

KESSINGLAND SEA SAILING CLUB

NEWSLETTER – Spring 2017

COMMODORE'S COMMENTS

This is my first newsletter as commodore and I am very aware of the huge “shoes to fill!” 2016 was a year of mixed fortunes. Ploes and Explorer had good years and the “back to back trip” to Holland was a success albeit with some excitement for the outgoing crew. But we also had the sad loss of Laurie Rainger, one of our long-standing members.

There is much to look forward to in 2017. The committee took the decision to keep Ploes in Fethiye and bookings are already strong. Explorer will go to Suffolk Yacht Harbour again and the first bookings are already made, with the prospect of an extended cruise in the offing, see below.

There are challenges to be faced too. At the last committee we agreed to take some of these forward for further discussion. The falling pound has resulted in increased charges for Ploes, and charges have also been increased for Explorer. However the usage of both boats could be higher and so there needs to be discussion about how to increase our membership, especially for people wanting to sail on the East Coast.

In the medium term we need to think about boat replacement. The choice on Explorer is clear: do we want to sail a classic but basic yacht, or buy something more family friendly. Ploes is still a good and comfortable boat but she is showing signs of age and in 5 years or so, replacement may need to be considered. We should therefore start planning the financing of that change soon.

Regarding participation and involvement in the club, I would like to offer more of a social programme but would like some help in organising events. This role would continue and develop the work carried out by Jill Turner. Jill provided a brilliant service to us all for many years. Many thanks Jill!

I would like to improve our media profile and to do that we need someone with enthusiasm to be our media person, including newsletter, website and publicity generally – a job that does not have to be done by someone living close to Lowestoft. Are there any volunteers for the above roles?

In the meantime I look forward to seeing as many of you as possible at our Fitting Out supper on 29th April.

James Parnell Commodore KSSC

Explorer

Bookings

Explorer had 60 days use last year. Whilst that is an increase on previous years it is far from what we could achieve. Explorer costs about £6000 per year to run and even 60 days at £50 per day only yielded half that cost in 2016.

Explorer has been significantly improved through the hard work of the maintenance teams over recent years and whilst there are (and always will be) more things to do, she is in a sound condition. Our focus can therefore move towards making improvements. Last year's re-upholstering has added significantly to the pleasure of using her. The Committee felt it was now appropriate to increase the level of charge for Explorer for the first time in many years. The charges for 2017 will be £60 per week day, £70 per weekend day and £420 per week.

Bookings are now easier - go to the bookings calendar on the website, "Go Sailing" page and scroll down to the calendar to check availability. No personal data is displayed. To reserve a date, fill in the booking form on that page and submit or, of course, you are welcome to give me a call or email at any time.

The committee has agreed to run Open Weekends for club members who are not accredited skippers but want to get afloat on Explorer. The first of these will be skippered by Arthur on the 15/16 April, so if you want to book a place let me know. It is our intention to run more of these, ideally once a month, but it depends on Skippers volunteering their time.

Cliff is promoting a back to back cruise of the South Coast – see below.

However the key to increasing usage may well lie in increasing the membership with people who want to sail on the East Coast. The committee will consider these issues at the next meeting at the end of March.

James Parnell

Maintenance report

The maintenance volunteers have been hard at work over the winter.

In addition to the routine maintenance there are a number of essential tasks mostly relating to her age, which, if ignored, will only get worse. These include repairs to rigging, leaking deck fittings and windows. The wire lifelines are in poor condition and must be replaced. Running rigging needs to be washed and inspected, together with blocks cleats etc.

There are multiple different layers of antifouling on the hull, with poor adhesion to the underlying gel coat. This is 80% stripped off, down to the epoxy coating; which was applied when Explorer was first acquired. The Topsides need rubbing down to improve the finish, and re-coating. The cove line picked out in blue, there are sufficient paints on board. The bow repair is complete.

Some of the paintwork and varnish below decks is in poor condition and spoils the appearance, which is especially noticeable, since the upholstery has been renewed.

Engine work; in addition to oil, filters and anode changes, some hoses to be renewed, throttle cable to renew, raw water system to flush and some electrical connections to be upgraded. Incidentally there is a spare starter motor and alternator kept on board during the season. This and other new information will be included in a revision of the joining instructions on board and will be circulated to all skippers. Foresail furling gear-spares have been obtained, worn components can be replaced. Thanks to Ian Winters who is so adept at scrounging materials.

There are many other tasks (too many to mention here) but it is hoped all will be completed in time for her launch on March 31st.

