pin called which goes through the fork on a bottle screw to fasten it to the chain plate ?
4. Who is the hero of sea stories by the author whose real name was Cecil Lewis Troughton-Smith?
5. In nautical parlance, what is a ‘cackle berry’ ?
6. What do you call a vessel square rigged on the foremast and fore-and -aft rigged on the main mast ?
7. How long is the Kiel Canal ?
8. Of what would you take a bearing to get an amplitude ?
9. Who introduced the ‘intercept method’ for fixing a ship’s position ?
10. Who, in the 1930’s patented the Breton Plotter ?

Answers on page 5.

Trophy Winners, awarded at the AGM:

Lucent Pot - for best Log 2010: Alan Thorne and Sue Millidine
Half-Pint Pot - for best Junior Log 2010: Robert Sprocker
Psyche Trophy - most ports & anchorages visited in 2010: Brian Chapman
Hollowshore Cup - most miles logged in 2010: Rod Akhurst
Viking Cup - Member of the Year: Eric Spratling
Jack Allen Cup - Race to Ramsgate: Mike Robertson
Hills-Johnes Shield - most miles single-handed in 2010: John Waters
Ron Lintott Trophy - 1st Channel crossing as skipper: Phil Davies



Trophies were presented by the Commodore’s wife, Jackie.

A Photographic Quiz



No. 1



No. 4



No. 2



No. 5



No. 3



No. 6

Can you put names to the photos of these well known members? (answers Page 5)

Fulfilling a Request

A number of members have expressed an interest in learning to make some of the more decorative knots but as one of my fellow former merchant seamen has said, 'before you learn to make fancy rope work you really should learn to master the more basic skills of the sailor's trade. For example; how to belay a cleat properly, the correct knot to use when mooring your dinghy to a ring or the proper way to place the loop in your mooring line over a bollard when another boat's lines are already on it.

However, just to encourage your interest in rope work and as an experiment in presentation, here is how to make a 'Standing Turks Head', for which you will need about one metre of cod-line.

1. Take a turn around the shaft which will carry the knot as shown in Fig. A.



Fig. A

2. Feed the bitter end under the strand as shown in Fig.B



Fig. B.

3. Cross one strand under the other as shown in Fig. C



Fig. C

4. Pass the bitter end through the crossover see Fig. D



Fig. D

5. Pull the line through, and you now have the basic knot.

6. You should be back where you started, so follow the line around 3 or 4 times, (your choice). Tighten the knot all round and you have a 'Standing Turk's Head'.

Decorative on the tiller or a good way to make the midships mark on your wheel. It can also be used as part of your fancy bell rope.

If you want to learn about fancy rope work get a copy of the 'Ashley Book of Knots'. It is the definitive work on the subject.
*****8*

- Answers to Phot Quiz.**
1. Jackie Perkins.
 2. Andy Jackson
 3. Mike Perkins
 4. Malcolm Rogers
 5. Mike Torode
 6. Nigel Davidson

- Answers to Quiz No.4.**
1. Trotski's secretary
 2. Inglefield clips.
 3. Clevis pin.
 4. Horatio Hornblower. (C.S. Forester).
 5. An egg.
 6. An Hermaphrodite Brig or Brigantine
 7. 61. miles.
 8. The rising or setting sun.
 9. Capt. Marc St.Hillaire
 10. Lord Louis Mountbatten.

Slow Boat to London

Hollowshore's cruises to London usually seem to have more focus on the destination than on the journey. We bucked the trend by going slowly, and stopping along the way.

Our trip started with the club cruise to Hoo Ness YC (a very enjoyable event), with an escape from Hoo Marina on the Sunday afternoon tide, slipping quietly down river to Stangate Creek for a peaceful night at anchor.

Next morning, it was up and off to the Thames, on a day not blessed with ideal weather – a westerly breeze, and a forecast of showers, and what's more not that warm. Eventually turning into Gravesend Reach, still with the engine on, we were overtaken by the liner 'Marco Polo', and we wondered how far she was going. The answer was 'Tilbury'. As we reached the outskirts of the town, the liner was being turned by a tug, blocking the northern part of the river.

We called up the PLA (London VTS on Ch 68) to ask for advice. They could actually see us out of their Gravesend office window, and politely asked us to turn and stem the tide for a few minutes while the liner sorted herself out. It was quite breezy by then, still westerly, and no sooner had we pointed the bows east, than the heavens opened and of course all the rainwater blew under the spray hood.

