

KESSINGLAND SEA SAILING CLUB

NEWSLETTER – Autumn 2017

COMMODORE'S COMMENTS

Another season is drawing to a close, yet there is still time to snatch a last minute booking on Explorer and Ploes. The closing of a season is time to reflect back on what has gone well (quite a lot) and what went badly (not that much).

Both boats have exceeded their bookings for last year. Neither of the boats have had unexpected costly repairs and both boats have been significantly improved in the last year. Most importantly we have provided nearly 20 weeks of sailing for our members.

We have welcomed a number of new members which has maintained our membership at about the same level as last year. Financially we will probably break even again this year. So we end the year slightly up from where we started and that must be good.

However, if we take a long hard look of where we are and where we need to be in the future, there are some important issues to be addressed. The use of the boats, particularly Explorer could be improved. How this is done will remain a preoccupation of the committee in the coming months.

Undoubtedly there is scope for increasing the membership, particularly those interested in sailing Explorer to make best use of her and to close the gap between her revenue – about £3,000 To this aim our stalls at Brundall, Woodbridge and Great Yarmouth have introduced the club to many interested people who left their contact details and it is hoped that some will sign up as members.

The other pressing issue is boat replacement. In the Article below I set out the committees approach. A paper will be presented to the AGM for your endorsement of this approach.

Finally, may I remind you that the AGM and Laying up supper will be on the 4th November this year – slightly earlier than usual. Any resolutions from members need to be submitted 21 days prior to the meeting see rule 45.

James Parnell
Commodore KSSC

Explorer

Bookings

Explorer had 65 days use so far this year. That is up by almost a week on last year. Time is running out for bookings this year but there is plenty of space in October just check on the website for availability or give me a call. Her travels this year have taken her to the Kent coast, France and up the Thames to Tower Bridge. - James

Maintenance

The boat will have had a lot of use by the end of this season which is very encouraging. As is to be expected, there are a few issues which need to be, or are being addressed. Early in the season the boat was accidentally bumped against another boat when mooring in a marina which resulted in a relatively small amount of damage to the starboard toe rail. Fortunately not the section I replaced last year! This can be repaired over the winter.

A major job this year has been the repair of the anemometer. The internal bearings were found to have disintegrated. Replacement bearings were sourced and fitted by Arthur and Peter has repaired the wiring in the mast head unit. We will reconnect the unit to the mast head when time and volunteers permit. Fingers crossed it works. If so, Arthur and Peter's efforts will have saved the club many hundreds of pounds.

The main radio developed a fault and is currently being repaired via Sea Power Marine. We expect it back shortly. Fortunately we had earlier purchased a handheld radio for the boat so we were not entirely without a radio. This year we also purchased an EPIRB and a pair of rigging cutters.

Lift out is on 27th October. Around that time we will be looking for volunteers to help remove all the gear from the boat for winter storage. Volunteers can then commence work on the boat to get her ready for next season. No special skills are required. If you can paint or varnish, wield a screwdriver or change engine oil etc then we can use you. Further details will follow in the autumn.

Ian Winters

Ploes

Ploes has had a successful year, she has had 10 weeks and 5 days booked this year (10.7 weeks) and there is a possibility of an extra 2 weeks being booked at the end of October. That would take it from an average year to a very good year.

I expect that we should be close to break even this year, our income will be £12, 572 this year and possibly more, our costs so far have been £11,718. There are a few costs yet to come with repairs to the mainsail furling that are yet to be invoiced, I expect these to be invoiced late in September.

The main issues this season have been with the in mast furling, the top of the furler broke early in the season and was quickly repaired by our local sailmaker Celil in situ, this luckily saved the mast having to be removed. Since then the sail has been tending to bunch low down when unfurling, causing minor issues, Gareth has commented issues are often due to a combination of minor problems. Celil has greased the lower furler gears and re-cut the leach of the sail, we will see how this has helped.

