

# KESSINGLAND SEA SAILING CLUB

NEWSLETTER – AUTUMN 2012

## COMMODORE'S COMMENTS

It seems like just a few weeks ago that I was writing my comments for the Summer Edition of our Newsletter, yet here we are into November and I'm writing the final comments of 2012. Where has the year gone? Tempus Fugit maybe, but more likely it's my own Anno Domini – time certainly passes quicker when you reach a certain age!

It's been a successful sailing season for the Club with both Explorer and Ploes enjoying good utilisation. It was a bit of a slow start for both yachts – Explorer needed some essential repairs and maintenance to her mast and standing rigging and Ploes did not have a booking until the beginning of June. The weather in the U.K. during the early part of the summer did not help the situation, with several local bookings cancelled. However Explorer's Dutch sojourn cruising the inland waterways of Holland for almost 8 weeks in July & August, gave her credit rating a well-earned boost. Admittedly we did have a few problems which no doubt, the Committee will take on board in planning future back-to-back cruising. Ploes had an average year of about 11 weeks usage, a little less than expected, which is reflected in our annual accounts. No doubt our Treasurer will give us the full details at the forthcoming AGM. At least both yachts are safe and secure for the winter – Explorer being lifted out on Friday 26th October thanks to Ben and his able crew. Ploes is securely moored with extra fenders and ropes in our regular slot at Ece Saray Marina, Fethiye. The last crew using Ploes spent nearly 3 days of their holiday rewiring the mast-head anchor light, the steaming light and the deck floodlight – thanks to Peter Given and his crew of swashbucklers. Peter himself must

have had lots of faith in their sobriety as he was the man in the bosun's chair! Most of the annual maintenance budget for Ploes was spent during the annual refit in May. The justification was that we suffered no lost time or major defects, except for the holding-tank discharge valve, for the whole of the sailing season. I think we can say with some conviction that both yachts are in better condition going into this winter lay-up period than they have been for many years – my thanks to all involved.

Finally we have the AGM pending on Saturday 10th November and important decisions to make on the future of both yachts. Further on in this Newsletter you will find an article by Ben entitled "Is there a future for an East Coast Boat?" I do recommend that you all read it and make known your thoughts to either Ben or myself. We intend to debate the subject at length at our next Committee Meeting in January so we need your views before then! I do hope to see many of you at the AGM and following on, at the Laying-up Supper. There will be a slide-show in the Sun-lounge presented by Peter Johnson, in between the events.

I wish you all well over the winter. Our first social event in 2013 – please make a note in your diary - is on Saturday 20th April the "Fitting-Out Supper". If however, there was enough enthusiasm for it, we could organise a return of the Quiz Night in February. Remember the Club belongs to its Members – we need your support.

**John J Bird**  
**Commodore KSSC**

## IS THERE A FUTURE FOR AN EAST COAST BOAT?

**Ben Horwood.**

Why ask the questions?

Usage: In 2009, Explorer was booked for 55 days, in 2010 for 53 days, in 2011 for 21 days and in 2012 for 55 days by 6-8 members of the club. 2010 and 2012 usage was based on a focus defined by individual members which resulted in back-to-back cruises i.e. Francis Ursell and Scotland, Richard Oliver and Holland. Can we continue to expect individual members to do this? Explorer is struggling to pay her way. Is that acceptable? Can Ploes be relied on to support Explorer?

Explanations: Explorer is a boat that will take you anywhere. She's safe and a thoroughbred but she has a deep draft for the East Coast and was fitted out for the forces so is not the epitome of comfort. She is also showing her age and has needed money spent on her. Are we throwing good after bad or have we simply brought her up to standard as would be expected of a boat of her age? She has had new standing rigging and the mast repaired and new sails over the past couple of years or so is it worth capitalising on that?

Would a more modern boat be more appealing to club members? Assuming a reasonable price for Explorer, should she be sold, what other boats might be available for, say, c£30,000? Something like a Westerly Fulmar with bilge keels – a comfortable boat, sails well, but not up to the standard of Explorer. Would the club get a return on its investment?

