

KESSINGLAND SEA SAILING CLUB

NEWSLETTER - WINTER / SPRING 2015

COMMODORE'S COMMENTS

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I started writing my 'comments' for the current Newsletter in early February when it was definitely 'Winter', but now more optimistically, I'm calling this edition 'Winter / Spring 2015' as the 1st March is just around the corner. Lots to mention and lots going on *Clubwise* at the moment...

Firstly on the subject of Explorer – we have had two tentative enquiries from our sales advertisement placed on the *Contessa Owners Association* website, but no firm offers, which is not really surprising over the winter months. As you'll read under John H's column, much work has been going on and is currently underway on Explorer. At the Management Meeting last month it was agreed we should continue to take bookings throughout 2015 despite the sale option. Sadly Ben has decided to stand-down from his proactive duties looking after Explorer this year. On behalf of the Club, I would like to sincerely thank Ben for his invaluable contribution made over the last 5 years. Ben has agreed however, to remain on the Management Committee, which is good news. John Humphery has in fact, been the powerhouse behind Explorer's maintenance & repairs over the last 18

months and what an admirable job he's done. Arguably, Explorer is now in the best condition since her purchase by KSSC almost 25 years ago. To take some of the load off John, please e-mail me with any prospective bookings for Explorer, at least for the time being.

At the next Management Meeting on the 31st March we will decide where Explorer will be based this year. We have however, provisionally reserved a berth at S.Y.H. Levington from May 2015 subject to agreement and the usual contingencies. There's also a tentative enquiry for a 'Dutch' trip around the middle of July. If anyone is interested please contact either John or myself **before** the next meeting.

Incredible as it may seem, May 2015 will be 5 years since John Budgen and I sailed Ploes across the *Aegean Sea* from Lavrion, Greece to our present home base at Fethiye, Turkey. Further on in this Newsletter there's a very interesting and humorous article by Peter Johnson on their 'Odyssey' sailing back to the Greek islands last year. This was an official voyage to avoid Turkish VAT not, as we are led to believe by politicians, to evade tax, which is *allegedly* illegal???

Ploes will stay in Fethiye this season – we already have 9 weeks of confirmed bookings.

The first of which is mid-June, which is a little disappointing as listening to comments made at the AGM we have brought forward Ploes's annual lift-out and refit to **March**. An early **Easter** this year (Good Friday – 3rd April) and **Ploes** will be ready to sail. Cheap flights and perfect sailing conditions in April / May should make this a popular time, so **please get booking**. This year we've increased the contribution to use Ploes by about 5% to £975 p/w but this now includes one Transit Log entry cost per crew. The previous method of charging each crew 'at cost' was considered unfair as every 4th entry entailed an additional charge of about £70.00 for a new Transit Log!

Moving on to our next social event, the **Fitting-Out Supper on Saturday 18th April 2015**, which Jill fully covers in her column later on in this Newsletter - As mentioned in the last Newsletter our late President, Stan Beckett, very kindly left the Club a considerable sum of money in his will, for a reception in his memory to be held at the RNSYC. Stan's niece Mary, kindly contacted me a short while ago and told me Stan's bungalow at Hopton had been sold and the sum set aside for the Club could now be released. Mary thought we should perhaps combine Stan's reception with the F.O.S. on the same weekend. As such we've arranged to have a '**Members Get-Together**' on **Sunday 19th April 2015 between 12 – 3pm**. There will be a finger buffet served at about 12:45.

To aid caterers will you please let Jill Turner know if you intend to attend – by latest 11th April. Jill's contact numbers :- **01502 564263** or jillewis@talktalk.net. Stan requested in his final 'will and testament' that he would like his ashes scattered over the old KSSC start-line off Kessingland. This will be done, weather permitting, on Sunday morning before the reception. Stan's two nieces and their family have priority places aboard the small craft involved. However, if there are any Club Members who feel they would particularly like to have one of the limited places available, please do let me know. It's intended to have a short burial service followed by a 'hot toddy' in fond remembrance, as Stan would have wished....

