



Kessingland Sea Sailing Club

Commodore's Comments

Summer 2012

Did I say in my Commodore's Comments in the spring edition of our Newsletter that 2012 will be a *memorable maritime* year – well it will certainly be long remembered, but probably not for the reasons I suggested. As I write this article the 2012 London Olympics are just around the corner and new records are bound to be set, but surely this year will also be remembered as the “wettest summer on record”. It all started too well at the end of March and the beginning of April when we had some of the highest temperatures in Europe. Little did we know then, that we were soon to replace the expected *drought* with *deluge!!!* Returning to my opening comment - I suppose the most commonly used word this year has been *flood* and it does have a *maritime* connotation – back to my *memorable maritime* year!

The inclement weather began to establish itself by the time of our “Fitting- Out Supper” on the 21st April, but it didn't seem to dampen the spirit of the event, which was well attended and, in my opinion, was thoroughly enjoyed by all present. Our President, Stan Beckett however, could not attend due to poor health, but as recently as last weekend I visited him at home and found him still regretful he missed the event and promising to do better at the AGM. He even asked me to provide him with some basic books on coastal navigation so he could *gen-up* on new sailing skills. His latest ambition is to Skipper either Explorer or Ploes and take a few of his hospital chums, most of them in the Cardiopathy Ward, on a foreign cruise! He also hinted about getting married again – I wonder if Joyce knows? Obviously, there's life in the old sea-dog yet.....

For the first time in many years, for about 7 or 8 weeks this summer we will have both yachts in foreign waters. We're nearly half-way through that period to date and it's fair to say, not all has gone as smoothly as we would have wished, but the “make-do & mend” attitude by the crew-members effected and the back-up response given by other members ashore, has been very creditable indeed. There will be more on that subject and the lessons learnt at the AGM.

As for the rest of 2012, well I hope you will be able to attend the **AGM on Saturday 10th November** when we will have some important topics to discuss – the future of “Explorer” and the next Mediterranean location for “Ploes” to name but two. Come and have your say or write to me with your thoughts on the above and any other related subject. I hope you will all be able to attend the **Laying-up Supper on the same evening**. Details of the culinary delights awaiting us will be circulated by Jill, our Hon Secretary, in due course.

I wish you all well and hope you enjoy the rest of your 2012 sailing season. Don't forget, if you want guaranteed sunshine and high temperatures then *Turkey* is less than a 4 hour plane ride away. “Ploes” only has one week's booking in August, but you will definitely need to take with you your Factor 30 and a Sun-hat - **GOOD SAILING** – see you at the AGM.

John J Bird

Commodore KSSC

A REALLY GOOD BLOB OUT HOLIDAY !

Peter Johnson

The trip did not get off to a good start! We arrived late at night at Dalaman airport and managed to find our rental car without too much trouble. Having been lent a satnav, programmed for the route from the airport to Fethiye marina, we set off gingerly into the night. We followed the sepulchral voice giving us directions and, when it had stopped for a while, we thought it was strange. After nearly an hour we investigated – to find that we had been sent in the opposite direction at Dalaman!

Finally, we got to the boat at 2 am and crashed out. The next day, we went up to the store and purveyed some victuals. We hired a dinghy to replace the one lost at sea and generally investigated the boat. We were certainly impressed with the layout and facilities. Also met Gareth, a useful “minder” for Ploes and a useful “mine” of information! With a poor forecast ahead, we went off for a quick sail round Kizil Island. It was a good job we did as that was all the sailing there was for some while!

On Monday it rained and rained and rained. Just like home really. We managed a bit of sight seeing on the waterfront but looked forward to the weather clearing up next