Lowestoft isn't the best place to cruise the East Coast for a weekend or, maybe, a week. Would a different location encourage more use of that sort? Is the current pattern of usage related to location i.e. people don't do weekend cruises but go for longer periods when she is in a different location. Should she follow the Ploes model and be based at different berths around the UK?

What about Heritage? Explorer was bought as KSSC developed into what it is now. She has a history with past and present members. KSSC is an East Coast club, now based at Lowestoft. Does the boat need to be there as well? What do the members think? Let the committee know.

**Ben Horwood - Chairman Boat Committee -  
Endorsed by the Commodore**

## PLOES CRUISE - JULY 2011

Peter Girven

We arrived in Fethiye late on Friday evening July 2nd, to find Ploes in excellent condition, she had been well provisioned and was very clean thanks to Paul and Johns fitting-out trip a few days earlier. We found an excellent restaurant called the Duckpond still serving at 11pm, we had an excellent meal but were worried by a large rat that was wandering around the eating area. We took a vote and did not eat there again during the week.

Saturday morning saw us out in Fethiye Bay, Martin Ball and myself knew the area well from our cruise last September, Andy Seal and new club member John Ford quickly settled into the relaxed and comfortable easy sailing in the area. We crossed the Bay and anchored with difficulty, our main problem being the lack of directional control of Ploes in reverse, it was quite windy there.

We travelled back to Fethiye Marina that evening and found a good cheap local restaurant, it had lots of locals there so it was obviously good value and quality. The restaurant is called Pepe Kebap, it is located on Carsi CD, to find it go up the first street on the right past the Car Cemetery (good music but very pricy drinks), and past the Duckpond restaurant, then turn right at the top and Pepe Kebap is a few yards along on the right. Our food and drink bill here was half the price of most other restaurants, the staff were also very friendly and helpful with local advice.

On Sunday we sailed in force 3 to 4 winds across Fethiye bay and then found an excellent and safe anchorage on the left side in Tomb Bay. Here we used the wind to blow us back on the anchor to assist

getting the stern lines ashore. Our English neighbours said that they had been there for 5 nights and said it was very well protected there. There are Lycian Tombs there that you can walk to and the restaurant there serves a two course meal for 40 lira, a beer is 6 lira. They have stern to pontoon moorings for 32 yachts, mooring is free but they expect you to eat in the restaurant.

They have showers and bread is available there. We were anchored off and used the dinghy to get to the restaurant for a beer but ate on the boat. At about 9am in the morning we had a visit from a Turkish boat offering fresh bread and pastries, very tempting. We spent the day swimming around the area but then discovered the holding tank outlet pipe had sprung a leak, we spent repairing the pipe that had been cut by the jubilee clip and cleaning the bilges. We then motored up to Gocek for a look around and returned to Fethiye.

We did not stay at Gocek as we know from last year that the new Marina is about £50 a night, the municipal marina is cheaper or you can anchor off but with Ploes Dinghy a bit small for large men we took the easy and cheap option to go back to base at Fethiye. We spent the rest of the week sailing around Fethiye Bay, often stopping in Tomb Bay for a swim and later in the week spent a second night anchored off there but eating excellent food in the restaurant there.

On our second to last day we went to Cleopatra's Bay and moored side to on a pontoon English style, they have room for 30 yachts. The wind was quite strong on the pontoons so Ploes was again a struggle

in reverse to manoeuvre. The bow-thruster was also not working very well to port, this did not help. If you can get on the outside pontoon this would be useful here. We ate in the restaurant for a late lunch, the very attractive waitress said that she was the menu and rattled off all the options. We were mesmerised and said we would order whatever she recommended.

This restaurant was the highlight of our trip, it has been built by two brothers and a friend out of recovered driftwood and local timber over 20 years, it is the most amazing and tranquil spot you could imagine, I hope our photos do it justice. We later heard that there is excellent fishing near here, off the bluff with the big tree. We found this out once we were off the boat so we did not get to check this out. Grouper can be caught here, fish fight to get hooked we were told.

