

Kessingland Sea Sailing Club

October 2010

Commodore's Comments



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Wet, dry, hot and cold weather is what we expect about now and it certainly delivered where I am.

So I hope everyone had a good summer with the sailing not too affected.

On Explorer I know the wind changed some plans and was very challenging at times, but that's sailing and hopefully the good memories prevail.

Turkey provided Ploes with more reliable weather and there were many good reports from there.

Both boats have again demonstrated they can provide us with a good overall experience, due in no small amount to

the work put in by those preparing them. Now seems a good time thank them again.

For the members who aren't able to help, perhaps I could suggest that when they come to the end of their trip they really do try to leave the boats a little bit better than when they took them over.

Before giving us a list of items, don't think 'what could the Club get or do' please think 'what could I get or do for the Club'

Moving on, Nov 13th will soon be here, and we are trying what was suggested at last years AGM.

So, the programme will be:

4.00 to 5.30 Sail with us. Presentation and discussion about plans for next year for both boats.

6.00 to 7.00 AGM

7.30 for 8.00 Laying up Supper and Annual Dinner, followed by James and co "Year to the Med and back"

Details will be sent soon so please reply promptly. We all hope there will be a really good attendance and as I said at about this time last year, we are a club, not just a boat charter agent.

To those who can't make this I hope we will see you soon next year.

Paul

Explorer 2011

In 2010 a series of back-to-back crews took Explorer up to Edinburgh (Port Edgar) via Whitby, Hartlepool, Blyth, Dunbar and ports in between. She was also used out of Lowestoft for day and more extensive sailing.

On the afternoon of the AGM and laying-up sup-

per (13th November) there will be an opportunity to hear about those experiences and consider how to make the best use of Explorer in the coming season.

For those of you who cannot be there you will have the opportunity to express your views via a questionnaire which will

be e-mailed, or sent via the post, depending upon your preference.

Please help us make maximum use of this very special boat!

Ben

GOODBYE TO GREECE – ON TRACK FOR TURKEY – MAY 2010 & OUR NEW HOME - ECE SARAY MARINA, FETHIYE, TURKEY

Even though I say it myself “Ploes” was looking good after a 5 day docking and a weekend spent in preparation of the forthcoming passage, crossing the Aegean. Monday morning 10th May loomed bright, sunny and warm as it had been for the last week. It was crew-change day – Paul (Noton) left to fly home and John (Budgen) arrived. There was to be a passage crew of 4, but unfortunately 2 crew members had to drop out at the last minute. It was left to JB & JJB to chalk-up another milestone in the history of Kessingland Sea Sailing Club. The first sailing passage of a KSSC yacht outside the E.U. Our last evening at Port Olympic, Lavrion was spent in

company with Demitrios, our very friendly taxi driver for three years and Manuel, the owner of the “Rocks” café bar. He made us the best Pizza ever but unfortunately the liberal quantities of Raki which were supplied gratis, gave us a shaky start the next day....

We left Port Olympic at 09:30 under full main and genoa, but as usual what wind there was, was right on the nose. I had planned 3 different courses across the Aegean depending on prevailing winds, so with virtually no wind we took the shortest route motor-sailing west of the islands of Makronisos, Kea, Kithnos and

Serifos. We arrived at Kalmares on the island of Sifnos at 18:00 having completed 60 of the circa. 300 mile total passage. All systems aboard “Ploes” were working well except the Garmin GPS chart plotter decided to remain on location in Port Olympic. Luckily both JB and myself brought our own hand-held GPS receivers so with the yacht’s own hand-held GPS we weren’t going to get lost although we had a limited amount of AAA batteries. JB produced spare batteries from his razor, so good excuse to go “designer growth” for a few days!



“Henry the Navigator!”

Next day we continued on a basically South Easterly course beating into a moderate E’ly breeze. The prevailing winds should have been NNW’ly giving us a broad reach, however that’s sailing! We had a brief lunch and re-fuelling stop at Iou on the Island of Ios. It was interesting waiting for the road tanker to arrive with about 20 tonnes of diesel and topping us up with about 40 litres although

the driver had one of our beers and seemed mildly amused. We were determined to make the volcanic island of Santorini (Nisos Thira) by nightfall but probably stayed inside the volcano too long. It’s simply stunning scenery sailing inside what was the actual volcano surrounded by mountainous sides and just a narrow entrance and even narrower exit on the southern side. The pilot book showed a

“I see no ships – only hardships”

small marina outside the volcano on the low-lying ground at the south-east corner of the island. We arrived just before nightfall only to “sniff” the muddy bottom of the entrance channel on the way in. The local restaurant owner who happened to double as the Harbour Master, came out and gave us visual directions to avoid the high spots in the channel.