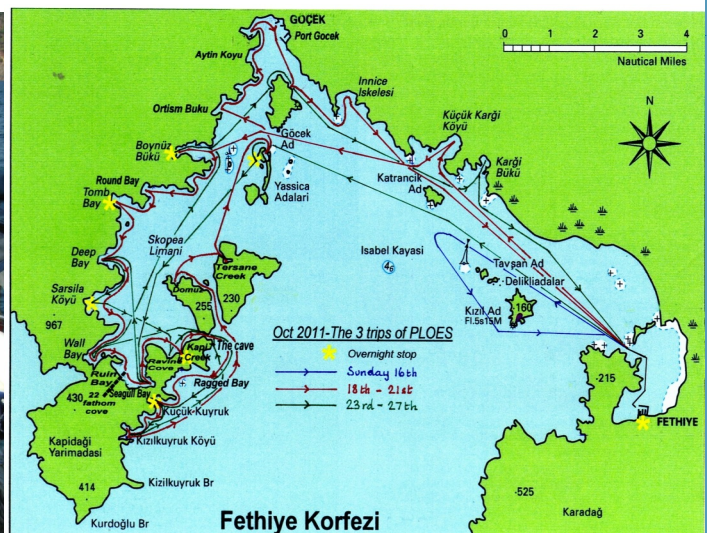
day. It really did too! No wind, no clouds, fairly hot and sunny. So we motored out and headed west on a sight seeing trip round the bay. Kucuk Kargi Koyu, Boynuz Buku, Round, Tomb, Deep, Wall and Ruin Bays were all investigated and the camera was running as hot as the day.

Stopping at Boynuz Buku for lunch, we discovered the delightful system of all the many restaurant owners providing free moorings - they naturally want you to eat there - rather than the one in the next bay. The food is very good, fairly cheap and most will provide a loaf of most excellent bread next morning –

On Wednesday we arrived at Kapi Creek for the night. Fortunately we went for an early supper as at about 1930 hrs the wind really picked up, straight out of the bay. We were beam on to the resulting sea and in the middle of a full mooring. The next two hours were spent constantly watching for damage and adjusting fenders. Thankfully, and right on cue for bedtime, the wind switched off, the sea flattened, and we turned in after a stiff night cap (or two)! The way back was via the port of Gocek. This was quite amazing with the number of large craft in five marinas giving a good insight how some can live. The cost of these “super boats” must be incredible - thank goodness for our KSSC!



THE MOTLEY CREW!





Wall Bay - Lunch by the water !

Back in Fethiye for the Friday night, we sought out the fish market, picked our own fish and seafood, then went over to a recommended eaterie (one of many that circle the market). For an additional cost our food was cooked and served with salad, bread and drinks. A great experience and not too expensive either. As we had to deliver JB to the airport at an ungodly hour, we went to bed very early.

The next day proved to be the most memorable of the whole holiday (well I think so anyway). John was duly delivered to Dalaman airport at the absolutely silly hour of 0600 hrs. Then we managed to find a super café in Dalaman to fortify ourselves with great coffee, great nibbles and all at great prices! While there we pondered on what to do for the rest of the day and all agreed that we would have to have a voyage of exploration - this time by car!!

We drove back to Gocek in the growing dawn and then strolled down the waterfront as all the shopkeepers were getting set up for the day –

and the cafes were getting ready for breakfast – we had done that already!!! Bob and Annie enthusiastically tried out the outdoor activity centre but that was too much for some of us.

We carried on past Fethiye and headed for the other side of the peninsula to the east of the bay. The first place we came to was a deserted Greek village of over 3500 dwellings. The Greeks were forcibly repatriated but the Turks would not live in their houses, so they built their own homes amongst the Greek houses, now in ruins.

Going onward, we arrived at Olu Deniz. This was a holiday resort that had a 2400 metre high mountain beside it. Excursion 4x4's took people to the top where they launched themselves off it in hang gliders, landing on the beach at regular intervals. In fact, while having lunch in the main street, we counted up to 12 in air at one time.



Exploring Kapi Creek

Peter Johnson's cruise cont.

After lunch and an aborted trip to find some butterflies, we found our way round to the beach opposite Gemiler Island. A lady touting for business offered us a return trip to the island at a price we had to take. The trip over took but a few minutes and we were then able to take a walk / climb around the island to see the ruins of some of the six churches and religious institutions that used to be used. Fabulous views were to be had of the bay.

Returning to Fethiye, we found that the "back" way in took us to the stone fort on the high ground at the back of town. We admired the view, took yet more photos and returned to the boat. We were by now very tired but very satisfied with the whole day, some stunning scenery and very thankful for having the car to take us around.

to the boat. We were by now very tired but very satisfied with the whole day, some stunning scenery and very thankful for having the car to take us around.