Finally a quick word on the KSSC website. Piers, son of Peter Colby, has kindly been constructing the new site from scratch. It taken longer than expected due to a variety of reasons, but we now have the site on-line – <http://kessingland-seasailingclub.co.uk> We also have a **new webmaster** and I'm delighted to say the our Newsletter Editor **James Parnell** has agreed to take over – welcome aboard James. No doubt all the sub-menus on the new site will be gradually filled and more added. Watch the above (cyber) space, as they say!

My 'comments' have covered enough space in this issue, but I would still like to again thank John H. and his team of stalwart volunteers who have spent so much time on Explorer this winter, and wish all Members a safe and exciting new sailing season. **John J Bird**

EXPLORER: Refit Season - Winter 2014-5

By John Humphery

Most of you will know that the major task of last Refit Season (2013-4) was to get the engine back into a working condition. This was largely achieved, although a few visits to the boat were necessary during the Summer to deal with minor problems. This Refit Season, the primary task is to get the rest of the ship into a more reliable and attractive condition, concentrating on the hull and its facilities.

The ship's toilet gave frequent trouble last year: the most serious problem had been with back-syphoning, with the pan overflowing with sea-water after use. The pump has now been serviced, with a new diaphragm and valves. Also, the toilet-hoses (both inlet and outlet) have been replaced because the old ones were badly kinked where they fitted onto the skin-fittings, causing their bores to be reduced by half. A more-flexible silicone-rubber elbow has been fitted to the outlet-seacock, better-facilitating flow to the outside.

The sounder/log needed to be replaced: last year, the log refused to work at all and the sounder only worked intermittently. A new but similar instrument has been purchased, but the transducer-sizes are different, and the new ones will have to be fibre-glassed into the hull. We are waiting for warmer weather to do this task so that the fibreglass will cure. Another job involving holes in the hull is to replace the main sacrificial anode.

The old one has been removed: the outer layer was composed of a thick skin of oxide-products.

The engine has been serviced. The oil and oil-filter have been renewed, and the cooling-water strainers have been removed, cleaned and replaced. The coolant has been drained and renewed and the sacrificial anode in the heat-exchanger has been replaced (little of the old one remained). The starter and solenoid have been removed, cleaned, oiled and replaced: a new starter has been bought to act as a spare. A new alternator (for use as a spare) has yet to be obtained. Both batteries have been charged from the mains once a month: the system used last-year has been working well. Water collects in the bilge (and is very smelly). It appears to come from rainwater running down the inside of the mast: no satisfactory cure has yet been proposed. The bilge will be treated with cleaner. The filter for the fresh-water supply has been filled with fresh carbon granules. The gas cooker and gas-leak detection-system appear to be working correctly.

However, the big task this year is to improve Explorer's appearance. At lift-out, the antifouling paint applied last Spring was in remarkably good condition. There were very few barnacles and most of the hull was covered only in a light slime. Despite the steep cost of this International product (Trilux 33), more has been bought for use this season.

The blue boot-topping above the antifoul needs to be re-aligned upward since weed-growth occurs on it: Explorer rests bow-down relative to this blue line.

The “white” topsides have not been repainted for some time and are marked and yellowed. Also they were peeling back seriously under the toe-rail, despite many layers of paint. This peel-back, and the lettering of the ships name have been removed: there were at least four layers of plastic lettering which had been over-painted (white over black). All paint edges have been faired-in to reduce peel-back in the future. The topsides will be repainted with snow-white International Toplac and the thin blue line below the

toe-rail will be smartened up. New lettering for the ship’s name will be applied: all these tasks await better weather.

Response to appeals for help with the re-fit has generally been poor this year, with only two volunteers appearing regularly. They use the boat during the season and feel obliged to help. However, more help is required if Explorer is to be restored to a condition which will tempt a prospective purchaser seriously, or even to make club-members feel proud to take her out during the Summer season. From the 1st March only 3 refit weekends remain before **Lift-in on Friday 27th March.**

MEMBERSHIP & SOCIAL SECRETARY’S REPORT

By Jill Turner

To remind you that our Fitting-Out Supper is on Saturday, 18th April 2015. A flyer is attached to, or accompanies, this newsletter. The Committee agreed that we should have a two-course meal followed by coffee or tea and mints for a change. We’re looking forward to seeing as many members as are able to come – please make your menu choices and let me know by email, post or phone.

