

KESSINGLAND SEA SAILING CLUB

Newsletter – Spring 2013

COMMODORE'S COMMENTS

The sun is shining as I write my *comments* for this Spring Edition of our 2013 Newsletter. From inside it looks like a perfect spring day – calm, fluffy cumulus clouds and blue skies. The trouble is my outside wall-thermometer is reading a steady 3 degrees Celsius – Brrrr.

Firstly I have to thank all those involved in the preparation and hard work put-in by just a few Members to get “Explorer” ready for launching on the 5th April. They’ve had to endure freezing temperatures, biting Easterly winds and the occasional snow flurry but the *hardy-few* have somehow managed to overcome the awful weather conditions and get “Explorer” into the best mechanical and cosmetic condition we’ve seen for a long time. Well done Ben, John, Rick, Don, Arthur and Kay - my sincere apologies for anyone I’ve missed.

“Ploes” is set to spend her forth sailing season at Fethiye, southern Turkey after an almost unanimous decision made at the AGM last year. As we go-to-press with this Newsletter there are some 9 weeks booked which is about the minimum the Club needs to break-even on costs. Just 2 or 3 weeks more should turn this neutral financial position into a positive one. As a small appetiser I’ve included a couple of photographs taken recently by Gareth, our guardinage live-aboard at Ece Saray Marina, of the new sleeping-berth upholstery fitted over the winter.



I think all those who attended the **Presentation & Slide Show** evening in February were well pleased with the latest yacht information available, the general ambience and the catering, not to mention the *natter and noggin!* With enough encouragement we intend having a similar event next winter. A note, well in advance for your diary, is the **KSSC 50th Anniversary Dinner** at the RNSYC on **Saturday 8th November 2014** which will be held in conjunction with the AGM. Jill Turner will no doubt, give more details in due course.

This edition of the Newsletter contains an extract from a 15 page sailing-log written by Frank and Corinna Steinbrecher, the German owners of the Dutch built cutter “Nam Kok”. They sailed in convoy with “Explorer” last summer through the Dutch canals. The full log of their sailing venture in “Nam Kok” can be read on our Website. **A very good read.....**

Unfortunately I have to include a sad note to the effect that we lost an Honorary Life Member, Tommy Knott, in February this year and a past Member, Clive Rowe in November last year. I’m sure you’ll all agree that we share the sadness of their demise and their family’s loss.

My very best wishes to you all for a successful and safe cruising season this year and I hope to see as many of you as possible at this year’s **Fitting-Out Supper on Sat 20th April.**

John J Bird - Commodore KSSC

KSSC PRESENTATION & SLIDE SHOW 15TH FEBRUARY 2013

We had no idea how many would come, so it was with an unknown audience in mind that Peter Johnson set up his well-presented and edited slide show on the afternoon of Friday, 15th February at the Royal Norfolk & Suffolk Yacht Club.

This was to be a social evening when members could meet, first of all to see slides of our boats, Explorer and Ploes, and then to talk between the experienced and less experienced sailors and to make plans. Ben Horwood was the anchorman for the evening and after a short introduction it was apparent that the informality worked well with people mingling and a great deal of conversation going on – booking crews and sailing, learning about sailing in Turkey and the boats' facilities. A number made arrangements to join the familiarisation/accreditation sessions in April. No Explorer bookings resulted directly but it is anticipated that they will follow. Some enthusiasm was generated for Explorer work parties and the first one the next day went well.

There was some coming and going during the evening but in all 22 attended. 15 of us sat down to supper joining the tables together to make one big one – there were still more diaries and calendars in evidence while we ate – and talked! - with the slides going on in the background.

It was disappointing that we didn't get a response from all the clubs that were contacted and invited.

Peter is able to supply CD copies of the photos he showed. If you are interested his contact details are in the Year Book.

This was a successful and enjoyable evening and one which we could do well to repeat in due course.

Jill Turner

Clive Rowe

1953 – 2012

Clive Rowe died unexpectedly last year. His death was a great shock to both his family and friends. He left his wife Anne, son Mark and daughter Becky.

