

# Kessingland Sea Sailing Club Sea Sailing Club

April 2011

## Commodore's Comments



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As I start to write, it is a beautiful spring day. Thank goodness, and long may it last. The world seems to have become more of a mad place recently and I hope none of you are involved in the many troubles.

Our Fish & Chip quiz evening was well attended and a good time had by all. Amazingly, yours truly, Irene and Andy Royall won. It just proves three heads are better than two especially if one is a teacher, thanks Andy.

The March Sail with us evening was however poorly attended. Even more disappointing is the fact that, up to writing this, there are no bookings for Explorer. This will clearly lead to some discussion at our next committee on 29<sup>th</sup> March as I don't think we can keep a boat in Lowestoft which is not used enough.

There is an idea that maybe she could be based on the **West coast of Scotland** for one or two years, but this needs careful costing and a firm financial commitment from enough members before it could happen.

*If you think you are interested in this venture please make sure you talk to Ben. Otherwise we won't proceed.*

Explorers winter work has been completed, so she is ready go again. Our thanks to Ben, Ian and all who helped this year.

Ploes has already got some 9 weeks booked, which will be 10, whenever I decide to go, so that's not too bad, although more is a lot better.

Her maintenance etc will be done in April.

The next get together is our **Fitting Out Supper on 9<sup>th</sup> April**. You should all have received the flyer from June, so

please let her know you are coming before it gets to the last minute, and lets have a good attendance

One event, which we really need you to make an extra effort to get to, is **Stans 90<sup>th</sup> birthday party on June 19<sup>th</sup>**. Again, you should have the flyers already, and I will probably be nagging those who have not responded nearer the date.

One last thing, there are still a few members who have not yet paid this years subs. Please do so, or let us know you have left.

Have a good and safe sailing summer and I hope to see you soon.

For online bankers the details are:- Sort 20 53 06, Acct 30735027, Kessingland Sea Sailing Club and put your name in please.

Paul

## Stan's 90<sup>th</sup>

Born in 1926, it seems ancient history to most of us, but it's true and he is still finding new things to do.

Maybe it's the red wine which fortifies the over forties. Who knows, but something keeps him going in spite of the mini-strokes, which hamper his getting around.

You should all have received the invitation to the party on 19<sup>th</sup> June at the RNSYC. Please let June know as soon as you can so that we can get a big enough cake.

There is a chance that a book of Stan's life may be finished by then. Stan has supplied me with dozens of letters and many photos etc, which I am trying very hard to

complete and get published.

It's certainly a good story of his life before the war as well as his time in the RAF as a mid upper gunner in a Halifax. Eventually, on his 22nd bombing mission the plane was shot down and Stan was one of the two survivors.

A year in a POW camp followed before he came home at the end of the European war.

Hopefully you will get a copy of the book on the 19<sup>th</sup> and read more of his long and interesting life.

Paul





## It's been that time of year again for Explorer

The last few years of repairs, developments and improvements have paid off. This year the maintenance has settled down to an achievable task. The efforts and contributions from those willing and stalwart members of previous years have paid off.

A series of working parties over the weekends in March, led by Dick Houghton, Trevor King, Rick Asker and myself, have set up Explorer for the coming season. I am grateful to Dick, Trevor and Rick for taking on their roles. They did really well: as did Debbie Smith, John Budgen, Andrew Easthaugh, Kay Osler and Harry King-Gardiner. Jenni Down and June Albrow have taken care of the domestic side of fitting out and John Bird very kindly arranged the winter storage of all Explorer's bits and pieces. Thanks to all for their support. It was most welcome!

As there is no such thing as an uneventful fitting out, the inevitable unexpected came to light last Saturday the 27<sup>th</sup> March – with the launch date just days away! Kay had kindly agreed to do the routine maintenance on the engine. Heat exchanger cleaned, filters replaced, impeller sorted – just needed to check all was ok for starting. No response when the key was turned. With Dick's meter to hand the likely suspect was the solenoid. Rick nobly stepped in and after some hours of stripping and cleaning (no, not Rick!!) the engine turned over and sweetly fired up.

