

The Tomahawk

The bulletin of the Tomahawk Owners Association

July 2011

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The Commodore's Bitt

I hope everyone has been enjoying the recent warm weather, and dodged the squalls on the occasional days when it's not been so fine. *Malibu* is still to be launched as I had to have surgery on my foot at the beginning of May. I am well on the mend now, but lost a couple of months, and this will necessarily be a short season. We have a launch date of July 21, so will be in the water in time for the TOA East Coast Rally starting on July 28.

I was able to catch up with my reading during my convalescence, and came across Nick Ward's "Left for Dead", a first-hand account of the tragic 1979 Fastnet race during which there were five sinkings and fifteen fatalities. Nick was left for dead on board *Grimalkin*, a Nicholson 30, when his fellow crew members took to their life raft. Regaining consciousness he managed to keep *Grimalkin* afloat for more than twelve hours before being rescued by a Sea King helicopter from RNAS Culdrose. Nick's dramatic account of his ordeal makes for gripping reading and contains much food for thought for those of us who go to sea. *Grimalkin* was only five feet longer than a Tomahawk, but survived a B2 knockdown, being rolled over a full 180 degrees by one of the sixty foot waves encountered during the height of the F12 storm that overwhelmed much of the Fastnet fleet.

It got me thinking about my boat. How would a Tomahawk survive a knockdown? We were hit by a freak 50 knot squall once when racing in the Blackwater. We had already put two reefs in, and only half the No 2 genoa was unfurled, but had shipped green water over the cockpit coaming before I could free the genoa sheet. *Malibu* behaved perfectly thereafter, increasing our confidence in her ability to look after us. But this was in the shallow water of a river estuary. The knockdowns experienced by the Fastnet fleet were caused by the towering seas, sometimes twice as high as the length of the boat. Do any TOA members, I wonder, have experience of an ocean storm? How did your Tomahawk behave?

We have certainly worked on our man overboard drill on *Malibu*, and carry in the cockpit locker a length of 12mm braided terylene for the sole purpose of rescue. At one end is a mountaineer's swivel snap shackle to attach to the D ring on the lifejacket of the person in the water. The rope then has a block which can be snapped onto the end of the boom. From here it is threaded through a block permanently mounted on the lifeline lug of the pushpit (one each side for port / starboard hand rescue). The fall of the rope is then taken to the genoa two-speed winch and either one of us can haul the other in a vertical lift, using the boom as a derrick. Should the "victim" not be wearing a lifejacket then a bowline should be tied in the business end, large enough to slip under the victim's shoulders. A sharp knife is kept in the cockpit to sever the lashing holding the lifeline to the pushpit. Although *Malibu* has a transom ladder, it would be inadvisable to use this for rescue in anything other than a calm sea. The plunging stern could cause serious injury to someone in the water.

The main thing, of course, is to not fall in! I hope these reflections have not put anybody off sailing, and I hasten to welcome new members John Stannard (*Iola*) Lake Windermere, Denis Hurt (*Haywire*) Isle of Man, Kieran Fawcett (*Hawk of Toma*), Bristol and Imogen Makepeace & John Somerville (*Mahaska*), Chichester, (who are writing a blog on their experience of owning a Tomahawk!)

Fair winds and good sailing to everyone. Do write an account of your adventures and send to Gordon for inclusion in the next Bulletin. It's part of what makes sailing a Tomahawk fun!

Don Baines, TOA Commodore, *Malibu*

Yarmouth Rally

Only three vessels attended the Yarmouth Rally on the 14th & 15th May which was held at Hales Yard, Yarmouth, IoW. The weather was good and Doug and I arrived late morning and went up to the Wheatsheaf to book a table for evening. Bill arrived in *Benita* with three crew and Ian Bremner single handed on *Cochise* from Poole.

We had a pleasant afternoon wine tasting in the cockpit of Benita and a very good evening meal at the Wheatsheaf. On the Sunday Doug Ian and myself caught a bus to Newport and were disappointed to find the Maritime Museum on the quay was closed on Sundays. However there were some volunteers working on boats in one of the sheds and they kindly let us in. It contains a very interesting collection, including steam launches speed boats, at least one of each of the old sailing dinghies (Mirror, National 12, Enterprise, Albacore, firefly etc a full kitted out airborne lifeboat and all sorts of artifacts. They also showed us in their working shed, a Solent Redwing which has an aeroplane type prop on a mast as a means of propulsion, with an alternative more conventional rig and BeKens launch which they found in a sorry state with a tree growing through it which they have restored over the last few years. These two boats were being trailed to a classic boat Rally in Brest this month. Many of the exhibits are still seaworthy and are used from time to time. The museum has a place in East Cowes which has a lot of pictures and smaller memorabilia. It is located behind the big hanger which had the Union Jack on the door.