We obtained this information on the last day, when we went to buy scarfs in the street to the left of the Duckpong restaurant in Fethiye. They have an excellent selection of goods and were very friendly. The owner and his assistant told us about the fishing, they had been over there several days earlier. They said that the best time to go is September or October and there are more fish, the air temperature is ideal and the sea is very warm. We also met a very pleasant New Zealand painter in the shop, she offers accommodation and painting courses based in Calcan.

During our week we had very pleasant temperatures of about 30 degrees but on the week before and the week after it was 40 degrees. On Saturday Paul Noton arrived early in the morning with his crew, we spent a very enjoyable day doing a combined sail with 8 club members aboard Ploes, I missed getting a photo but surely this is a club record?

Overall we had a very relaxing week and unfortunately did not get outside of Fethiye Bay but when you are in paradise why leave. The wind was perfect force 3 to 4, we had gusts and wind shifts around islands and headlands to add to the excitement, only once did we get slewed over and risk spilling our gin and tonic, perfect sailing! Ploes had just been anti-fouled, she was fast and a pleasure to sail. I cannot recommend the area highly enough, our only regret was that we did not discover earlier and that we did not know to try some fishing nearby there.

On our last day we stayed ashore in an excellent Status Hotel behind the marina, we had one last excellent fish meal in the fish market, we used Pauls recommendation of the restaurant at the back in the Vegetable Market, this was a cheap meal and we should have tried more fish, from our trips.

**Peter Girven**

## EXPLORER TO HOLLAND – JULY 2012

Richard Oliver

I list two hobbies on my CV – jazz and sailing; and this year I managed to combine them on Explorer. The main focus of my jazz calendar is the unpromisingly titled North Sea Jazz Festival. This is a 3 day event running the second weekend (Friday to Sunday) of July. I have been going on and off since 1977 and it's now based in Ahoy, just a mile or so south of the Erasmusbrug in Rotterdam. When I was there in 2011, we were staying in a rather expensive hotel 50 mins out of town. Whilst wandering through Rotterdam in the days, I couldn't help noticing that the Maas is peppered with marinas. I also knew that Explorer was sitting idle in Lowestoft. Why not, I thought, sail Explorer over and sleep on her moored up in one of the marinas?

I floated the idea of a tag-team cruise with Ben and Ian. The membership was consulted and soon we had a chain of six crews. We would sail her over and finish up in Rotterdam. She would then pass through 5 crews and then be sailed back 6 weeks later. Quite a few e-mails and phone calls later, the plan was settled.

I put together a crew of family and friends. They all had some sailing experience on dinghies and the occasional keel boat. Kathryn and Iain had also taken the RYA coastal skipper desk course that spring. We assembled on Saturday afternoon in Lowestoft. The weather was sunny and breezy; F6 or so. We decided to delay departure to the following morning. Overnight the official Met office forecast was SW F5 occasional 6, though the more detailed web sites suggested it would be mostly F4 out at sea. We set off about 9am

and soon settled onto a broad starboard reach in 25 knots with reefed main and 2/3rd genoa. We kept a cracking pace of 6-7 knots the whole trip (albeit the log never worked). Soon a couple of the crew had cause to regret the full English breakfast taken in the RNSYC that morning. Rather than die down as predicted the breeze picked up and we put in a second reef mid-afternoon. We all gave our waterproofs a good work-out. The wind showed no sign of easing until we closed the Dutch coast off Vlissingen around midnight. We headed up the Scheldt. Our fast passage got us into the river 4 hours ahead of the optimum time for the tide and we therefore made rather slow progress up river as dawn broke. The sea-sick crew re-emerged as the wind and wave abated. We tied up for the lock for the Middelburg canal around 5 am and thoughts moved seamlessly to bacon sandwiches.