I plan to fit a second level indicator on the holding tank. The new sensor is working well but the old sensor can also be used to additionally light a warning lamp. This will light when the tank is 4 inches from full,



Peter Girven

Boat replacement plan

During this year the committee have applied themselves to addressing the future of the club boats. Whilst Ploes and (to a lesser extent) Explorer meet our needs now, we should look ahead 5-10 years and consider if we are to replace the boats will we have sufficient reserves to do so. The answer today is – probably not.

Explorer is in fine condition and is a modern classic. Her depreciation is low but so is her re-sale price, much less that the £22,000 she was advertised at a couple of years ago. The club has a policy of steadily improving her by spending modest amounts each year. This has been appreciated by the members who sail her and will continue. This is unlikely to raise her resale value by very much but may make her more attractive to a buyer. At the moment she is not on the market and no decision to sell has been taken. Opinion has been divided on whether she should be kept or replaced. However, with some new members coming in to the club it may be time to canvass opinion again. Something we will do over the winter months. To replace Explorer with a suitable modern boat would need approximately another £20,000 on top of her re-sale value.

Ploes is still a wonderfully comfortable boat, but she is beginning to show her age. A combination of build quality (she is after all a mass production boat) and her more complex systems have meant that we have had to do some expensive repairs, such as replacing the fuel tank. These repairs are likely to continue. Given her age (15 years) in the next 5-10 years the club may want to replace her and if so it is likely that another £50,000 would need to be found on top of her resale value.

Fortunately our coffers are far from empty. The committee consider that we should maintain a working balance of £10,000 in our accounts which leaves approximately £33,000 to put to one side for a replacement fund. Our aim is to add to that fund each year with the surplus the club makes in its general account.

However, recent years have seen only modest rise in our cash balances. To achieve a meaningful contribution to the replacement fund a cash surplus in the region of £5,000 would be needed.

The committee has not come to a view about how this is achieved. However it is likely that further increasing our membership, as well as a review of contributions for

the use of the boats and perhaps membership fees will all need to be considered probably at the January meeting of the committee.

Overall our club is great shape. We have all benefited from the far sighted decision taken 25 years ago to buy the boats and the affordable sailing opportunity and it is incumbent upon us to ensure we pass on that opportunity to the next generation.

The boat replacement plan will be discussed at the AGM on the 4th November

James Parnell



Social Diary

The Laying Up Supper will be on Saturday 4th November at 7-30 for 8-00. Menus are being prepared and will be sent out in the next few days.

Our guest speaker is Anthony Osler. Anthony gave up a career to take up full time painting 25 years ago. He keeps his Fisher 26 at SYH and knows the waters of the East Coast and its changing moods intimately. It is hoped that Anthony will bring a selection of his work with him. You may remember that Anthony did the painting presented to John Bird at the last fitting out supper.

IBTC visit on the 21st June was a great success. 10 people attended including guests from Adastral Park Sailing Club and the Lowestoft Cruising Club.

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

Explorer Extended Cruise 2017

The plan had been to sail to Gravelines/Dunkirk, on to Ostend/Nieuwpoort and then home, but reports were coming in of yachts being boarded by Belgian Customs and Excise and fined if found to have traces of red diesel. So Belgium was out and the 'hop' from Dunkirk to Holland looked like meaning a long passage involving 6 hours of not going very far in the middle. In the event, the weather decided us against these grander plans anyway.

Meanwhile, back in Dover, a one-tide crossing to Gravelines looked like a tall order, but it could be done from Calais, so we determined to sail for Calais on Saturday. Should have put the sails up inside Dover Harbour because, outside, I now know, the tide creates a fearful rip just off the entrance western entrance. This, combined with a stiff breeze, had us on our beam ends and the view from the mast was of Dover moving around like a cork. No, wait a minute...

A quick reassessment, and the thought that we had one complete rookie and the remaining two crew with no sea-legs as yet, led to a return to Dover with our tails between our legs and back to Wetherspoons for dinner.

