



# Kessingland sea sailing club Sea Sailing Club

Spring 2012

## Commodore's Comments

As I write these notes for the first time as your Commodore, the Vernal Equinox and British Summer Time are just around the corner – Spring *must* be in the air, although difficult to perceive on a wet and windy, *mad March day* (with respect to John Masefield).

Firstly, I would like to extend my gratitude to all those who voted me in as Commodore at our AGM in November last year. For the benefit of those who were not present, the proceedings started at 6pm with the usual formalities. Paul then began his report with the rather sad words “*O.K. so this is my last Commodore's Report to the AGM.....*” and went on to summarise the year's events – costs and figures. To quote, he continued “*What I feel about the Club is that it's much more than statistics and I'm very glad to have been part of it for so long.....*” I too, can echo that sentiment. I joined the Club shortly after “Edna May” was purchased at Vilamoura, Portugal some 15 years ago and immediately felt an affinity to the objectives of the Club, especially the new overseas venture, and to the optimism of it's membership. That interest and my enthusiasm for the Club's future, continues through to the present day.

Back to the AGM, following John Budgen's Treasurer's report, Ben's report on “Explorer” and Jill Turner's Social report, the new Management Committee were voted in. Personally speaking, I'm extremely pleased John Budgen has accepted the position of Vice Commodore and Ian Walker the challenging task of Rear Commodore & Treasurer. Ben is Chairman of the Boat Committee and Jill Turner is our Club Secretary. Jennie Down agreed to continue the arduous job of minute-taking, to which we are all both grateful and relieved. Stepping down from the Committee are Nick Fischl who has agreed to continue to offer his legal services, which I sincerely hope we will only need in an advisory capacity, and June Albrow whose sterling service as Secretary and latterly as Social Secretary, have been much appreciated. We welcome onto the Committee Dick Houghton and Rick Asker, whom I'm sure will contribute expertise and experience. My sincere thanks to one and all.

My closing address to the AGM was to pay tribute to Dr David Turner who we sadly lost in August 2011 and to praise Paul for his huge contribution over the 13 years of his tenure. At the Supper following the AGM, I gave account of a few amusing incidents we experienced over the many boat refits we undertook together – if space permits our *Editor* has promised to print a few *expurgated* extracts further on in this edition of the Newsletter.

It remains for me to say that I will endeavour to do my best to emulate Paul's wise doctrine and to hopefully take the Club forward towards our half-century in 2014. Indeed, if we look ahead to the forthcoming season – “Explorer” will be based in Holland for July and most of August. “Ploes” will remain at Fethiye, Southern Turkey until at least the end of this season, then it's onward and probably Westward, but that's for another day and another Newsletter!

**I wish you all a very safe and successful 2012 cruising season and hope to see many of you ashore at the Fitting -Out Supper on Saturday 21<sup>st</sup> April and afloat during the year.**

John J Bird

Commodore KSSC

## “PLOES” – WORK UNDERWAY AT FETHIYE – SPRING 2012

Winter has been a busy time aboard “Ploes”. We achieved some 13 weeks usage last year with Tony Robinson braving the onset of the Turkish winter, using the yacht for the first two weeks in November. Tony kindly agreed that he would spend the last few days of his cruise putting the boat to *bed* for the winter, for which I was particularly grateful as it meant there was no need to make the usual late-autumn trip out there to remove sails, spray-hood, bimini, etc. etc. The yacht had to be shut-down and all systems emptied, cleaned or winterised. Most of these jobs were done by Tony, but we had the good fortune to be introduced to Gareth Grierson by Bill Brown, before he left en-route for the Black Sea. Gareth & partner Claire are British *live-aboards* who have a 36ft *Beneteau* on the next pontoon. They have been acting as our *Yacht Guardians* tending “Ploes’s” moorings, fenders and charging the batteries on a regular basis over the winter. I’m also getting monthly reports from Gareth on the general condition of “Ploes”. It was clear by early winter we had a serious problem with rain-water ingress. **See Fig 1(a) & 1(b)**



Fig 1(a) – Water ingress into the main saloon



Fig 1(b) – Removing the interior lining

I had suspected the safety stanchions were leaking at their base for some time – this was the proof. It cost the Club a tidy sum a few years ago when rain-water found its way onto the main switchboard inside the electrical locker. We purchased from *Bavaria Yachts*, Germany the very last electrical panel of the type fitted to “Ploes” they possessed. We clearly couldn’t let the condition get worse. Gareth gave us a quote to do the job based on the time he spent removing and re-seating the stanchions on his *Beneteau*. As usual the access to the underside of each stanchion on a *Bavaria* is five times more difficult to get to than any other production yacht – *Bavaria* say it just shouldn’t happen! The fact is, it has, but one obvious cause is making fenders fast on the upper safety rail – any tension on the fender lanyard is simply transferred to the nearest stanchion. **PLEASE DO NOT MAKE FENDERS FAST ON EITHER SAFETY RAIL, BETTER TO USE THE BASE OF THE STANCHION WHERE THERE IS LESS LEVERAGE ON THE DECK FITTING.** As you can see from **Fig 2** and **Fig 3** all stanchions have been removed, straightened and are being professionally re-seated.

