

KESSINGLAND SEA SAILING CLUB

NEWSLETTER – Christmas 2017



COMMODORE'S COMMENTS

First may I wish you a very happy Christmas and a great New Year. 2017 has been a good year for the club, Explorer's use is up again and Ploes had another successful year in Fethiye. However there remain significant challenges for us to tackle in the coming year. Our AGM endorsed the boat replacement plan, which will build a fund to ensure that we have the cash to replace the boats when we choose to do so.

Work is already underway on Explorer's winter re-fit, if you can help contact Ian Winters, see below. Meanwhile the Ploes fitting out team is being co-ordinated by Peter Girven and will be setting off to Turkey mid-April.

Increasing the use of our boats is a priority, and this means increasing our membership. Word of mouth is still best but in addition we are placing an advert in PBO magazine to attract interest- look out for it.

I am very aware of a sentiment with some members that the club is "moving away from Kessingland". Whilst I can re-assure members this is not a deliberate act by me or the committee, it is undeniable that the club is changing. The list of member's addresses shows that most of our members live more than 10 miles from Lowestoft. Another change is that KSSC is often only one of our member's sailing interests. They belong to other yacht or sailing clubs or own their own boat or share of a boat. We need to adapt and change. I think the club offers a great opportunity to get afloat in an affordable way with the benefits that only club membership can bring. But we do have to fight hard to be noticed and attract new people.

James Parnell
Commodore KSSC



Explorer

Maintenance

After a very good season (64 days usage), Explorer was delivered back to RN&SYC on 11th October.

I would like to thank Arthur and John Bird for their help removing the gear from the boat. Also thanks go to Bob Mann for assisting with the lift out operation.



We have tried to crack on early with the winter maintenance. To that end Arthur and I have been working one, and sometimes two days a week with extra assistance from Alexander Walker and John Davie. So far we have serviced the engine and

replaced the rubber hoses on the cooling system, greased half the seacocks, started repairs to the toe rail, replaced the nuts and bolts securing the heads pump, removed the whale pump in the galley for servicing and inspected the life jackets. We have also washed the saloon and heads ceilings ready for repainting. We are in the process of removing and re sealing the window above the chart table.

We tested the anemometer (repaired by Arthur and Peter Girven) and found it to be working again. The repair job has saved the Club about £1,500.

The antifoul did a good job over the summer. The only gunk on the bottom was slime which washed off easily (see photo).

There is still much to do and to that end, we would welcome further offers of help. We can arrange to work with you on any days you are free.

Over the last couple of years (and probably longer) I am aware that users have suggested a saloon table would be desirable. Arthur and I have designed a table that can be attached to the saloon bulkhead and removed when not in use. Now all we need is someone to make it! Basic woodworking skills are all that is required. Names to me please.

We hope to see you at the boat soon.

Ian Winters



Ploes

Ploes End of Year Summary – 2017

Ploes has had a successful year, she was booked for over 10 weeks and she has almost broken even with her costs. We ideally need to have more bookings to make a profit and that must be our aim again next year. There are 20 weeks available in the season and 14 weeks would be a good number of weeks to have booked. We plan that Ploes will be available next year for use from the 28th April 2018 and we welcome any early bookings.

We still envisage keeping Ploes in Fethiye this winter and it is very likely our base for next year, it is cheaper and less busy than other Turkish Marina's, it is also cheaper and much less busy than areas in the Greek islands. This year we have explored further away from Fethiye, we have cruised up the Turkish Coast to Bodrum and also to some of the Greek islands. There is good scope for cruising away from our Fethiye base, to do this however requires bookings of more than 1 week and spirit to explore rather than just to relax, there are many options for holiday choices from Fethiye.



Peter Girven

AGM and Laying Up Supper



This year's Laying Up Supper, a week earlier than usual, went off very well with 20+ members and guests. The food was excellent and received much praise. As usual the staff of the RNSYC looked after us very well. The after dinner speaker was Anthony Osler, a local marine artist (painted the picture presented to John and Nancy at the last dinner). His entertaining talk about his life and painting captured our attention. Afterwards people congregated around some of his work which he had brought in and the conversation continued, much to the neglect of the bar!!