A day gone and Sunday dawned completely calm. A Channel crossing under motor didn't appeal so we made for Ramsgate, on which was based my original passage plan (it being more cross-tide makes Gravelines more attainable). Outside the eastern entrance to Dover (ferry-free, incredibly) there was still a fairly steep chop as the tide whipped past the groynes. I think I see, now, why they ask you to stay 1 mile off when passing Dover - it isn't only to make shipping avoidance safer. (I've been past Dover numerous times, but this was the first time I'd ever been inside on a small boat.)

We can recommend the Greek restaurant in Ramsgate - good food and cheerful staff. I, unfortunately, eventually got the courage (from a bottle, of course) to try to use some of my 25 year-old Greek. It didn't end well, but they seemed happy to let me make a fool of myself.

Monday came with very little wind, but a forecast that promised things would pick up, and so it came to pass. We motored out but caught a breeze before we reached Goodwin Knoll at the north end of the sands. Across the separation schemes with a

tide setting us SW (from memory), we reached the other side just as the tide turned to take us up to the entrance to Gravelines. A beautifully clear day allowed for easy spotting of landmarks, though it would be a grim day when you couldn't see the World's Biggest Nuclear Power Station (well, it is pretty big) just to the east of Gravelines. Eventually, we could see the stripy lighthouse near Gravelines, although we didn't immediately appreciate that it was half way up the entrance channel, so some course adjustment was needed once the long breakwaters were spotted. (Now then, if you were building a couple of fairly substantial lights to mark the entrance to your port, what colour would you make them? Well, I'll tell you the French answer - make them exactly the same colour as the beach. It's modern-day wrecking is what it is.)

Up the 'shallow' entrance channel - never less than 2m under the keel - radio the port de plaisance (marina). They speak English, thank goodness. Somewhat chastened by the Greek experience, neither I nor the others fancied speaking French on a radio.

The 'drying' marina isn't. Plenty of water under us at all times. The marina restaurant wasn't the best we've known. We spent Tuesday largely keeping out of the sun and drinking beer. Wednesday, we left at around high tide, because you have to, picked through the sandbanks, across the separation schemes and headed for the Long Sand two-way route. By then the tide had turned foul, and we staggered up and past Rough's Tower, reaching Cork Sand just as the tide turned again. Er, foul again, because we're now in the grip of the river. 3 hours it took to get to SYH, although we did get to see a huuuuge container ship attended by busy tugs. For a while, it was pointing straight at us and we discussed whether the river mud would stop it before it got to us. We never found out, you'll be glad to know. The winds had built all day, and we spent time with 3 reefs in while still managing 6 knots with the wind on the quarter.

