



Newsletter Summer 2019

Commodore's Comments.

We're off!! The 2019 season has started with a burst of activity.

Explorer's lift in at the end of March led to yet more fitting out. Thanks to Ian Winters and Arthur Riley and the many members who turned out and got her ready to go. Cliff skippered the delivery trip on the 14th May to Suffolk Yacht harbour and she is back in her usual berth on G pontoon conveniently near to the lightship. In the same week Cliff took a number of people out for a trial sail and at the weekend we linked up with Pin Mill SC who were organising a "RYA Push The Boat Out Day". We provided Explorer to take people out (see below).

The summer cruise starts off on 21st June and will last for 7 weeks. At the time of publication we have 72 days booked so far this year which is very good indeed. There is plenty availability in late August and September.

Ploes has been launched and is ready for another season in Fethiye. Osmosis has been dealt with and there have been several improvements highlighted in Peter's report below. Peter is commissioning her now and then she too is all ready to go.

We have recruited a number of people as a consequence of the Yachting Monthly letter and we still have a few more who have requested trial sails. We need to find a better way of linking skippers and crew so that we maximise member's opportunities to go sailing. We will start a WhatsApp group so those interested in these opportunities can link up quickly and easily.

Have a great summer

James



Explorer

Early May saw a flurry of activity by Arthur and myself over several days to get the boat ready for her delivery. Windows were fitted, sliding hatch cover secured, engine work finished, reefing lines moused through the boom to name but a few of the jobs. We finally made the deadline after a very long day on the 13th!

The delivery went without a hitch and proved a good test for the engine. She is berthed on G209, same as last year.

Unfortunately, during one of the first trial sails, the anemometer failed again. Peter drove up from Southampton with his oscilloscope, soldering iron etc. and joined Arthur and I for a day. We recovered the anemometer from the mast head and Peter got to work with his instruments whilst Arthur and I worked on a few outstanding jobs. In the end Peter had to take the offending item home to work on. He has now fixed it and posted it back to me so we can fit it (and continue with those pesky outstanding jobs!)

I'm pleased to announce that we now have a saloon table on board (see photo). It's taken me a while to construct and whilst it clamps to the mast and has two legs, it's not totally rigid so treat it with respect.



I've also fabricated a timber baton which slots over the bottom edge of the opening into the wet locker. This is to protect the original woodwork when the outboard is hooked over the edge of the locker in a vertical position. It should always be stored in this position when leaving the boat at the end of a trip. Whilst sailing, the outboard should be mounted on the transom. Please do not lay it on its side.

This year we have a splendid new spray hood in royal blue with three matching new life jackets modelled by yours truly. (see photo).



We also have a banner advertising our Club which can be rigged between the forestay and mast using bungee straps and shock cord (see photo). The idea is to display it whenever in a marina. There are also business cards and leaflets on the bookshelf.



Don't forget that we are offering "Skills Days" to members who would like to practise or improve their skills. Simply contact myself with a date convenient to you and I will try to arrange a skipper to take you out. Cost to you is £35 for the day.

Finally a note on weed; I've just spent four days sailing and each day I checked the primary and secondary water filters. On three of those days there was significant weed in the filters. I would strongly recommend that both filters are checked and cleared daily as part of your engine checks.

Happy sailing

Ian Winters



Explorer Cruise update.

Hi All,

Following the conversations we had at the Fitting Out Supper I'm sending out an update on the summer cruise. The dates and skippers are confirmed and an outline itinerary agreed -

When	What / Where (ish)	Skipper / Crew
Sat 22/6 > Tue 25/6	Delivery Orwell > Poole	Cliff / Colin, Jeremy, Nick
Tue 25/6 > Sun 30/6	Cruise Poole > Brixham	Colin / Jeremy, Linda, ++
Sun 30/6 > Sun 7/7	Cruise Brixham > Falmouth	Arthur / Ian, Helen, Joe
Sun 7/7 > Sat 20/7	Cruise Falmouth > Falmouth	Cliff / Robin, Sarah, Kay, +?
Sat 20/7 > Sat 27/7	Cruise Falmouth > Plymouth	Richard / Richard's crew
Sat 27/7 > Sat 3/8	Cruise Plymouth > Weymouth	Catherine / Catherine's crew
Sun 4/8 to Sun 11/8	Cruise Weymouth > Brighton	Peter / Nick, +?
Thu 15/8 > Sun 18/8	Delivery Brighton to Orwell	? / Matt, +?

