

*rhboa 90 - May 2000*



# NEWS



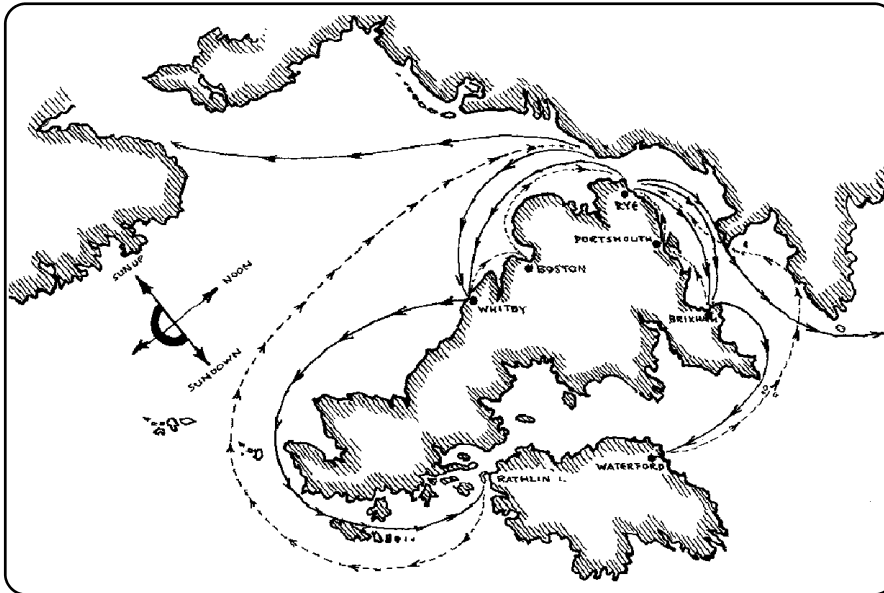
ASSOCIATION

Number 90

ASSOCIATION

*Editor: Peter Etherden, P.O. Box 36, Rye, East Sussex TN31 7ZE*

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## *A Few Words from the Editor*

*Peter Etherden is the new editor of the quarterly RHBOA newsletter. Contributions for the August 2000 issue should reach him by 15th July 2000 at P.O.Box 36, Rye, East Sussex TN31 7ZE.*

*Material for the newsletter can also be left with Connie on Vemara at Brede's moorings or e-mailed to 'peteretherden@hotmail.com'.*

*Those who 'talk better than they write' should call in their concerns, articles, letters or notices to 01797 226397. We can set up an interview, arrange for something to be drafted...whatever works for you.*

**MAY 2000**

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*rhboa 90 - May 2000*

**List of Contents**  
**RHBOA Newsletter Number 90**

**Magazine**

<b>Features</b>	Charge of the Port Light Brigade - PETER JOBLIN	4
	Rye Harbour Facts - PETER ETHERDEN	15
<b>Forum</b>	Catching Crabs - <i>Stuart Hester</i>	8
	Canoeing On The Brede - <i>Peter Davison</i>	8
	HORAC Highlights	9
<b>Social</b>	Social Calendar 2000 <i>including</i>	
	Forthcoming Events	9
	Eastbourne Rally	10
	Boulogne Rally	10
	Barbeque	11
	Laying-up Supper	11
<b>Notices</b>	River Bed Incident	7
	Rother vs. Medway	7
	Blocks & Tackle	13
	Maritime Heritage of Rye Exhibition	14
	Subscription Renewals	16
<b>Columns</b>	New Kid on The Block	12
	Traders Passage	13
	Beefcaaaake's WebWatch	14

***Annual General Meeting***

Introduction  
Concluding Remarks  
AGM Decisions  
1999 Highlights  
AGM Minutes

***supplement to the May Newsletter***

*rhboa 90 - May 2000*

### ***Charge of the Port Light Brigade by Peter Joblin***

*I kept no log of this trip and the skipper has mislaid his so although all the figures are missing the facts are, so far as I recall them, true.*

The skipper and I were returning to Rye from a trip up the Thames in the skipper's 'Great Dane 28'. We decided to call in at Dover to carry out some minor repairs to vessel and crew. We locked through into the Wellington Dock and spent a day or two there resting and doing some maintenance. One of the jobs we had to do was to attend to the port light which had failed us the night before, a very dark night, whilst in the busy part of the Thames Estuary. We finished up completely re-wiring it for we found that whoever had wired it last appeared to have used every bit of spare or discarded cable they could find about the boatyard. As a consequence the run of wire consisted of a number of short lengths all joined together by a variety of methods. However, one should not be too derogatory, as it had lasted a good number of years without previously giving cause for concern.