Clive was a keen club member for many years. Whilst a member of the club he made many friends. He taught people to sail, helped with boat maintenance, skippered moving D A in the Med and made regular and valuable contributions as a member of the committee.

At midday on the twelfth of December 2012 we gathered on Southwold pier with about thirty five of Clive's friends and family to remember him and to scatter his ashes at sea. It was a beautiful bright winter's day with blue sky and a flat sea. Anne had organised refreshments in one of the cafes where we met to write messages in memory of Clive, on soluble paper, which would be taken to sea with his ashes.

A short time after Anne, Becky and Mark had left for the harbour, a large RIB came into view. Upon reaching the pier, the boat turned out to sea and stopped. As the sun reflected off the water, Clive's ashes were scattered on a calm, blue sea. Silent prayers were said for Clive and his family.

After paying our respects, we gradually made our way to the Harbour Inn, where we toasted Clive. A member of the family read out many thoughts and memories and Becky presented a moving eulogy.

Many glasses were raised in Clive's memory. Afterwards, all present enjoyed fish and chips in one of Clive's favourite pubs before heading homewards with our own memories.

Paul Noton and Peter Smith

EXPLORER 2013

Maintenance is already underway. Paul Noton and Peter Smith braved arctic temperatures to replace the exhaust system and start the fitting of an exhaust alarm system to ensure the engine does not overheat in late January. Rick Asker completed the operation, installing a test button to check that it works.

The day following the successful "Come Sail with Us" evening on 15th February saw a committed group with John Humphery, Rick and Debbie Asker, Philip Spender and Trevor King working hard in the unusually fine weather to make good inroads into the jobs list. Further working parties are planned for the Saturdays in March, leading up to the launch date of 5th April. Thanks to all members already involved and to those committed to future involvement.

The Plan for sailing in 2013 is to use the first part of the season, probably April to early May, to base her in Lowestoft so members can take advantage of the opportunity to familiarise themselves with Explorer and complete their accreditation as approved skippers. It is also a chance for new and not-so-new members to organise themselves into crews and get to know each other better through day sails to Southwold or Yarmouth.

There are already bookings in May for the second part of the season when Explorer will be based at Suffolk Yacht Harbour (SYH) on the Orwell. The exact length of time she will be based there will depend on bookings. These bookings will need to be committed rather than speculative.

Skippers will also be responsible for any marina fees during their trip, including the nights their crews are on board at SYH. It may be necessary to levy a small addition to the booking fee if we have large gaps between bookings so get those trips planned ASAP! Give me a call, send me an email and we can make the most of the opportunities offered by the East Coast cruising afforded by the SYH location: the Orwell, Stour, Deben, Ore and Alde plus the Walton Backwaters and "round the corner" to the Colne, Blackwater and Crouch. How about St. Catherine's dock??

The third part of the season could be built around a foreign venture, another Dutch trip perhaps, but we need a catalyst to start the ball rolling. If anyone has a burning desire to fulfill an ambition then let me know and we can see how to realise that and organise back-to-back bookings to make the most of a trip to the continent or a more far-flung sailing area in the UK.

The fourth and final part of the season is likely to see Explorer back in Lowestoft. However, that will depend on members' preferences for sailing areas. Do contact me with any ideas.

Good sailing in 2013!

Ben Horwood.

KSSC SKIPPER ACCREDITATION

Any member wishing to become an “approved skipper” who can book the club’s boats, needs to make an application to myself as I coordinate the bookings for Explorer. The process for becoming an accredited skipper, who then joins the approved list and thereby is able to book the boats, is in two parts. The first part is a paper exercise, completing a form which details your sailing qualifications and experiences. You do not have to have any qualifications apart from a VHF certificate. That is the only essential item. As skipper you are responsible for the safety of the boat and have to ensure radio communication at all times and particularly in the event of an emergency. The form needs to be countersigned by two members who, effectively, propose and second you and, by so doing, support your application.