We returned to Newport in the afternoon by which time Bill had departed. Both Ian and I had booked for a second nights stay and we walked up to The Red Lion at Freshwater for an excellent meal catching the bus back to Yarmouth. Ian departed early on the Monday and we waited for the tide to turn early in the afternoon.

Peter Llewellyn, *Incamoon*

Replacement Rudder Shoe Bearing for *Vandini*

Towards the end of 2010 we had noticed that *Vandini* was becoming far more uncomfortable to helm, the tiller would shake when the engine was on and when sailing it just felt loose, even the auto helm seemed to have a mind of its own! On inspection after the haul out at the end of the 2010 season it was clear that the Rudder Shoe bearing was badly worn.

How does this happen, I hear you ask, well our good friend, Galvanic Corrosion probably had a small part to play, the fact that salt water is a good conductor and the two components are made from dissimilar metals (socket of Phosphorus Bronze and shaft of Stainless).

However, for us the major factor was that we sit on a mooring that dries out twice a day, allowing the keels and the Rudder shoes to sink into the mud. This means that twice daily the Rudder shoe bearing is coated in a biological grinding paste. So the smallest movement in that rudder, over any period of time is going to lead to a wearing of the softer material, the Bronze or Phosphorus Bronze in the foot.

To remove the shoe was quite simple, 2 stainless bolts on the underside of the shoe and after removing some filler, two stainless countersunk screws either side of the shoe (see photos). The previous owner had also added copious amounts of silicone type gunk to fill any cavities between the bronze cast shoe and the fibreglass skeg. Having cleaned up the shoe it was clear that it was originally made by sweating a separate bearing tube into the casting. Luckily with my engineering contacts I was able to find a company that would remove the old tube and replace it with one the correct size for my shaft.

I measured using a digital calliper:

The stainless shaft was probably originally a 1 1/8" (28.53mm) stainless rod, it now measured less than 28.5mm (28.45- 28.48) The bronze socket varied but was around 28.9mm

I asked for a new socket to be milled to 28.5mm tolerance -0.0+as close as possible.

As you can see in the photos the engineering shop did a great job and it only cost me £40 (cash in hand, nudge, nudge wink, wink)

It now fits like a glove and the sea trials went incredibly well. We launched *Vandini* on the 21st May, sailed out the Blackwater with a strong breeze on a broad reach and she felt solid as a rock with a lot less vibration when under motor. The next day returning from Bradwell the wind was more on the nose and again she felt like a new boat, any movements in the tiller gave an instant response, and working the boat to windward was a pleasure.



Doug Baynton, *Vandini*, Blackwater Sailing Club, Essex.

Cherbourg rally report

For the past three years I have attempted to join the Tomahawk rally in St Vaast but a combination of bad weather and inexperienced crew has meant that we ended up spending the weekends Solent hopping.

This year, despite an unfavourable weather forecast, we decided to have a go and turn back if things got too lively. We assembled on Thursday evening with a view to making a daylight crossing to Cherbourg on Friday. Peter Llewellyn (*Incarnoon*) and Ian Bremner (*Cochise*) decided that evening that they would stay in the Solent.

We slipped our mooring in Gosport at 0530 and learnt a little later that Bill Garrod in *Benita* had set off a couple of hours earlier. After a bit of a wet start the weather improved and was faced with a South Westerly breeze. At one stage Bill had a coating of hailstones over the deck – so much for the summer weather! If we were to arrive in good time we needed to make 5kts so we motor sailed for about 3/4 of the way.