On the morning of the third day the skipper announced that today we would sail for Rye. The sun was shining but down on the quay there was a fair amount of wind from the West. When I looked up I could see the trees around Dover Castle bending well to the wind but I agreed to 'go and have a look'.

I put a very deep reef in the main and bent on our smallest jib before casting off. I felt that this was met with some surprise or perhaps even some disapproval but nothing was said...which later at least one of us was to be very grateful for. We locked out at high water with about a dozen other boats. This made me wonder if my fears were groundless. Two or three of the other boats turned into Dover's outer harbour. At least two others put their noses out of the Western entrance and turned back in. The rest went out, turned east, perhaps to re-enter by the Eastern entrance or perhaps to sail in the shelter of the downs. We also pushed our nose out and did none of those things.

*The Yachtsman's Pilot* by E. Keble Chatterton, first published in 1933, has this to say about the Western entrance of Dover: 'With the combination of a S.W. running tide and a S.W. wind there is always a nasty joggle at the Western entrance. If it is blowing fairly freshly, these ripples (otherwise the race) will be found quite unpleasant; but in a wind of say force 7 there is so confused a sea that a 25 ton yacht might be in danger.' We found it most unpleasant out there. So much so that the skipper decided to turn and run back in. We knew of the nasty popple off the entrance and so decided to sail clear before attempting to turn. Having just moved to this end of the Channel from the West Country, I found, to my eyes, the seas extraordinarily short, steep and unstable. Perhaps that's why we never did turn.

I had the helm and sailed her out on a reach so that we would be able to reach back into the entrance when we turned. This had the effect of keeping the entrance wide open for us but meant, of course, that the seas were beam on to us. I remember setting the grid of the grid compass (reputed to have come out of a Spitfire) in case

*rhboa 90 - May 2000*

we needed it to get back in. Being a grid compass I did not need to take note of the bearing and so cannot, therefore, remember the course steered. Those who know the 'Great Dane 28' will know that she has a long keel and that she is very buoyant but, by modern standards, has a very low freeboard. This one, at the time, still had its wooden mast. If you are going to go out in a small boat in rough weather, probably a good configuration to go out in.

The low freeboard did mean that a lot of water came aboard and more than its fair share was finding its way down below. It was leaking in everywhere. It was getting in through places that had never leaked before and probably never leaked since. The skipper became concerned about the well-being of the radio and the amount of water there might be in the bilges and everywhere else, so shut himself below to try to keep things dry down there.

It didn't seem very long before I could make out Cap Blanc Nez. There had been one or two ferries and these seemed to take an age to overhaul us. They were well down to leeward of us and so gave us no trouble really and I hope we gave them none. I cannot recall seeing any Dover bound, although I expect there were some.

We must have been in the up-Channel shipping lane when the skipper came on deck and took over the helm. I wasn't too sorry. I had been keeping my eye on a small coaster that was upwind of us and coming our way. It was difficult to see him, except on the crests of the waves. It also hurt. The spindrift was being blown with such force it stung the face and blinded the eyes each time the head was turned to take a look.

We were confident that we would pass clear ahead of him. It was not long before we saw his masts close and then slowly open again on the other side and we relaxed. Suddenly his masts closed again and then reopened so that we could see his port side again. I could not believe it. He had altered course and we were back on a risk of collision course! There would have been far too much danger to attempt to re-cross his bows. The only thing we could do was to luff up, port to port, and pass round his stern.

In calm weather...no problem. I can think now of a number of things that we could have done but at the time I thought the jib sheet was going to hammer its way through the deck; I thought the main and the jib had been possessed by demons; worst of all I thought the mast was going to pogo its way ashore without us. After several lifetimes (or so it seemed) the vessel finally passed us and we were able to resume 'our course'.