Everything should be fine for the launch on 1<sup>st</sup> April – no jokes please – and I'm looking forward to receiving your bookings.

Have a good 2011 sailing season.

Ben Horwood.

## Explorer at Dunbar Summer 2010



## Sailing with Explorer

Day sails from Lowestoft and she was sailed on the East coast south of Lowestoft to the Orwell and beyond but the main achievement was with the back to back crews who took her up to Edinburgh and back. Here are some photos to prove it!

Questionnaire returns A questionnaire was circulated to approved/ accredited skippers to try to establish agreed plans for the use of Explorer. The results have been discussed at committee.

### 2011

As a result the following are the proposals for the use of Explorer .

- Enabling skipper accreditation
- Refresher sessions

Sail the East Coast from Lowestoft

Locate on the Orwell for a period in the Summer

Access the continent from Lowestoft

There were a number of responses that supported the idea of back-to-back crews taking Explorer over to the continent but no positive bookings to facilitate that to date.

There is, though, a need to have appropriate qualifications, CEVNI and ICC or an equivalent, for sailing on the continent. Check these out on the Internet. If there was a sufficient demand the club could possibly organise some training: a half day should be sufficient.

### 2012

A significant number of skippers are interested in the West coast of Scotland, Ireland and other westerly points, such as the Isle of Man. This might possibly be a development for 2012, given sufficient interest and, more importantly, commitment. The committee has begun to look at this as a possibility. There has been a suggestion that, rather than back-to-back crews Explorer could be located for a season at a strategic point to enable easier access to that area for cruising.

Please send any thoughts, comments, expressions of interest and/or commitment to [benjamin.horwood@btinternet.com](mailto:benjamin.horwood@btinternet.com)