We took the canal to Middelburg and moored up by the yacht club around 11. The sun, the shower and a sleep were all very welcome. By evening we were toasting our endeavour and savouring the experience. This had been the first crossing for 5 newbies.

The next few days brought lighter winds and gentle estuary sailing and motoring up canals. We visited a rather rainy Goes, moved on to Bruinisse and thence to Willemstad. We'd especially recommend Willemstad. It's an unspoilt medieval town with great restaurants. By this time we had dropped off Iain who had had to fly back to England. With 5 or 6 on the boat, I resumed my preference of sleeping on deck using the mainsail cover as a cockpit tent.

We decided to try and get to Rotterdam on the Thursday so that there would be no hassles getting to the festival in good time. It was hard to predict journey times because of the need to wait for bridges between Dordrecht and Rotterdam on the Kil. We got conflicting information even from the marina in Willemstad. In the end we learnt that there is no substitute for direct radio contact with the bridge masters. We motored up the Nieuwe Mass and decided to take a look at the IJsselmonde marina. This is a mile or two east of Erasmusbrug on the south side. The marina was clean, cheap (E20) and uncrowded. We decided to stay. We had originally planned to go on to the Veerhaven marina so we tried to contact Catherine to see whether she wanted us to complete the handover there on Monday. Her flight from Australia had been delayed and phones didn't work so it was Sunday before we heard from her. In retrospect, this late change of plans was not such a good idea.

Explorer behaved excellently throughout. The crossing emphasised what an excellent sea boat she is. We experienced no mechanical problems apart from the log. One battery appeared to be failing and was later replaced. Also the life raft was loose in its cradle – a job for the winter.

In the meantime, we took the tram into Rotterdam for an excellent Indonesian meal. We also considered our options for getting to and from the Ahoy festival site. We met a posse of bus inspectors and they pointed out that the buses to IJsselmonde end before the closure of the festival in the early hours. At this point, we asked the Harbour master where we could rent bicycles. He turned out to be one of the very few Dutchmen who can't speak excellent English. Nonetheless we made ourselves understood and he took us to rack of bikes. I spent the next 30 mins. pumping up tyres, adjusting seats and brakes on a fleet of sit-up-and-begs. And

the rental fee? free! So for the next 3 days we set off in the morning to Rotterdam for coffee and cakes, then back to the boat and off again mid-afternoon for the festival. The festival was great. There are 10 or more stages showing all styles of jazz as well as music not even tenuously connected to jazz for 8 hours each day. It's a great way to see familiar and new bands.

On Monday, we settled up with the marina and set off to Rotterdam. We dispersed to the ferry and airports. It was great success for both the music and the sailing. We're keen to repeat next year.

Lessons learnt.

Make sure you have fool-proof means of communicating with the next crew. And that you know their initial plans.

Find out the air-draft. I have a feeling we could have made some of the bridges without waiting.

Bring a large soup thermos for the crossings.

Bring a tarpaulin to use as a cockpit tent.

**Richard Oliver**

NOTE from Editors :-

*Apologies for the format of this Newsletter. A recent computer crash wiped our copy of MS publisher and we have not been able to install a new version yet. Richard sent some great photos which I have not been able to include. I hope they will find their way to the website. Hopefully a normal Newsletter will appear in the next issue.*

James Parnell

*N.B. For future reference the air-draught of Explorer is 42ft (12.8mtrs) + the wind instrument height – allow 13mtrs. JJB*

## RECENT PHOTOGRAPHS

A PRESENTATION TO GERMAN FRIENDS – NOVEMBER 2012

We hope to have an article in the next Newsletter with the story behind the photographs below. Frank and Corinna live near Dusseldorf, Germany and became good sailing companions with several of our crews aboard Explorer while she was in Holland.



Corinna and Frank Steinbrecher receiving a token of appreciation from the Commodore on their visit to the UK in early November.

Taken with Peter Johnson at his house before leaving for a meal at the RNSYC and their long drive back to Birmingham airport and flight home to Dusseldorf.

