



Newsletter Christmas 2020



Commodore's Comments

At the closing of this year we are counting the cost of Covid. Whilst Explorer has had a very good year indeed, Ploes has not. The result being a £17,000 deficit. Fortunately, the club has reserves to cover this loss but the club's finances will have to be restored over the next 2/3 years.

Our new members have been very active, sailing until late in November and there is hope for more Frostbite Cruises in the next few months. This indicates that next season will get off to a cracking start in 2021.

One of the unexpected successes of the year has been the club's WhatsApp group. I have been much cheered by photos posted of members' activities afloat. It has also provided a great forum for discussing technical issues such as Explorer's intermittent depth sounder problem.

The success of any club depends on the strength of its active members. I would like to thank the committee for their support and hard work, and also thanks to the many members who have contributed to the club.

It's been a strange year but I hope that 2021 will be a return to something like normal.

I wish you all a very happy Christmas and New Year.



James





Explorer

Despite lockdown v2.0, it's been a phenomenal second half of the year for Explorer. As of the end of November, bookings stand at 90 days! Can we hit 100 days by 31st December, I ask? The last minute booking prize goes to Paul Newman and Chris Jones who messaged me at 23:14 hours on 27th November wanting to do some spinnaker sailing in light winds the next day. The moral of the story is it's never too late to book if the forecast looks good. We already have expressions of interest in December sailing.

With the easing of restrictions over the Christmas period, maybe there are members out there who would be interested in sailing for more than one day and sleeping on board?

As usual there is maintenance to be done but of course we want to keep her available to sail as much as possible over the winter months. The program kicked off just before November lockdown with Cliff and Colin starting work on the leak in the fresh water tank and the electrical wiring respectively. In addition Cliff lowered the sea water filter to hopefully remove the need to prime the system, Paul Newman and myself fitted a new steaming/deck light and Paul serviced the outboard.

The Club depends on members to do much of the work to keep costs down and of course you sign up to help, where you can, when you join. Getting involved in maintenance is an excellent way to get to know the boat inside out and also enables you to meet other members. This is particularly valuable at present as our usual social events are on hold. When restrictions are eased further, members will be able to stay overnight on the boat if they want to work more than one day and Paul has offered to accommodate members in his spare room if required. He lives 7 miles from SYH.

The sort of routine jobs include:

- Engine service
- Grease furling gear
- Clean the log
- Oil woodwork
- Grease stern gland
- Wash the anchors and chains
- Seal deck fittings
- Tidy up fibreglass chips
- Service lifejackets
- Reseal round the Treadmaster in the cockpit
- Varnishing the chart table and galley areas

This is not an exhaustive list. Many of the jobs don't require specialist skills so don't worry if you're not an engineer or a boatbuilder.

Merry Christmas to all and "Keeeeeep sailing" as Craig Revel Horwod might say.



Ian Winters





Ploes



This has been a very poor year for Ploes. Back in February it looked like it would be a good year but then, with the Covid-19 pandemic, it has meant all sailing bookings were cancelled and we only have had one houseboat booking to give us £150 income for the year. We had already carried forward from last year the purchase of a new mainsail and a new life raft, that meant we had already started this year with relatively high expenditure

Looking forward we already have good interest and bookings for next year, assuming that we have a Covid-19 vaccine and that travel restrictions are lifted. We will then start making up for lost income, next year looks very promising. Our big decision is how much more money we need to spend on Ploes on any repairs that are still necessary; that will be decided early next year.

The situation with Ploes at the moment, is that after the severe galvanic corrosion discovered in late August, Ploes has been back in the water for nearly 2 months now. She is on a different, quieter pontoon and now has a galvanic isolator fitted. Had we had this fitted earlier, it would have prevented the corrosion attack. We are still only connecting her to electricity when we need to charge the batteries. We are being very cautious because we still do not fully understand why the corrosion happened, and we have been unable to visit Fethiye to assess her first-hand.

Ploes has had her sail drive repaired, this was after excellent and prompt work by Claire and Levent at the beginning of September, we now require a good sea trial to test this fully. We had to delay our October trip to visit Ploes, but once the travel restrictions are lifted, then we will visit Ploes and give her a thorough test before our spring bookings commence. Ploes has already had a new propeller fitted and new anodes; this repair work in early September cost just over £2,000.

We have minimised the expenditure for the club in these uncertain times. A new sail drive costs in the region of £10,000 and we will decide early next year whether we need to purchase one of these? At the moment the repaired sail drive is watertight and is working well, the real test will be with the full sail drive test that we plan.

At the moment Ploes also does not have a bow thruster fitted. This is not vital and is an optional accessory; one was retrofitted on Ploes in the early days to assist with single handed mooring. We will fit a new bow thruster to Ploes in the longer term but the cost is more than £2000 and we are minimising costs at the moment.