The next day we agreed to revisit some of our favourite spots for our final week. We headed for a particular anchorage up a creek in Yasica Island for that night. The next morning we head down to Seagull Bay and the restaurant for lunch. All we found there were neat piles of tiles, timber poles, bricks and bits of what was a café! To avoid taxes, they had simply

dismantled the café for the winter. Amazing!

We revisited Deep Bay and Sarsila Koyu and put into Kapi Creek again for the night. This time all was quiet, the food was as good as ever and we all thoroughly enjoyed it. From here you could take a short walk south over the hill for a superb view over Ragged Bay and the Mediterranean Sea proper. Going out of the back of the encampment, it was an eye opener to see the small cabins, shacks and even tents that the restaurant staff lived in. I hope that was for only the summer period!

We decided to go down to Kucuk Kuyruk for the next night. This was the first time we had attempted mooring to the shore. What a mess we made of it! Mooring stern on to the beach obviously takes much practice. There are mostly bollards cemented in to take moorings in most places but here there were none. Bob and Annie in the rubber duck had great fun trying to get attached to rocks! We could hardly believe that, having moored in a bay facing the open sea, the boat did not move at all. A flat calm all night was just great.



Oludeniz beach



You will probably have noticed that we have not really mentioned sailing. That is we did not do any really! We had a good sail back to Fethiye on the last afternoon but, apart from the occasional burst of enthusiasm at an occasional ruffle on the water, it was all plodding around gently under motor. There was also much stopping for swimming and generally “blobbing out” – perhaps many would say it was really an ideal holiday – I think we would certainly agree with that!!

*3500 Greek homes deserted in 1922
after their repatriation.*





Invoice

To John Bird
c/o Kessingland Sailing Club
1st Floor
OWI Building
Battery Green
Lowestoft
NR32 1DH

Date 30.05.2012
Number 6948
Job No.
Yacht Explorer

Rig Magic
Suffolk Yacht Harbour
Levington IPSWICH
Suffolk IP10 0LN
01473 655089
info@rigmagic.co.uk
rigmagic.co.uk

Item	Description	Labour	Materials
1	To: Remove and restep mast by SYH.		£ 228.00
2	Remove standing rigging from mast when unstepped.	£ 60.00	
3	Supply set replacement standing rigging as per estimate, plus sail savers.	£ 120.00	£ 658.81
4	Dismantle headsail reefing system, fit new forestay (Materials included above), dismantle lower bearings, clean, grease and reassemble.	£ 120.00	£ 25.00
5	Remove gooseneck and vang brackets, supply and fit new complete brackets.	£ 40.00	£ 145.00
6	Remove masthead box, remove all 4 sheaves, supply and fit new, make new separator plate, fit and refit headbox.	£ 90.00	£ 54.60
7	Remove stainless fittings from the mast, treat corrosion/electrolysis and refit.	£ 160.00	£ 25.00
8	Remove and renew electrical cables (lights). Further inspect electronics cables.	£ 160.00	£ 64.00
9	Mast joint repaired.	£ 320.00	£ 40.00
10	Misc items as per estimate.	£ 80.00	£ 25.00
11	Refit standing rigging to mast.	£ 60.00	
12	Tune rigging and lock off when re-stepped, fit boom, connect wiring, recommission etc.	£ 240.00	
13	Supply guardrails for additional boat.	£ 40.00	£ 163.72
		Sub total	£ 1,490.00 £ 1,429.13
		Vat	£ 2,919.13 £ 583.83
		Total	£ 3,502.96
		Less Prepayments	£ 1,500.00
		Balance due	£ 2,002.96

1472 RIGGITR1410201103 750 7735 21

PLEASE BRAD (H) PFR015 C4 BUSINESS OVERLEAF ▶



A SMART NEW RIG

You may remember in the last edition (Spring 2012) we showed a photograph of a section of Explorer's mast below coach-roof level. A visible split could be clearly seen on the photograph, which started at the sleeved joint and worked its way upwards through three sets of rivets. The mast split and internal sleeve damage proved to be a far more extensive repair job than was at first realised. The aluminium extrusion and sleeve had both been severely distorted by salt water corrosion over many years, which had reacted with what is thought to have been, the original joint sealant. A growing crystallized chemical deposit was literally pushing the two sections of mast apart. It took almost two days for Nigel Theodom's technicians at Rig Magic, to separate the top section of mast from the lower section. Both sections and the internal sleeve were then thoroughly cleaned, given a coating of an anti-corrosive and then re-jointed using a modern sealant. The same rivet holes were used again and a few more rivets were added at the stress points. According to Nigel, who incidentally used to race a *Fireball* off Kessingland beach in the early days of KSSC, the mast repair will probably outlast the life of the yacht!