It’s been a long job, something we couldn’t really attempt in our annual lift-out, refit and anti-foul which usually takes about a week. It took Gareth & Co the best part of a week just to remove the interior linings to get access to the locking nut, and not one of the stanchions would pull free from the deck fitting even with the nut removed. They all had to be lifted off the deck with the fitting attached and then hydraulically pressed out using a local engineering workshop. The end result being, we will have a watertight deck with upright stanchions and new upper and lower safety rails for 2012, but it doesn’t end there....



Fig 2



Fig 3

Whilst the stanchions have been removed & re-seated by Gareth with the help of Levent, the local boatyard owner, the saloon dinette furniture has been re-upholstered by another local artisan – see Fig 4 The plan is to re-upholster the mattresses in the 3 cabins possibly next winter if funds are available, which really depends on the boat *profit & loss* account for this year. And yes, we have a new (2<sup>nd</sup> hand) 2.3mtr inflatable dinghy – see Fig 5. Three crew members should now be able to excursion ashore from an anchorage for the evening without a wet bottom in sight – maybe even four crew members if you are feeling particularly adventurous! It shouldn't be necessary to say it, but always make sure there are **at least 2 painters** securely attached from the dinghy's bow, made fast to the yacht's pushpit rail when towing the dinghy, particularly if you're on auto-helm and making a cup of tea!!!



Fig 4



Fig 5

The bookings this year for “Ploes” are going well – 12 weeks as I write this article. June, September and October are virtually fully booked. The date for pre-season slipping and re-fitting has not yet been fixed, but it's likely to be late April or mid May depending on work party commitments and on the availability of the travel hoist. Please let me know via my usual e-mail address shown in the Year Book, if you would like to be involved.

What with the Royal Pageant on the Thames, the RNSYC Jubilee Sailing Regatta on Lake Lothing, Olympic racing off Portland Bill & Weymouth Bay and the Dutch North Sea Jazz Festival at Rotterdam, 2012 has the makings of a very memorable maritime year – let's hope so.

**John J Bird**

## AGM – 12<sup>TH</sup> NOVEMBER 2011

### AN EXTRACT OF AFTER-DINNER RECOLLECTIONS OF A HUMOROUS KIND

Paul has always been part of the annual refit team on both the Club boats from the early days of “Edna May” at Vilamoura, Portugal, where the Club’s Mediterranean venture started in the mid 90’s, to this years refit on “Ploes” at Fethiye, Turkey, which you should have read about in the current edition of the Newsletter entitled “Pit-props and Pit-bulls”. Here’s a couple of more amusing incidents out of the many we experienced during the 15 years of boat refits we’ve undertaken together :-

**Barcelona circa. 2004** – Borrowing tools from Greg Norman – yes, the Australian Golfer – from his 5 million dollar mega-yacht “Aussie Rules” which happened to be undergoing a refit alongside us at the very exclusive Port Vell boatyard. Needless to say we returned all the tools we borrowed (well most of them) – Greg was none the wiser as he was on the golf course most of the time! We did however invite his yacht Skipper over for a thank-you drink aboard D.A. and it pleased me no-end when he politely refused - D.A. being such a complete mess at the time. Why are engineers so untidy???

Another time circa. 2006 Paul and I *got into* the engineering workshop at the posh boat-yard at **Porto Rotondo, Sardinia**. D.A. was high and dry over a bank holiday weekend. The yard shut down as Italians firms do and refused to offer any engineering services until the following Tuesday when they re-opened for business. We however, found a back door into the workshop with a very weak padlock and sneaked in, avoiding the security guard on duty at the main gate. Paul soon got the lathe and vertical power drill in action and turned-up the part we needed to make good a new shaft for the sail-drive. It was fixed and fitted over the weekend. On his return on Tuesday morning the boat-yard Manager was totally amazed we actually found an engineering workshop in Sardinia open and willing to do our repairs over a bank holiday weekend – “*It must have cost you a small fortune*” he said? We never did tell him it was his own workshop that did the work, but we did say it was a very professional job and done very cheaply!!!

The lay-up yard at **Port Olympic, Lavrion, Greece** circa. 2008 had a special appeal – we were not allowed to live aboard the yacht during the hard-standing refit period for reasons of security. However we managed to bribe the guard, as you do in Greece, and sneak in and out of the security barrier waving a few Euros. The shower and toilet block were in the main part of the marina – about a 5 minute walk through an unmanned security gate or about half-an-hours walk via the access road around the perimeter of the marina and through the security barrier. On the day, Paul did as we all did, use the unmanned security gate which you could open from the inside and jammed it with a wooden wedge. However emerging from the shower block dressed only in boxer shorts and towel, he found the gate had been shut and locked, presumably by one of the guards! A long walk around the perimeter road ensued only to find that a new guard was on duty at the barrier. He must have been the only honest guard in that part of Greece and refused Paul entry into the lay-up area as per the rules, especially as he was half naked at the time. I must admit sitting on “Ploes” with a beer or three beginning to think that Paul was making a bit of a meal of his shower! Anyway he finally arrived back at the yacht limping, sweaty and very dusty having had to climb over a greasy wire fence out of sight of the security guard and fell onto the uneven gravel surface in the process. He was definitely not amused when I suggested he should maybe take another shower – I made a hasty retreat! Needless to say the lock on the unmanned security gate suffered an unfortunate accident the following day – it didn’t survive an engineer’s hammer and Paul’s expert demolition....

