

KESSINGLAND SEA SAILING CLUB

NEWSLETTER – CHRISTMAS & WINTER 2015



COMMODORE'S COMMENTS



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It's that time of the year when it's either 'Ho Ho Ho' or 'Bah Humbug' depending on how 2015 has gone for you. On the sailing front, I do hope all of you that sailed the Club yachts this year found it a memorable and enjoyable experience. There will no doubt, be some for whom the weather has played a key role in deciding which cliché best befits their year. For two Explorer crews, the lasting experience of 'sniffing the sea bottom' off our unforgiving East Coast, might have some influence!!! Luckily Explorer only lost a layer of g.r.p. on the keel footing, but access to effect a relatively easy repair may prove expensive in crane hire alone. Any ideas would be welcome?

Further on in this Newsletter you'll find an article on Adastral Park Sailing Club's first cruise on Ploes in Turkey and Explorer's only foreign voyage this year to France. Both make very interesting reading and I would like to thank Nigel Johnstone and Cliff Pountney personally for their respective contributions.

I must thank all those attending the Club AGM last month for an expeditious meeting and probably the first AGM where we had no questions under 'Any Other Business'. It might have meant that we on the Committee covered all relevant subjects with such detail & content that it left nothing to be questioned or, as is more likely, that all present needed a much deserved drink after 3 rule changes and 6 voting sessions! I'm pleased to report all 6 items on the agenda – the Treasurer's Report, the new Management Committee, the Annual Subs 2016 & Contribution for Boat Usage and 3 new Management Resolutions - were all voted unanimously in favour. I'm also pleased to say there are no increases in subs or the boat usage contribution in 2016.

At the AGM we said a fond farewell to Laurie Rainger, John Budgen, Rick Asker and Tony Robinson who all leave the Management Committee and a very big welcome to Peter Girven and Arthur Riley who join the Committee. Our new Vice Commodore is James Parnell who is also our Newsletter Editor & Webmaster. I am deeply indebted to James for his keen participation. Also thanks to all other Committee Members and especially Ian Walker, Jill Turner & Jennie Down without whom I would not be able to function as Commodore. Also thanks to Gareth & Claire for their invaluable input in keeping Ploes *mindful & maintained* throughout the year.

Finally it remains for me to wish you all **"A Very Merry Christmas and a Happy New Year, full of Fun, Sun, Sea & Sail"...** **John J Bird - Commodore KSSC**

Our First Adventure in Turkey

Nigel Johnstone - Commodore APSC

On the 11th October five of us departed from Gatwick on our first sailing trip aboard Ploes. As first timers, we had been keen to get all the advice we could from the experts, with pre-trip briefings from the Johns and an on board meeting with the resident support team, Gareth and Claire. This all paid off with a smooth trip out to Fethiye. The only incident was the gas alarm sounding when we arrived on-board, which was soon sorted by ventilation and may have been due to fumes from a diesel spill. So we drank the beers kindly left by John from the previous week, and with alarms silenced and check done, we settled in for our first night aboard.

After an initial early awakening (thanks to the call to prayers) we slept on to a more holiday like time and then started getting up to speed with all the checks and 'what does this do?' (all normal for the first time on a new yacht), as well as getting in the supplies. By the time Claire and Gareth arrived, we had just a few questions left and could focus on help with the admin and where is *good to go* part of things. Their help was much appreciated by us newbies! The plan for the rest of the day was a shakedown sail. The wind arrived pm, as normal, to allow us a sail around Kizil Ad including a stop for a swim. This all went well with lots of lesson learnt. This only left the return to berth, and having heard from Gareth that you can call the Marina for the guy to bring you the lazy line, I thought I would use all the help I could get. This along with my plan to motor past the berth and then reverse back in proved a mistake as the guy delivered the line a little early, and in so doing pulled a loop across the stern with the inevitable prop-wrap resulting. We managed to berth with a push from the guy and actually found the sorting of the wrap relatively simple in the clear warm water. So I learnt that reversing all the way in, and not having help from the Marina, is a better way to go for me, and that a prop wrap is not half the problem it would be in the UK....