The dinner was preceded by the AGM. A good attendance again this year. The minutes are circulated with this newsletter but the highlights were:

Boat replacement plan agreed

Membership fees increased for sailing members

Contributions for use of boats delegated to the management committee

Jill Turner Elected a Life Member – see John Bird's article below.

JILL TURNER - HONORARY LIFE MEMBER - 2017

For me it's an honour and a privilege to write a brief account of Jill's contribution to Kessingland Sea Sailing Club as our former Membership and Social Secretary.

Jill's late husband David officially joined KSSC in 2007-8 but he accompanied me on several maintenance trips and delivery runs initially to *Edna May* when she was moored at Vilamoura on the Algarve in the early 2000's. I remember on one occasion we arrived at Vilamoura only to find *Edna May* had been left at Lagos some 50 odd miles further West, through no fault of the crew I might add. "It goes with the territory" he would say unperturbed. David and Jill were my guests at regular KSSC functions and it wasn't long before I, then as KSSC Vice Commodore, asked Jill if she would take on some of the Club membership duties. One of her first jobs was to alphabetically arrange the member's names. I recall that all the members appeared correctly on a membership list but in the order of joining which confused some who said their names were missing from the list as it appeared in the Yearbook, only to find their name on the previous page! Anyway Jill took us into the 21st Century with computer graphics, dates, details and colours denoting type of membership. This became the standard format for all our meetings and indeed the back pages of the Yearbook to date. We on the Management Committee were very impressed and did ask Jill on many occasions to join us but she was happy to do the job on a voluntary basis. Jill was finally persuaded to take over the official role as Membership and Social Secretary at the AGM in 2011. Jill would be the first person to admit she is not a sailor but her contribution and attention to detail in all her print-outs, flyers & publications are self-evident. In my five years as Commodore I can only say that if there is any acclaim to be voiced during my tenure, then Jill with her methodical and precise record keeping, not mentioning her clock-watching at meetings, is certainly due for a good proportion of the credit.

I was so pleased to see a unanimous vote of acceptance from the members present at the last AGM in awarding Jill an 'Honorary Life Membership'. Jill was not present at the meeting but all members that were present gave their endorsement of the award agreeing that Jill was a very worthy recipient.

John J Bird – Former

Commodore

Social Diary



The fitting out supper will be on the 14th April 2018. 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.

I am going to try to organise another social event, as the IBTC visit was a success. One member has suggested chartering a Thames Barge for the day. There are several operating out of Maldon, but to keep costs down numbers will need to be high although we could invite other clubs again. Any alternative ideas let me know.
James

Explorer Extended Cruise 2018

Last year Explorer's extended cruise or back to back cruise saw her crossing the Channel several times in a two and a half weeks. This year plans are centred around exploring the Solent although it's not too late to make other suggestions. Cliff Pountney has agreed to be this year's point of contact so ideas, discussions, information or booking please contact Cliff.



Ploes Cruise Oct 2017

Skipper: Roger Parker

Crew: Jill Parker, Marc Overton, Neil Trask (Photos), Hugh Johns (Author)

At least we got the most unpleasant part of this trip over at the beginning. Many of our fellow passengers on the Saturday evening “Queasy Jet” were in full party mood even before they got on the flight and made liberal use of the trolley service to sustain their condition. There wasn’t much chance of a quiet doze for the rest of us. However it was great to get out into a warm and humid evening at Dalaman and forget the cool gusty winds of England.

Sunday morning brought the only rain we were to see all week and the humidity cleared while we did some shopping, changed money and sorted out the crew change paperwork. After lunch, the usual obliging breeze blew up and we were ready to go sailing. We re-familiarised ourselves with the procedure for “lazy line” moorings and left without incident. Under full sail we tacked out in to Fethiye outer harbour beyond the island, and returned on a near perfect run to berth back in the marina without any fuss. It was a very pleasant sail for about three hours in brilliant sunshine. The deflating dinghy was examined and a G&T helped us decided that, as it was due for replacement soon, it would be better to defer any amateurish attempts at repair and we wandered off in to a town for a huge supper.