Shortly after this the skipper decided that he had had enough fun for the time being and went back down below to resume his private battle with the sea. The sea had got no calmer whilst he had been helming. Each time I looked down into the troughs, they were so steep, I was mildly surprised that I could not see the sea bed, all dry with stranded fish flopping about and perhaps an odd crab or two looking embarrassed.

It was a little while later when I spotted a huge sea towering over us. I think I had just sighted the first of the three buoys that guard the Calais Riddens and the approaches to Calais. I shouted to the skipper to hang on tight and eased the boat over it. I was feeling quite pleased with myself, as we slipped down the other side. This was the kind of sailing that I understood...not the short, sharp sea you get at the eastern end of the English Channel. I looked forward to meeting the next with confidence, even with some pleasure.

The next was even bigger than the first. As I watched, its crest overbalanced and came roaring down its face. I used to talk glibly about 'taking it green'. Since that time, I now

never do.

I pushed the rudder hard over in an attempt to meet it. I feared being rolled. Nothing happened. The rudder felt lifeless, as if the boat had no way on her. The sea came aboard over the guardrail on the starboard bow, all white and menacing. It advanced along the deck in a white wall that was feet high. The skipper chose that moment to stick his head out of the companionway demanding to know what all the shouting was about. I recall being amused to see his head and shoulders doing an impression of a cutwater as he found out for himself.

I don't know if it was as a consequence of all those years of Field Craft training or whether I was dumped there by the sea but the next thing that I clearly remember is finding myself wedged into the foot well of the cockpit. My left hand was still on the tiller and my right hand tightly gripped a cleat on the side deck. The only other part of me above the water filling the cockpit was my head.

I wanted to stay there. Oh, how I wanted to stay there. It was away from the stinging spray. I did not have to look at the sea or think of the course, the sails or the antics of other boats. I could just lie there, like in the bath at home, and let the world carry on without me. Suddenly I rejoined the real world. Would we manage to survive another sea like the last one? How much damage is there? What had happened to the skipper? Is the next sea like the last one? This and much more crowded in upon me. I shot up onto the side deck fearing the worst.

Water was cascading off both the sails but both were still intact. The hatch was closed so the skipper must be safe inside. I could see no damage...not even a stanchion was bent. The boat was still on course so I looked, half reluctantly, expecting to see the next big sea. There was nothing. Although still agitated, the sea was smoother than it had been since we set off. Once the water had run off the decks, the full cockpit, which was taking an age to drain despite the four large drain holes, was the only indication of the only too recent excitement.

Not too long after this the skipper came on deck and I went forward to lower the mainsail. We ran under jib alone for the Calais entrance. The skipper said this was the worst part of the whole trip. I wouldn't know. I stayed hanging onto the boom for those two or three miles, rather than attempt to make my way back into the cockpit.

We shot through the entrance. This was before the entrance had been altered to as it is today. Once we were inside, as one always does, we wondered what all the fuss had been about. Suddenly remembering we had no courtesy flag up I shot below to find it and hoist it.

I then realized that we had no ensign up either...I can't remember why...and rushed around to hoist that also. As I did so, three schoolchildren on the eastern arm shouted 'Rule Britannia!' I waved and shouted back 'Vive la belle France!'...and meant it.

*This article first appeared in the Autumn 1995 issue of 'Cruising' magazine*

### **River Bed Incident**

**Notice to Mariners - No. 3 of 2000 issued on 14th March 2000**

*It has come to my attention that a potentially serious incident occurred at the Strand Quay moorings during the low water period. The facts are as follows:*

**W**ith the river bed 'dry' a boat owner decided to carry out an inspection of the hull of his craft. This required walking on the soft mud, a feature of most of the harbour mooring sites. During the inspection the Tillingham Sluice gate opened automatically releasing a considerable head of water to the sea. The boat owner quickly found himself in difficulty as the 'run-off' surrounded him with increasing depth and velocity that made it difficult to control his movement. There was a clear danger that the boat owner may have been swept along with the out-going water.