A few minutes later, the PLA called and asked us to proceed upstream close the south shore, having assured us there was no opposing traffic. Off we went, but suddenly the liner swung right across the river! I was about to press the button on the mike, when the PLA called us and asked us to turn back again! Hey ho and another 10 minutes passed, before London VTS came on again and gave us the go-ahead. Very nice professional people, so if in doubt on the Thames, give 'em a call.

Destination today was Gallions Point Marina, which we duly reached and locked into having motored the whole way. An interesting place, good for plane-spotting! It's very close to London City Airport, so you wouldn't want to sit and sunbathe all day, but the flying does stop by about 8pm and doesn't start again until the morning. Also, there's no flying at all from midday Saturday to midday Sunday. The dock is interesting as it's all undeveloped, and there's a lot of wildlife. We walked into North Woolwich, too, and had a look at the Woolwich Ferry.

Next day, Tuesday, we moved on upriver, through the Barrier and past Greenwich to South Dock Marina, on the south side of the river. We had to wait outside while they fixed a problem with the lock gate, which was mildly hair-raising as we accepted their suggestion of tying up on the south side of the pontoon of Greenland Pier. This is used by the high-speed river buses, which seem to do nought to 30 in their own length and displace oceans of water as they depart. My suggestion? Don't even think of using Greenland Pier.

South Dock is a pretty nice place as marinas go. There are some good pubs and restaurants around, even a shopping mall close by, it's less pretentious than St. Kats, and Greenwich is a short bus ride away. Worth a visit.

Wednesday, moving swiftly on, a few hundred yards up river to Limehouse Marina, where we were made very welcome and given reams of local information. This included a list of eateries, one of which we visited, a Chinese on Commercial Road (ten-minute walk) which was absolutely excellent and very reasonably priced.

Thursday, continuing upstream, the final couple of miles to St. Kats, where we timed our arrival to coincide with the first published lock-in. And by some miracle, they opened the gate on time, and in we went without even stopping! First time ever that we have not had to suffer an interminable wait.

Here the place was awash with familiar faces from Hollowshore so a lot of catching up went on, and we enjoyed the rare luxury of two nights in one place before setting off for home with the fleet on Saturday morning.

We actually had a really good week and thoroughly enjoyed it, even though we set ourselves some boat-handling challenges by moving on each day. There's more to the Thames than St. Kats!

- Dick Holness

The Idle Duck comes to Kent.

I bought Idle Duck in January 2006. She had been languishing in her solitary gully at Brandy Hole at the top of the Crouch for years, gradually losing her owner's interest. She had been hauled out for a re-paint the previous autumn, but the owner became ill so she was re-floated unfinished, paint still flaking from the stripper.

The original engine, a Perkins 4107, had been reconditioned some years before, then sat unused; the water was clean with antifreeze, oil looked new, fuel tank was full and clean, all we needed was the seawater inlet to be free of mud; Not being confident with diesel engines, I had asked a well known local diesel engineer, Henry, to be on hand to diagnose problems; we fired her up and she ran perfectly, amazing; I only had to rebuild the sea water pump to stop the small drip becoming a bigger drip, and replace the seized ignition switch. The weather was beginning to look good for Easter weekend; the crew was to be my son Tom and friend Steve Taylor [Hilyard 'Dorma']. Judy drove us up on the Saturday morning.

It was, thankfully, an uneventful trip; we needed to catch the full flood up to Oare, so we motored until we bore away to Red Sands, when we tried out the Jib and Main for a short while until the wind died. She responded well, and it was a pity that there was not time and weather to sail more, as she also carries a wishbone staysail, which we had not set up.

Maurice Griffiths designed Idle Duck as a retirement cruising boat for the owner of a fast deep-keeled yacht, sailed regularly to Norway. He wanted a more comfortable yacht that sailed upright, and could go places he could not go before but he did not consider that should preclude good performance, hence the 3ft 6inch draft, with 6ft 4inch centre board down; I look forward to the day when I will be able to find out.

MG gave her a chapter in his book 'Sixty years a Yacht Designer'. Although she was only built in 1970, she was in fact designed using the lines of an 1894 bawley rigged boat, 'Scoter', built by John Howard of Maldon, for wild-fowling and fishing; there is evidence that she had punt guns mounted on the short cuddy coach roof. 'Scoter' is currently being rebuilt in Cornwall.

