

# KESSINGLAND SEA SAILING CLUB

## NEWSLETTER – AUTUMN 2016

### COMMODORE'S COMMENTS

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Sadly for me this will be my last *Comments* to you as your Commodore. I have been very proud and privileged to serve this fine Club and its Members as Commodore over the last six years. A lot of 'salt water' and a modicum of 'brackish water' has passed under the bridge since 2011. There have been no major changes in either our Club Constitution or our Club Yachts in my time, although I can say with some pride that I believe our yachts are now in the most reliable and cosmetically pleasing condition than they have ever been, with special thanks to Arthur and Peter. We've also seen the affiliation between KSSC and Adastral Park Sailing Club of Ipswich go from strength to strength over the last 3 years, culminating this year with some 8 full KSSC Sailing Memberships. As you will read later in this Newsletter we've had one of our best years yet for yacht utilisation, despite the rather austere financial climate.

We've not been able to sell Explorer and buy a replacement but then we haven't tried too hard. I'm going to pass that matter and decision onto our next Commodore. On that subject, I'm extremely pleased to report that our present Vice Commodore James Parnell will take over from me at next month's AGM as Commodore. His contribution as Vice Commodore and as a member of the Management Committee over the last few years has been enormous and always invaluable. I would like to take this opportunity to thank all my Management Team especially James, Jill, Jennie and Ian for their input and close support throughout my time as Commodore. I'm sure the Club will be in good hands and continue to prosper well into the future.

On a lighter note you might recognise our two intrepid about-to-be round-the-world yachties - Rick & Debbie Asker :- The photo's were taken on their brief visit back to the RNSYC earlier in October when we bid them a fond farewell and *Bon Voyage*.



They were proud to show us their new home – a Farr 50 build by Swedish boat builder Najad to a bespoke design. A cutter-rigged blue-water yacht with every convenience for long-distance short-handed ocean cruising from electric winches, water-maker, generator, dual-control and even a washing machine which Debbie said had persuaded her at first sight. As we go-to-press with this Newsletter they should be crossing the 'Bay' – first intended stop-over will be Madeira and then the trade route to the W'indies via the Cape Verde Islands. I'm sure we all wish them safe passage and look forward with some envy, to reading their on-line progress sailing through tropical waters in the midst of our cold winter months...

Finally it's that time of the year with the AGM and Laying-up Supper looming when we should consider 2017 and beyond. You'll see later in this Newsletter some suggestions reference Explorer next year and then there's Turkey and the political situation out there to consider – should we stay or should we move on? Your opinion matters so please do try to come to the AGM on Saturday 12<sup>th</sup> November and let us know your suggestions on the Club's future – it's your Club after all...

Details of the Agenda will be circulated towards the end of October. Following the AGM we'll be holding the annual Laying-up Supper, details of which you should have already received from Jill. There will be a short slide-show & presentation after the meal on Explorer's recent cruise to Holland which should wet the appetite for foreign cruising next year or maybe not, with *Brexit* on the horizon!!! Come and join us, it should be an interesting and fun evening....

**John J Bird Commodore KSSC**

EXPLORER

JAMES PARNELL & ARTHUR RILEY

It's been a great year for Explorer. She was taken to Suffolk Yacht harbour by Cliff Pountney and crew shortly after the post launch maintenance was completed at the end of May. She was used shortly afterwards. Usage was slow at first with just 2 week-ends in June but this was compensated for by 4 weekends in July and then all but 7 days of August were booked and usage continued into September with 16 days booked. APSC used explorer for only 5 sessions, however this was often in a mid-week down time so not time in demand by members. In Mid-October she will be taken back to Lowestoft and lifted out on the 28<sup>th</sup> October.

*(Editor's Note – Explorer arrived safely back at the RNSYC on Sat 15<sup>th</sup> October)*

The crowning achievement was a back to back trip to Holland in August, taken out by John Humphery in boisterous weather conditions and sailed back by Cliff Pountney. There were other many great moments too which shall be shared in due course, if only over a glass or two at the Fitting-out Supper.

There have been some mechanical problems, but no more than can be expected of a cruising yacht of her age. Though the failure of the new throttle control remains a mystery however, full compensation for the failure and the installation of a new and better control was a satisfactory outcome. Many thanks go to Arthur Riley for his enormous contribution to keeping Explorer in good shape.

There was only one incidence of serious damage this year when Explorer collided with a pontoon in Shotley Marina. A temporary repair to the bow has been made and a full repair will be undertaken after lift out.

The sale of Explorer has not progressed, but she is not being actively marketed and there is a growing opinion that a sale, whilst desirable in the long term, is not necessary in the short term.

Discussions are commencing on what improvements should be made next winter, more on this at the AGM. Ideas are welcome – see below. Overall it's been a successful season with 60 days of use and a visit to foreign shores.