## Explorer at Lindesfarne Summer 2010



KESSEINGLAND SEA SAILING CLUB YACHT "PLOES" -  
TWELVE MONTHS AT "ECE SARAY" MARINA, FETHIYE, TURKEY

~~~~~ **A REAL BIT OF TURKISH DELIGHT** ~~~~~

John J Bird V.Commodore

It was Mayday last year when we said *Goodbye* to our home of two years on the south-eastern tip of the Greek mainland to sail across the Aegean Sea to our present home on the South Coast of Turkey. Twelve months on and we are about to sign-up for a second year at the *Ece Saray* Marina, Fethiye. I've always maintained that it takes two years to get to properly know the local hinterland and it's populate, which indeed seems to be running true to form. In fact out of some seven different users and nine weeks usage last year, Ploes only ventured beyond the Bay of Fethiye on one cruise! But then

with 12 islands, 2 main ports, 8 Marina's, 20 Bays, 25 creeks and dozens of secluded anchorages in over 250 sq km's of water playground inside the Bay, it's entirely understandable why more haven't ventured further afield.

After the experience of our first season at Fethiye, we have established a few facts. The good news is that the local Customs & Immigration do not seem to be interested in checking our official *Crew List* and *Transit Log* whilst Ploes is sailing inside the Bay, hence no problem so far with the change of Skippers & crew. However, we

have yet to be boarded by the Turkish Authorities outside the Bay and until we get some feedback we will continue to issue every Skipper with a current *Crew List* in English & Turkish, and a *KSSC Authorisation Document* declaring proof of part-ownership of Ploes. The bad news is the 5 star Ece Saray Marina Resort Hotel charges about £15 per person per day to use their Olympic size swimming pool – we do get a 10% discount, but then I suspect the crystal clear waters in the Bay are probably far more interesting, and arguably, healthier than the Hotel swimming pool....



**A LIGHT LUNCH AT THE VERANDA RESTAURANT, FETHIYE**



**SUNSET OVER GOCEK ANCHORAGE**

Local restaurants are plentiful and very reasonably priced. Current exchange rate is circa. 2.5 Turkish Lira to the UK Pound. A good meal in one of the Quayside alfresco restaurants is about 35 TLR, about 25 TLR in the Street Market (Souk) or about 45 TLR at the Fish Market where you can choose your fish and get it prepared and cooked to your taste at an adjoining restaurant. Alcohol tends to be expensive, especially wine. Go for the local beer, but beware, after two or three it has the kick of an Arab

Stallion....

A Visa to enter Turkey is compulsory. It's a formality with a British Passport, obtainable in the Airport Arrival Hall and costs £10 (only payable in UK pounds) and is valid for 3 months.

Flights to Turkey from the UK are also plentiful during the summer months. There's even two weekly flights direct from Norwich to Dalaman with Thompson's and Thomas Cook. The closest airport

to the yacht is Dalaman which is an hour's drive by mini-coach from Ece Saray Marina or about a 40 minute taxi ride costing 50 TLR. It is recommended to sit in the back of the taxi, take a cool drink (a Brandy on the rocks might be appropriate) and try not to look at the speedometer! If you do take in the view the mountainous scenery is quite breathtaking!

No Meltemi winds, sheltered anchorages and perfect sailing conditions for family cruising .JJB



## “PLOES” Voyage No 1 - 30<sup>th</sup> May to 5<sup>th</sup> June 2010

As this was the first regular week of cruising out of Fethiye (and my first use of Ploes) I thought it would be worthwhile to make a record of our week.

The crew for the week was changing in the last few days as an illness struck one of the families involved. The final crew list was Richard Oliver, Kathryn Oliver, Iain Carroll and Zosia Bredow. The changes necessitated last minute printing of the official Crew List, but you'll not be surprised that no Turkish authorities took any notice of us at all. But I guess we have to be safe rather than sorry!

I arrived at the boat 7pm on Friday, Kathryn and Iain, 2am Saturday and Zosia 5pm Saturday. By

then we had made contact with Bill Brown who was a great help. He showed us to the Carrefour for the main shopping and a vegetable stall. During the week, we mainly ate on board. Next time I'll bring some proper coffee to make use of the Espresso jug on board (also a filter and a thermos flask). Fresh milk (sut) is a premium but the butter milk and yoghurts kept well.

We had small dramas with electricity and water. The mains electricity was solved when we changed to a different outlet on shore. The water problem was that the tap was switched off. Enquiry at the marina office (generally they were very helpful) lead to the explanation that as the local *Gulets* steal the water, we have to

buy a card. I objected and eventually we were given a card which may need to be used in the outlet pedestal, although on this occasion the water was switched on by the marina.

We had a short shakedown cruise on Saturday afternoon, circumnavigating Fethiye Adasi. On arrival back at our berth we were “helped in” by the marinaro. Actually they got in the way – this seems a common problem. Bill has spoken to the office – it was said “they are new”..

...Sunday – We set off by 1000 and had pleasant sail across the Bay to the east – mostly in a NW2 wind.

We anchored in Kizilkuyruk in 8m with a line ashore to the southern side of the southern arm at 1500. This is a beautiful location with good snorkelling, cicadas, butterflies and spectacular grasshoppers. We walked up the path to the Temple of Lydae – an abandoned ruin set in a valley.