We arrived at the temporary berth [Pat & Kim's] at Oare with 15 minutes to HW. I knew we would only be able to get in at the top; unfortunately the tide did not quite make so we stuck 10 meters short on what I thought was a mud bank.

As the water disappeared, to my horror ID was sitting bolt upright on her keel, supported by ... nothing. The mud turned out to be a flat scrubbing pad made from the wooden bottom of an old barge. I went back on board very carefully to attach warps to the mast, but she was rock solid. 2.4 tonnes of lead in the keel, 15 inches wide, has something to do with that, I suppose. However I added shores to be safe and there she stayed till the next spring tide.



Eventually, Barry Tester pulled her out with his tug. Around to Iron Wharf; mast off - good job we didn't sail in a real breeze as one spreader collapsed, rotten - and lifted onto a cradle and into Alan Staley's for a new coach roof and deck.

That was the beginning of what was to become a four-year refit - a story for next time.

- Bob Telford

The Good Old Days.

I joined the famous yacht 'Tern IV' in May 1947. I was due to join my first ship in the Queenship Navigation Line later the year, but my Dad insisted that I find a job for the summer and my Uncle George, a marine engineer, had sailed with Capt. O.M.Watts as Chief Engineer in their youth. So a couple of telephone calls found me standing outside the gates of Southampton Docks waiting for a Rover car to turn up.

When it arrived, a smiling North-countryman got out and greeted me, my kitbag was bundled on top of a stack of luggage and I found myself squashed in amongst three very pretty girls who were his daughters and one of their finishing-school friends.

At sixteen years old I wasn't really interested in girls but they turned out to be good company.

We drove to Swanwick Shore and into Moody's Yard, which in those days resembled a tidy version of the Iron Wharf. The yard was closed so my new Skipper and I went off to find his dinghy, which turned out to be a very shabby 14 foot clinker-built sailing dinghy, no sails but a pair of oars and rowlocks.

I rowed us back to where the girls were waiting. Gillian, one of the daughters decided that we would repaint the dinghy and call it 'Metamorphosis'.

Three girls a man and a youth along with our baggage pretty well filled the boat so I volunteered to scull over the stern, which was more or less standard practice then. The girls were very impressed to see me propel the boat along with one oar and demanded to be taught how, my first job next morning.

'Tern' was down stream, moored between two piles and we were soon along side and unloading our gear. Whilst the girls got supper going the Skipper showed me around the deck asking me a lot of questions obviously to find out how much I knew.

'Tern IV' was 62ft overall, 49ft LWL, 13.5 ft. beam, she drew 8ft. Rangoon teak on oak frames She carried 2200 sq.ft. of plain sail on a 52ft Oregon spruce mast and was a gaff rigged yawl, displacing 38 tons.

She was built for Dr.Claude Worth in 1924, bit shabby after being laid up through six war years but very sound. The only winch on board was the anchor winch, all the halyards were double rove with purchases.

Harry Baldwin was first class yacht Skipper. And I had the most wonderful summer, cruising to the West country, Brittany and the Channel Islands.

Most yachts carried paid hands in those days and they were all a friendly lot, from backgrounds varying from fishermen to paid-off wartime RN. Officers and youths like me. It was a good training ground !

I was paid £4 per week and all found, which was good when one considers that most boys leaving school in those days earned much less. As a First Year M.N. Cadet I was paid £4 per *month* plus a mess allowance of 17/6 a week and I had to provide my own uniforms.

Tern's appearance improved rapidly and by the time we visited St. Peter Port my home town, she was again a very smart yacht.

In October, I locked the boat for the first time since May and took the key to the Falmouth boatyard and returned to my home in Guernsey with a swollen post office savings book, I had spent very little of my pay. Mr Baldwin had also proved a very generous employer.



Tern IV.

Not a bad way to start one's working life ?

(Mike Torode)

New Years Eve.

For the first time in history, Hogmanay was celebrated by HCC, in the Clubhouse. And what a night it turned out to be !

American supper, informal music from talented members and one of our guests, plus a comical quiz and the worst eightsome reel ever witnessed but enjoyed by dancers and spectators !

Just over 30 people attended and a very good time was had by all.

It could become a regular event !



Our makeshift orchestra.

Chatham Bus Pass Cruise

October 2009

Boats on the Cruise: Saxon, Koorinal, Blue Mullion, Cayuga, Sunrunner, Kyptyme, Inachus

Good trip to Chatham Marina, weather sun, cloud but cool breeze, sometimes gusty. Managed some sailing with the genoa. Why does the wind always seem to be in the wrong direction for a good sail down the Swale. We had to raft up at Chatham on the Events Pontoon for a couple of nights because a group from Benfleet with motorboats were taking up a lot of space.