But there are still opportunities to join in. Contact me if you are interested -

- There is the opportunity to insert an extra week starting Sun 11th August. This could be a relaxed return delivery maybe taking in the northern French ports (Boulogne is well worth a visit), and the North Kent coast. This requires a skipper and more crew.
- There is a skipper and up to three crew vacancies for the return delivery. Nominally this is 15th August for four days but that could be changed.
- We could take one more crew for the outbound delivery, 22nd June to 25th June. This will be a good one if you are looking for log book miles as the trip is about 200nm, you will get some night hours, and some Coastal Skipper qualifying legs.

- The golden opportunity, for one lucky person, is to sail with Kay, Robin and me for one week starting Sunday 14th July. Not sure exactly where yet but whatever we do it will be most excellent (I have to make these outlandish promises to get people to sail with me!).

Best wishes,

Cliff Pountney

cpountn1@ford.com or cliff.pountney1@gmail.com



Ploes

We have 10.5 weeks booked for Ploes so far this year; I am confident that we may get more weeks and that we are already well on the way towards a good season. There are free weeks to book in the summer but the autumn is heavily booked; ideally it would be the other way around. The repair work on Ploes has been completed. She was assessed by the Surveyor in late March as clear of the minor case of Osmosis. Ploes was back in the water by the second week of May and we have had to start paying the marina fees again. Luckily our first booking on Ploes is later than usual this year and not until the middle of June

The hull has been fully gel coated and anti-fouled, it is a work of art under the water but we unfortunately are unable to admire the workmanship and can only see it in the photos. The cast iron keel has now been fully fibre glassed and it is now gleaming, it is part of major work to the underwater areas of Ploes. The Headsail Furler has been repaired, several screws were missing and causing friction and they have been replaced. The bow thruster has been fully refurbished, plus the starter motor and alternator have been striped and checked. A new battery charger for the bow thruster battery is to be installed, this will be completed soon.



A new log sender is ready to be fitted, it is recommended that we only install this when we are sailing, we find that in Turkey the log sender gets covered with barnacles within a few months. The sender is easy to remove and flap covers the hull opening, this saves a fountain while the sender is inserted or removed. A dummy sender is to be left in place for most of the year.



I am going out to Fethiye on the 11th June and will do the normal commissioning checks plus fit the numerous detail improvements. One of the tasks I have is to fit the new LCD display for the Autohelm, this was badly screen burnt and has been very difficult to read for several years. I have also purchased new charts for the chart plotter to bring us up to date, we had a new set of halyards fitted and matching blue socks for the fenders to make Ploes perfect.

Peter



Membership

Annual Subs

Most of the 2019 subscriptions are in, but not all! As a gentle reminder I have again emailed all members for whom we do not yet have a record of receiving subs. If you have received an email but have in fact paid please could you check when and how you paid and let me know so we can track back and see what has gone wrong. If you haven't yet paid please could you do so as soon as possible.

New Members

We are very pleased to welcome our new members:

Sonia Hansen

Danny Heartshorene

Jeremy Richardson

Mike Worboys

The list of members and their contact details has not been published in the year book because of heightened concerns about data security. However any member can request the list by emailing me at the club email account.

Our recruitment campaign continues. The new publicity materials are now available so if you would like a supply of leaflets posters or business cards then let me know. There is a supply on Explorer if you are desperate! Word of mouth continues to be the best form of recruitment so if you know anyone who would like to find out more about the club please do give them some of our publicity.

Our attendance at boat shows on the East Coast will continue. So far this year we have signed up for The Woodbridge Regatta on Sunday 23rd June. Always a fun event and we get a high level of interest, It is being coordinated by Arthur Riley who will need some help on the day so if you can get there – contact Arthur who will be representing us at the event.