With the mast un-stepped it seemed a good time to inspect all the mast fittings, standing rigging and masthead wiring. There was clear evidence of deterioration of some elements of the standing rigging and some of the mast fittings, particularly at the masthead. All were renewed or repaired as necessary. For those interested the invoice at a little over £3,500 from Rig Magic is shown opposite and gives details of what was done during the two weeks alongside at Suffolk Yacht Harbour in early May this year.

The other picture shows, although not very clearly, Explorer at Levington looking very smart in her *new rig*, awaiting arrival of the delivery crew to take her home. My thanks to both crews and all the other Club Members involved in the project.

J J Bird

Explorer's Olympic trip in Holland 2012!

Richard Oliver is a keen jazz fan and suggested the use of Explorer as a base for him plus family and friends to enjoy the jazz festival at Rotterdam. The proposal was that he and his crew would sail Explorer to Rotterdam from Lowestoft and then other crews could take on the torch, as it were, and explore Holland, passing it on to other crews at different points before the final crew picked her up and returned to the RNSYC at Lowestoft and dowsing the flame with a few well earned pints at the bar!!

The idea took people's imagination and Peter Johnson and his crew's chance to extend their trip to Holland of the previous year meant they were keen to get involved. Catherine Andrews and her crew got excited by the prospect of exploring southern Holland. Andy Royall and his family saw the opportunity to make use of Explorer and have a foreign boating holiday. New members Jack Broom and Janet Fendley also wanted to get involved and Philip Spender grasped the challenge of bringing her back. The whole trip would mean that Explorer was away from her berth at RNSYC from the end of June to the end of August.

To date, things have not gone without the occasional hitch, as might be expected. The importance of communication between crews to ensure smooth handovers, attention to ensuring filters for the cooling water are clear and monitoring engine overheating to avoid malfunctions, keeping batteries charged are the main lessons learned so far. All information necessary for a smooth trip is in the "Essential Information" folder on board. It does help to read it!!

The main thing, though, is that crews have enjoyed themselves so far, despite the weather – helped by Peter and his crew's delivery of a cockpit cover, also suggested by Richard, to keep the inclement out! Let's hope that continues to be the case as Explorer travels from Rotterdam to Amsterdam, out onto the IJsselmeer, visiting Edam, Enkhuizen, Hoorn and other historic ports before heading back down the North Sea canal, leaving IJmuiden for Lowestoft. If the crews have kept a photographic record of their trips it might be an idea to have a reminisce over an evening at the RNSYC – watch this space! :Ben Horwood

Explorer and the archive

At the last fitting out supper I was introduced to some more long-standing KSSC members than me, who had tales to tell of adventures with Explorer: The night of the storm when she was driven into a lightship at the entrance to the Humber. The dramatic rescue when she had been abandoned mid-channel. There must be other stories to tell, if not so dramatic. Positive trips, back-to-back cruises such as the one taking place in Holland now.

Those thoughts gave rise to the idea of creating "The Explorer Archive" – tales of derring-do and not so derring-do but which would be of interest for all members. Jean Shackleton, with her creative writing skills, has agreed to be our consultant to make sure the stories that need to be told are recorded as they should be. If you have a story to tell about Explorer please contact either Jean or myself : Ben Horwood

From Membership Secretary, Jill Turner

I do hope that you are all enjoying summer activities - make the most of the good weather now it has arrived !

May I remind you that it is important to use up-to-date application forms, for both temporary and full memberships. You will find that the forms have a year date on them now. Please ask me for the latest version of these forms - there are a few changes - and using the latest means, apart from anything else, that we will avoid the inconvenience of wrong subscriptions being paid.

Do go to the evening BBQ at the RNSYC on 15th August if you are able. If not then we hope to see you at the AGM and Laying Up Supper in November."