The second part is a practical exercise which includes familiarisation with Explorer – hence the references to Accreditation/Familiarisation sessions. During this session you will be shown the ins and outs of the boat including how to set the sails and start the engine. You will get to know the prop kick and generally manoeuvre under sail and power. During the session you will demonstrate such things as an ability to handle the boat under power and sail, berth her, moor up and manage a crew. It is not a test, as such, but there is an expectation of a display of a degree of competence which

ensures that crews will not be put at risk and the club boats will not suffer undue damage. Once the whole process is completed the committee will consider all applications and make decisions based on the information available.

Accreditation/Familiarisation sessions usually take place at the start of the season when Explorer is based at Lowestoft. Weekends in April are used for this purpose, although sessions can be undertaken at different times during the season. Members can continue to book Explorer for trips in the usual way. Priority, though, will be given to members applying for accreditation/familiarisation sessions.

These sessions can also take place during the week – not just at weekends. There are a number of experienced skippers who can take applicants out on Explorer. They work to the same system so there is consistency of approach. If there are any doubts about the level of competency displayed, the process enables applicants to identify areas for development which can be supported through further sessions on Explorer.

Please contact me to arrange a session if you are interested.

Ben Horwood.

KSSC – AFFILIATED MEMBERSHIP TO THE RNSYC

I understand from some new Club Members attending the Presentation & Slide-show evening in February this year, that there seems to be some confusion over the Club's "Affiliated Membership" to the Royal Norfolk & Suffolk Yacht Club and its privileges & preclusions.

Firstly the **Rules** as drawn-up and agreed between myself, acting on behalf of the Commodore KSSC and the then incumbent Commodore RNSYC, Roger Knights signed & dated 20th March 2010 :-



Royal Norfolk & Suffolk Yacht Club

Kessingland Sea Sailing Club Membership

1. A principal member of Kessingland Sea Sailing Club shall be the nominated representative e.g. Flag Officer, Secretary, Treasurer.
2. The principal person shall be responsible for acquainting its members with relevant Rules of the Royal Norfolk & Suffolk Yacht Club and the use of their facilities.
3. The principal person shall be responsible for ensuring that the conduct of its Club members, when on the premises of the Royal Norfolk & Suffolk Yacht Club, is appropriate and consistent with the Rules of the RNSYC.
4. Use of a Meeting Room shall be permitted up to a maximum of twelve times a year without hire charge. To be booked in advance via the Office.
5. Use of the Club for social functions shall be permitted up to four times a year without hire charge. Exclusive use shall be subject to negotiation with the Club Manager.
6. Use of projectors and screens may be requested, bookable in advance.
7. There shall be no entitlement to Car Parking, unless by special arrangement with the Club Manager.
8. Requirement for a permanent mooring shall be directed via a Full Member of the Royal Norfolk & Suffolk Yacht Club and shall be subject to the approval of Management Committee.
9. The Annual Subscription fee shall be annually reviewed and the amount as determined by the Royal Norfolk & Suffolk Yacht Club shall become due on the 1st January of each year. For 2010 this fee shall be £500.
10. The terms and conditions as specified above shall be the only entitlement of members of Kessingland Sea Sailing Club, unless also a member of Royal Norfolk & Suffolk Yacht Club.

The above terms and conditions for membership of the Royal Norfolk & Suffolk Yacht Club (RNSYC) by Kessingland Sea Sailing Club (KSSC) are as agreed March 2010. They have been formulated as an Affiliated Member, but to comply with the current Constitution of the Royal Norfolk & Suffolk Yacht Club, Rule 12, Corporate Membership shall apply.

A summary of these Rules are contained within **Section 8 (ii) - Byelaws** of our **Constitution and Rules of Kessingland Sea Sailing Club** printed in our Year Book. The rationale for **Affiliation** was multi-purpose and gave both clubs an official format on an agreed basis to which their respective members are to abide. Problems had previously been encountered when complaints were received from the RNSYC that persons unknown, said to be KSSC members, were seen to be consuming their own food inside the sun-lounge, which is only allowed by the host-club rules on certain days during the yacht racing calendar. There was also a problem with marina berthing where only a RNSYC member is allowed a mooring within the yacht-basin. Albeit however many KSSC members are also members of the RNSYC.