Unbeknown to Freda, Don told us that she had recently celebrated her big 70 birthday. What an amazing woman, hope I can still be as fit as her at that age. We all went on Koorinal for after dinner drinks and presented her with a small gift. Don was in big trouble for telling us her age.

Sunday was the Detling Autumn Boat Jumble so Reggie and Martin kindly brought their cars to Chatham to chauffeur the men to Detling. Apparently the car journeys were interesting. Reggie took his passengers on a prolonged mystery tour of lower Gillingham on the outward journey, while Martin made the return journey via Faversham. And men think women can't navigate! The weather was beautiful and a great time was had by all picking over maritime bric a brac junk that made a good jumble. Many people seemed to find a 'bargain'. Pear anodes at £5.00 each possibly the most popular. On the way back Brian thought it would be a good idea to have lunch at Gillingham Marina Club House and to meet some of his old friends. Unfortunately they were unceremoniously turned away at the gate, not sure if it was because Brian was in the car or Hollowshore was mentioned.

Another day we all went to Gravesend by bus. (Kyptyme and Inachus had gone back to Oare). David, being the youngest and not old enough for a bus pass, had to pay his bus fares. Gravesend is famous for several things - birthplace of super-crew Gill, resting place of Pocahontas, and General Gordon lived and worked there from 1865 to 1871 and apparently showed great generosity and kindness to the poor of the borough.

Don had been to Gravesend many times in his 'wild rover' barging and Merchant Navy days. He enjoyed the day very much which brought back a lot of memories, happy or otherwise. He seemed to know the location of all the waterfront pubs but most had closed down. We went into the 'Three Daws' pub for lunch and they were most hospitable laying up a long table for us all in the conservatory. Don't think they had seen a party of nine people for lunch for a while.

Rod and I went on the bus (great being old enough to have a bus pass) to Maidstone one day. In the evening all of us went to the local Chinese restaurant for a buffet meal. Enjoyed the social time on our last evening in Chatham but food nothing special. Rod told me we were all going back to Oare the next day, we had already planned to go the day after because weather forecast looked better. We did leave the next day and weather was WET, WET, WET. Amazingly the weather was lovely the day after, why won't they listen to me. Good holiday again with super friends and lovely end to the sailing season.

- Gill Turnnidge

Back Page Joke (Nothing to do with the Editor)

Couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically OK, but they might want to start writing things down to help them remember.

Later that night, while watching TV, the old man gets up from his chair. 'Want anything while I'm in the kitchen?' he asks.

'Will you get me a bowl of ice cream?'

'Sure.'

'Don't you think you should write it down so you can remember it?' she asks.

'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?'

He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.

Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I've got it, for goodness sake!'

Then he toddles off into the kitchen. After about 20 minutes, the old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment.

'Where's my toast?'

You may have noticed that this News Letter has a slightly different appearance from those of the past. Dick Holness who has done a splendid job as Editor for quite some time, has become overloaded with work as Hon Sec. and has passed this job to me (Mike Torode). The change of appearance is not a criticism of Dick's layout but is a product of my differing software.

In future please email your articles to mike.rumpus@live.co.uk, or post them to me at, 'Creekside', Oare Road, Faversham, Kent, ME13 7UA.

Copyright in any item submitted will remain the property of the author but may be subjected to editing without reference to the author.

Email & Addresses

The Club would like to make more use of Email to remind members of coming events but so far we only have email addresses for about 70% of members.

If you have an email address but have not given it to the Hon. Sec. then please do so. It is in your best interest and it helps the Club.

A Recipe. (From Brigitte Collings)

Butternut Squash Soup. (serves 10).

1-6kg. Squash or pumpkin, (quartered)

2 garlic cloves.. 1 pepper, 2 onions, all finely chopped..

1- 1-5 tbsp Madras curry paste. 1.2 L. Chicken or veg. stock.

400 ml. Coconut milk. 1-2 tbsp. Honey. Sea salt & black pepper.

Roast squash at 200C. For 45 - 60 mins.. Fry onions, pepper & garlic in oil to soften. Add curry paste, fry for a while then add roasted squash. Add stock, coconut milk & honey, then cook for 20 mins. When cooked put soup through blender.