To summarise we have had very little income from Ploes this year due to Covid-19 and we have had the normal annual expenditure for the marina etc, our normal expenditure and income are about £13,000 per year. Like many clubs and businesses, the cost of Covid-19 is severe. Next Year we may also have the extra

galvanic outgoings that are not yet fully costed, the important thing was to get Ploes back in use and reliable, so that we can start an excellent season next year.

(Electrolysis Corrosion occurs essentially because the yachts in a marina all are connected together via their mains cable earth wire. This occurs even if the power breaker is switched off, the earth wire is still left connected for safety considerations, all yachts must still be earthed. If anyone yacht on the pontoon has a leakage on their electrics to earth then the adjacent yachts also get affected, this may have been what happened to Ploes? Now she has an isolator she is well protected. Explorer already had an isolator fitted and sadly we had not realised that Ploes did not have one fitted).

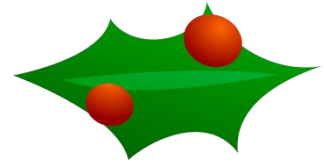


[Fethiye in November](#)



Peter.





Membership and Social

Annual Subs

The Annual membership subs are due on the 1st January. The new rates are £140 for single membership and £170 for Family Membership. I will send out a renewal notice as usual in early January.

Recruitment

This year we recruited 6 new members. We still welcome new members

Word of mouth remains the best form of recruitment, so if you would like a supply of leaflets posters or business cards then let me know.

Social Events for 2021

The Fitting Out Supper has been pencilled in for Saturday 10 April. Let's hope we will be able to hold it.

The AGM and Laying out Supper will be Saturday 6 November.

Rose





Communications

Zoom sessions:

This year due to the Covid-19 epidemic we have been unable to meet for our Committee Meetings and we have therefore embraced virtual meetings in the shape of Zoom sessions. This has proved very successful and has saved us long trips to meet up. The early November meeting was a good example and many of you joined in that session. (The committee had chipped in for our Sept meeting and we have purchased a licence for Zoom). This allows meetings to be as long as necessary, unlike the free option which we tried and was limited to 40 minutes. We plan to use this licence more next year for virtual committee meetings

Website: The website is our main presence and its main daily use is to show the calendar bookings on the yachts in an anonymised manner. It also gives very useful information about the club for future members and is a quick way for us to find information about the club. The number of visitors peaked in July with 240 visitors, 157 of those unique visitors. The visitors had dropped back to 100 visitors in mid Sept and was back up to 175 visitors in October. These figures do not mean much but it is interesting to show how much our website is being used. Our main website address is <https://kessingland-seasailingclub.uk/> but I am increasingly using the shorter address of www.kssc.uk.

Whats App: Our main Whats App group has been very successful with numerous interesting postings, we have 30 active members. Many of the newer members are active in this main group and it is very satisfying to see how successful overall the group has been. We also have some smaller groups focussing on the individual yachts, all are opt-in if people are interested and focus on individual subjects like say the maintenance of Explorer. Please message me on 07974960935 if you wish to join our Whats App group.

Facebook: Our Facebook group has been relatively quiet but it does have links to all our recent photo albums, it is a private group, available for members to join if they wish. We have 27 members in our private Facebook group, we do also have several public Facebook accounts to enable potential new members to easily find us if needed. Search for Kessingland Seasailing to find us or use the link below.

<https://www.facebook.com/groups/402855803408838>

Instagram: On Instagram we now have 54 followers and we follow 10 individual accounts, we have published good photos from this year, people can find us and see our activity. On Twitter we have 5 followers and 12 people follow us, both accounts mean that we are ready for the future, but many of us have not yet discovered

reasons to use them more. (Links to these social media accounts are also on our website, on the contact page).

www.instagram.com/kessinglandseasailingclub

<https://twitter.com/KSSC17>

This year we have a good selection of new members in the club and many of the newer members are active on the social media accounts, the future is looking very promising

Peter Girven



Peter





What this Club means to me

Paul Newman gives an account of his first year

2020 a year that will live long in the memory for everyone but for me it wasn't defined by just COVID-19, as KSSC, Explorer and its member played a significant part in keeping physically and mentally fit.

My first awareness of KSSC started in May 2019. A last-minute decision to visit Woodbridge Regatta saw me mooching about aimlessly through the various stalls near Everson's Boat Yard. I came across a gazebo promoting KSSC, and my initial reaction was "This is a bit outside their patch". I spoke to no one but stuffed a leaflet in my pocket. It resurfaced a few days later and I took the time to read it and looked at the web site. "Oh, they keep their boat just down the road in Levington, oh and one in the Med". My interest was aroused.