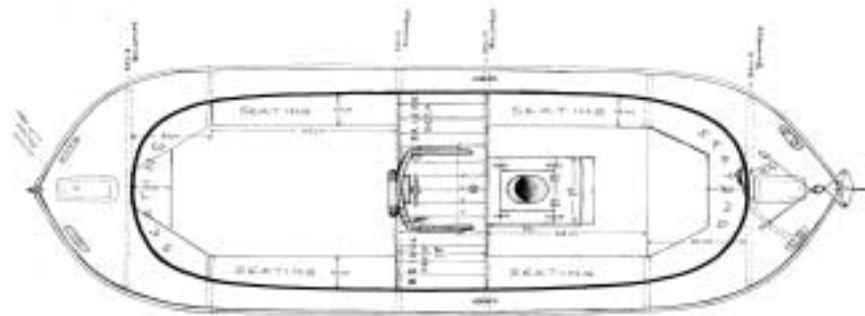
All boat owners and members of the public should be aware that the sluice gates at the river Tillingham (Strand Quay), the Brede (Rock Channel) and the main river Rother (Scots Float) may open at any time without warning releasing rain water to the sea.

River Brede walking should be avoided at all times and will only be permitted at the Strand Quay prior to obtaining permission, granted for extreme, emergency circumstances only.

*Carl Bagwell, Harbour Master, Port of Rye, Environment Agency, Southern Region.  
For further details about this notice or for a full list of notices:*

*Phone 01797 225225 or call up on VHF Channel 14*

### **Rother vs. Medway**



#### **Journalist Wanted for River Boats Rides**

*Fancy yourself as a riverboat journalist...Humphrey Bogart, African Queen and all that. If you do, then we need you to go on a Rother and Medway cruise before the deadline for the next issue of the RHBOA Newsletter (July 15th 2000) so we can write it up for the August issue. Here's who to contact...say you're a reporter from the RHBOA Star.*

*Rother: Mike Berry, The Cabin, Iden Lock; Tel: 01797 280363  
Medway: John Morgan, 49 Hillbrow Road, Ashford TN23 4QH; Tel: 01233 627594*

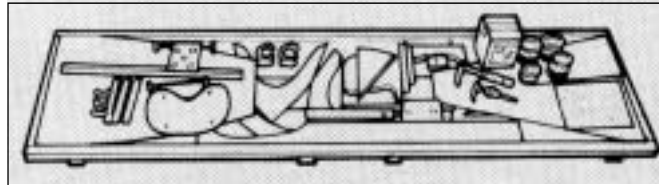
### ***Catching Crabs***

**I**t was gratifying to meet a fellow oarsman at the AGM. Have many other oarsmen from the Thames become yacht owners and are there any in this area? I was a member of the National Provincial Bank Rowing Club at Hammersmith from 1959 to 1965 and competed in the Thames Cup at Henley in 1964 at '2'.

Did I gather that you are hoping to have built a water sports lake near Ashford like Holme Pierpoint, or is there a useable lake there? I would like to start a canoe club down here for the bored youngsters of Rye, which might lead to the formation of a Rowing Club if we can use the military canal.

*Stuart Hester, Flat 1, Harbour Stores, Rye Harbour TN31 7TT.*

*Boat Kit from  
Chippendale Craft of Rye  
Price from £ 645;  
Tel: 01797 227707*



### ***Canoeing on the Brede***

**I**hope that you found the AGM informative. I well remember the National Provincial Bank RC and competed against them in Eights when rowing for the Nottingham & Union RC before I went to manage United Steel Companies Ltd in Calcutta in 1961. It is a great sport and I have remained a national multi-lane umpire up to the present time. I am indeed currently involved in efforts to convert the Conningsbrook Lakes (gravel pits) in Ashford into a water sports centre. The pits lie alongside the new Julie Rose athletics Stadium, where I am an alternate director, and the availability of common facilities will hopefully help our case. I have the support of the RYA, ARA and the BCU. I was also involved in the notion and development of Holme Pierpoint, now the National Watersports Centre, and this experience helps.

HBOA supported Michael Alford when he wanted to establish better facilities for canoeing on the Brede. There was a surprisingly tough rejection of the idea from the Environment Agency, but I believe that there were also objections from local householders. The RHBOA is concerned with the Harbour, not the upper rivers or adjacent waters and gravel pits. However I believe that I would be right in saying that we all strongly support the sensible development of all types of boating in the area.