Sailing in Turkish waters at that time of year can be remarkably civilised. It’s not like sailing in the UK where there always seems to be some ghastly pressure to rise early and catch the last of the tide or beat some front coming across from the northwest. In Turkey, the wind is very obliging and doesn’t really start until mid morning and then builds itself gently. This enables a crew to rise without haste, have showers, send emissaries for fresh pastries and linger over breakfast. The only

interruption can be the 6:00am "call to prayer". This Monday morning we finished our shopping and sorting out, motored out into light winds, beat out into a southwest breeze making for Dokukbas Br.. The wind became more westerly putting us on a run towards Karacaoren Ar. so we put the mainsail away and continued under foresail alone.

The sail went really well with the wind moving round and increasing just as we needed it. It was thrilling to see dolphins playing in front of the boat as we rounded the headland; then they swam ahead and crossed in front of us before they were gone. It seems Ploes wasn't fast enough for them to ride the bow wave. They were a rather puzzling sight because, whenever we went for a swim, the sea seemed rather sterile and devoid of fish except for minnow-sized things; certainly, no "Blue Planet" here. What were the dolphins finding to eat?

We passed through the gap before Ruin Island and got helped to a line and shoreline mooring. It was a strange mooring procedure: a marinara met us in a small tender, took a line from one side of a bow bridle and passed it through a loop on a riser from a ground chain. He then used his boat to push us round until we were almost across the wind and took a long line to a cleat on the rocks. After he had gone, we doubled up the long line with a black rope that needed washing. Later, the guy became our water-taxi to the restaurant. The only problem with this process was that Ploes was left almost broadside to the breeze and tended to roll until the swell died right away later in the night. Ice creams were purchased from a boat that came alongside but we still had time to swim before the taxi took us to the Karacaoran Restaurant.

We were suckers for a good breakfast. The water taxi returned to take us to the restaurant for breakfast of omelette, excellent fresh orange juice, Turkish coffee, home made bread, apple jam and more; need I go on! We motored to Darbogaz Koyu, anchored and swam before the "ice cream boat" turned up and sold us apple pies and fresh bread but we didn't have quite enough change so he accepted a cold beer in part payment. We motored through the passage inside Gemiler Island and anchored for lunch before the civilised wind arose and we started sailing. However on this occasion it soon died and we anchored just short of Olou Deniz to swim and snorkel including swimming along to the get a view of the famous resort beach with its many parasailers, paragliders and inland salt water lagoon. The beach didn't appear very crowded but it was getting rather late in the season. For the evening we motored back to where we were the previous night, and took the water-taxi to the restaurant.

We were kept awake that night by the boat rolling despite there being no wind and us being on an official mooring buoy well inside the bay. Worst of all was that the rolling caused the plywood bulkhead at the companionway steps to creak loudly. As the rolling stopped and started this racket stopped and restarted, waking us up each time when we had just managed to doze off!

Looking out from the bay of creaks and rocking



Wednesday's wind was less obliging but we motored out and started sailing west on a broad reach. However, there was hardly any wind and we only managed speeds of around 1 to 2.5 knots. Ploes sailed very slowly on to a bay just before Gocek to anchor while we enjoyed a swim. We looked for the dolphins again but they had obviously got other interests that afternoon. A fin like object in the distance generated some excitement but when we got closer it proved to be a beer bottle. There was no wildlife in the bay but this was compensated by the stunning view. By a combination of motoring and slow sailing we reached Marin Turk Village Marina just outside the town and, in the evening, walked along the shore footpath to the strangely named Kebab Hospital restaurant.

Towards midnight Marc and Neil were relaxing on deck, enjoying a final drink of the night, when Neil heard a fairly distinctive 'splosh' sound. Now we've heard all sorts of strange sounds overnight in Turkey the last two years, but after letting this one process in his (slightly alcohol-affected) mind for a short while Neil decided this one needed investigating. They didn't have to wander down the pontoon very far when they happened upon a fully clothed swimmer – a lady that had just travelled all the way from the UK but somehow failed in the final few centimetres in boarding her boat. She had a friend looking on, rather surprised, but there didn't seem to be much progress in the rescue department. The water wasn't cold and the 'casualty' was fine, just embarrassed at being stuck in the water between her boat and the pontoon. After ascertaining she didn't want to be pulled out, Marc and Neil set about fitting the swimming ladder to her boat so that she could climb up. This involved jumping aboard and unfolding this apparatus by mobile phone torchlight. Having resisted the urge to take a phone photo at the same time (Her friend would have had that one promptly on social media), we got the ladder fitted and all was well again – our new friend went to dry off. It wasn't until the next day that our heroic duo was able to relay this story to their crewmates. We were doubtful and tended to put it down to the G&Ts; the only thing that did remain a figment of their imagination was getting invited aboard for thank you drinks!