The cost was a delicious sea-food meal at his restaurant later that evening. We were rafted-out for the night alongside another British yacht who was keen to leave at daybreak the next day. That meant a very early start which was going to prove very costly for us on the following night.....

Outside the marina entrance to the East is a submerged breakwater which is unmarked on the chart. Luckily we approached the small port from the West on our arrival and left heading East but with the local knowledge of it's whereabouts, thus avoiding embarrassment.

We were now heading more North Easterly between the islands of Santorini and Nisos Anafi roughly heading towards the Turkish port of Bodrum which we were not going to make before nightfall. The plan was to stop about half way at the Greek Island of Astipalaia, known by us as Antipasta! However the weather was fair, we had a favourable wind direction for a change, dolphins were following in the wake, so we decided to push on Eastwards, but maybe in hindsight, we should have taken more heed of the weather forecast warning us of a pending Easterly blow expected by the weekend. It was only Thursday so we decided to by-pass the Island of Antipasta which had no suitable harbour, and make a motor-sail dash towards the Greek Island of Kos.

The pilot book showed no ports on the South coast of Kos but several shallow anchorages. We arrived at the first anchorage just as dusk was approaching with an increasing wind and rising swell. The anchorage looked very shallow, exposed and potentially dangerous in a near gale. Decision made – we would reef in both sails and ride out the increasing wind head-to-sea in the deeper water of the Marmaris Channel, slowly motoring towards Rhodes.

In an Easterly force 6 or 7 right on the nose, “Ploes” was remarkably comfortable, just shipping the occasional green sea over the spray-hood. It was a dark night made worse by several unlit, steep-sided small islands. The only sign of life being the odd Taverna light high up on the mountain side, showing through the gloom. We had several *encounters of a close kind* with local fishing boats displaying the obligatory searchlight on our reefed-in mainsail trying to purse-seine us into their trawl. Needless to say we took avoiding action by taking a sailing penalty of a 360 degree round-turn which seem to confuse them and they lost interest.



Daybreak on Friday 14th May saw us in decreasing winds, the front having passed through the area earlier than expected, off the very welcome entrance to the Greek island port of Rhodes.

Here we licked our wounds, topped up with fuel again, had an afternoon siesta and enjoyed an evening stroll and excellent meal inside the “walled city”. A recommended port on any cruise but arrive early to get a quayside mooring in high season.

Saturday we enjoyed a “stroll in the park” 40 mile final sail with a light following SWly breeze taking us from Rhodes into Turkish Waters. We savoured the moment by sailing slowly around the perimeter of Fethiye Bay in the late afternoon sunshine, simply enjoying the green mountainous terrain and luscious vegetation. After 3 years of barren Greek hillsides, it seemed such a marked and pleasant contrast.

At more than 10 miles across, the

Bay of Fethiye is known locally as the “Paradise that God Granted to Earth” and well lives up to its name. With 12 islands and numerous secluded anchorages and beaches it has all the makings of a sailing holiday (Mecca – perhaps appropriate in a Muslim country. We eventually arrived at Ece Saray Marina, Fethiye early Saturday evening having covered almost 300 miles from Greece at an average speed of just over 6.5 knots with a maximum speed of about 9.5 on the final leg.

GOODBYE TO GREECE – ON TRACK FOR TURKEY Cont.

No custom formalities could be conducted until Monday morning so the next day we were back out again exploring the Lagoon, anchoring for lunch in a sheltered balmy cove with just one other yacht and a local Gulet (traditional Turkish square-sterned, timber constructed, sailing craft, now con-

verted for charter cruising) for company. JB then did his impression of Jacques Cousteau – swimming ashore mostly underwater, possibly trying to avoid blinding our Gulet neighbours with the reflective glare of the midday sun off his English “winter” skin!

cruise, in excellent company, in a perfect location, on the good yacht “Ploes” which behaved herself impeccably throughout.

John J Bird

It was the end of a good delivery



Explorer to the Forth – First Leg: Lowestoft to Blyth – Via Hull and Whitby

My Impressions – By Arthur Riley

On Friday evening the 4th of June 2010 the crew met on board at RNYC in Lowestoft.