The meal will be followed by a general quiz courtesy of RN&SYC quiz master John Humphery.

This quiz will be suitable and fun for everyone to join in – please bring something to write with.

KSSC Membership 2015 :-

Memberships are due on the 1st January each year and a good number have been paid this year. If you’ve forgotten may I remind you to do so please.

Boat bookings cannot be confirmed until the Skipper’s membership is paid. It is also in the Club rules to let me know if you are not renewing Club membership.

We still have some of the 50th Anniversary pennants and will bring them on the 18th April should you require a souvenir. Our 2015 KSSC

Year Book should also be available then – it will be posted to you if you are unable to be at the meal.

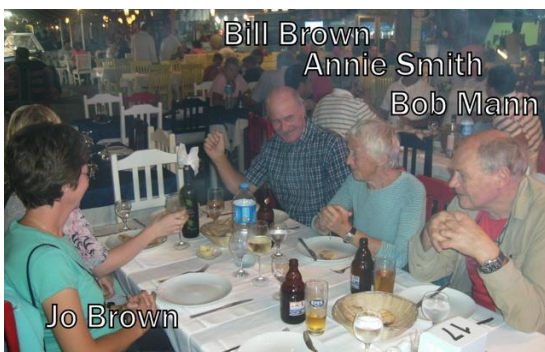
OUR OWN GREEK 'ODYSSEY' IN PLOES OCTOBER 2014

By Peter Johnson

We were tasked with a simple exercise. Take Ploes out of Turkey, go “foreign” and return to Turkey. This must of course be documented with official stamps on all and every piece of paperwork possible, keeping a detailed log, together with dated pictures – all to prove that we had actually done it!!!

The background to this job is that, unusually for KSSC, the boat was approaching five years in Fethiye and would be liable for VAT in the spring of 2015. Since the Turkish authorities would determine the value of the boat, the tax could be extremely heavy!!! Earlier, the Commodore had said “would we mind”!

We elected to undertake this task as the first item of our 2014 voyage. This was to ensure that there was enough time to allow for the unknown issues, weather delays and (heaven forbid) mechanical breakdown in the most inconvenient and inaccessible places. (As it happened all went to plan with no problems at all – well at least none that did not work to our advantage anyway!)



So on Sunday we presented ourselves to the agent and requested his assistance to get official clearance out of Turkey. He was not our normal agent, as he was closed. This agent called the police station and arranged for us to present ourselves for inspection. After a while we trooped across the road to the police yard where we were scrutinised and taken to the office. In a relatively short time, which seemed like forever, our agent appeared with all our passports and ship's papers – somewhere all the magic stamps and signatures were in there – so we hoped. The charge for exiting Turkey was 120 Euro's.

That evening we discussed the forthcoming foreign voyage, I think about 100 miles or so. The decision was to have an emergency engine problem that would force us to seek refuge en-route as per past history. So the following morning we made our way out to Fethiye Bay and headed out to the West, under power as there was no wind in our favour. Sure enough, our emergency happened and that evening we were tucked up in a lovely berth in Ciftlik.

On Tuesday our "problem" had rectified itself overnight, even without any intervention by us! So we carried on with Rhodes in the distance on the Port side. Still no wind so we were under power again. As we rounded the last headland and crossed diagonally over the channel, we changed flags on the median line. By mid-afternoon we were approaching the port of Simi and soon we were berthed on the main street, ready for the next leg of our foreign expedition!

We had been given a wonderful and very detailed briefing by Bill Brown before we left and we are so very grateful to him for this and many other things that he helped with. He really is a fount of knowledge and so generous with his help and advice. That sort of assistance really does make a huge difference.