A crewmember cooked a large breakfast on Thursday and we motored south, past Gocek Adasi, to anchor in the shallower waters between the islands of Yassica Adalari where we swam and snorkelled. The swim and snorkel between the islands was most enjoyable although it seemed to be quite a tourist hot-spot and a continuous stream of gulleets came in, each one only anchoring for an hour or so. Ploes' anchor chain bounced off its electric capstan as we hauled it in after lunch. A considerable amount of the cable ran out before it stopped and it then proved tedious getting it all back in.

In the afternoon we continued to motor south but soon found a reasonable southwest breeze and sailed across the whole bay to Kargi Buku where we anchored quite close to the rocks and swam and snorkelled. Finally we sailed to the Yat Mola Noktasi restaurant at the end of the Tomb Bay as the other restaurant seemed full with a flotilla.

The restaurant in Tomb Bay had some incredible fauna but not really the type we had come to see. The marinara who helped us with the lazy line couldn't have been more friendly and helpful but his co-worker, who was the waiter in the restaurant, was a bit too over-attentive and wanted to give everyone a massage. A very small kitten pestered us all evening while we were eating and refused to be deterred from trying to help people eat or sit on people's laps. Marc even took it some distance off but it simply followed him back to us. The masseur seemed to think there wasn't much he could do about a cat.

Hold tight to Tomb Bay cat



Later it walked on to the boat with us. We chucked it back on to the pontoon and raised the passarelle like a drawbridge. It studied the situation for sometime then made a leap up on to the gangplank. It was caught and chucked off again. It seemed determined to board Ploes and jumped on to the adjoining yacht, which appeared to be unoccupied, to see if it could leap across from there. It realised this option wasn't practical and returned to the pontoon. The skipper used the cockpit cushions, raised on edge, to build a barrier across the sugar-scoop. The kitten studied this very carefully for a while then made an even more hazardous leap. It touched the top of the cushions like a steeplechaser and landed in the cockpit. The reaction kicked the cushions into the water. They were recovered and kitty ejected again. People took turns manning the defences using such implements as they could muster; boathooks, towels etc. but a permanent solution that would last the night was required; we couldn't sleep with the windows and hatches closed, it was far too hot. Eventually, I reluctantly decided to throw a bucket of water at it next time it got ready to spring. As it crouched on the extreme edge of the pontoon I slung the water. Astonishingly, the irritating animal managed to dodge, I think it barely got wet but it did seem to get the message that it wasn't wanted on voyage. It trotted back along the pontoons and gave no more trouble.

We did see it with a larger cat the following morning, probably its parent. Basically, as with poor the world over, the young get sent out to beg; they are more cute.

The restaurant also had a huge Great Dane sized dog, which was really quite friendly but had a very intimidating bark. It seemed to be employed to guard the toilets. In the daytime it was intimidating. At night it was The Hound of the Baskervilles.

On Friday morning we started by walking along the beach and up the hill to the tombs but found the way-marking ran out as soon as we turned inland so we gave up and returned, scrambling along the sea edge. We motored around the corner to Round Bay, swam ashore and looked at the bay and the ruins, which were in disappointingly poor condition and full of litter. The beach here had a new access road with power cables strung along it. It seems evident that this is likely to be the next resort to be developed. We were sailing off southwards but then an extremely observant crewmember realised we were short of a fender and we returned to Round Bay and recovered it. We sailed to the gap between Tersane Adasi and Domuz Adasi but motored through it as we were virtually heading the wind in the gap. In two tacks we sailed to Kucukaga Koyu and anchored for a short swim before sailing back under jib alone and motoring through the Darbogaz Gap. As evening approach and the west wind decreased we sailed in to Wall Bay and berthed alongside.