Arriving in Cherbourg at 1930 the heavens opened and in torrential rain we set off to find a restaurant. En route to town we saw *Benita* moored up but no sign of Bill and his crew. We eventually met up with Bill and his crew on Saturday and arranged to meet for a meal with liquid refreshments aboard *Rebellion* afterwards. The photo shows both crews enjoying a very tasty meal washed down with good wine. (*Benita* crew – Bill Garrod and son Simon on the far side plus Bill's friend Ray Gillman sat middle right ; *Rebellion* crew – Tony Hepworth sat centre left and friends, John Doherty and Martin McDonald in the foreground)



The forecast was pretty bad for the Sunday so a trip to St Vaast was out of the question. After tramping the streets from bar to bar in torrential rain and high winds we reconvened with Bill and crew for another meal with drinks aboard Benita afterwards. The forecast for our return trip on Monday looked lively with rain and wind to start and improving throughout the day. Bill had planned a 0300 start whilst I decided on a more leisurely start time of 0730. Bill in fact delayed his departure until 0500 (we were still asleep!). Their crossing was bumpy and raining for the first few hours but by the time they were looking at the Isle of Wight the sun was out and the sailing was good. They entered Portsmouth Harbour about 18.00 so it was a standard 14 hour crossing.

We had a rather murky start but it cleared up in the afternoon. The real highlight of the crossing was in between the shipping lanes when we were joined by 6 or so dolphins. They swam alongside the boat, in front of the boat and also treated us to a flying display (photo shows dolphins alongside *Rebellion*) – absolutely fantastic. We arrived back in Portsmouth at 2045.

This was a great weekend with good company, food and wine but a shame about the weather. Let's hope for better weather next year and see a few more boats attending.

Tony Hepworth, *Rebellion*

The Alternative Cross Channel

As to the Cross Channel Rally(9th-13th June), with an uncertain forecast, an inexperienced crew and a developing bad back I decided to abort the trip, as did Ian Bremner. We met up in Yarmouth on the Friday and had lunch together. In the evening we walked up the river to the Red Lion at Freshwater for a meal and caught a bus back. With bad weather forecast for Sunday Ian left to return to Poole Saturday morning. Doug and I spent the day around Yarmouth before heading up the river to the Red Lion for a meal again in the evening. Sunday it blew and rained all day and we went to Newport and Cowes on the bus. We sailed back to Warsash early Monday afternoon as soon as the tide was favourable. The head sail was more than adequate and had to be reefed when we reached Calshot.

Peter Llewellyn, *Incamoon*

Twin Bow Roller For Tomahawks

It's always good when an innovation solves two problems and not just one. A problem Gordon Knight had on *Ceilidh*, which he often sails single-handed, was preparing her anchor for rapid deployment before leaving his swinging mooring on the River Blackwater. Ideally the anchor should be "catted", to use the old naval term, with its business end overhanging the stemhead and its chain ready flaked on the foredeck.

The first problem was that this couldn't be done while *Ceilidh* was attached to her mooring buoy, since the mooring strop lay in the channel between the two flanges of the stemhead fitting. There wasn't room for the chain as well.

Being a resourceful sort of chap Gordon (Seen in picture 1 sailing *Ceilidh* on the Deben with grandson Bill) set to with some thick card and glue and made a full size mock-up of a possible solution. (Picture 2). A good friend at Gordon's sailing club, who has a stainless steel fabrication business, turned the cardboard mock-up into the robust stemhead fitting which may be seen in picture (3). Note that an improvement has already been made, with radiuses cut along the bottom edge of the fitting so that neither the strop, nor anchor chain, foul the unit.

At this point I became interested, and sailing from the same club as Gordon, requested a similar unit from our friend for *Malibu*. Picture (4) shows my Mark II version with a pair of cheeks added to one side enable me to place a drop-nose pin over the shank of my 20lb CQR. Once the anchor has been deployed, the lower set of 10mm holes may be used to secure the chain. The picture also shows the two different rollers (also made by our useful friend) with the chain roller having a groove machined into it whilst the rope roller remains smooth. One small modification that needs to be made to the original stemhead fitting is that the "mouth" pieces, which are splayed slightly outwards away from the centre line, should be splayed in the opposite direction, to accommodate the strop or chain's movement as the boat yaws about at anchor, or on its mooring.

The unit is attached to the stemhead fitting by a hardened steel threaded bolt which passes through the whole fitting. The rollers have stainless steel tube axles, to prevent the bolt's threads from scoring them, and the rod is secured with a self-locking nut on each end. Picture (5) shows the Mark II unit fitted to *Malibu*, minus the forestay. Picture (6) is a deck view of the unit, with forestay in place.