Arthur Riley

Ploes

We have debated and decided in the sailing committee to keep Ploes in Fethiye for this coming year, we had discovered that the costs of the marina's in the Ionian are significantly higher than that the marinas in in Fethiye or Rhodes. We will assess the options later in the year but if the situation in Fethiye does deteriorate then we do have the option to easily move to the nearby Greek island of Rhodes.

Unfortunately we have had to increase the charges for the use of Ploes, this is mainly because of the drop in the value of the Pound against the Euro, most marine costs in Turkey are priced in Euro's.

We have decided on an increase of £200 to £1175, this mainly covers the drop against the Euro but we have also agreed to incorporate the dinghy hire charge back into the Ploes fee. Last year 11 out of the 12 bookings paid £35 per week to use the dinghy and many people do not understand why it is a separate cost.

We have 6 weeks booked on Ploes this year so far so we look forward to many more weeks to be booked, hopefully we can get 12 weeks booked again this year and have another year sailing in the delightful Fethiye area. One good aspect this year is that the flights are cheaper, this hopefully will help reduce the overall holiday cost.

Peter Girven

Late News : Val Theadom had booked a week on Ploes from 23rd July. 2 crew have had to pull out and this has put her trip in jeopardy. If there are any members who would like to fill the spaces let Peter or James know and we will put you in touch with Val. Val can be flexible on dates but not W/c 30-6 or 14-7

Explorer Extended Cruise 2017

At the laying up supper we briefly proposed the idea of taking Explorer on a tour. The idea is to allow members to cruise further afield without the need to spend a long time on passage and without needing to make a return passage over the same ground. The concept is simple; crew A take her from Harwich to port 1, crew B pick her up at port 1 and sail her to port 2, etc., with the final crew returning her to Harwich. This is not a new idea for the club and members at the laying up supper told tales of similar trips as far afield as Devon and Cornwall.

The proposal I made for 2017 is for a three week tour but this can be extended if there is sufficient interest and the legs can be modified or split should a week on Explorer be too long. What we need are members who are interested to come forward and the plan can be built around their wishes.

As an example if we had three crews who wanted a week each then we might choose to ...

Week 1– Harwich to Rochester (via Blackwater? Crouch? London? Explore Medway?)

Week 2 – Rochester to Dover (via Swale? Ramsgate? Calais? Dunkirk)

Week 3 – Dover to Harwich (via Boulogne? St Valery-Somme? Gravelines?)

If you are interested in taking a berth or the whole boat or for any period please let James and me know and we will strive to pull together an itinerary.

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Best wishes,

Cliff Pountney

What this club means to us

We are dinghy sailors who happen to also enjoy yachting, and we joined KSSC primarily to get access to a yacht on the East Coast. In fact, when I first enquired about KSSC all I was looking for was a bareboat charter opportunity.

At the same time as I was looking into East Coast yachting opportunities, Kay and James (Parnell) started working together at Essex County Council. There's no statistics to correlate how children's safeguarding fared whilst they chatted about sailing rather than working so we'll not head down that route. Suffice to say that James persuaded Kay that we should join. Since we joined in 2015 we have managed a couple of trips in Explorer both locally, and 'to the other side'. Our few days in the Walton Backwaters were particularly pleasurable, going out in the inflatable to meet the seals and enjoying the solitude. Other than the skipper assessment I've still yet to sail with a KSSC member, but hopefully James's initiative of skippered days out and the 2017 Explorer tour will change that.

We've enjoyed meeting other members at the Fitting Out and Laying Up suppers last year, and those occasions – along with getting stuck in with some Explorer maintenance – have made us feel very much part of the Club now. We're keen to carry on sailing and having adventures in Explorer for as long as she continues with the Club. To us Explorer is a compliment to cruising in our Wayfarer or racing our Lark, allowing us to travel further afield and explore the East Coast.

Explorer is a great boat to sail despite not having all 'mod-cons'!

Best wishes and looking forward to sailing with some of you this year.

Kay and Cliff Pountney



Kay and Cliff

Social Diary

The Fitting Out Supper will be held on Saturday 29th April. We hope to see many of you there - look out for the flyer to follow shortly!

Remember 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.

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 –Rick kindly sent us the following update. I will post their blog on the website or of course you could access direct on Facebook –[ed]

We have a blog on Facebook called 'Travels of Farr Horizon' so family and friends can follow us, but I appreciate not everyone has Facebook. (There are lots of photos on there though).It tells of how we got the yacht and of our trip down to Portugal. It stops when we arrived at Lagos because we initially intended to stay in Lagos for two weeks and I was going to carry it on when we set off again, but after our eventful trip down I felt that Debbie needed a break so I said we should stay a month, then promptly signed a 6 month contract because we really like it here.