I'd booked on a Competent Crew in the Solent with my long-term friend Chris Jones who was completing his Day Skipper at the same time. Chris has a MacWester 28 "Blenhiem Rose", and I'd crewed for him on a few occasions, so whilst meandering around the Solent I shared the leaflet and convinced him that we should investigate further. With his new DS qualification successfully completed Chris applied for a skipper assessment and I tagged along as crew for a trial day. On a bright sunny August day with light winds we duly met assessor Cliff Pountney and fellow assessee John Scardino. After a pleasant day sailing both Chris and John successfully passed their skipper assessment, and membership for all three of us was sealed.



Chris and I took advantage of the late season membership offer of 15 months for the 12 price by joining in September, and booked our first trip on Explorer in mid-October. We headed from SYH to Orford and the River Ore. All sailing is an adventure, and with the seasonal marks in the entrance having been prematurely removed this was no exception, carefully following the details in the East Coast Pilot and use of a chart plotter app enabled us to safely pilot in both directions. On returning to SYH we briefly met Ian Winters and handed over Explorer for her annual pilgrimage to Lowestoft, which was planned for the following day.

A couple of weeks later it was the AGM & LUS, and with time on my hands I popped along, helped haul a few items, and met many members. Over the following months I threw myself into winter maintenance with regular trips up the A12. I even changed my Saturday Park Run plans and headed up early to complete the Lowestoft Park Run before joining maintenance regulars Ian, Arthur Riley and Adrian Gregory, as well as Cliff and Robin Bromham. I also started Day Skipper Theory lessons with KSSC via Pin Mill Cruising and Honorary Member Sara Hopkinson



COVID struck in late March, and although I was able to complete the DS course, my practical planned for over Easter was postponed, Explorer's launch was delayed, maintenance was suspended and Chris and I's planned trip on Explorer was cancelled. Things looked grim for my sailing plans.

However things started to improve and in late May. Explorer was launched and after a couple more trips up to Lowestoft she was relocated to Levington, so in mid-June Chris and I were able to proceed with our “early season trip” which saw us tow my recently acquired Mirror behind Explorer up to Titchmarsh Marina. The Mirror allowing us to investigate the shallow reaches of the Walton Backwaters.

My DS Practical was rescheduled and completed in the Solent at the beginning of August, and on my return to Suffolk I completed my skipper assessment, with Ian. My plans were back on track. I’d arranged with Peter Girven and Chris to undertake Explorer’s summer cruise return from Hamble to Levington. So 5 days in late August with Peter, took me from Hamble to Eastbourne via Yarmouth (IOW), Gosport, and Brighton. We were storm bound on the Isle of Wight for a day, but after that we had a couple of pleasant days sailing along the south coast. We made the most of the “eat out to help out” scheme on the first three days. On the Thursday things blew up a bit as we approached Brighton and we were relieved to reach the safety of the marina, however Peter’s VHF call to the marina was met with a “No room at the inn” response. Undeterred Peter politely advised that we were already in the marina and we weren’t going out again in the face of the deteriorating conditions, they relented and gave use a berth. The next day took us to Eastbourne where Peter departed, and Chris joined. Saturday saw us heading to Dover for what turned into a challenging 9 hour close hauled double reefed in winds in excess of 30 knots. Our reputation for sailing in strong winds was cemented. Our subsequent days to Ramsgate and across the Thames Estuary were much less demanding, and the wind died as we reached Harwich Harbour. We safely returned Explorer to her berth at SYH on the August Bank Holiday Monday.



September was a quiet month but October saw me crewing 3 days with Arthur for a trip up the Ore and Alde, and 3 days skippering Adrian and Helen Davie visiting Titchmarsh and the Deben. The night in the Deben will live long in the memory, as after a pleasant evening in the Maybush at Waldringfield, the outboard failed and it took us 2 hours to get back to Explorer against the flood tide and Helen managed to take a mud bath. It's the closest I've come to having a mutiny 😊

In addition to the longer trips the extended season has allowed me I've assisted with day sails, trial sails and skipper assessments with Paul Ylioja, Rob Holland and Matt Carney to name a few. Chris and I also managed a loop of Cork Sands on the last Saturday of November, and took the opportunity to try out the spinnaker.

What a fantastic year it's been despite the restrictions under which we've had to live but thanks to KSSC and all the members I have greatly enhanced my sailing experience, had some memorable experiences and kept sane. With KSSC I've sailed with 9 or 10 different members, completed 505 nm and 24 days on Explorer. My enthusiasm has led to me being invited to join the committee, and as I live close to Suffolk Yacht Harbour Lockdown 2 has seen me make weekly caretaker trips to check on Explorer.

In summary what a great club, brilliant members and in Explorer a boat that takes all that is thrown at her, and allows members to develop their skills and build their confidence. Next year I hope to further my formal qualifications, get a trip (or two) out to Ploes, and travel further afield on Explorer, fair winds (and a vaccine) permitting. Thank you to all that have sailed with me as crew or skipper, hopefully we can do it again.

Paul Newman