This may be a bit early but I would like Members suggestions in 3 areas so that we can do some planning over the winter:-

The first relates to improvements to explorer. As in previous years we are going to commit a modest sum to improve explorer for the benefit of members. Last year the upholstery was renewed, which was noted and appreciated by my crew. For next year we may have to do some more technical things such as installing a smart charger for better battery management, but if you ideas for improvements please send them through, even if they are not done for next year it would give us an idea for future years.

The second area is ideas, suggestions or even bids for a back to back trip or trips. This year's two weeks in Holland was a great success but it was settled quite late in the season, If we had suggestion from members we could plan something over a longer period of time.

The third area is a new idea. I would like to collate suggestions about great places / secret anchorages around the Orwell which may be overlooked by members using Explorer. I was prompted by Helen's piece in this Newsletter which mentions Halfpenny Pier at Harwich. I must have been past there a dozen times and never occurred to me to try it. The same may be true of my favourite stopping place at Wrabness, so can I have your suggestions please? **So send in your thoughts to KSSC e-mail address:-**

**admin@kessingland-seasailingclub.uk**

**James Parnell**

## Explorer Maintenance Report :

Since Explorer was launched on 29th April the following issues have arisen;

Heads, failure to pump out, fault was traced to a split discharge hose, this was temporarily repaired. Permanent solution involves modifying the shelving unit in the heads, to allow room for the hose. This is in hand with Ian Winters who has taken the shelf unit home.

Morse type control was slipping, a new control was fitted. This new part was found to be faulty, also the gear change cable failed. Engine starting problems were traced to a faulty solenoid attached to the starter motor. Spare starter motor fitted and problem cured. *The latest engine control will be familiar to many members; press the red button and move the lever to get revs for cold starting out of gear. Return the lever to the upright position and the red button will pop out - move the lever ahead or astern for revs and gears combined.*

Furling gear was sticking, it improved after lubrication. Good, used, spare parts have been obtained from Rig Magic at SYH gratis, thanks to Ian Winters. Fore halyard slack, this line has been rerouted on deck, on a trial basis to make it easier to secure.

VHF connection to GPS was restored by John Davie who traced and repaired a faulty joint inside the chart table. Log was found to be under reading and was re-calibrated by crew in Holland - calibration may be verified by the average of runs over a measured distance.

Bilges have been very smelly on and off. Bilgex used as per instructions had limited success, the bilges will be thoroughly cleaned during lay up.

Fire Extinguishers, after accidental discharge of one of the extinguishers, and the mega clean up, traces of dry powder may still be found in the quarter berth area. As they were overdue for service, two new dry powder extinguishers have been purchased and fitted on board with a five year discharge service date. One old extinguisher retained as a spare.

New upholstery - lots of positive feedback received regarding the improved comfort and appearance of the reupholstered berth cushions.

### Winter Maintenance Program:-

In addition to routine maintenance such as engine servicing and items mentioned above, the following tasks have been identified;

Lubricate masthead sensor unit for wind instruments (whilst afloat).

Repair damaged gelcoat at bow.

Modify heads shelving unit to avoid pinching discharge hose. In hand (I. Wi).

Remove all old anti fouling, fill and fair substrate and coat with paint system.

Purchase hand held VHF or fit extension handset in cockpit.

Repair corroded window frames.

Deck fittings reseal as required.

Purchase rechargeable spotlight with 12v connection for use in cockpit.

Repair damaged sections of teak toe rail.

Coat all exterior team trim with deksolje.

Wash and inspect all running rigging.

Rub down and coat all interior varnish.

Investigate sharp edges under cooker.

Repair cooker ignition system. Remove corroded AA batteries.

Replace existing light sources with LEDs.

Replace water tank lid seal.

Thoroughly clean bilges, areas around FW tank lid and floor hatches.

Overhaul (grind in) sea cocks.

Replace guard wires p&s four in number.

Renew Treadmaster on cockpit seats.

Fit stuff-bag & winch pocket at mast.

Repair woodwork around galley.

Check rigging tension (when afloat).

Fit new bow rollers for anchor fair leads

Other improvements may include but not limited to:- Improved insulation for cool box, paint interior of galley cupboards, fit smart charger and simplify electrical systems.

The intention is, in order to progress all the above, that members will be asked to volunteer to tackle specific tasks suited to their availability and skills. Thereafter the responsible volunteer(s) can be recorded in the work list spreadsheet to enable coordination of individual and team efforts. It is also intended to make use of time during November and December to take advantage of more favourable weather conditions in the run up to Christmas. Those involved in last lay-up season's maintenance can take pride in the increased take up of Explorer. Any suggestions or comments would be appreciated.

Fit (missing) fairlead starboard side aft.

Fit rubbing strips to cockpit coamings.