Rose



Fitting Out Supper 13th April

The Fitting Out Supper was a great success with 39 people for dinner. Prior to the dinner we held a committee meeting and some members worked on Explorer, some people did both. Here Cliff is seen at the apex of events.



As usual we had a number of announcements to make. The photo competition had been won by Cliff for his fine picture of Explorer's spinnaker in action. The Log competition was also won by Cliff. Ian Winters was awarded the Seabird trophy, for his terrific work in organising the winter working parties which have made a huge difference to Explorer's condition. However the stand out award for the evening was made to Sid Pretty who was made an Honorary Life Member.



Sid has been a stalwart of the club for decades and widely liked and respected. Paul Noton gave a speech and presented Sid with the award which was applauded loudly and long.

Our speaker Julia Jones gave a wonderful account of how she found a manuscript of her father's voyage to the Baltic, which she subsequently published. He set off on a pleasure cruise, (or was there more to it than that) on the brink of war in August 1939. It was absolutely riveting. Copies of his book, *The Voyage of the Naromis* were soon snapped up by an enthusiastic audience.



Future Events: The next committee meeting will be on the 12th September. We have in recent years made this an open meeting to which all members are invited, so reserve the date in your diaries.

The Laying Up Supper will be Sat 9th Nov. 2019, preceded by the AGM.

If you are planning to stay over at the club please book your accommodation early.



WhatsApp Group for Skippers and Crew.

With new members arriving and with several people interested in joining, we have again looked at better ways of connecting skippers who want crew and crew who want a skipper. A recent email on this subject elicited a unanimous response which was to set up a WhatsApp group. Most people have now got this ingenious app which is free to download. It means that all people in the group can be in touch instantly and easily.

If you would like to be a part of this network let me or Peter know.

James



Skills Day on Explorer

And the prize for the first person to partake in a Skills Day goes to.....Kay Pountney. Yay!

Kay got in touch and asked us to organise a skills day for her which we duly did a few days ago. She was particularly keen to practise engine checks, engine start procedure, manoeuvring under power, picking up buoys, approaching and leaving pontoons and reefing the sails.

I roped in Arthur as an extra pair of hands and we all met at SHY at 10am. The weather was dry and bright with a moderate breeze. Perfect.

After the usual discussion about "prop walk", we left the berth without a hitch. Proceeding up river, Kay was encouraged to "throw the boat around" ie. tight turns port and starboard, turning in a boat length(ish), figure of eights, reversing up to a buoy and picking up buoys. We then motored up to the Ipswich lock waiting pontoon where a quick radio call confirmed they were happy for us to practise approaching and leaving the pontoon.

After a late lunch we sailed back to SHY practising reefing the sails on the way.

If this sounds like the sort of thing you would like to do, please get in touch. Cost for the day is £35. Of course there's no limit on the number of days you want to do provided we can find skippers.

Ian Winters

Kay writes:

When the idea of offering Skills Days on Explorer was first proposed I thought it sounded like a great idea, and I was keen to take up the opportunity. I wanted to get more practical hands-on experience of managing Explorer for when Cliff and I were sailing her on our own; I also wanted to gain skills with a view to taking my Day Skipper practical (when I feel brave enough!).

Although I can learn from Cliff, the idea of having some 1:1 tuition on Explorer from other experienced sailors in the Club appealed to me. And having had my first Skills Day with Ian Winters (as Skipper) and Arthur Riley I can recommend it highly to anyone else wanting to brush up or learn new skills. Between the pair of them I imagine they had over 70 years of practical sailing experience which they were kind enough to share with me.

Ian was very patient and an excellent teacher. However he did make some slightly misogynistic exclamations when I insisted on kneeling on a cushion to do the engine checks, to prevent the knees of my (cream) trousers getting dirty! I forgave him. I now have a detailed list of all the necessary engine checks, and from now on shall be watching any Skippers I sail with, to ensure that they complete them all thoroughly. You've been warned.

When instructed by Ian to "throw her about like a racing car" I obeyed enthusiastically, at which point Arthur poked his head out to say he'd just managed to save the bottle of whisky from flying across the cabin. I was shown clever tricks for turning Explorer on a sixpence (almost) - very useful when manoeuvring in a Marina apparently.