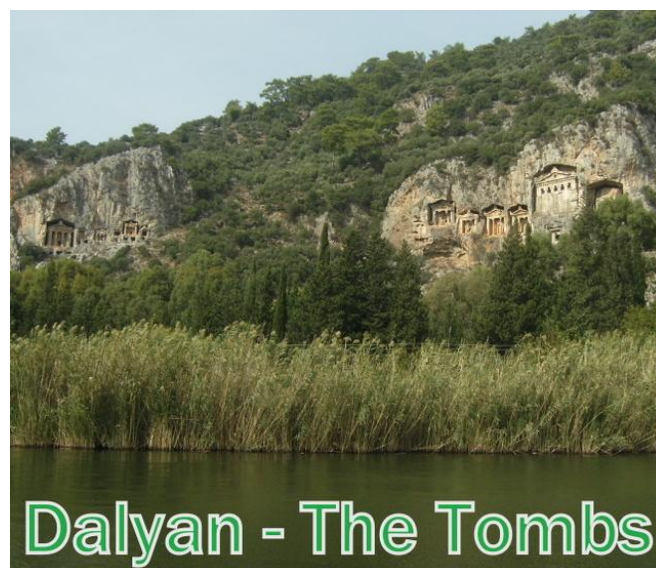
We headed up the quay to the police station which was at the entrance to the main harbour, on the North side. The office was on the first floor and the landing outside was covered in people that had just arrived on the ferry. Stepping gingerly around prostrate bodies we accosted a uniformed person in the office. He was looking a bit harassed and, when told the purpose of our visit, asked if it would be possible to return in a couple of hours at 4pm. This was obviously a very good excuse for us to divert to an iced coffee at a quayside café followed by an exploratory stroll down Main St.

Having gained a stamp, we headed for the next stop – the Customs House at the head of the harbour. The shop next door advised that this would not open until 6pm, so another excuse for iced coffee! When it did open another stamp was gained on surrendering 20 Euros and we then headed up the South side of the harbour to find the Harbourmaster (which turned out to be a mistress!). Another stamp was gained at the cost of a further 20 Euros. We were also advised that we had to do it all again in the morning but at NO cost. All this tramping about had raised our appetites so found a great back street *eaterie*.

Thursday morning had our valiant crew member (Bob Mann) volunteering to visit the three offices and gather yet more stamps to show that we were leaving Greece, officially. With the necessary paperwork securely on board, we took a final walkabout in the town. It is indeed yet another superbly scenic and very picturesque town. The ranks of houses up the hills around the harbour impart a sense of peace and tranquillity that make these voyages in Ploes so great.

At lunchtime, we departed Simi port and elected to go round the West side of Simi Island. This time there was a nice breeze on our Stbd quarter and we had a delightful sail for several hours. How amazing was it that our strange gremlin appeared just as we came up to Panormitis harbour. Of course we had to put in for further investigation. Well after all that is only good seamanship in'nit – seek shelter ASAP! So we went to anchor in a large bay for swimming.

We thought it would be churlish not to patronise the local hostelries and so just had to go ashore. This port seemed to be centred on a feature big tower with a small mosque behind. Flanking the tower on each side were long buildings that seemed to house a large number of old people. Who these people were is not known but they were all out on the balconies apparently drinking tea (?) or something stronger and generally socialising. Behind the tower were a delightful (open) mosque and a (closed) museum. With lunch at the café, sightseeing pm and an evening meal at the restaurant, we certainly patronised to the maximum!



Dalyan - The Tombs

The next morning saw us motoring (cos'again no wind) round the South side of Simi island, across the dividing channel and in to Turkish waters. Again, at the median line on the GPS we changed our flag. As we cruised up the channel between Rhodes to Stbd and Marmaris to Port, we remembered the awful experience of Marmaris. We had been there before on Ploes – talk about a Turkish Blackpool! It had its good points but the noise and commercialism was not good. Further on, our gremlin had reappeared and forced us to make the decision to head in to Ekincik marina. Well you can't be too careful, can you?

Continuing on the next morning, we left the bay and later went to anchor off the mouth of the Koycegiz River for morning coffee. Since we were at anchor offshore, and therefore pausing en-route, we considered this was not a gremlin attack but only a temporary delay. However, as we were so close to something that Annie wished to do, I consulted the trusty Almanac. It indicated that a call on VHF Ch6 could perhaps entice a water taxi to pick us up.