Dick Houghton – Skipper, Ian Walker – Mate,

Arthur Riley and Sharon Postance – Crew.

A week’s worth of provisions was loaded. It was arranged to sleep on board in order to get an early start on Saturday morning.

We discovered that the steaming light and forward deck light needed new bulbs, and we found out that bulbs are called globes in South Africa. Arthur was elected to go aloft and there resulted a team building exercise “your life in their hands.” With the exception of Ian and Sharon who are related, we didn’t know each other, nevertheless; we got on very well and had a lot of fun throughout the trip.

The steaming light bulb was replaced; it was found that the deck

light lamp holder was broken. The spinnaker halyard was found to be jammed in its block, and as it was getting dark the job was postponed until morning.

In the morning the spinnaker halyard was cleared and the block hammered back into shape, it was considered to be fit for use until a replacement could be purchased. Meanwhile the Skipper managed to fill the reserve fuel cans. Hence we got away late, however we carried the ebb up to The Wash and had a few hours decent spinnaker run, this was followed by light wind motor sailing overnight. Crossing The Wash we experienced Thunder Storms with torrential rain of the sort that penetrates your oilskins. Fortunately these petered out approaching The Humber.

We motored up the Humber in the morning with the flood, and locked into Hull Marina around Noon, some 26 hours after leaving Low-

estoft. Hull Marina has nice facilities and is situated in an historic part of the city close to the town centre. The Staff at the Marina and adjacent Chandlery were very friendly. We tied up in time for Jumbo Haddock and Chips at the Minerva pub, 5 Pounds a head and superb quality.

Next day we refuelled, had more evolutions up the mast (replaced the spinnaker block) and visited with family and friends. Hull Maritime Museum was very interesting and one of the highlights, there is plenty to see and do close to the Marina.

In late afternoon we left Hull at last lock-out on the ebb, bound for Whitby. We had some good tacking downriver until the tide turned foul, when for a while Explorer seemed to be swooping up and down on the same wave alongside the same Oil Rig parked in the river; Sharon produced a pork chop dinner with all the trimmings at this point whilst strapped into the

Explorer to the Forth cont.

galley, a remarkable feat. Incidentally we all took turns cooking during the trip and had some interesting meals.

The first night watch had their work cut out with ferries and other traffic entering and leaving the Humber, what with rain showers reducing visibility. However once clear of the estuary all was quiet as we motor sailed in quartering winds, up the Holderness coast towards Flamborough Head.

Flamboro was magnificent. The Skipper having good local knowledge took Explorer close in to the cliffs and for 2 hours we were surrounded by hundreds of diving sea birds, Gannets, Puffins, Guillemots, Razorbills, Fulmars and the odd Kittiwake. We could see their nesting sites and the air was filled with their cries. We also saw the fissures in the cliffs where the lo-

half the Genoa rolled out we were close reaching in Force 5-6 and logging 6-7 knots all the way to Blyth, a really good sail. We had found out that this crew could harmonise, and enjoyed belting out shanties and folk songs in the teeth of the wind. Dick has compiled an "Explorer Song Book" for future trips.

We arrived in Blyth at the Royal Northumberland Yacht Club at around Noon. Luckily for us the

cal people used to winkle out Cod at the top of the tide. Light drizzle, a deepwater swell, the sea turned from brown to blue/green the whole experience was atmospheric and unforgettable. Having a Biologist as Skipper gave added value and made us appreciate how Flamboro is the junction between the Southern and Northern North Sea both geologically and biologically.

We passed Scarborough hidden in the mist with colourful Yorkshire Cobbles and lots of Dhan Buoys along this coast. Approaching Whitby from the South the ruined Abbey above the town was silhouetted in stark relief and unmistakable. We entered Whitby in late afternoon and after waiting on the holding pontoon for a few minutes, passed through the swing bridge and into a Marina berth on the river Esk. There was little time to

bar and restaurant were open at lunchtime, the only day except weekends. The club house is a vintage wooden hulled lightship afloat in the Marina. We were made very welcome and given a sheltered berth, as the visitors pontoon on the seaward side was exposed to the brisk Nor'Easter, one of the members berths was vacant, his yacht having stranded on the Farne Islands and been declared a total loss.

see the town as we had decided to sail out with the last bridge at 0400 next morning, in order to make Blyth, before the weather deteriorated as forecast.