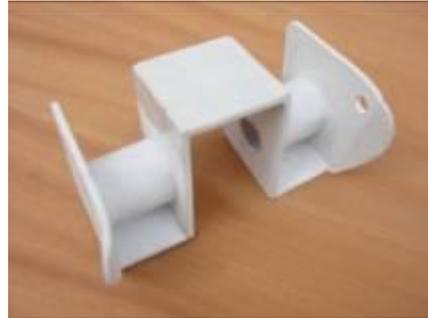
This is the second problem solved. A potential weakness on the original Tomahawk stem- head is that the forestay is fitted to one flange or the other, utilising one of the holes running down either flange. This puts an undue strain on whichever flange used, and some older Tomahawks show signs of distortion at this point. (It was not possible to place a clevis pin across both flanges to secure the forestay, since the channel between them was required for the mooring strop / anchor chain.) With the bow rollers moved outside the centre line, the forestay may now be fitted centrally, and the loading on the flanges equally shared. Picture (6) shows the two stainless steel spacers, plus washers that locate *Malibu's* forestay and furling system firmly in place.

In picture (1) you can see how neatly Gordon's CQR anchor sits in his new fitting. A really successful innovation!

Don Baines, *Malibu*



(1) *Ceilidh* in the River Deben



(2) Bow roller mock-up



(3) The finished unit (Mk I)



(4) Mark II, with rollers



(5) Mark II, minus forestay



(6) Mark II, with forestay fitted.

Not Round the Island 2011!

There's a fair bit of organization involved in entering the RTIR (Round The Island Race); crew to be found (son Jamie from Derby and daughter Emma from London, plus family friend Ann), bottom to be scrubbed (Nokomis' not Ann's!), entrance fee to be paid and, of course, victualling!

The inshore forecast was grim, SW 5 to 7 with rain and poor visibility. To eliminate possibility of crew complaints about men snoring, the girls had slept on a friend's yacht, a Bavaria 32. They'd

been given instructions that we would leave at 0600hrs at the latest, and of course, they arrived on *Nokomis* at 0600 precisely, muttering about the comforts of a 'modern' yacht. We left as soon as practicable, punching our way through rain and a very choppy Solent chop, the Island coast barely visible. Whilst the crew wanted to know when the bacon butties would be served, the skipper was listening with some concern to reports that some earlier starting yachts (we were in the last class to start, at 0740) were retiring due to being dismasted, being holed by other yachts, and other similar such reports. Visibility at the Needles was reported as 50m at which point I discovered that my trusty Garmin had decided not to 'boot up' - and refused to co-operate so we had no GPS!

By now we had heard the first 'Mayday' and my crew was quite apprehensive and we'd not yet reached the starting line! In fact my calculations revealed that we'd be at least 10 minutes late for the start and so I decided to abandon the race. Up to then, we'd been motor sailing with a reef in the main and when we bore away and gybed, the main split from leech to luff! Luckily, the tear was below the second reef points so we were still able to sail and we decided to stay out for a while and see if we could see the race leader coming round Seaview.

We had just rounded No Mans Land Fort when we spotted the leader, *Prince de Bretagne*, a Multi 50, tearing along at a great pace and overtaking with evident ease a speeding pilot's launch!

Eventually we returned to my mooring for a late breakfast of bacon rolls before going out again to watch the main fleet (now depleted by some 30%) rounding Bembridge.



The day was rounded off by a survey of the torn mainsail – needless to say, it was not worth repairing (it's at least 20yrs old). I have

ordered a new sail from Kemp (they offered a 15% mid season discount) and in the meantime, TOA member Clive Hookham very kindly gave me an old mainsail to use when I needed to get out on the water! (Sadly, Clive has now had to give up sailing but his Tomahawk, *Megalia*, may be bought by a possible new member of TOA).

It's interesting to note that four Tomahawks entered the race and two of these (*Starfall* and *Lorenda*) completed the course – a tribute to the Tomahawk's sturdy design. Andrew Henegan's *Tawasa* was another entrant and Andrew's view of this year's race follows:

"I faced a mutiny from the crew who after complaining about the quality/quantity of beer I was serving for breakfast, to a man refused to remove the sail cover, or tie on the class race burgee.

The forecast on Friday night was scary, 5 – 7 increasing around mid day with the prospect of thermal enhancement. At 6:00 the wind was above forecast 7 gusting 8. I wasn't of a mind to argue too much – so I put it to the vote 2 against and the other wavering tending to not going.

I did the race in 2008 when it was reported to be force 7 – this seemed worse than 2008! There were massive waves round the needles that year and I imagined they would be worse this year. Then there was the start where boats fly around out of control – I do that every Tuesday during the racing season, and one evening we were the filling in a *Tawasa* sandwich. Not everybody who does the Round Island race would be used to that close-quarter stuff.