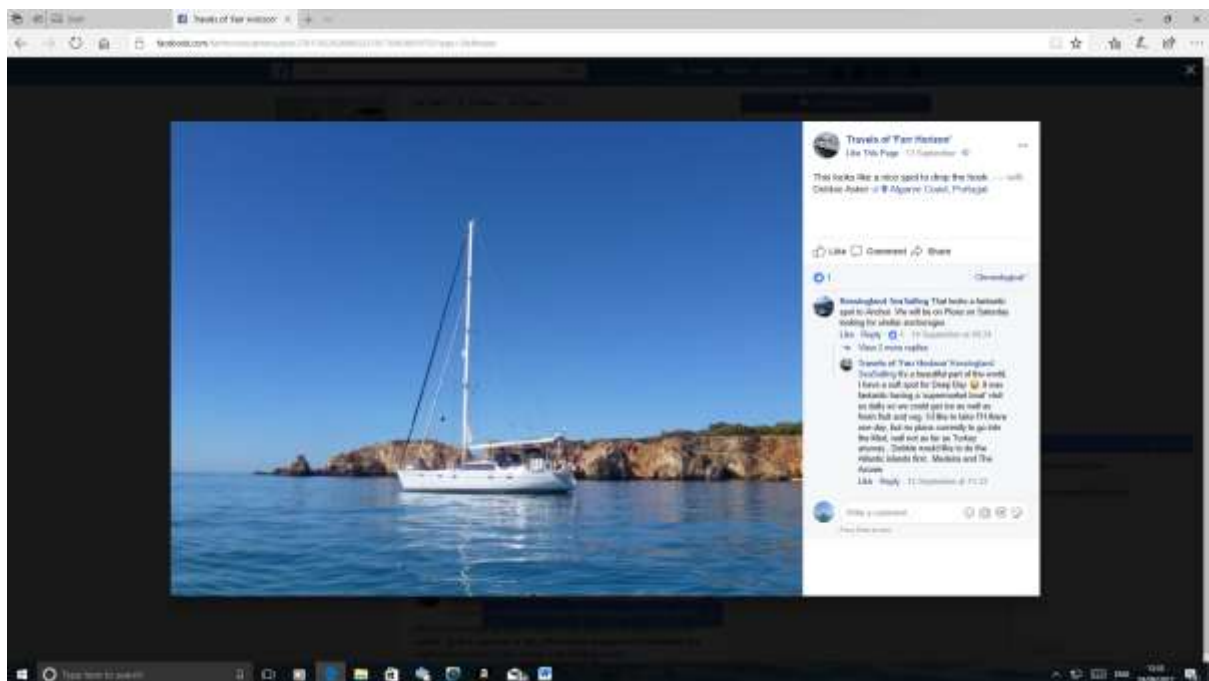
Tied to a buoy outside SYH for the night then went inside on a breezy morning and two days in the marina and then home.

Pictures will be posted on the website, so check them out.

John Davie.

News from Rick and Debbie Asker

As many of you know KSSC members Rick and Debbie Asker sold up and sailed away. We hope to keep in touch with them – a blog on Facebook called 'Travels of Farr Horizon' so family and friends can follow



Here is their post from 6th Sept.

Today we motored (mostly) from Farol to Ferugudo as there was no wind virtually all day.. we got to within 5 miles of Ferugudo and the wind finally decided to put in an appearance (just) so we got the sails out for about an hour and ghosted along at about 3 knots!

Still at least we managed to sail for a bit... it gave me the chance to troll a fishing line to try to catch supper... unfortunately I only managed to catch one of the tourist speed boats when the skipper of it decided to veer past our stern at about 25 knot within a few feet of us....

I just hope none of his passengers were injured when he went UNDER my fishing line... that's how close he got!

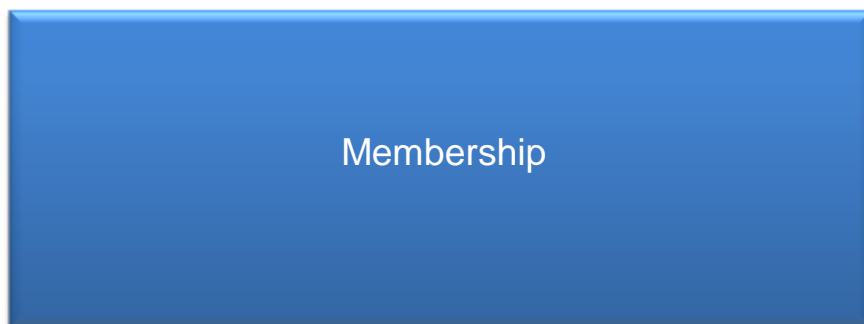
My reel suddenly screamed it's heart out and paid out nearly all 100 meters of fishing line.. the speed boat cut his engines and stopped.. he quickly cut my line then shot off at full throttle... probably extremely embarrassed at passing so close to me that he got caught in a fishing line dangling off my stern!!

Anyway I replaced my lure and tried again... a bit later I got mugged again! This time by a large fish!