The Environment Agency, who are the custodians of Rye Harbour, and have responsibilities in the whole area, should be your first port of call. The navigation/environment balance is quite sensitive, as there is a clear conflict of interests. Therefore the planning of your first step will be most important. I would suggest that you contact John Morgan, the Fisheries, Environment and Recreation Manager of the Environment Agency. He is also the line manager for the Harbour. He is at the Agency offices in West Malling on 01732 875587.

May I wish you good luck. Let us know how you get on.

*Peter Davison, Birchett, Orlestone, Ashford TN26 2ED; Tel: 01233 733231*

***Forthcoming Events***

*If you have any questions about RHBOA social events over the summer please call Stuart Pope on 01797 230380.*

*Also the RHBOA website will be going on-line in May and we are hoping to keep it updated with the latest event information...this is where many websites fall down...so if you are wired up click on '<http://www.rhboa.co.uk>' and check out the RHBOA Herald page.*

*Here is what we knew at the time of going to press.*

Jun 17/18	Eastbourne Rally
Jul 1/2	Boulogne Rally
Jul 4	HORAC Meeting
Aug 12	RHBOA Barbecue
Oct 21 or 28	Laying-up Supper



***HORAC Highlights***

**Black The Speedy**

The Minutes of the Harbour of Rye Advisory Committee (HORAC) are available at the Rye Library on Lion Street. But RHBOA members will be interested to hear that a telephone request to Carol Black at the Environment Agency in West Malling resulted in an e-mail file on the minutes of the February meeting arriving on the RHBOA Magazine Editor's cyberdesk minutes later. Thank you Carol! Mr. Blair take note. When will the rest of Government be getting up to speed?

**Davison The Dogged**

*... from the HORAC Minutes of Tuesday 29 February 2000:*

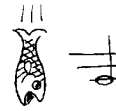
'Mr Davison said that at the Boatowners Association AGM a number of people had expressed dismay that HORAC still met outside of the town of Rye and asked that the Committee reconsider its decision. This had been raised by someone who was not a car owner. He stated that it was not a question of just time or cost but of more public accessibility. There was a new hotel on the banks of the Strand Quay with ample parking and he asked if this could be investigated as a possible venue'.

**Social Calendar 2000**

*This year we are again hoping to run several social events and look forward to your involvement and support which makes them worthwhile.*



**Eastbourne Rally**



**F**irst a trip to Eastbourne Marina on 17/18 June. High tide is at 12.32 pm and if we leave the red light at this time we should be in Eastbourne and moored up by about 1800 hours. Some members already in the marina will no doubt come and meet us.

We will be arranging an evening meal in the clubhouse and hopefully pre-dinner drinks. If we take a reasonable number Eastbourne will give a 10% discount.



**Boulogne Rally**



**F**ollowing two weeks later on 1/2 July we will be going to Boulogne in, we hope, better weather conditions than previous years. High water is 11.18 am and we need to be away as sharp as we can to catch the flood to Dungeness. We should be tied up by about 1930 hours local time and quickly out for dinner.

Return can either be on midday or midnight tide into Rye. Sunset is not until 2120 and therefore the later trip would mainly be in daylight.

Again we can travel in convoy for anybody wishing to make it their first crossing



### ***Barbeque***

**N**ot too early for your diaries is the Bar-B-Q ar Sea Cruisers on the evening of 12 August commencing at 1930 hours. All members and friends welcome.



### ***Laying-up Supper***

Laying-up Supper will be either 21 or 28 October. Some people have expressed the wish to return to Rye Harbour Village Hall and we have had some good times there. We moved because of numbers, so if people could let us know their intentions as early as possible we can leave this event fluid for the time being.

More on this in the August Newsletter...but don't forget to ask your teenage grandchildren to keep their eyes glued to the RHBOA's website at '[www.rhboa.co.uk](http://www.rhboa.co.uk)'. This is where you'll find any late-breaking information on RHBOA's social events.