What convinced us to winter here was the amount of 'liveaboards' we've met since September... all of them have said it has taken them months or years to cover the distance we've done in just a few weeks and now we have made it south out of the cold winter climate, I just thought, what's the rush? So here we are, wintering in Lagos, enjoying a very relaxed lifestyle.

We fill our days with the usual odd maintenance task as well as exploring the fascinating coast by dinghy and by cycle. We explore the local markets and are generally having a great time. There is a very good social life within the community of 'yachties' living at Lagos which has the nickname 'the Velcro marina' and I can see why. One chap on our pontoon came into Lagos to stay for two weeks... that was 13 years ago! So until May at least we will stay at Lagos, but then we intend to slowly start exploring further, probably towards the Med, maybe Gibraltar and Spain then maybe to the Balearic Islands, or we may go the other way to Madeira and then the Azores. We haven't decided yet.

Ploes Cruise Oct 2016

Skipper: Roger Parker

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

One advantage of cruising in the warmth of the Mediterranean, with its relatively predictable weather, is that you know what kit to bring and it's rather less than required for a week in the North Sea. All five of us with our bags were able to fit in to a single car and drive to Stansted for the Easyjet to Dalaman. It arrived after dark and our pre-booked taxi took us to Fethiye without a hitch. Thoughtfully, the previous crew had left some beers on board to welcome us and Ploes was in a clean and tidy condition. The only provisioning we needed to worry about was to buy some duty free gin at Stansted and a sandwich to augment the in-flight catering.

Only two of us had been on Ploes before and therefore Sunday morning was spent learning where things were as well as shopping in the marina supermarket for heavy items like bottled water and beer before shopping in the town for more obscure foods. However, Roger had more trouble registering the crew change with the authorities as some offices were closed because it was Sunday. Money changing was no problem and surprisingly un-bureaucratic but it proved impossible to get replacement mooring lines on a Sunday as the more specialised chandlers were shut.

An afternoon sail around the local island of Kizil Adasi in the strong afternoon sunshine with light sea breezes provided a shakedown for the crew and the opportunity to learn the strange skill of lazy-line mooring. After returning, the duty free and local beer proved a suitable relaxation before to visiting Megris restaurant in the town and trying their clay pot casserole.

Leaving Fethiye



Normally, upon recovering consciousness after a large meal the night before, humanity grasps a mug of coffee and consumes a sweet pastry or something of that ilk. The combination of stimulant and sugar restores hope and makes the forthcoming day seem possible.

There was one puzzle about Ploes; there seemed to be a very remiss situation about the coffee. We searched in the darkness of all lockers and cupboards but gave up glumly, unable to find a cafetiere. It wasn't until our one female crewmember surfaced that this culinary necessity was discovered in its proper place in the crockery locker. Well, it's difficult to see a transparent glass thing in a dark locker.

With optimism restored, Ploes was steered out of Fethiye and sailed on a fairly close reach almost due west as the wind strengthened. As with most days, lunch was a snack while sailing. We passed through the gap to the south of Domuz Adasi island and tried to anchor in Seagull Bay but failed to find a suitable place. We therefore motored on to Kuyruk Br, anchoring with a shoreline swum to a bollard, where we tried out the swimming and snorkelling. Finally we motored to Kapi Creek for the evening and berthed at the restaurant.

On Tuesday morning we wandered around the bay and bought bread from the traditional Turkish oven behind the restaurant before getting away by 9:00am and heading west for Ekincik Koyu. It was unfortunate that, on the day we had selected for a longer trip, the anticipated westerly sea breezes never really stabilised and the wind proved rather light and variable. What wind there was, was largely on the nose

causing us to motor much of the way but we succeeding in having a couple of good sails in the afternoon. Eventually we anchored at the north end of Dalyan Beach beside Delik Adisi island for a swim but didn't go as far as the shore. While at anchor we were pestered by boats proffering trips up the Dalyan River and even selling cold drinks. Later in the afternoon, we motored and sailed round the corner to an establishment calling itself "My Marina" in Ekincik Bay.