The reel screamed.. three bursts.. we had a fish!! A big one at that! I grabbed the rod and started to reel it in.. at this point I'd like to say we're having fresh fish for supper 😊unfortunately that would be a lie unless we go ashore and buy it in a restaurant because it got away.... Damn thing chewed up my lure, spat it out, and buggered off!! It nearly chewed the lure in half! Unfortunately it took the lure right behind the hook.. oh well..

Anyway we're now anchored at Ferugudo, we've had a swim and are now enjoying a glass of vino, minus the fish supper

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Welcome to new members –
Stephen Kingsbury and Nigel Gilson

There has been a significant turnover of members this year. Some long standing members have resigned for completely understandable reasons. We have been fortunate to have recruited new members so that our membership now stands at 62 compared with last year's 63 memberships.

Word of mouth is still the most effective means of recruitment so if you know anyone who may be interested give them a leaflet or better still give them my number to call. If you would like more leaflets or can put up a poster then let me know and I will post some out to you.

The club attended two more local events to recruit new members.

We booked a pitch at the Woodbridge Regatta and Riverside Fair on the 16th July. Arthur Riley co-ordinated the day – helped by William Wickham. There was a positive response and many people took our leaflets away.



We also booked a 2 day pitch at the Great Yarmouth Maritime Festival on the 9-10 September. Our table was inside one of their covered areas (thankfully given the downpour on Saturday afternoon) There was a good steady flow of people passing and we collected 30 contact details and each one of those will be followed up. The cost of these stands is small in cash terms but are a big demand for those who turn up to support them So a big thankyou to Arthur and Ruth Riley, William Wickham, Harry King- Gardiner, Sid Pretty and John and Nancy Bird for helping at these events



Website and Facebook

The website has taken shape nicely, it is a good and elegant site and is easy to navigate, it has a very simple layout. We have added photographs of Explorer and the places she has been, and also the old copies of the newsletter to give an idea of the history of the club. We need to look forward to how the site will expand in the future before we actually get there and simplicity is the secret.

The Facebook site has started slowly, we have several sites and they all feed through to each other, the hurdle is that people need to know the keyword Kessingland to find them. We can consider ways to make this happen, I think that it will be useful for us to have business cards that we can give out, they are a cheap way for us to advertise the Website and the Facebook site addresses.

The Facebook sites will gain use as people get to see their advantages, that and the website are an easy way for new people to see the history of the Club, something that we have only had through newsletters and the annual booklet so far. Facebook is useful to advertise updates to the website, it prompts people on what has changed on the website and where to look.

Peter Girven

Log/Blog and Photo competition

Our competition will run over the summer with a closing date of the 31st December 2017. The judging will happen during January and the results announced at the Fitting Out Supper in April 2018

The categories are as follows:

1. The best Photograph of Explorer or Ploes Under sail

2. The best humorous Photograph
 3. The best kept log book – this will be easier to judge for Explorers but Ploes logs will be considered if you can get a digital record
 4. The best Log/blog of a sailing trip – a narrative with pictures and text submitted in whatever format inspires you (not Vellum).
 5. There may be another award at the discretion (whim) of the committee
- Have fun and send them in.
James



Lobster pot petition

A petition launched by the Cruising Association to make marking of lobster pots safer is again live after it was shut down by the Government until after the General Election.

The CA's petition obviously hit a nerve with the boating public as not only did the petition receive nearly 6,000 signatures in two weeks but the CA has received hundreds of e-mails from people in the UK and worldwide telling of their experiences. Not only were boats severely damaged – some unrecoverable – but hundreds of lives were put at risk when their boats became entangled in the lobster pot tethers. Thanks to everyone who has expressed an interest in the CA's safety campaign which is backed by CA patron, Sir Robin Knox-Johnston and Yachting Monthly. If you support the CA's campaign, please:

sign the petition –

<https://petition.parliament.uk/petitions/200001>

even if you had already done so, as previous votes can't be carried over carry on reporting incidents to us via lobsterpots@theca.org.uk, and go to the link to fill in the new RYA form

tell your friends, family and club members about what we are trying to do
It's time to change the rules for safety's sake.