

KESSINGLAND SEA SAILING CLUB

NEWSLETTER – AUTUMN 2013

COMMODORE'S COMMENTS

For those of us old enough to remember the summer of '76, I think the summer of 2013 will live long in memories as another meteorological milestone. It was certainly a slow starter as I remember recalling in my opening "Comments" in the last Newsletter written in early April, the outside temperature was just 3 degrees C, but by the beginning of May all had changed. Nance and I spent the early May Bank Holiday sailing the Broads at Brundall - sweltering in temperatures in the mid 20's C. Four months of sunshine and perfect sailing weather followed

To briefly summarise the Club year so far, we had a fairly disappointing turn-out for the Fitting-Out Supper in April, but the meal was excellent and all present appeared to enjoy the small but cosy atmosphere. We decided at the Management meeting in June we would try to resurrect the summer BBQ but instead, settled for a Hog-Roast evening combined with the RNSYC during Sea-week. Again, quite a small turn-out but at least those that did attend showed the flag on behalf of KSSC and there was a plentiful supply of roasted pork. I did wonder whether the "Flyer" Jill and I sent out might have deterred some as it depicted what looked like an inverted *piglet* on a rotisserie with licking flames about to devour it!!! My apologies to any vegetarian Members!!! The next social event is the AGM and Laying-Up Supper on **Saturday 9th November**. Please make a note in your diary.

On the sailing front, Explorer has had a reasonable summer with more than 6 weeks usage. My thanks especially to Ben & John Humphery for keeping the show on the road despite some serious challenges with the boat electrics and the plumbing. We accomplished a short spell on the Orwell and a relatively quick cruise on the Dutch canals. You can read more about Explorer and her exploits in Holland and on the Orwell, further on in this Newsletter.

Please make a point of telling us on the Committee, your views on the future of "Explorer" either by letter, by email or in-person at the AGM. We have some serious decisions to make and the more opinions we get from Members, the easier it will be.

"Ploes's" season started immediately after the lift-out and refit in mid May when John B. & Harry K.G. joined Paul to enjoy the first cruise of 2013. It was a *Freebie* for Paul which the Club promised him at the time of ending his tenure as Commodore. There have been 11 weeks booked so far this year for "Ploes" with just one cancellation.

"Ploes" is over 10 years old now and has shown some signs of her age. It would be unfair to say all has gone smoothly with all cruises, but any problems encountered have been dealt with quickly with a massive input from Gareth & Claire, our live-aboard, honorary Club Members based at Fethiye. One crew even spent their first night at the marina in a local youth hostel due to an overheating battery. Apparently the two younger members of the crew thought this was great fun!

Two new issues have occurred this year, which I'll highlight at the AGM, but suffice to say at the moment that we've had to pay for professional valeting this year for the first time and we are getting pressure from the Turkish Immigration to include all crew on our Transit Log at an extra cost. The nominated Skipper now has to show his ICC / RYA qualification at the local Shipping Office to get the official endorsement on the Log. There is a penalty fine for non-compliance.

Finally 2014 is a big year for the Club – it's our half-centenary and we are planning some special events. Details will be given at the AGM so do please try to come and more especially, support your Club next year....

John J Bird

EXPLORER IN HOLLAND – JULY 2013

A very short stint for Explorer in Holland this year. Kay Laskey took her over and spent a week exploring the delights of the Dutch towns & waterways. John Flack & son Dan followed enjoying good family time & marvellous weather.

Alas all good things come to an end and time came to bring her back. The intrepid crew comprised John Humphery, John Flack, you know already there is going to be confusion, Sharon Postance & Ian Walker. John Flack was in Holland on Explorer already and the remaining crew caught the 23:15 sailing of the Stena Hollandica out of Harwich. Talk about good value, £45 from any Greater Anglia train station which includes London Liverpool, the ferry ride and then Dutch rail to any Dutch station. We left our cars at Lowestoft and trained down to Harwich. As we were on the overnight we had to take a cabin which was another £38 or £48 if you wanted an outside cabin with a window. All praise to the Stena Line the ferry was immaculate from the cabins to the bars, lounges and dining room. A casino for a little punt and shopping for the ladies. Dutch rail we also found to be very good in terms of scheduling & carriage condition.



John had spent the night in Middelburg and we had arranged to meet at Vlissingen on the Friday morning.