Monday, more light winds as we set off east heading towards Ekin-cik. We could have done with a spinnaker pole to hold the genoa out to windward so as to be able to steer downwind of 120° off the wind. The cruising chute was not

much use as it's quite a bit smaller than the genoa. It could be useful in F4-5 if it was heavier. We had generally light winds all week, particularly between 1200 and 1600 and when further offshore. The following weeks forecast was lighter. The log wasn't working so I cleaned the impeller. I couldn't work out how to release the clutch of the anchor windlass so we ended up lowering the first 10m by hand and then using the windlass to release the next 20-30 m. Bill said he'd look at this.

We anchored for lunch and swimming in the NW corner of Disibilimez Koyu. A very pretty spot, but not one I'd pick for an overnight as the bay is very open. We moved on in the afternoon to Ekin-cik and moored at the My Marina (30 TL). Water, electricity and OK showers. We found that the domestic batteries never really got recharged from the alternator, so in practice I think most people will need to stop at a place with electricity once or even twice in a week

We left some DEET on the boat. Ekincik is the place to get boat trips up the Dalaman river. Given light winds again, we'd take that opportunity. Tuesday. We motored across the bay and anchored for food shopping in the market in Ekincik. This is a very secure and large swinging anchorage, though it gets crowded in high summer. 1320 and off again motor / sailing towards Ciftlik. We were delayed by a Coast Guard boat. They warned us to keep clear of the fir-

ing range and then even insisted we sail back East until it was all over. We had heard firing in the morning but nothing during this period. Effectively we were forced to retrace our route, which put us back about 3-4 hours sailing time. When we got to Ciftlik, we moored stern to with lazy lines to the Rafet Baba restaurant's jetty. Here the deal is that the mooring with water, showers (sort of electricity – I recharged a phone but

didn't feel like connecting up the boat) is free as long as you eat at the restaurant. The food and atmosphere were fine and reasonably priced. The bay had a 1 meter swell despite the light winds. Getting on and off the gangplank was fun. The hotel was also noisy until about midnight.

Wednesday. After some reversing and mooring practice we headed off in more light SE winds to Serce. This was my favourite an-

## “Ploes” Voyage No I cont.

chorage. We were helped to anchor with line ashore by a local. He wasn't keen for us to use his moorings as we said we didn't plan to eat out. Later snorkelling showed that the mooring lines were pretty frayed in places. Serce is a large Y shaped anchorage with restaurants at either end. We were in the N arm, which also has a fishing fleet, a market and a local boatyard. I was intrigued by what I took to be grafted olive trees – part of an intensively farmed vista. Boats selling bread and veggies came round in the morning. We watched a cormorant fishing. Considered an overnight sail but winds were still too light. Thursday – Heading for home – about 50 miles to cover. A reasonable breeze in the morning died away although

we could see boats sailing closer inshore. SW2 at most, dropped in the midpart of the day and only picked up again around 4. A distinct w current of 0.5 knots or so didn't help our slow progress. Highlight was an encounter with a jumping marlin (or similar) easily 4ft long it jumped clear 3 times 40 or so meters away. It was getting close to 8 pm by the time we rounded the point so we headed for the now familiar Kizilkuyruk and anchored in the southern arm.

Friday – better winds today SW3 at times and more between the islands of Skopea. We had a late breakfast in Kagi Creek. This is a very pleasant bustling spot. It would be a safe and convenient

overnight spot. We took advantage to the stronger winds to experience practice tacking and gybing and then moved on to Sarsala for further swimming. This last bay was too deep for easy anchoring but we eventually found a spot. We sailed back across the bay to Ece Saray Marina by 7pm. Again the marinario got in the way as we first fuelled up and then returned to our mooring.

7 Nights - Motoring hours 13 – 27 litres of fuel - Log miles 155 Pretty much everything on the boat we used worked fine. We'll be back for more.....

**Richard & Kathryn Oliver**

## Shorties:

### . WEB Watch

Did you know that many Libraries allow the download of both e-books and audio books. Often this is a free service. So if you always wanted to listen/read the entire works of your favourite author from Sam Llewellyn to Patrick O'Brian without cluttering the house or breaking the bank—you can!

The Yachting Monthly podcast is now available on iTunes. Libby Purves and Tom Cunliffe narrate their wisdoms.

Radio 4 Xtra has spawned a Desert Island Disks archive. All programmes back to June 1998

for free download.—That's an awful lot of seagulls !!

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

### KSSC Website

Dick has done a fantastic job in getting our own cyberspace working well

<http://www.kessingland-sailing.co.uk/index.html>

The password has been circulated already

### 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."

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All contributions welcome!