Reinforce spray hood stitching and reproof, fit longer tails to straps.

Repair cockpit locker hinges.

Forward hatch, renew seal and Perspex, fit protective cover.

Fit simple black out blinds (Velcro) in forward cabin.

Make good, forward cabin at bow, after recent removal of shelf.

Fit expansion tank for engine coolant.

Fit mounting bracket for Garmin antenna.

Range and inspect ground tackle, including kedge anchor.

Wash and inspect all warps and lines.

Clean fenders and fit new socks.

Fit new throttle cable.

**Arthur Riley – 12<sup>th</sup> October 2016**

## PLOES

### PETER GIRVEN

This year had been a busy year for Ploes. We have had 12 weeks so it has been a good year with an income of 11 weeks (one of those 12 weeks was a delayed booking and paid for in last years' income). The 11 weeks income has helped pay for what has been an expensive year for Ploes, the main extra unexpected outlay being nearly £2000 for the fitting of a new diesel tank. We had attempted several times to repair the old diesel tank but the plastic that it is made of is too thin and too flexible, we were told that many similar Bavaria's have had their diesel tanks replaced. In the heat of summer this June when we were fast filling with diesel the tank was still weeping at the sender unit and so it was decided to replace it. Ploes has also had several other relatively expensive repairs this year - the anchor winch was serviced and the bow thruster battery was replaced.

This year we have also been monitoring the political situation in Turkey and wondering what would happen next, Chris Andrews was unlucky and actually on Ploes in Fethiye Marina during the evening of the aborted coup. Chris and family were very worried during that evening. Gareth was nearby in his flat - Gareth and Chris conversed during the night, wondering what was developing and worryingly they did hear guns being fired locally. Rhodes is only 60 miles away so the simple answer was to flee to Rhodes in the morning if the situation got worse. Thankfully however the coup was put down and relative calm returned to Turkey the following day. As such the decision was made to remain in Fethiye.

Fethiye has also been insulated from the refugee crisis and trouble free but there have been refugees at other places, especially on the coast near the Aegean Greek Islands, in places like Bodrum and Cesme.

The political situation in Turkey has, however, caused us to consider where to base Ploes next year. The thinking at the moment is to leave Ploes in Fethiye until May 2017 and to do the next spring commissioning there. We had considered a move to Rhodes this November, the next instalment of the marina fee is due in November - but Rhodes is more expensive for a 6 month stay. Paul and I also know where all the facilities needed for commissioning are in Fethiye and that will make commissioning easier. Once we have completed commissioning in May then we will probably move Ploes back to Greece. At the moment the Ionian Sea (Levkas) is the favoured location. This will be decided at a Management Meeting in January after discussion at the AGM in November.

Gareth and Claire are in the process of moving their Fethiye support operation to Rhodes and they would like us to move to Rhodes, but I believe that sailing is more restricted there. That is unless you go back into the nearby Turkish waters, and then we have Turkish paperwork and Transit Visa issues again. Simi is the only other nearby Greek island, Rhodes itself is more limited for sheltered anchoring options. The Aegean Islands are also a sailing option from Rhodes but they are very windy in the summer months as we know from the years when we were based in the Aegean at Lavrion. These new locations are to be considered and a decision must be made by April next year.

To summarise this year has been very successful and any potential worries of safety in Turkey this year have proved unnecessary, but it is perhaps time to move on. We can always go back to Fethiye in the future once Turkey settles back down.

**Peter Girven**

***The new stainless steel diesel tank fitted in Ploes – summer 2016***



WHAT THIS CLUB MEANS TO ME

HELEN DAVIE

**SAILING:**

Sailing (a lot of it on Explorer) has meant....I have made some great new friends. They come in a variety of forms; from those who only drink coke, to those who LOVE my proper cafetiere coffee (and sit on the cafetiere with predictable results!) and those who just can't wait for 'beer o'clock'!

Sailing on Explorer has meant ...I have spent peaceful sun-drenched days pottering about the Walton Backwaters in the dinghy, photographing seals. I have also pulled the mainsail down while clutching the mast with my legs flying out at 90 degrees, where the only skyline has been the top of the 2 metre high waves of the North Sea.

It has meant.....I have become acquainted with the lovely East Coast rivers and inlets, from pretty Halfpenny Pier in Harwich to dodging shipping in great Father Thames.



It has meant I understand the heartfelt cry 'We're touching! Reverse! Oh no, get over here and rock her, quick!' and have learned other weird phrases; things like 'Ready about' being much preferred to 'One, two, three, Go!' I have also learnt that 'Map' is practically a dirty word!

It has meant that this hopeless non-engineer can now more or less operate an outboard motor and can clean the filters on the engine. (What were THEY?!)