*For these events please contact Stuart Pope on (01797) 230380 or any other committee member. It is never too early!*

*We depend upon your support to make these events a success so let's get sailing...and eating...and drinking...and...*

### ***New Kid on the Block***

*'New Kid on the Block' will be a regular column of the RHBOA Newsletter as we build up a directory of the talented artisans working in the Rye area. At first many of those featured will be known to RHBOA members but as we work through our backlog of local heroes so our column will be a way to welcome new faces into our maritime community.*

Ted Bird arrived on Rock Channel two years ago. Connie was the first to notice and was soon stopping by for a natter on her way to her workshop at Sandrook.

Ted brought with him the rights to build 'Chippendale' skiffs and dinghies. He likes to say he arrived in Rye by mistake but with daughters in Wittersham, Hawkhurst, Battle and Burwash where else could he have set up his workshop?

In his first year in Rye a dozen beautifully engineered crafts left Ted's workshop on Rock Channel Quay in various stages of completion.

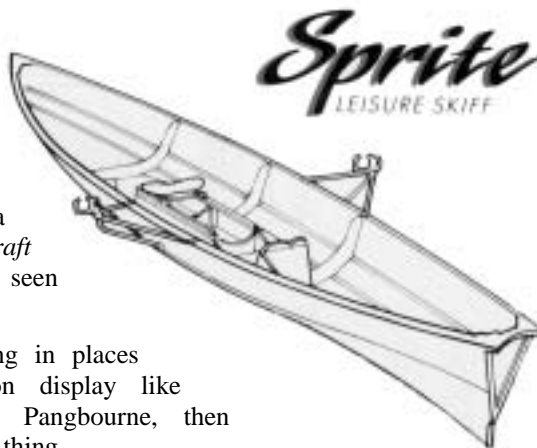
His boats come in one of three ways; in kit form, partly built or ready for launching. If you are a regular reader of 'Water Craft Magazine' you will have seen pictures of these fine vessels.

Should you have been lurking in places where wooden boats go on display like Greenwich, Southampton or Pangbourne, then probably you have seen the real thing.

Nowadays with production problems behind him...only the best quality woods are acceptable...Ted is turning to marketing his wares. There is talk of exporting kits to Adelaide and Swedes love building boats.

Perhaps there could even be a fourth way. Downloading wooden boat-making instructions direct into an intelligent workshop would sweep Rye into the 21st century...the ultimate dotcom business and we could all become dotcom millionaires. Must be better odds than the National Lottery!

*In the August 2000 issue we will be including the test report on Jack Chippendale's 15 foot out-riggered skiff 'Sprite' carried out for the Amateur Rowing Association by Mike Muir-Smith. Meanwhile for more information about Chippendale Craft Ltd. Contact Ted Bird, Unit One, Rock Channel, Rye TN31 7HJ; Tel: 01797 227707 or e-mail Ted at [ChipEBird@compuserve.com](mailto:ChipEBird@compuserve.com)*





**Traders Passage** For a mention in RHBOA's Traders Passage, send details to P.O. Box 36, Rye TN31 7ZE; Tel: 226397. A RHBOA endorsement will not be given lightly.

If you're looking to buy or sell a boat in Rye, your best bet is to place your trust in Patsy Richey's **Rye Bay Brokerage**. We have excellent reports reaching us from such notable celebrities as Sir Patrick Mayhew, a former Northern Ireland Secretary of State and Ian Ross of Radio Caroline fame.

However if it's a plug for your sink, an overhaul kit for a Blake's toilet or just another tin of varnish or a length of rope, then Harry Hooker's your man. You'll find him at **Sea Cruisers** on the Winchelsea Road just before the Rye Harbour turn-off. If Harry hasn't got what your boat needs then he knows a man who has.

Then there are those boat bits you can't get for love or money. Don't worry. Be happy. Rye can deliver anything. The tooling's here, the talent's here and perhaps more to the point, the experience is here. What works on the M40 will give out on you in mid-channel. So don't despair. Start with **Roud Engineering** at Brede's Moorings on the Rye Harbour Road.

If Mike Roud's too busy, your next stop is at the high tech shed of **Matthew Wall & Father**...stern posts, flexible couplings, hatches, new spindles for old Jabsco pumps. What Roud, Wall & Wall can't cobble together between them is probably not worth having on your boat in the first place.