Two other reasons for the Affiliation should be briefly mentioned which gave advantages to both clubs. Firstly KSSC

members are allowed to use the social facilities of the RNSYC – the bars, dining room, conference room and accommodation, without RNSYC members discount, and **only** when they are representing KSSC, or are guests of the RNSYC or are working on / sailing aboard “Explorer”.

For any other reason, approval to use the RNSYC should first be discussed with the Club Manager or his / her deputy.

Secondly, before 2010 KSSC was paying for multiple individual RNSYC membership for a marina berth and to use the club house. This meant an un-proportional large increase every year when RNSYC membership subscriptions were increased. From 2010 this was stabilised as a single negotiated figure.

It remains to say that over the last three years KSSC has enjoyed a good relationship with the RNSYC and your discretion when interpreting the above Rules is requested. Please do not park at the RNSYC unless attending an official social engagement or having received prior permission from the club manager. Rules of the RNSYC are obtainable from the club office.

John J Bird
Commodore

EXTRACT OF SAILING LOG OF “NAM KOK” – HOLLAND 2012

Now we only had to wait. So we drowned it with a lot of genever and pilsjes (Lager-beer) in the bars and pubs in the harbor next to the town. The harbor was presenting itself as spacious and much more comfortable. But we were moored in front of the lock of the harbor, driveless. Corinna started to cry over and over again, even the genever couldn't manage to help. To me, it did..... Sunday morning: Meanwhile a sailboat from Belgium, a guy with his three sons was moored alongside us. Another smaller, English sailboat the “Explorer” from Lowestoft behind us. Together with the lock keeper we tried to convince the Belgian sailor to tug us into the inner harbor. But with his charming, smart accent he delivered a lecture, why this wouldn't work: his ship was too small and too weak, the “Nam Kok” too big, heavy and fat.



The walls of the lock too high and the wind, which didn't blow, was too strong. The English crew took note of all the excuses in amusement. Catherine, Mrs. Captain, a typical English lady with plenty of humour

immediately stepped in. One could try, even if their ship was smaller and lighter than those of the Belgians. Why not?

All together we moored off. The Belgian first, to clear us from the package, me with our tender dinghi and 5hp outboard motor and then the “Explorer”. Suddenly the Belgian was back in the game. Unasked he took a towrope of the “Nam Kok”, gave several commands without any prior arrangement and caused a huge chaos until he noticed that he was not needed, ignored by everyone and left. Without words we already spoke in one voice with “Explorer”. The bridge to the lock opened and “Explorer” with its 20hp diesel started to pull. Mike, one crew member of “Explorer” supported Corinna well on board of “Nam Kok”. With the dinghy I tried to act as a brake in the front, to push from the back and from the side as good as possible. A crowd of people watched the spectacle and were very impressed; the two ladies at the helm had the situation perfectly under control, dropped us gently at the targeted quay in the inner harbor.

The crew of the “Explorer” wanted to say goodbye very quickly, but fortunately another cloudburst stopped them. So it was quite easy to invite them and to convince them for a 5 o'clock-tea, as little thank-you for their fantastic help. Catherine, Mike and Roy came on board with an awesome typical tea cake,

riddled with crystallized fruit and raisins. They couldn't believe, that we were also having tea with milk. They told us stories from England, Lowestoft, the history of the community ship "Explorer" and their trip.

The boat was navigated by different crews of the "Kessingland Sea Sailing Club" in the Netherlands, aimed at sailing the North Sea,



which was considered to be only passable for freaks, and for this reason their trip was now about to finish in Rotterdam with the handover to the next crew. And that it was, where Catherine, Mrs. Captain was heading to, motivating her crew for the last leg. Even the farewell was very warm and hearty; my darling got a first impression to British sense of humour, seamanship and cosiness.