The odd weekend on boat maintenance has meant a great appreciation for those who have given up so much time to the cleaning, repairing and refitting of Explorer in the winter months, particularly when they are perilously wobbling about way above my head in the Bosun's chair.(What was THAT?!)

Sailing on Explorer has meant I have found some special eating and drinking places, varying from the well frequented Lightship at Levington to enjoying the sunset over the Deben on the Ramsholt Arms. Not to mention picnicking at anchor in idyllic little bays and pretty rivers.

It has also meant I have learnt to 'go' in a variety of positions and at a variety of angles....the least said....

It has also meant I have fulfilled a few dreams. I've always loved the sea and watching yachts as a little girl thrilled me – I longed to be on one! I also cherished the idea of swimming across the Channel. This transmorphed into sailing across the North Sea. Now achieved; but the dream, or desire, is now perhaps NOT to do it again very soon!





Most of all, sailing on Explorer means I can turn my back on my various other usually enjoyable but demanding responsibilities and be refreshed and renewed by the sea, the wind, the camaraderie, hopefully the sun and just be happy, 'messaging about in boats!'

**Helen Davie**

DATES FOR YOUR DIARY

JILL TURNER

To all KSSC members:

I have circulated a flyer with details of our Laying Up Supper including the menu – please make sure that you book by the 6th November if you are coming or equally, cancel any booking you are unable to use.

May I remind you that the Royal Norfolk & Suffolk Yacht Club has 9 letting bedrooms. If you are interested to book one for the night after the meal, then contact the RN&SYC office, during office hours 01502 566726.

**Jill Turner KSSC Hon. Secretary**

## THE LEILA TRUST

LEILA'S SEASON - 2016

DAVID BEAVAN

We started with a full programme and our new mast at Easter. It was a cold and wet spring and we did have a few cancellations. We tend to operate from Ipswich at the beginning and end of the season, as the sea can be rough off Lowestoft and it is a long way to the Rivers on the first day.

Particularly successful voyages were made with Red Balloon, a charity for school refusers/victims of bullying, who made short trips with their carers in the Rivers.

Great Yarmouth College Energy students who sailed through the London Array crossing the Thames Estuary.

Pakefield High School who did two weekends but have booked a full week next year.

Our new staysail and jackyard topsail arrived in time for our voyage to the South Coast in August. We were lucky to get an easterly down channel, so visited the Normandy coast. Boulogne was a very nice stop. Easy access to the friendly and cheap marina, a short walk over the bridge to the town centre, a great little restaurant with proper french food (soupe de poussin) near the cathedral, and a parade through the streets. Dieppe was more expensive and crowded with Parisiennes. We had planned to stop at Fecamp but sailed so quickly at an average 8 knots that we arrived before the tide was high enough, so sailed onto Le Havre where we spent a pleasant day ashore.

After a quick re-fuelling stop at Portland, we left immediately to make the inshore passage round the Bill and get to Brixham before the big Low came through. We hammered into a force 8 to get to Dartmouth two days later for the ASTO race. It was only eight miles but took us four hours. That is the first time we have reefed the new mainsail, which we slab reefed rather than using the old roller reefing gear.

Lightwinds were forecast for the race which started off Dartmouth, so we set all flying -main , topsail, genoa, large staysail and jib topsail (see pic attached)- and led the fleet at the start before the spinnaker classes overtook us. Unfortunately we were shorthanded so I kept the new jackyard topsail in the bag. As predicted the wind died overnight, but backed easterly rather than south easterly, which threw our lay lines out. We were winning the class on handicap as we passed St Catherine's Point only 20 miles from the finish at the Forts, with Jolie Brise ahead of us, but they had used their spinnaker which gave us a 25% handicap advantage. We drifted back round the Point with the tide in the evening, and I grabbed an hour's rest before sailing back to round the point again as the tide weakened. The tide and a light breeze took us to Bembridge ledge where we again started to drift backwards at 2300.

We had now lost our first place to Jolie Brise who had finished, and regrettably had to retire as I was knackered.



Tai Annan, our trainee mate, did his coastal skipper shore based with Henry Carter of Easter Horizon at the end of August, and we had a good two days on Explorer practising boat handling and man overboard/ buoy pick up under sail. He is booked to do his coastal skipper practical in October at East Anglian Sea School, paid for by a Trinity House bursary. Explorer is great boat to teach on, easily handled and responsive. Thanks a lot for the loan and we will repay in maintenance labour over the winter.

We are always looking for volunteer mates if any members want to experience a classic racing cutter with the rewards of working with young people. We put regular updates on our Facebook page - leilasail (you don't need to join Facebook to view it).

Hopefully we will see some of you on Saturday evening at our Pirate Party in Fisherman's Wharf.

David Beavan

*(Editor's Note – David is a Member of KSSC. Our Commodore has sailed aboard 'Leila' on a passage from Lowestoft to Harwich and thoroughly recommends it.)*