### **Blocks & Tackle**

**W**e need a better market place in Rye for used boat bits. Word of mouth goes just so far and then its Chatham, Brighton or Southampton for the Boat Jumbles. We need something closer to home. For a while we could turn to **Blocks & Tackle** on the Winchelsea Road but not enough of us did so.

So we have started talking to John Pierce about a possible re-launch of **Blocks & Tackle** as a just-in-time inventory-free brokerage and auction house. It won't be cheap... the business model we have in mind provides for a mark-up of 50% and allows **Blocks & Tackle** to retain a third of the price agreed on any deal while encouraging buyers and sellers to deal with each other direct. But the price of new parts being what they are..



*Illustration by Mike Avery...more of Mike's work in future issues.*



### **Beefcaaake's Web Watch**

*To protect our teenage cyberspy from Big Browser's reprisals,  
send webwatch e-mails to peteretherden@hotmail.com*

If you think that fishing-nets and inter-nets don't mix, think again. The web is awash with boatey web sites. In future issues of the RHBOA newsletter *Beefcaaake*, our resident cyber-presence, will be casting an irreverent spyglass over some of them.

To get him started...and to give us the upper hand...we sent him to join the 42nd Scout Group in Brighton to learn his knots. We should have known better. If you are still having trouble with your bowlines, then you should take a look at their animated knot site...along with more than a quarter of a million others.



### **Beefcaaake's Hot Water Sites**

<http://www.mistral.co.uk/42brghtn/knots/42ktbowl.html>

<http://www.btinternet.com/~sailin.kent>

<http://www.oldgaffersassociation.org/links.html>

<http://www.ukdinghyracing.com/links.htm>

<http://www.soic.se/eng/index.htm>

Turn left instead of right when leaving Rye harbour entrance and you will hit the Internet Guide for Sailing in Kent. If you've got a laptop stowed firmly away aboard and need a bolt-hole in a hurry then this is the first port of call. Log on and click for your Faversham Creek or Sandwich Harbour Guide. If that's not enough to whet your surfer's appetite, try clicking your way through some of these links from the Old Gaffers Association and the UK Dinghy Racing Association.

And if you can't decide between the swirling mists of Scandinavia or the tropical splendour of the Indies then get two for the price of one at the Swedish East India Company website. *Beefcaaake* assures us that this is the best site of all.

### **Maritime Heritage of Rye Exhibition**

*Academic Inn Books, the Rye-based publisher, is the custodian of a small treasure trove of Connie Lindqvist's pen & ink illustrations for John Seymour's 'Rye from the Water's Edge' and 'Seymour's Seemarks'...drop into Martello Books the next time you are in Rye High Street and browse if you have yet to see these two splendid little books.*

*After prolonged and arduous negotiations with the Secretary of Academic Inn Books, the editor of the RHBOA Newsletter has acquired free access to this archive for all RHBOA members. So for the sum of only five pounds (your RHBOA Subscription) you can now have your own private limited edition from this archive four times a year.*

*By way of a small commercial break...what was that last bit then?...could I recommend that you keep an eye open for the 'Rye Festival 2000' programme...and then visit Connie's 'Maritime Heritage of Rye' exhibition at the Rye Treasury during the two weeks of the festival in September...when you return from your summer cruise.*

### ***Rye Spectator***

*The Rye Spectator is conceived as somewhere between Auberon Waugh in the Telegraph, Richard Littlejohn in The Sun and Muckraker in Private Eye...an explosive mixture...and anybody writing such a column has to walk a very fine line.*

*A dozen or so 200-word pieces is what we would like to see each quarter. Please provide us with the well-informed local gossip upon which such a column thrives. Information will be dealt with discretely, anonymity protected etc.*

*Meanwhile this 'first attempt' gives the flavour of the beast. Let us know whether to up the ante or let the column die a natural death.*

**S**henanigans down at Rye Fishing Quay. Tim Oliver, the editor of *'Fishing News'* has sent us some background material that points incriminating fingers at the Hastings fishermen. Mudlark Wars? Spanish Armadas more likely. Anyway it all makes for riveting reading and beats *'Big Brother'* any day. The *'Fishing News'* article from July 7th 2000 has been posted on the RHBOA website.