I would have needed heavily reinforced plastic pants from Cowes to Ventnor for this year's outing. Bit miffed, we'd sailed all the way to Cowes and back (there was dense fog on the way back) without doing the race.

After the event, reports filtered back from sailing chums who started it: there were broken masts/multihull capsizes and encounters with the *Varvassi* wreck (off the needles).

Panache, a 33ft boat that I race the winter series on bounced their keel on the *Varvassi* boiler and broke off their rudder. Extensively damaged they limped back to Lymington. They could be out of action for months as the hull took a bashing caused by the shock of the keel collision.

All in all I think we did the right thing, as we still have a boat to race for the rest of the summer, and we won the last 2 Tuesday evening races since the Round the Island Race."

Gordon Keyte (*Nokomis*) and Andrew Henegan (*Tawasa*)

Headlining the Forecabin

Although the main cabin of *Nokomis* was nicely lined and insulated, the forecabin was not and consequently suffered from condensation every winter or whenever it was cold. The condensation caused mildew to form on almost anything that was stored in the forecabin, the inflatable, spinnaker bag, even lifejackets! Many years ago I had tried an anti-condensation paint but this was worse than useless and just flaked off!

I had decided that this year, I would tackle the problem for once and all. Hawke House Ltd, of Gosport was able to supply foam backed lining and also advised me on how to deal with the edges and where one piece of lining meets another.

The Tomahawk forecabin head is shaped like an inverted hemisphere so it curves upwards in two directions from the sides and from the bow. To accommodate these curves I decided to use one large piece of lining for the forward section, a narrower piece on either side and then two further pieces for the sides and the underdecks. In cutting these pieces I followed the line of the cabin window ends for neatness. The time consuming part was removing the foam backing where two pieces came together and overlapped. The underlying sheet had about 2 to 3 cm of foam removed along its edge and this sheet was glued in place. The overlapping sheet was cut to fit but with about 2 to 3 cm of overlap; the foam was removed along this overlap and the vinyl glued back to form a rounded edge. This was then glued over the underlying sheet such that the rounded edge overlapped the stripped portion providing a nice smooth join.



For that part lying under the mast, the lining was glued to a sheet of hardboard which was screwed in place – this allowed access to mast foot bolts. The rim of the hatch was covered using separate strips of headlining but using the overlap technique described earlier where there were butted joins.

The photo opposite shows the finished result – at least it's warmer and drier now!

Gordon Keyte (*Nokomis*)

Southampton Boat Show

Once again we've been invited to take advantage of reduced admission to the Southampton Boat Show, courtesy of John Goode. If you're interested, follow the instructions below:

PSP Southampton Boat Show – 16th to 25th September 2011

CLUBS & ASSOCIATIONS £12 TICKET OFFER

Valid any day including Preview Day on Friday 16th September

WEBSITE BOOKINGS: www.southamptonboatshow.com

TELEPHONE BOOKINGS: **0871 230 7140**

BOOKING REFERENCE CODE: **Clubs 12**

IMPORTANT NOTES

Tickets can be ordered up to midnight on Thursday 15th September. They can be printed at home, delivered by post, or collected at the Show.*

A single transaction fee of £1.75 applies whether ordering one or any greater number of tickets.

Youngsters 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

The above phone number and website are for orders of less than 10 tickets. Group orders for 10 or more tickets (still at the same price) can only be made by telephoning National Boat Shows ticketing agency, Seetickets, on 0871 231 0828.

*Because tickets ordered via postal delivery could take up to 7 days to arrive, those purchased shortly before the show can be collected on arrival from the advance ticket box office at the main entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.

Membership list

Enclosed with this Bulletin (and as a separate file if sent by email) is the current list of TOA members. The list gives member's name, telephone number, whether bulletin received by email, email address, boat name and where berthed, sailing area and if applicable, whether flag office or committee member. **If any of the details are incorrect, please let me (Gordon Keyte) or Tony Hepworth know as soon as possible.**

East Coast Rally, 28 July to 4 August, 2011

The details of the east Coast rally were included with the March Bulletin. This year's rally sounds exciting, to visit the River Medway and then go on up the Thames to Tower Bridge and St Katherine's Dock.