Feeling fully baptised, the next day we set out to explore further afield and get away from the call to prayers. Winds were less, but sailable, so we headed out across the bay to explore the many coves. As you will see from the Log we settled into a tough routine of cove hopping, with swims 3 times a day and evening meals in lovely remote tavernas. The wind dropped midweek, which did stop us venturing further afield, but we had a great time exploring Fethiye Bay. Highlights include swimming with turtles, Sarsila Koyu, Tomb Bay, Kapi Creek and Kucuk Kuyruk along with some great food and drink with a week of warm October sunshine. The rest of the week passed off uneventfully, although our anchoring with a stern line was far from perfect, we did get better, but never slick. We all agreed it was an experience worth repeating.

LOG

Day	Start	On route	Notes	Miles
Monday	Fethiye	around Kizil Ad	Fethiye	14
Tuesday	Fethiye	Fathom Cove	Sarsila Koyu	15
Wednesday	Sarsila Koyu	Yassa Adelari	Tersane	12
Thursday	Tersane	Tomb Bay	Gocek	10
Friday	Gocek	Boynuz Buku	Kapi Creek	13
Saturday	Kapi Creek	Kucuk Kuyruk	Fethiye	19



Sarsila Koyu



Tomb Bay



The Happy APSC Crew aboard Ploes – October 2015 - Nigel Johnstone

EXPLORER 2015 / 2016

JAMES PARNELL

Overall Explorer had a good year. As reported at the AGM usage was up and continued shared use with Adastral Park Sailing Club made the stay at Suffolk Yacht Harbour worthwhile and financially viable.

Much of the success of this year is due to the efforts of John Humphrey supported by Arthur Riley and Ian Winters who have kept the boat maintained to a high level, despite maintenance lists always being long with a boat of this age (or perhaps any age). Sadly John will not be able to continue to lead on Explorer so the bookings and liaison with Adastral Park will fall to me and maintenance and technical side to Arthur.

Although John Humphrey's request for expressions of interest in "back to back" extended sailing received no takers last year, Explorer was taken to Calais by a new member Cliff Poultney in what sounds an interesting cruise and is written-up in this Newsletter. Cliff has expressed an interest in back to back sailing next year perhaps with a view to getting to the Channel Islands. I will write to members in the New Year to see what interest there is in this or other sailing projects.

In overall terms, despite increased usage which increased income from £1,572 to £2,190 this fell well short of the expenses of £5,693. Yet there is a clear consensus that the Club should continue to have a boat on East coast. A new boat may help but the statement given to the AGM in 2014 that "there is a need for a regular intake of new members interested in using an East coast boat" remains true and something I will focus on in the coming months.

James Parnell – Vice Commodore KSSC

EXPLORER MAINTENANCE PROGRAMME 2015/16 – ARTHUR RILEY

The following is the proposed maintenance programme for Explorer during lay-up. It is still the declared intention of the club to replace Explorer. So far there have been some viewings but no offers have been made, there are a lot of Contessas for sale in much better apparent condition; consequently and building on last year's hard work, it is important to continue to improve her overall appearance and rectify remaining deficiencies in order to achieve a sale. It is worth pulling together to do the work, as a favourable sale would benefit the club as a whole. It would in any case, failing a sale, improve the user experience for members, and encourage more usage.

Top of the list for this lay-up period was an inspection of the bottom of the keel at lift out, after two reported groundings during the last sailing season. Unfortunately there is some damage to the gel coat and fibreglass at the base of the keel. Ways and means of repairing the damage are under consideration. The chief difficulty will be to lift the boat up, sufficiently and safely, to gain access. This is expected to take place in the Spring and will most probably result in an insurance claim. Meanwhile the keel has been wrapped in plastic to prevent rain water wetting the exposed fibreglass laminate. The bottom of the cover left open, to allow any absorbed sea water to drain out. The remainder of the tasks can be divided into essential and desirable items:-

Included among the Essential Tasks;

Cleaning of the underwater areas at lift out.....completed.