On our final Saturday we decided to break with the usual tradition of sailing and then cleaning the boat in the afternoon by reversing this procedure to take advantage of the afternoon breeze. In effect, this policy gave us almost another day of sailing. We sailed from Wall Bay across to Fethyie in a gentle west wind but had a long wait for the fuel berth. Final cleaning and packing up left time for a shower and a walk to a sea front restaurant. All went well with the return journey but there was a rather long wait for the flight because so much time had to be allowed for the many security checks etc.

Despite having been quite late in the season it had been an excellent week of sailing in very reliable weather. Ploes performed well and, apart from its dinghy, gave us no problems.

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!

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



Cruising in Ploes X2

Ploes – Our two trips in 2017.

For our June July trip we had decided to leave Fethiye and to visit the Greek islands, I had outlined a proposal that we could sail as far as Santorini and Crete but this really needed three weeks and it was a too ambitious schedule. It would not necessarily be relaxing for the crew and in fact during our two weeks we only got to visit Rhodes and Simi. This was due mainly to very windy westerly conditions that restricted where we could go.

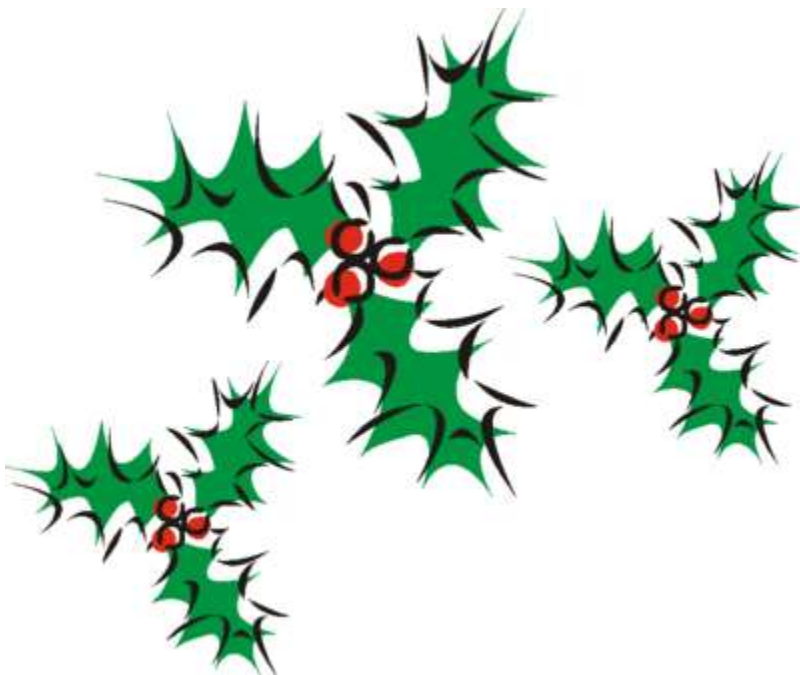


We started by exiting Turkey on our Turkish Transit paperwork and then sailed along the coast to Simi Main Harbour, there we obtained new Greek paperwork. With this you only need to get it stamped it once a year to validate it. The weather forecast

then was not ideal for our crossing over to Tilos (the next Greek island) and seeing that we had to drop a crew member back to Rhodes mid trip, we decided to stay in quiet nearby Turkish bays for the next few days.

We then returned to Rhodes dropping our crew member off to return to the UK, but the forecast was again for strong westerly winds for the next few days. We decided to return back to Simi but this time stayed at anchor in Pedi Bay to ride the storm out. This was exciting as it was gusting force 6/7 in what we assumed would be a reasonably sheltered anchorage. Most yachts dragged anchor during the next day and had also to re-anchor. We then stayed for a few days in quiet Turkish bays before returning Simi to exit our Greek paperwork. We then sailed back along to Fethiye and registered back onto Turkish Transit paperwork.

For our second trip in late September we had booked three weeks, this was even better as it gave us much more scope for where we could go. This also resulted in a very relaxed holiday, we have normally booked 2 weeks as it is much less rushed holiday than a 1 week holiday. For this trip we decided to stay on the Turkish coast and on Turkish Paperwork, we were initially delayed by the Transit Log Agent being closed on Sunday. We had also discovered that we had to get the dinghy repaired, the transom had separated from the side tubes. While we had the dinghy repaired and to allow the glue to fully set we sailed for a day in Fethiye bay and then returned to collect the repaired dinghy. We then sailed up the Turkish Coast to the Datca peninsula and stayed in Datca, before going on to Bodrum.