That’s Paul, always willing to get stuck in, always ready to help and always a professional engineer. I’ve known many engineers in my time but only a handful who could make parts as well as fit them and occasionally, as above, fix bits that don’t need fixing!!! Paul is truly an engineer of the old school. Q.E.D.

*(spoken by J J Bird as part of the after-dinner informal chat after the Laying-up Supper – November 2011)*

## The North Sea meets Jazz

Ian Walker

Being a keen Jazz fan, Richard Oliver had an inspirational moment whilst at the North Sea Jazz Festival in Rotterdam last year (jazz will do that to you) thinking why not combine these two passions and bring Explorer over next year. He checked out a couple of local marinas and realised that Veerhaven is only 2 or 3 train stops from the Jazz venue and that the Euro-poort entrance was ok for yachts. Jazz, middle of summer, yacht, surrounded by family, escaping the antipodian winter; I've died and gone to heaven he thought and set about rousing some enthusiasm to see if there was any other interest in a Holland trip.

The idea was floated around the club and struck gold. Explorer will be going over to Holland at the end of June and will be there for 8 weeks with a number of different skippers and crew. In most cases each skipper will be on her for around a week with the format being flexible so that skippers can decide amongst themselves where they would like to hand over to the next crew. In most cases Sixhaven & Veerhaven have been chosen as these are really very easy to get to via almost any mode of transport, with the time in between exploring the delightful Dutch canals and waterways and sampling the local faire.

There is still some flexibility in the schedule towards the end of August if anybody is still interested in joining the party, please let Ben Horwood know.



# Explorer 2012

The annual maintenance programme is under way and things are looking good for the lift-in date of 5<sup>th</sup> April. This is despite a very wet 17<sup>th</sup> March when those who nobly turned out managed to complete the internal tasks. Many thanks to all members and prospective members who have willingly volunteered their time so far and to those who will be involved in the remaining working parties.

This small split in Explorer's mast led to a lot of speculation about the cause. John Bird used his technical expertise and specialist contacts to come up with the explanation. Ingress of sea water has resulted in corrosion which means that Explorer will need to be taken down to Levington to have the mast lifted out and repaired. The standing rigging will also be checked at the same time and replaced if necessary. This, together with a new mainsail to join the new genoa of a couple of years ago, means she should be A1 Lloyds for the new season and the planned trip to Holland. I hope I don't regret saying that!



**Ben Horwood**

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All contributions welcome!

## Web site

Don't forget to check our own website

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

New on the website:

Great photos from last years cruises

## WEB Watch

If you find a useful website - please let us know  
James and Rose

The Volvo Ocean race has reached a half way point, currently in the Southern Ocean. –great video footage!

**[www.volvooceanrace.com](http://www.volvooceanrace.com)**

East coast sailing Magazine

A free online magazine next issue out in April, also has access to back issues.

**[www.Eastcoastsailing.co.uk](http://www.Eastcoastsailing.co.uk)**

Not to be confused with:

**[www.Eastcoastrivers.com](http://www.Eastcoastrivers.com)**

Packed with loads of useful information and up to date charts of the Deben entrance etc.

Not to be confused with

**[www.eastcoastpilot.com](http://www.eastcoastpilot.com)**

The Imray e-companion to their pilot book with the added attraction of subscribing to free email alerts.

Finally—any good apps out there?

## From KSSC Hon. Secretary Jill Turner

Not long now till our Fitting Out Supper - you should all have received the menu invitation, and I hope to have your acceptance and menu choices.

Traditionally called Fitting Out 'Supper' - but it is in fact a good 3-course 'dinner' ending with coffee/tea and mints. (Wine not included).

We do look forward to seeing as many of you as possible at the start of the sailing season - guests are welcome too.

And just a mention for your diaries - the KSSC AGM followed by our Laying Up Supper is on Saturday, 10th November at 6.15pm. Do try to come - a time when after the sailing season we meet to hear about the summer's activities, and to make plans for the next year.

We would like to meet at the RNSYC for a BBQ in the summer, perhaps joining in with a RNSYC BBQ. So much depends on the weather but we can always meet indoors! I will keep you informed.

In this the Queen's Diamond Jubilee Year there is a special RNSYC Diamond Pageant Regatta during the celebration weekend - the first weekend in June. We will endeavour to let you know what is happening, and when. Those of you who would like to be involved can get more details from John Bird, our Commodore.

I do wish you all a good season - be it on land or on sea - and hope to meet as many of you as possible this year.