Without any hope that this would result in anything but silence, I put out a call for any taxi to respond. Meanwhile, a certain lady crew had elected to go “skinny dipping” (she normally only does this at night on a mooring, not before lunch)! So it was interesting to see an empty water taxi turn our way when she was 20 metres from the boat. After that, it was an even more interesting race between the body in the water and the taxi!!! After a short wait (for a certain body to get dressed) two of us were on the taxi. The taxi driver managed to keep a straight but friendly face and proceeding up river toward Dalyan....

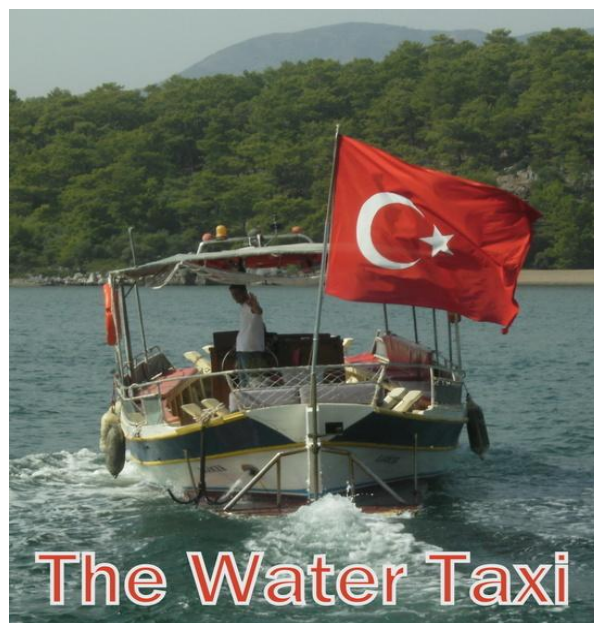
The trip up the river we had done before, from Ekincik marina, but again it was a great event and very reminiscent of the Norfolk Broads. Although we did not see turtles on this occasion, the tombs and scenery were as great as ever. When we were approaching Dalyan town, Annie asked if we could get a coffee. No problem, our trusty captain made a phone call. Minutes later he put the bow on to a friend's restaurant quay. Two cups of hot coffee were put on board and we went on our way up river.

Some way above the town, we had gone as far as we wanted, turned around and dropped off our empty cups at the restaurant. Service par excellence, c'est non? Our trusty Ploes was waiting for us and in minutes we were under way for our final leg into Fethiye. With a rising f4-5 on the Stbd quarter, it was a cracking sail back up to Fethiye bay for the next couple of hours. Again, our timing was spot on and we were back on the mooring in late afternoon.

For the final act, we only had to officially re-enter Turkey with Ploes. So the next morning we presented ourselves at our normal agent's office with all our papers. Our agent was at first quite relaxed. Then there was an intake of breath, pursed lips, a huge frown and a shake of the head. Obviously a problem! After much contemplation, he said that entry fees would be into THREE figures!!!

He said that he would be happy for us to go back to our “exit” agent (who was a friend) to see if could get a better deal. This we did of course. Bob went to the harbourmaster’s office to finalise the entry. However, because of the setup of KSSC, with so many people registered as “owners”, it was impossible to avoid the significant sum of over 700 Euro’s to get Ploes back in to Turkey.

We did achieve our objective, although it did take about three days out of our holiday. However, we are so grateful for Bill Brown’s help and advice, mainly to go to Simi rather than Rhodes for this procedure. It was fun, exciting & different. Also, the difference between Turkey and Greece in both cost and paperwork is very evident. Greece is relaxed, low cost and simple. Turkey is now becoming very bureaucratic and expensive.



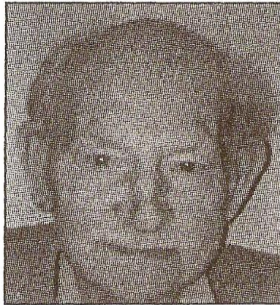
We travelled a fair distance, spent the equivalent of three days and overcame all the (simple) bureaucracy and were ultimately successful in the assignment. Then we realised the simple truth – not one official had seen the boat at all. Anyone could have taken the ship’s papers and passports to the local offices, flown to Rhodes, got the stamps, flown back and then checked in again in Fethiye - Ploes was not really needed at all. Oh well, we now know for the next time – five years hence!!!