He was making his way down the canal negotiating several bascule bridges when we first glimpsed Explorer from the train running parallel, so we knew we were in the right place. We met up at the Marina and quickly discussed our options. The wind was forecast to veer North West from the current South West and there was an ebb out of the Western Scheldt from about



Time for Tea

14:00 to 20:00. The consensus was to go and maximise the South-Wester and the favourable tide so we left after a quick stop to the “Jumbo” super-market. Locking out at 16h00 we headed North West for the headland and the West Kapelle Lighthouse. A number of tidal races & overfalls had the crew feeling a little queasy as we dodged many coasters coming out of the Scheldt. But this was only a dress rehearsal for the channel out of Zeebrugge taking the northbound traffic, which was also only to prepare us for the TSS some 40 miles out.

A typical North Sea sloppy chop ensured the galley was out of bounds and kept us from the planned Chicken à la King. A quick look at the faces told you there were no takers anyway. The passage plan had us at the Noord Hinder SE mark, which marks the

eastern boundary of the TSS at 23:00. Regrettably the wind dropped and moved into the North West at 21:30 which in conjunction with the south going tide slowed us to 2 knots and we only made the mark at 01h00. It took us the next 4 hours to cross the 12 miles of TSS which was a mass of vessels of all shapes & sizes. No close encounters fortunately other than a Ferry about 400 yards across our bow that was also apparently crossing the TSS.

Once past the TSS, a course change for East Newcombe took us about 8

miles west of the Gabbard Wind Farm and a fairly uneventful passage into Lowestoft, sighting many Gannets, Guillemots & terns, arriving at 18h00. 26 hrs won't go down as a record, which I think is held by Sid Pretty at 18 hours from Ostend. Thoroughly enjoyed it, reminding me of the official definition of sailing:

Sailing: The Fine Art Of Getting Wet And Becoming Ill While Slowly Going Nowhere At Great Expense.

Ian Walker

Explorer Report 2013

Explorer was launched on 5th April and used to accredit skippers new to the club during April. Following that she was used for a couple of day sails from the RNSYC. She was then moved to Suffolk Yacht Harbour at Levington on the Orwell which attracted 4 skippers to use her from that base for 21 days. Despite extensive lobbying a planned trip to Holland only resulted in 15 days usage by 2 skippers. Since returning to the RNSYC she has been used for 1 weekend. A total of 6 different skippers have used her over the course of the season so far. Usage of Explorer has attracted some new members and a number of temporary memberships.

The potential use of the boat from launch in early April to lift out at the end of October is 28 weeks, or so, or 196 days. The following is the table of

usage for the last 5 years:

'09: 58 days or 30%

'10: 49 days or 25%

'11: 26 days or 13%

'12: 59 days or 30%

'13: 43 days or 22%

There have been a few difficulties with Explorer, such as occasional starting problems, and one skipper had to such as occasional starting problems, and one skipper had to abort a planned trip as a result of ingress of water through the heads. This is despite the best efforts of John Humphery and a number of members to remedy the situation. No prizes for guessing the priorities for the up-coming winter maintenance!

The combination of low usage of Explorer plus the maintenance factors is giving the management committee a lot to think about. If you have any

views on this report, please feel free to e-mail or write to me.

Ben Horwood

EXPLORER GOES TO HOLLAND JULY 2013

Kay Osler (skipper), Jack Broom, Richard Pilgrim, Pris Forrest

We left Lowestoft on **Sunday 14th July** at 1130 in grey murk and wind on the nose. We set a course for Roompotsluis, the gateway to the Oosterschelde. What little wind there was, SE, so we motored all the way.

Monday 15th. entered Roompotsluis at 0745 Dutch time. Spent the day in Roompot Marina, sharing the pontoon with two life-size inflatable alligators!

Tuesday 16th across the water to Zierikzee, still motoring. A lovely old-fashioned little town with beautiful buildings and a very crowded marina at its heart. Engine giving starting problems!

Wednesday 17th through the Zeelandbrugge, and sailed in NE2 for Sint Annaland on the North coast of Tholen. A good-sized Marina with great facilities and a grumpy goose, the town small and a bit dull.