I was initiated into the mysteries of going backwards under motor, and we must have confused some nearby yachtsmen as I reversed up the Orwell towards a red can, while doing my best to avoid making contact with it. I practiced coming up to mooring buoys; Arthur hanging off the front with the boat hook giving them a tap as I

came alongside, gliding up to them on the leeward bow. I scored full marks on that test. 😊

Ian had the brainwave to use the waiting pontoon near the Ipswich lock (after asking the permission of the harbour master) for me to practice coming alongside and casting off a mooring jetty.

Arthur gave me an illuminating theory lesson on the change to a boat's pivot point as a result of forward or backward propulsion, and the resultant movement of the bow or stern in respect to the wind.

Ian and Arthur remained impressively calm and encouraging throughout my attempts, although Ian did go rather pale when I unexpectedly turned Explorer round in a tight circle at speed and missed the corner of the pontoon by only a couple of inches!

Fortified by cake, sandwiches and tea we returned under sail to SYH, and on our return journey I had the chance to learn how to put in and take out reefs. By the time we arrived back at base we were near low water, so getting back to our mooring presented a bit of a challenge, but fortunately Arthur took control of Explorer at the end before I got into too much bother.

Many thanks to Ian and Arthur for a very informative and fun day out. So come on, sign up for a Skills Day – with sailing there's always something to get better at, or to learn!

Kay



PMSC-PTBO with KSSC

In May one of Explorer's first outings on arrival at Suffolk Yacht Harbour was to provide a yacht to Pin Mill Sailing Club's PTBO event.

Sara Hopkinson writes:



The RYA's Push the Boat Out (PTBO) is a national campaign which runs every year in May with more than 50 clubs in the Eastern Region offering free or low cost, sailing and windsurfing taster sessions.

PTBO open days are aimed at complete novices, as well as more experienced sailors, everyone is welcome. Last year, more than 39,000 people across the UK attended a PTBO open day, inspiring thousands of new sailors to join their local club.

At Pin Mill Sailing Club it was a more modest affair, but as well as Explorer we also had fabulous support from Shotley Sailing Club who brought a dinghy and safety boat, The Orwell Yacht Club who loaned a Topper and the two local boatyards who made a mooring available. Members and visitors also went afloat in a new canoes and kayaks

Water, or rather the lack of it, is always the problem at Pin Mill of course. Cliff and John took two groups for a sail, who had to be taken out by launch from the end of the jetty. The delay caused by the heroic rescue by the captain and crew of Explorer of a disabled yacht from another well know club just up river meant that complex tidal height calculation had to be made. Would there be time for a burger, a beer and to get the second group back to the jetty while the launch could still get alongside?

PMSC is very grateful to the Kessingland Sea Sailing Club and especially to skipper Cliff and John for their help on the day. PMSC is always open on Friday evenings and Sunday lunchtimes and gives a warm welcome to visitors. Perhaps a member or two would like to come and tell us more about your club, and what it has to offer.



Cliff writes:

Motoring down the Orwell almost back at Pin Mill we were flagged down by a gentleman on board a sailing yacht. As there were burgers and a drink waiting for us at Pin Mill we initially looked the other way but the disabled yacht was drifting towards a group of youngsters out learning in Opie's. Try as we might we could not ignore the screams of terror from the children about to be crushed by the leviathan yacht. Bravely, Explorers crew rallied to save these junior sailors throwing a line to the stricken vessel and plucking her from the unfolding disaster

Soon Explorers crew had efficiently set up the yacht in an alongside tow (who would think they would have to do that when taught it on an RYA Day skipper theory course – thanks Bernie!) Explorer towed her back to Wolverstone where the Wolverstone life boat, also known as the Berthing master pottered out and took her from us.

The cause of the drama? Bow spring wrapped around the prop. Which reinforces my normal approach - that yachts should only be tied up with mooring lines so short they are not quite long enough to tie the boat securely and so UV weakened that they snap under a good tug.

Some of the above may be dramatized for effect and not entirely factual.....

Cliff