3. Staande Mastroute with the Explorer

After two naturally rainy days in Vlaardingen, our engine was running again. Shortly after casting off, it again turned serious. With showers, the cold weather as usual, but fortunately powerful wind from astern, we got Botlekbrug in sight again, the second

attempt. The engine powered reliable, as always. We followed the Oude Maas upstream with the wind in our back. Again in a convoy of five and in front of us a remarkable sailboat. Pretty, slim and small, sailing with genoa. We came closer and could recognize the "Explorer" with our binoculars. Indeed it was "Explorer", what a surprise. Happiness all over on board. While overtaking we tried to contact to the new crew. Then we briefly explained them on VHF 71 about our first meeting with the former crew and the tug maneuver. Together we cruised up the Maas-stream, supported by our rolled out genoas through bitchy gusts. From then on we were inseparable. Again 2 boys on board, or better say two seasoned gentlemen. Peter, a retired Naval Architect and Marine-Project-Manager. Bob, a Senior Hospital Anaesthetist and Hyperbaric Doctor, off duty. And Anni, a lady of equal age, former Midwife. All three know each other from their childhood, having sailed thousands of miles together. Every day they changed "Explorer"s commander, sometimes with some growling noises, but at the end of the day there was blissful and an undoubtly, adorable harmony. No effort was needed to get acquainted; somehow it felt already done and we had all an inner feeling, how the others ticked and vice versa.

It took us four days to reach Amsterdam, traveling side by side, agreeing upon every stage and maneuver, even the shopping list and dinner arrangements. We only spoke English, talking about old times and sailor's yarn, tried every beaujolais of our non-existing wine cellar, while having self-made tortilla in the cabin. Joking, singing, drinking, laughing, nothing had been left out; Reiner would also have felt at home, feeling familiar between sincere, charming and companionable sailors, finally the best opportunity and pleasure to fly the british courtesy ensign as appreciation. God save the Queen!

4 days long we passed as convoy of two along fields and the typical, Dutch countryside, occasionally sheltered with umbrella on deck as exemplary, English reply to the also typical and never ending rainfalls. We also went through a beautiful passage in Haarlem surrounded by thousands of people at the edge of the canal. All the former inconvenience had been blown away, being part of the past. Even the weather was calming down at the end of our holidays. The only thing that was for sure, we wouldn't reach the port of departure in time on Sunday. So we had to figure out an alternative and made for the harbor "Twelega", located east in Amsterdam, to leave the ship there until next Friday. With our English friends we spent the last evening together under a starry sky and slowly looming summer, perfectly on time. For me and my wife, the round trip ended in Amsterdam. The most beautiful and rewarding section of our journey was clearly our time with the two trios of the "Explorer".

4. Rolling home

The last two legs on the following weekend. In the way we had interrupted the trip, we returned back to the "Nam Kok" by train. Casting off the day after, we passed the "Pääd" of Marken and were welcomed in Enkhuizen by the incoming "Flying Fish" from Warns, meeting us half way. As well a lovely crew.

Blasting gusts on our last day on the IJsselmeer. Rolling home with wind force 4 up to 7 and certainly with rain, together with "Flying Fish". Initially we took the lead during our private regatta, but then quite early we preferred to put a reef our mainsail, with regard to these bitchy gusts and had to acknowledge the pace of the "Fishes"; with an impressive heel they sailed away, showing us their tail. That smells of revenge...

What was left of our former intentions at the end of our journey? We couldn't agree about being relaxed. A miracle and even more fortune, we are still in love. There was no lack of important experiences and events; we experienced "Nam Kok" substantially, gained a lot of confidence.

And finally with the outstanding acquaintance with "Explorer" we indeed discovered new territory as desired, even more deeply felt as not having been able to actually not have had our feet on the ground. For us it does not make any difference; the feeling in our heart weights much more and that counts. My wife Corinna has been overwhelmed, yet again exploring her kingdom at the end in unique way, even without the Queen.

If the mountain does not come to the prophet, than the prophet has to go to the mountain.

Havanna has to wait...

25.03.2013....

Text: **Frank Martin Steinbrecher**

Translation: **Helen van Laak**

Mother tongue: **George Austerfield**