Rudder; check for excessive play.

Apply antifouling to underwater areas, after the keel repairs.

Topsides: clean and touch up white paintwork and paint the blue cove line on hull.

Carry out the annual service for the engine. In hand.

Furling gear for Genoa; replace worn eyes and arrange new fairlead for the furling line.

Windex wind vane, at top of mast sticking - replace.

Teak grab rails on coach roof; repair, strip and coat with teak oil (Deks Olje).

Teak toe rail capping; repair, strip and coat with teak oil.

Fenders; wash fender socks and fit with ties.

After mast stays; u-bolts through deck, fit bigger stainless backing plates to spread the load.

Life raft chocks; modify to fit existing raft.

Decks; clean thoroughly.

Cockpit teak trims to re-varnish & non-slip pads to renew.

Gas regulator; inspect threaded assembly, renew regulator if required.

Gas cooker; replace grill burner tube.

Overhaul throttle & gear lever assembly.

Engine alternator; fit locking arrangement.

Electrical modifications / repairs; ammeter, gas detector, cooling water seacock interlock, VHF and GPS interface, combined steaming light deck light, pilot berth light, replace existing bulbs with LEDs.

Overhaul /grease; sea cocks.

Heads; check all connections & repair hand basin pump.....In hand

Freshwater filter cartridge; clean and disinfect, replace carbon granules.

Fresh water tank clean and disinfect, check all connections.

First Aid Kit; inspect and replenish as required.

Chart Folios; correct up to date before lift-in, renew as required.

In addition there are a number of essential jobs to be carried out by third parties, organised by our Commodore John Bird, these include:-

Repairs / Refurbishment of: keel, sails, sail cover, spray hood, upholstery.

Servicing for; life raft, lifejackets, outboard engine, fire extinguishers, replacement pyrotechnics etc.

Incidentally, a lot of our members may not be aware, that, in addition to looking after Ploes, John B has transported and stored most of Explorer loose gear and made the arrangements for, (in his own words)" more years than he cares to remember." We are fortunate that he has been able to provide the storage space and that he knows everybody in the marine industry locally. Thus, he has been able to obtain these goods and services at very favourable rates for the club.

The remaining tasks would be very desirable, in order to achieve the objectives, these include:-

Topsides; white paintwork, clean, rub down and recoat.

Decks and coach roof; prepare and paint with non-slip paint system.

Fore hatch; renew crazed Perspex and make protective cover.

Cockpit instruments; obtain new covers.

Cabin; paintwork; clean, treat mould, repaint.

Cabin bright work; clean, rub down and re-varnish.

Corroded window frames; dismantle inspect/repair, reseal and refit.

The club is on the lookout for any member with the spare time, energy and facilities, to take over the husbandry of Explorer or her replacement. Interested members please apply to the Management Committee.

In the meantime Ian Winters and I are acting as temporary caretakers and would be interested to hear from any members who can spare time to join in with the maintenance tasks. This could be during the week or at weekends. Members who are willing to be contacted by phone or text or e-mail are kindly requested to contact Ian Winters and/or myself, details as follows;

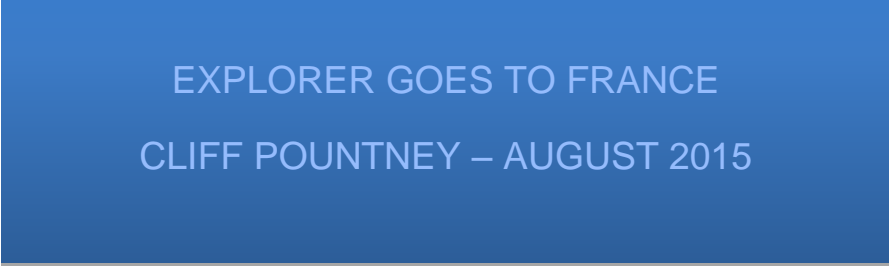
Ian Winters; Phone 01603 891758; 07847 408904; e-mail ianwinters1@btinternet.com

Arthur Riley; Phone 01502 393162; 0772 4004213; e-mail rileyarthur@hotmail.com

We have a commitment from two of our distant members, who having sailed in Explorer, are willing to spend a weekend locally, in order to take part in the maintenance. Additionally, there is the possibility that trainees at 'The Leila Trust' may be co-opted to help with the maintenance, however, discussions indicate that they are only available at the end of lay-up.