Thursday 18th slipped mooring and sailed West and South for Goes in Zuid-Beveland. This lovely town is entered by a poplar-lined Kanaal much enjoyed by the local populace. Once in the jam-packed Marina, we rafted

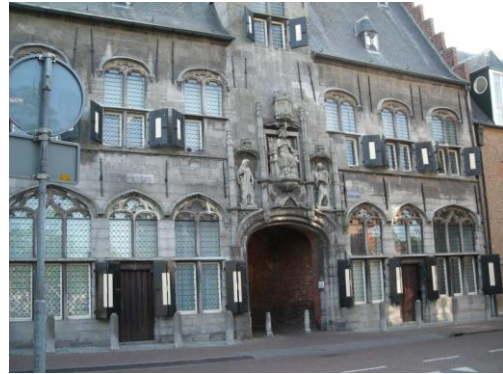
alongside two W. Mersea boats! As it was Jack's last night – he had a cycle race back home – we ate out in a lovely little restaurant nearby, where Jack persuaded the Proprietress to dance with him in the street.

Friday 19th. After walking Jack to the station, we set off for the Veerse Meer to find a small berth. Sadly the lifting bridge in the Zandkreek failed to operate, so we sailed back into the Oosterschelde, beat back through the Zeelandbrugge, and ran down to Colijnsplaat on the North coast of Noord-Beveland.



The Zeelandbrugge

Saturday 20th. We revisited Zierikzee in the hopes of speaking to an engineer about the engine, which was giving ongoing problems starting – much effort required to get it going every time. As no help was available, we motored back out to catch the 1815 opening of the Zeelandbrugge, and sailed into Zandkreek again, bound for the Veerse Meer. Everything worked this time, and we entered the Meer in magical evening light, to anchor off Korgene on the North side.



Fabulous Middleburg



The Havenkanaal into Goes

Sunday 21st. Westward for Veere, then south down the Kanaal Door Walcheren for Middelburg. Boiling sunshine and a light E wind. Arrived in Middelburg 1645 to moor under shady trees, thank goodness! Everyone hot and tired!

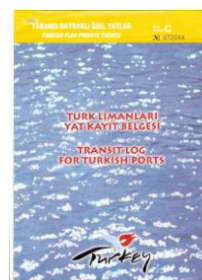
Monday 22nd. More sun! Carried on down the Kanaal for Vlissingen – due to delays at every bridge, it took 3 ½ hours to travel four miles! We had our last meal outside at a restaurant looking out over the sea, in lovely evening light.

Tuesday 23rd. After leaving the boat tidy and stowed for the next crew, we staggered to the station to catch the train for the Hook, and thence the ferry for Harwich.

Pris Forrest

KESSINGLAND SEA SAILING CLUB
NEWSLETTER – SUMMER / AUTUMN 2013
NOTES ON “PLOES” FROM THE COMMODORE

As I have been allowed a little more space in our latest KSSC Newsletter, I thought I would give the latest information on Ploes -2013 and expand on the two subjects mentioned briefly in the penultimate paragraph of my “Opening Comments”. Firstly the Turkish Transit Log:-



There is no special definition for Ploes under the Turkish Maritime Regulations except as a *Private Yacht*. As such, it is only expected that there will be a maximum of 4 crew changes on the Transit Log in any 12 month period. We have considered changing to a *Charter Yacht* where we are allowed more crew-changes, but then we would have to pay considerably more for the annual renewal.

The annual cost to revalidate our Transit Log is 200 T.L. or £70 UK Pounds. Each crew-change costs 50 T.L. or £17 UK Pounds. For the last 3 years we have relied on our own Crew List and Letter of Authorisation to use Ploes, signed by a Trustee. Unfortunately for us, the Turkish Immigration Authorities are now taking the subject much more seriously and are imposing a fine on any vessel with crew members either **not on the Log or not aboard when on the Log!**

To make the crew-change valid, all crew passports and the Skipper's I.C.C. Certificate (or equivalent) have to be presented at the Turkish Shipping Office, just outside the Marina Gate, for update and endorsement. So far this year we have had 3 crews who did not revalidate, albeit early in the season and more recently, we have had 3 crews who have paid the 50 T.L. to update the Log. The next crew due out early October will be required to renew the Transit Log at the higher cost. This seems a little unfair and we are working on a system to even-out the costs for all Members.