Ploes at Splendiferous "My Marina"



According to its promotional literature, this place is "splendid and sophisticated" and has been visited by Hollywood stars. It has to be admitted that it was definitely a tranquil setting and notably clean and tidy with a quaint facilities block up a very steep hillside and a very pleasant restaurant even higher up for the evening meal. Slightly earlier in the year, the sunset views across the bay from both these establishments must have provided a stunning accompaniment to the evening meal but we were probably a little too late in the season for it was dark when we dined. The track up was notably steep and rough and it was the first time any of us could remember feeling the need for climbing boots to reach marina loos. It appeared that, in earlier times, there had been some sort of railway system for hauling goods up from the harbour to the building that had become the restaurant. It was still sufficiently remote to have problems with the reliability of its power supply and had to resort to using a generator at times.

The following day, the morning wind was at first rather light and then seemed to be heading us and we were obliged to motor back eastwards to anchor inside Baba Adasi island for lunch. In the afternoon the wind became more obliging and moved

round to its accustomed southwest and we sailed, on a reach, back to Kapi promontory, although the sea became rough producing a lot of rolling near the headland. After the headland, the wind died again and we motored back through the gap south of Domuz Adasi and lazy line berthed at Sarsila Koyu for a swim before repairing to the restaurant. This whole coast is spectacular with cliffs and steep drops down to the sea.

The rocks underwater



Thursday morning held little prospect of wind and we motored to Tomb Bay, anchored and swam two lines ashore to tie around rocks. Quite a bit of time was spent in swimming and snorkelling before lunch. A turtle was in the bay but it didn't seem too keen to allow us to get close to it. In the afternoon, three of us rowed the dinghy to the beach and climbed the very rough and indistinct track to the main tomb. It offered spectacular views over the Aegean and one could appreciate that any ancients who were lucky enough to have been buried there would have anticipated an amazing resurrection – assuming that they believed in such things. In the afternoon we motored to Yassica Adalari island and took a buoy while we swam and snorkelled again. Some wind returned in the afternoon and we sailed us downwind to Gocek under foresail alone before entering Skopea marina with a tricky crosswind for the lazy line berth.

View from the Tomb



Turtle in Tomb Bay



With some dread, we saw a large party-boat style sailing catamaran berth next to us. It seems it was crewed by ex-law students from Durham University who were enjoying a reunion. We had seen them earlier in Fethiye when they pulled out of their berth almost into a yacht moving along the lane and proceeded to deal with their felony by expressing a forthright and vernacular opinion of the innocent party! Dinner

was in an establishment rejoicing in the name of “Kebab Hospital” - a somewhat intimidating title to a fine establishment. Apparently it had been the intention to title it more like “Kebab Hospitality” but something got lost in translation. Sadly, this was the most expensive stay of our trip, the marina charging €51 for Ploes! It was a pity because the facilities were over-crowded and some, like the marina swimming pool, simply weren't operational.

On Friday we continued to explore the western side of Fethiye Bay, motoring to Atbuku Koyu where we anchored with a shore line to swim and snorkel. The sea here seemed less clean with some plastic and other materials in the water. Wind came later in the morning and we sailed back east to Ciglik Koyu for further swimming and snorkelling. By then the sea breezes had become reasonably powerful and Ploes performed well on reaches across the bay to Boynuzbuku Koyu. It was cooler sitting out to eat that evening and there was a feeling of a change in the weather.

On the final day we packed up and had a larger than normal breakfast to use up bread and rather a lot of coffee, before setting off motoring across the bay towards Fethiye. A southerly wind sprung up mid-morning and enabled us to sail the second half of the journey in almost ideal conditions. However, the wind dropped each time we went behind an island as we approached Fethiye.

The berthing situation in Fethiye seemed confusing. We went into the marina to get fuel but found an Austrian yacht already waiting at the end of that lane. Eventually a marinara arrived in a small RIB and told us we must radio before entering harbour and there was a 15min wait for fuel. Accordingly we went outside and waited for about 25 minutes before trying the radio but got no response. Eventually, with time getting on, we went straight to the fuel berth with no more ado. Getting off the fuel berth was more difficult because the wind was pressing us forward and into the quayside. The fuel marinara didn't seem to like us using a spring but wanted us just to reverse out; luckily it worked.

New mooring lines were obtained and we became the source of some amusement when setting them up because we wore lifejackets. It seems such things are unheard of in the Aegean in summer - if you fall in, you swim! Workers on other boats stopped to take pictures of us!

Sadly, the vacuum cleaner proved more elusive than the cafetiere but we did our best to clean up. We only just finished and had a quick supper in time for the taxi. Dalaman airport had some long queues it being Saturday evening and the height of the package holiday change-over rush. At least the flight ran to time and we had no problems getting back to Ipswich. However, Ipswich had none of the warmth of Fethiye.

Hugh Johns