Looking forward to hearing from at least some of you...

**Best regards to all,
Arthur Riley**



EXPLORER GOES TO FRANCE
CLIFF POUNTNEY – AUGUST 2015

Wednesday

The wind was howling and the rain was doing rain stuff as Colin and I stepped onto Explorer on a Wednesday evening in late August. Braving the weather we conducted all the pre-flight checks and found all to be in order. Eventually, after being delayed in Sainsbury's by an argument over which humus to buy, Robin and Nathan rocked up with a mountain of supplies. We certainly were not going to starve on this trip! The crew trooped off to the Lighthouse for dinner leaving the long suffering skipper to work up the plan. Ten minutes later they were back complaining that the food was finished and digging into the stores to concoct a late night snack.

Thursday

"Five o'clock, it's time to get up" barked the annoying woman in my mobile phone. After a brief struggle I extract myself from the berth behind the chart table. Although one needs to be a contortionist to use it that berth is the most comfortable on Explorer, to sleep in the saloon one needs to be as thin as a rake and to sleep in the forepeak you need to have your legs amputated below the knees.

After a protracted period for breakfast and bog visits we slipped at 0600, motoring out onto the Orwell we get the sails up, pull in a couple of reefs and head off towards the sea in a SW F5-6. Through a quiet Harwich harbour then out to sea leaving the Gunfleet sand bank to our south. Gradually 'mal de mare' takes hold of the crew and by the time we get to Kings Channel I seem to be on my own! But recovery is swift and soon we are tacking down Kings Channel heading for Fisherman's Gat and enjoying sandwiches with a steady garnish of salt water. Through the Gat and we can see North Foreland. We can't quite hold the course to get to Ramsgate so motor for the last half hour to tie up in the West Marina.

We've arrived at Ramsgate during a festival and all the eating places are full so we neck a few beers then go back to the boat to eat.



Friday

“Four-thirty, it's time to get up”. How I love this woman, she's so close to getting thrown into the harbour! Today turns out to be a lesson in taking more care.

The passage was carefully planned the night before, all the waypoints entered and checked, pilotage plans done, all the right charts out, etc. Leaving Ramsgate we gently motor into the wind to get the sails up. Suddenly we are slowing down. Damn we're aground! Reverse / forward, tiller wagging, heeling the boat, nothing makes a difference. The tide running over this short sand bank is firmly pinning the keel to it. Considering our options I decide not to request a tow and we sit and wait for an hour until the tide lifts us off. I spend the next four days kicking myself over missing this. So a word of caution, if you are heading south from Ramsgate watch out for a little sand bank called 'The Quern' about half a mile south of the entrance.

With my pride and confidence thoroughly mauled we take the route inside the Goodwin Sands, motoring to make up for the lost time. Engine off at the end of the sands we shape up for Calais, enjoying a pleasant reach with all the sail up. There is some ship and ferry dodging to be done as we cross the TSS but generally traffic is light. We arrive at Calais in the early afternoon and have a short wait for the Henri Du Pont bridge to open to let us into the marina.

I don't really rate Calais town as a place to visit but that afternoon and evening we did find a couple of good restaurants and bars to while away the time and I really felt the need for a beer!

Looking back I realise that I wrote "Wife's birthday" at the top of my log entry for today. It is now obvious to me that the misfortunes were a payback for heading out and enjoying sailing on her special day without her.....