Thousands of pounds are at stake for local fishermen as the ducking and weaving gets under way in Whitehall. Another episode of *'Yes Minister'* in the making? If you were bemused by the remedial work being carried out on Ricky Goodsell's *'Princess'* on Rock Channel last year, then keep watching. We hear Mike Avery is planning to tell the tale in the next issue of the RHBOA Newsletter...as a cartoon in three parts.



***Time Is Running Out***

*There are 21 names on our unpaid subscriptions 2000 list...out of a membership of 205...and a red dot on the envelope means you are one of them and we have yet to receive your £5 subscription for this year.*

**R**ye Chamber of Commerce is having second thoughts about the Rye Partnership. Accountability is the word being bandied about. Expect more on this when David Cade hands in his report on the Rye Partnership to RHBOA's committee. Meanwhile if anybody stumbles across a set of minutes from the Chamber of Commerce meeting on Wednesday 16th August please leak us a copy. Perhaps David Webb will post them on his website?

***Rye Spectator (continued)***

**R**ough seas ahead for the Rye Harbour Boat Owners. The word is out that Peter Davison is off to pastures new after four years in the job so the search for a new chairman is on. Committee members have yet to declare themselves but commercial dealings with the Environment Agency may rule out several excellent candidates. Perhaps Rye fishermen will show a renewed interest in the association? It would broaden their mandate and improve their negotiating position with Whitehall.

***More Subs Reminders***

*You are not quite alone, but last time we saw the membership secretary he was erecting a gibbet in his back garden...for the last one in.*



**N**ot renowned for smooth handovers...democracy can be a messy business...RHBOA now has the eyes of Rye's local world upon them. The crucial vote comes in March 2001 at the next AGM...at least RHBOA Chairmen are mandated and not nominated. Nothing pleased local boat owners more than to see the refit job for the harbour launch 'Rother III' go to a local yard. Champagne re-launch from Roud Engineering as we go to press. Is the editor of the RHBOA Newsletter enough of a dignitary to be invited for a ride?

David Cade...the only man to drift into the Sovereign Lightship twice in one trip...tells us that last year the Old Gaffers Association increased by 50% from 1 200 to 1 800. At this rate the whole world will be gaff-rigged by 2018...and Paul Hilton will be mown down by a gaff-rigged container ship in the Aral Sea.

*RHBOA may not agree with opinions expressed in this newsletter  
but encourages publication as a matter of public interest.  
Nothing printed may be construed as official policy.*

*Illustrations © 2000 Connie Lindqvist*

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## **Rye Harbour Facts**

*Here are some statistics made available to HORAC earlier this year.*

**Table 1: Pleasure Vessels in Rye  
(No. of Boats Registered)**

<b>Year</b>	<b>Boats</b>	<b>Year</b>	<b>Boats</b>
1991	334	1995	307
1992	350	1996	299
1993	344	1997	291
1994	330	1998	276

*Source:  
Environment Agency  
as distributed at  
HORAC  
February 2000*

**Table 2:  
Rye Commercial Shipping**

<b>Year</b>	<b>Vessels</b>	<b>Tons</b>
1978/79	49	19 144
1988/89	25	16 263
1998/99	6	7 225
1999/00	10	11 988



**Table 3:  
Rye Pleasure Boats  
Harbour Dues &  
Mooring Fees**

<b>Year</b>	<b>Dues</b>	<b>Fees</b>
1991	£31000	£24000
1998	£26000	£18000

**Table 4: Rye Harbour Income (in £000s)**

Rents from Estates	121	58%
Fees from Pleasure Craft	59	28%
Fees from Cargo Vessels	18	9%
Fees from Fishing Boats	6	3%
Slipway Fees	3	1%
Other Income	3	1%
<b>Total Annual Income</b>	<b>210</b>	<b>100%</b>



**Table 5: Rye Harbour Expenses (in £000s)**

Harbour Office	72	41%
Regional Office	36	21%
General Expenses	31	17%
Finance Charges	17	10%
Headquarters Office	14	8%
Pilotage	5	3%
<b>Total Annual Expenses</b>	<b>175</b>	<b>100%</b>