The approximate itinerary will be : Thursday evening Bradwell Marina, Friday evening *either* Harty Ferry *or* Stangate Creek, Saturday evening Chatham Marina, Sunday evening Queenborough, Monday evening St Katherine's Haven, Tuesday evening Thurrock Yacht Club, Wednesday evening Bradwell Marina, (or home mooring for Medway / Harwich boats), Thursday evening home mooring for Blackwater boats.

If you would like to join the rally, please contact Don Baines (*Malibu* – MMSI 235033149) on: 01621 853979, Mobile: 07596 508812, email: donbaines@keme.co.uk .

Keyhaven Rally, 17th and 18th September, 2011.

Ex-commodore Roland Liddell is the organiser and has already sent out full details by email; these are reproduced at the end of the Bulletin. Keyhaven promises to be an excellent venue and we hope that as many South Coast members as possible will attend.

South Coast Autumn Rally to Keyhaven 17th and 18th September 2011

Keyhaven

A small hamlet at the head of the tidal section of the river of the same name on the north shore of the western Solent between the towns of Lymington and Milford -on-Sea. It is protected from the sea by a two mile long shingle bank to the west and an extensive salt marsh to the east and is approached from the Solent along a narrow winding channel populated by moorings for leisure and small fishing craft. It offers tranquil surroundings, largely unspoiled by commercial activities, where it is possible to spend a peaceful night afloat when elsewhere moorings are dragging! The saltings are listed Nature Reserves with an abundance of wildlife through the year, while the 16th.C fort at Hurst Point can be reached on foot via the shingle bank or by ferry from the quay. A disused lighthouse stands just east of the fort and like the fort, is open to visitors. In earlier times the haven was the scene of smuggling activity despite the presence of the fort.

Ashore are two sailing clubs ; one for dinghy and the other for mixed sailing, the latter, Keyhaven Yacht Club, is comfortable and welcoming to visiting yachties ; a boat builder/chandler and an accommodating inn, "The Gun" with a comprehensive food menu, complete the amenities. Public lavatories are available next to the public car park adjacent to the inn.

Navigation

Tidal information is broadly the same as that for Hurst. However a local variation occurs around spring tides when a 4 hour stand occurs just prior to and following HW ending with a rapid ebb!

The HM/River Warden at Keyhaven points out that the Admiralty and other charts for the area shows a transit line approach bearing 283* . This is now changed due to silting and movement of the underlying shoals to new transit bearing 309*. The Hydrographic Office has been advised.

Approaching from West Solent leave Hurst Point to port taking care negotiating "the Trap" just off the fort. At WP 50* 42- 34 N - 01* 32- 79` turn inshore bearing 360* for 0.33 NM. Then turn to port onto bearing 309* for 0.33 NM at slow speed when the entrance into the river will be marked with a small green and small pink buoy.

Please be aware that HM advises that soundings indicated on the local chart for the area due north of Hurst Point seaward of the entrance into Keyhaven river are CHART DATUM.

Keep the pink buoy to port and effect a turn to port around it between the gravel spit and the saltings, on into the channel. You will be heading almost due south at this stage. The course of the channel now performs a horse shoe turn to the North West with the head of navigation at approx. 1NM. This stretch of water from inside the entrance and for a distance of approx. 0.3 NM is of sufficient depth at all states of tide to accommodate a fin keel Tomahawk. Some pick-up buoys are provided here but are not visitor moorings. However the harbour master advises that he will accommodate visitors by offering empty pick up buoys, which have not got tenders attached, wherever these are available. He also advises that anchoring is approved in the deeper section of the river as described earlier with rafting-up in pairs if necessary. If in doubt, contact the HM by VHF Ch.37 or via his cellphone (no. below).

Further into the river bilge keelers may remain afloat throughout the tide cycle at the edge of the fairway. If the outer mooring/anchorage is chosen, it should be possible to stay ashore for up to five hours and still return by tender, a trip of 15mins or so.

Entrance into the river may be made at 2-30hrs before HW and exit at 3-00hrs after HW.

The HM, Roy Plumber, is contactable by telephone on 01590-645695 or 07969182007 and on channel 37 VHF (Callsign - Keyhaven River Warden) two hrs either side of HW during daylight hours only.

Local Tide Times

17th.Sept. 2nd.HW 1503 BST ht. 2.6m; 2nd LW 2003 BST ht. 1.1m
18th.Sept. 1st. LW 0831 BST ht. 1.2m; 2nd HW 1532 BST ht. 2.6m