Saturday

Today we're heading back to Blighty and for a change the tides are going to let us have a lay in. Late morning, having topped up the fuel, we motor out of Calais in the forecast light winds. After an hour or so the wind fills in and we are making three or four knots under sail only. As the wind speed picks up so does ours and we play a game of Frogga (remember that?) with the big boys back over the TSS up the outside of the Goodwin Sands and back for another night in Ramsgate.

This time we get a great meal at a small Mexican place a couple of roads back from the Yacht club. There is also a live band on at the club and we enjoy their hospitality and beer for the rest of the evening.

Sunday

Sunday was one of those great sailing days. Getting away from the berth on time at 0900 we headed out into a frustrating head to wind and against tide situation off North Foreland. Not unexpected but had to be endured to get the good tides later. After a couple of hours we are out near Tongue Sands Tower tacking into a NE breeze and making OK progress against the last of the foul tide. Fisherman's Gat, Sunk Sands crossing, and the Kings Channel all passed under the keel, and by the time we passed Gunfleet we were on a cracking tight reach making almost 8 knots over the ground.

Up the Medusa Channel, into Harwich harbour and onto the Orwell. I radioed RHYC for a berth, but unfortunately they were full so we popped next door into Wolverstone for the night.

Dinner on the boat was surprisingly good seeing as it came from a can called "Meat Curry". An evening walk down the river to the Butt and Oyster finished the day off nicely.

Monday

The plan for our final day was to do very little, this was supported by the weather which was slating down. It took an hour to make our way up to Ipswich where we tied up in the marina on the north of the dock and went for a late breakfast in one of the many café / pubs on the quay. By 1400 Explorer was safely tied up back in her berth at SYH.

So to appraise the trip.....

The crew were excellent, that has to be said else they might not come out again! The skipper made a stupid cockup which he was lucky to get away with. We achieved our objective of going foreign. Now looking forward to next season's cruises...

Cliff Pountney, Skipper Explorer 26th – 31st August 2015.



KSSC Fitting-out Supper will be on Saturday 16th April at 7-30pm

Jill Turner Membership Secretary informed the AGM:-

At the end of this 2015 season we have 58 memberships – the same as at the end of 2014. Note that's memberships – not members – made up as follows: 2 Hon. Life: 1 Annual Hon. 24 Family Sailing: 20 Individual Sailing: 5 Family: 6 Individual. Some come – some go - to keep numbers fairly much the same. We also had several temporary memberships during the year which swelled sailing numbers.

Billy Nicholls & Bill Brown are our Hon. Life members, and the annual Hon. Member is Gareth Grierson who lives in Fethiye and helps to maintain Ploes. My thanks go to established Club members who have introduced prospective and new members – please continue to do so as this is where most new memberships come from, though more interest and one new member have come via the Club website. If you give someone a membership application form, make sure you use a 2016 up-to-date one.

These will be available at the end of the year and I will email or send one by return if requested. Later you will be asked to vote on the inclusion in the Club Rules of a 'Temporary Junior Membership' at 50% of the normal Temporary Membership.

If you are leaving the Club – please remember it is a Club rule to let me or the Commodore know that you intend to leave.

As you will hear – joining fees and membership subscriptions will remain the same in 2016. Subscriptions are due on January 1st except for those who joined after 1st September this year – their memberships will be valid for all of 2016 as well. I will send out reminders.

The contributions towards the use of Ploes and Explorer will remain the same as in 2015.

I will remind you, as I did last year - please, when you return your membership renewal form, fill in all the sections. It's important to keep us up-to-date with changes of address, email or phone numbers.

Jill Turner – Club Secretary

STAN'S ASHES – BURIAL AT SEA:-

Some while ago I put together a short video of the scattering of Stan's Ashes at sea. Having tried various means of making it available, I have come up with this Ctrl+click link below:-

<https://onedrive.live.com/?cid=5D9861D159234B84&group=0&id=5D9861D159234B84%211575&parId=root&o=OneUp>

Finally, with thanks to 'The Seafarer', we have yet another 'Nauty' crossword to see you through the festive season. Good Luck – Bottle of Wine for the 1st correct entry to be awarded at the Fitting-Out Supper. The Secretary's word is final...