Being somewhat weary all the crew "bobbed off" and by the time we came to, the fuel pontoon was closed. The Marina Manager kindly let us have a few litres from private stock, we then had a mammoth trek up to the nearest filling station with our cans, it was said to be half a mile, more like a mile and a half (remember this is Yorkshire) and up a steep hill, (hardest coming down).

First light Wednesday saw us making sail off Whitby Fairway in a very lumpy swell, however once underway towards Blyth, Explorer behaved in exemplary fashion. With 2 reefs in the Main and about

We had a nice chat with the members, and again were just in time for some excellent fish and chips. The temperature had plummeted by the time we got to Blyth, it was difficult to believe that this was mid June; Northumbrians must be hardy souls.

Next day (Thursday) we walked into Blyth in search of Camping Gas, and found the locals very friendly. On the way back the Newcastle bus dropped us off at

Check out the excellent photos on

<http://picasaweb.google.com/houghtondick>.

the Ridley Park Hotel near the docks where we had a good lunch 3 Pounds 50 on Tuesdays and Thursdays (4.50 otherwise)

Friday morning we scrubbed the boat out ready for the new crew (Francis Ursell & Co) and handed

over at 1300. Just in time to watch the World Cup opening ceremony on the wide screen at the Ridley, a proud moment for our South Africans.

Then lunch, before the long drive home to Norwich in the same car hired by Francis in Sheffield, which was a good deal. The Low-

estoft contingent was home by midnight. All in all it was a pleasant end to a very memorable trip.

Arthur Riley

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All contributions welcome!

. WEB Watch

New Podcast : Radio Solent produces the H2O programme. Sir Robin Knox-Johnson and others give a weekly update on water sports. It majors on the racing scene but has other items too. I found the series on Solent Pilots very interesting. That's the great thing about podcasts you can fast forward the bits that you are not interested in. Downloadable from the BBC website

Weather stations: If you want to know what is blowing on the coast many clubs now have on line, real time weather monitoring. The RNSYC is one of the best.

Velux 5 Oceans race starts on the 17th October and the website has lots of good stuff on it. The last race was particularly compelling viewing. [Wwww.velux5oceans.com](http://www.velux5oceans.com)

National Maritime Museum has a section of its website for exploring on line. There is a huge amount available including old pictures and video clips. nmm.ak.uk

If any member comes across a great website/ podcast please let us know James and Rose

"From Membership Secretary, Jill Turner

The Club now has an introductory leaflet, suitable for anyone who would like to know more about KSSC.

Please let me have their name and postal address (not email) if you know someone who would like to receive a copy.

We shall soon have a new and up-to-date website - keep a lookout for details."

Nice to be back?

In the last newsletter we gave an update on our year long trip to the Med. We returned at the end of June to resume our normal lives, leaving the boat in Greece.

We started from Swansea and made our way via Spain Portugal Morocco more Spain—Balearics and eventually overwintered in Tunisia where we took an overland trip to Libya and Egypt. On returning to the boat we sailed up the coast of Tunisia and crossed to Pantelleria a small island half way to Sicily. It was strange hearing church bells again after 4 months in Muslim countries.

We dreaded returning to EU prices but the shock was not too great as fresh food was quite cheap in Sicily. The quality of food was a real treat and I have to say we ate very well.

We met up with friends who also sail with their 9yr. old daughter, (same age as ours) in the same boat a Nicholson 38. It had long been our ambition to meet. They are heading west as headed East. We had a great 10 days in the same anchorage. We learned a lot from them. They are cruising permanently and know all there is to know about living on board .

They went off to Malta and we took an overnight trip to Siracusa. Here we caught up with friends we met first in Cartagena and then Ibiza and Tunisia. We hired a car and visited Mt. Etna and the orange groves which were so laden with fruit that we felt duty bound to help out by picking a few.

We made another overnight crossing to Calabria. Unsettled weather meant we did short hops waiting

for a weather window to cross to Greece. So we saw many little ports along the way. Had some excitement—caught out in a F7 and then a night entry into an unlit fishing port!

Our window arrived and we made a delightful crossing to Greece F4 on the beam. We spend that night at anchor in a glorious small anchorage, which we had to ourselves. We had arrived in the Greek Ionian and it stayed idyllic for the remaining 2 months of our trip. Distances were small weather mostly predictable with a good blow most afternoons, and calm mornings and nights.

We hope to share some highlights at the laying up supper.

James Parnell