We stayed in the excellent Bodrum Marina for several days, then sailed for a few days to the head of the Gorkova Gulf and to the beautiful Inglis Limani. We then returned along the top of the Datca peninsula and stopped at Palamut Buku just before Datca. We crossed to Padi Bay in Simi for an overnight anchorage, this is very relaxed and it is officialdom free. We then crossed back to Turkey and visited the Citadel at Bozukkale, then along the Turkish Coast back to Fethiye.

We have explored places along the coast in both directions from Fethiye, overall we find that we still prefer Fethiye as a base, it is cheaper than anywhere else and it has good relaxing places to go. If you have more than a week you can venture further away from Fethiye and there is a good choice of places to go to. There are more photos of our trip on the website on the Ploes pictures page at address www.kessingland-seasailingclub.uk/pictures/

Cruising in Ploes Sept 2017

Crew Helen Davie, 'Fiddler' John Davie, 'Squeaky' Stephen Kingsbury, Val Theadom (skipper)

Saturday morning was busy sorting paperwork and victualling - getting the essential beers to keep a happy crew. The afternoon came with F3 winds, sailed to Tomb Bay, moored up in fading light. Having bought all that food and drink, we decided to eat in Tomb Bay restaurant.

Sunday, headed for Karacoran, some good sailing in a rising breeze for a couple of hours, but then it died – drat! Anchored for swimming and late lunch in secluded bay – well we thought.... a loud party boat decided to join us!

Monday started with an infestation of wasps and bitey things at the stern. We escaped quickly to have breakfast in peace. Set off for Kalkan, sadly very little wind so motoring for a few hours ☹ but wait, the wind kicks in early afternoon, and some exciting sailing (sog 6 knots) for a few hours - yipeee! So with a good wind, we decided to go on to Kas. Busy marina so lots of to-ing and fro-ing to avoid other 'boaty' activities. Finally moored ☺

Tuesday was a quiet, non- sailing day due to a crew member feeling sickly. Other crew busied themselves with various boat jobs and trying to keep cool in the sun. (good job we bought those beers). The next day, our crew member felt a bit better, so we left Kas for Fethiye Bay, with Kalkan as a very short stop option. We have wind, yah! but it is F4 on the nose throughout the day, so not a great deal of headway. Moored in Kalkan late afternoon.

Very light airs on Thursday, heading for Kapi Creek in Fethiye Bay, so motoring most of the day – boo hoo! Hey but we saw a pod of dolphins. Skipper missed the Kapi Creek entrance, ended up in Wall Bay briefly – easily rectified, and finally stern-to moored in Kapi Creek.

Friday brings a F3/4 wind, general pottering about in Fethiye Bay, anchored near Tersani Island, lunch, beers and swimming before setting off for Boynuz Bay for the

night, sheltered spot, kingfishers and all. Disturbed them and other fellow boaty people with our old hall musical singing.

Saturday – no wind! motoring back to Fethiye marina for Saturday afternoon scrub (of Ploes) and general tidy up.

Val Theadom



Website and Facebook

We welcome any new photos and information for the website, please email with anything that you consider for the site, lots of people have photos from across the years that could be added. The site is easy to navigate and it has a very simple layout. We are now looking forward to how the site will expand in the future and how to improve it, suggestions are welcomed. Please go and have a look at our website. <http://www.kessingland-seasailingclub.uk/>

The Facebook site has started slowly, people need to know the keyword Kessingland to find us but word will spread via friends. The Facebook site will gain use as people get to see the advantages, that and the website are an easy way for us to see information about the club, and also for new people to see our history. Facebook is also used to advertise updates to the website, it tells people what has changed on the website and where to look. Look on Facebook for the Kessingland SeaSailing Group.

Peter Girven

Log and Photo competition

Our competition will now have a closing date of the 31st January 2018. The judging will happen during February and the results announced at the Fitting Out Supper in April 2018. Logs already submitted for the newsletter will be automatically entered

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 Explorer 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.

Lobster pot petition

The petition has been re-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 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.

Finally, Happy Christmas to all and fair sailing in 2018!