We had more to do in the next week but this was our own *Greek ‘Odyssey’ 2014*.

Peter Johnson

ARTICLE APPEARING IN COASTLINE MAGAZINE
- JANUARY 2015 -

STAN BECKETT – A ‘HALIFAX MUG’



The Story of a Halifax MUG

This piece has nothing whatsoever to do with Yorkshire or with drinking vessels, but it concerns a well-known former resident of 52, Old Church Road, Hopton, who died in Lound Hall care

home back in September 2014. Stan Beckett will be remembered by a number of “Coastline” readers and the publication is grateful to one of its regular delivery volunteers, John Pemble, for enabling this short tribute to be written. Towards the end of his life, Stan wrote and had printed a personal memoir covering his interesting and eventful life and gave a copy of it to John. It is this publication which has provided the material used here.

Stan was born in 1921 in Ruabon, North Wales, where his father (of Yorkshire origins) had a tailor’s shop, specialising particularly in making high-quality riding breeches for local farmers and the landed gentry. The family moved around quite a bit, as the mother had nursing qualifications and worked as a district nurse while Stan and his older brother, Adrian, were still quite young – and they all eventually finished up in Virginia Water, Surrey.

When Stan left school, in the mid-1930s, he got a job as an office boy with an estate agent, followed by a period working for a local building firm, chasing the walls of new-build houses with hammer and chisel prior to electrical wiring being fitted. He then moved on to an office job at Fair Oaks Aerodrome, near Chobham, where his duties included noting the early morning weather forecast, keeping trainee pilots’ log books up to date and serving in the control tower.

All of this fostered a long-held interest in aviation, so it came as no surprise to those who knew him when he gave up his Home Guard duties during the early part of World War Two and joined the R.A.F. in December 1941. As with many other young men of his generation, his main ambition was to

be a fighter pilot, but things did not work out as hoped and he finished up as an air-gunner. To be specific, as a mid-upper gunner (M.U.G.) on Halifax bombers – hence, the title of this piece. He saw a considerable amount of action during night raids on enemy territory, which eventually resulted in him being shot down, somewhere over Belgium, at 1 a.m. on 13 May 1944. He parachuted to safety, but not all the other members of the crew survived.

Inevitably, Stan was taken prisoner and saw out the remainder of the war in a prisoner-of-war camp in Wetzlar, a German town of great historical distinction and home of the famous Leica cameras. His experiences in the camp, as well as those of his fellow-captives, make for very interesting reading and are typical of a whole genre of literature and film which flourished in post-war British culture until the 1970s. After the Nazi surrender in May 1945, and eventual repatriation, Stan’s life must have seemed tame in comparison with what had gone before, but he seems to have adjusted to civilian life pretty well and became involved in the grocery trade.

He and his wife Joan (whom he married in 1948) even ran their own local shop in Dartmouth for a while, before moving to Muswell Hill, in North London, where Stan worked a number of years for G. Costa and Co., an importer of luxury groceries and supplier of goods to firms at the top end of the trade (including Fortnum and Mason). Eventually, by the 1960s, he and Joan had moved to East Anglia, where he developed a love of Broads sailing as well as offshore activity through being a member of Kessingland Sailing Club (of which he was eventually made a life president, in recognition of his services). He also played golf and was a member of the Coastline Art Group during its lifetime.

Some people will probably remember him, too, as a member of the congregation at Corton Methodist Chapel. He originally came there to a memorial service held for Barry Naylor, a long-term resident of Corton and chapel organist for many years. Stan knew him as a fellow member of Kessingland Sailing Club and, having come to pay his respects to an old friend, decided that he would like to continue his acquaintanceship with this particular place of worship. Given his affable nature and his long and varied life-experience, it is a fair guess to assume that he will be missed by those who knew him for some considerable time.