The other point to mention is the general cleanliness of Ploes. I appreciate that there is sometimes a rush to pack-up and leave the yacht for the taxi to the airport, but for the first time this year, we have had to employ professional boat cleaners to clean the yacht interior and polish the topsides / coach-roof which were found in an unacceptable state by a joining crew. Please **do** try to allow time at the end of a cruise to leave the yacht in a

better condition than you found it. Gareth, our resident boat-minder in Fethiye, sends me regular photo's of the interior including bilges and shower scuppers, when he feels the state of the yacht is below the standard expected. I should emphasise that this situation has only really occurred once this year and that most Members have left Ploes in an excellent, or at least, an acceptable condition.



Ploes - after her topside polish

Another point worth mentioning is that Ploes was 10 years old last year and there will be *fixtures & fittings* and odd items of equipment that either fail or show signs of wear. It's good to record the item in the Yacht Logbook but much better to fix or renew. Any costs for replacement parts, supported by a receipt, will always be paid by the Club at the first opportunity. Gareth can usually source and cost 99% of boat-bits within a day.



Ploes – Gareth's new 3 man dinghy

Do use and enjoy Ploes and most essential, enjoy your cruise. It's never too early to start planning for next season.....

ALBANIA

James Rose and Rhiannon Parnell

We have kept our boat in the Ionian for some years and have loved it so much it's difficult to imagine moving elsewhere. In previous years we were happy to head towards our favourite anchorages in Cephalonia, Ithaca and any number of tiny quiet ports and anchorages on the mainland.

This year we decided to go north and visit Albania. You can see Albania from Corfu so it was not an epic voyage but the contrast between the two countries was extreme. We may have gone only 20 miles but we also went back 20 years in time. We wanted to see Albania before it became just another Starbucks infested EU country. We were not disappointed.

There are several things to bear in mind. Yachts in Albania are still few so you are treated as a ship and need an agent. This will cost you 30 Euro at each port you visit. Our first port of call was Sarander the closest port of entry to Corfu. Here our agent, recommended by the Cruising Association, looked after us brilliantly, sorted the bureaucracy, advised on trips and generally made our stay easy. We took a trip with a driver and spent the day visiting old towns with glorious Ottoman houses and ancient sites such as Butrint. We sailed up the coast to Palermos and tied up in the fishing fleet. They were very

welcoming. Then the next day to the only Marina in Albania at Orikum near Vlore. Here our 30 euros did not even pay for the sight of our agent, but the marina captain made up for it by making our stay pleasant.

We did not go to Albania because it was cheap, but it was. We had both our gas bottles refilled for £3.50 each and I had a very good hair cut for 100 Lekke, that's 65p. The food was excellent and a 3-course meal for 3 with wine at a good restaurant came to £20. Driving is not to be recommended, apart from the "creative" approach to rules of the road in some places the roads were so bad they had broken up into a series of craters and potholes. Most major roads were good, some excellent.

Albania is a developing county and there is plenty building and expensive 4X4s. But in the countryside people were more likely to be on motorbikes, or donkey carts of which we saw many. I was shocked to see a proper Roma camp. These are not caravans but more like Bedouin tents. The Roma looked darker, wilder and dirtier than Albanians and they were clearly a separate people with their own fiercely defended traditions and way of life.

One of the delights but also sad reminders of the past were the bunkers. The communist regime of

Enver Hoxha was paranoid about invasion and the whole country bristled with defences, the latest edition of the Adriatic pilot still talks of “cleared paths through the minefields”. The mines may have gone but the concrete bunkers still remain. From the size of a tent to some big enough to hold ships they can be found everywhere and not just on the coast. See below. As far as we could tell most people were pleased that those days were over but for older people there remains nostalgia for a simpler time which was more predictable and there did appear to be a genuine community spirit.

On our return we pencilled in a day to clear customs and immigration. However Albania is very close to Italy and a significant proportion of boats in Albania were Italian. Somehow I could not see them meticulously clearing customs and wondered if that is why they did not get their passports stamped (as we did). It seems that the Italian approach to visiting Albania is one of amnesia, they simply forget they went and no one questions it. What did we do? We have not space to go into that in this article, but we may be drawn on the subject over a drink at the AGM!

The Editor



Bunkers everywhere!



7th Century church in the castle at the historic city of Berat



Some remnants of the Communist era architecture remain