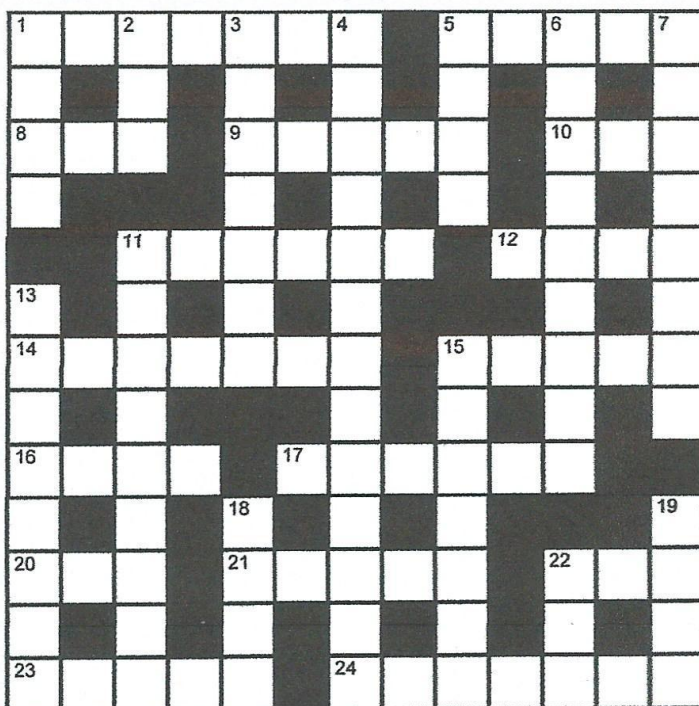
P.S. Special message to P.N. – 'Googling not allowed'

Have a Great Christmas and hope to see you all afloat in the New Year...

James Parnell – Editor & WebMaster

KSSC CHRISTMAS CROSSWORD

How will you fare in our nautical-themed crossword?

**ACROSS**

- 1 Large flatfish found in both Pacific and Atlantic Oceans (7)
 5 "The Sea Monster" is an engraving by Albrecht ----- (5)
 8 A long, light ship's boat for the captain's use (3)
 9 Come almost to a halt, with head to the wind (3,2)
 10 A ship's underside can be repaired in --- dock (3)
 11 Corsica's main port (6)
 12 A ---- buoy sounds a warning in rough seas (4)
 14 A line connecting submarine points of equal depth (7)
 15 Forward parts of ships above water (5)
 16 The ---- Rose 12 across was raised in 1982 (4)
 17 "---- ----, sir" is a good response to a captain's request (3,3)
 20 Stretch of turbulent water where currents meet (3)
 21 Up in the rigging of a vessel (5)
 22 One means of propelling a boat (3)
 23 An Eskimo roll is used to right a capsized ----- (5)
 24 Official record of activities on a commissioned Naval vessel (4,3)

DOWN

- 1 Pirates are usually found on the ---- seas (4)
 2 Distance travelled on a single tack (3)
 3 Oceanic body of water of the East Indian Archipelago (4,3)
 4 Battleship whose 12 across was finally recovered in August 2015 (3,6,4)
 5 A vessel with lateen sails used in the Indian Ocean (4)
 6 Either of a pair of lifelines running alongside the bowsprit of a ship (5,4)
 7 Sea cadet training ship rigged as a 19 down (8)
 11 Horatio Nelson is the subject of the 2005 ----- "The Pursuit of Victory" (9)
 13 The ship that sank 4 down (8)
 15 David de Rothschild crossed the Pacific in a sailboat made from 12,500 ----- bottles (7)
 18 HMS Troutbridge was the setting for "The Navy ----" (4)
 19 A sailing vessel with two square-rigged masts (4)
 22 Valuable commodity found offshore (3)