



## Seas 'n Greetings 2021

### Commodore's Comments

Another year is drawing to a close. Despite Turkey being in the red zone and effectively stopping Ploes' season until late autumn the club has had a good year, with the financial hit on Ploes being mitigated by Explorer's strong performance and a number of new memberships. The increase in rates and fees agreed at the AGM will be needed to restore the club's finances after two difficult years.

Explorer has had a record year, with another successful summer cruise. We have seen a steady stream of new members, some of whom are sufficiently experienced to become skippers in the near future. Overall, the club is good shape.

There is much to look forward to next year. The recently approved winter rate for Explorer will hopefully encourage her use in the winter months. There is a buzz on the main WhatsApp group around Explorer's summer cruise and, for the first time in many years, a club cruise on Ploes is in the offing. Covid variants permitting we should have a full season on Ploes for the first time in 2 years.

With both boats in a very good state of repair, and a keen and growing membership, I hope for a better year next year. May I thank all the committee for their support and hard work over the last year and wish every member a happy Christmas and good sailing next year.

James



**In this issue**, we have two guest contributors, one sharing his first experience with the club's operation in the Med and the other offering tips on fighting diesel bug. Have you seen all of this year's photos from Explorer and Ploes? Links are provided in the *Communications* section of the newsletter. Thank you to everyone sending reports, photos and other articles to keep us up to date. Is there a story you'd like to submit? Get in touch on any topic that would be of interest to our members. Happy holidays to all.



John Scardino

## Explorer

The first year of keeping the boat at SYH all year round and we got hit with lockdowns immediately before and after Christmas! Nevertheless we got 4 days usage in November and 9 days in April which was a good start. From May to October we had 96 days usage producing a total of 109 days! A record!

For information, the booking period runs from 1st November to 31st October, in line with the financial year.

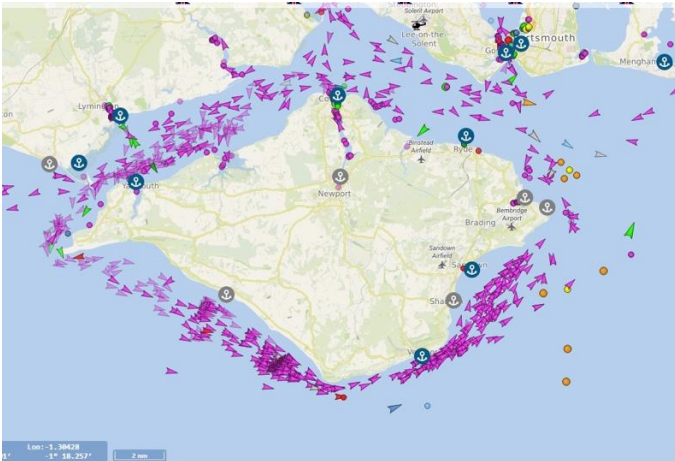
In the spring we fitted a new genoa from Jeckells which has improved the sailing experience. The old one was well past its best.

The boat was lifted out for 10 days in May so we could have the 10 year survey carried out. She passed with a good report. Members took the opportunity to apply antifoul and repair fibreglass damage at the bow.

There were problems in the spring and early summer with the depth display giving erratic readings. Colin Wardell eventually traced the problem to a faulty connection in the transducer cable and managed to rectify the problem just before the summer cruise. Phew!!

The cruise itself was again a great success with no major boat problems reported. Over seven weeks, from July to August, with seven different crews, Explorer sailed from the East Coast, through the Solent (during RTI race with over a thousand boats running), to the Channel Islands and on to the West Country, then home again.





*(Round the Island race in July, left, and Alderney during this summer's cruise.)*



*Passing Beachy Head near the end of this summer's cruise, powered by the new genoa.*

When back in home waters and sailing in the Harwich approaches, the spinnaker ripped extensively. Investigations showed it to be at least 25 years old and probably much more. Basically, it was clapped out. Chris Jeckells came up trumps and manufactured a new spinnaker out of ends of rolls of fabric at a very advantageous price. The colour scheme is totally abstract and we should get some interesting photos appearing on Facebook!





Rollie Beamish is continuing to do work for us even though he lives in Lowestoft, an hour from the boat. He has a garage full of salvaged parts and has fitted used temperature and oil pressure gauges plus engine alarm. He's also going to replace the cockpit bilge pump and exhaust pipe waterlock with salvaged items in better condition.

I'll be posting dates for maintenance days on WhatsApp.

Happy sailing.



Ian Winters

## Ploes

Once the Government removed the red zone restrictions, Paul Newman and I were able to travel to Turkey in early October and had a very busy commissioning week on Ploes. We finally completed the long awaited test on the current saildrive and it performed well, despite suffering from the galvanic corrosion, which has been repaired.

During our tests we did have an overheating issue when the engine was running at full speed, this was quickly fixed by Levent and was due to barnacles in the water intake. We have paid for and collected the new saildrive which will be fitted over the winter, ready for the next season.



We also had a problem with the new mainsail furling, which needed more halyard tension. The halyard is long enough to run back to the cockpit and can now be winched and locked there.

During commissioning Paul checked all lifejackets and found that the two newest ones, (auto-inflating circa May 2003) were leaking when inflated. We have destroyed these and will replace them.



Paul is now also up to speed on Mediterranean stern to mooring and ready for his sailing holiday in 2022. He found that Ploes is difficult to steer in reverse and is quite different to Explorer.

The new bow thruster on Ploes is very powerful and this helps mooring manoeuvres. Paul quickly became adept at mooring, even when the bow thruster stopped working when an under-rated fuse blew.

We discovered a new issue on Ploes with the anchor winch gypsy now quite worn. Replacements are £141 and I am recommending we purchase one. Luckily the Lofrans winch design has not changed for about 40 years.

Overall Ploes is in excellent condition now and is ready for a full season next year. Claire looks after a similar Bavaria 40 in Fethiye for 5 UK owners and they often use it for 15 weeks a year. The best we have achieved is 11 weeks use in recent years, so we have a good target to aim for next year.





Reservations open on January the 1<sup>st</sup>, and we already have 2 tentative bookings that are carried over from last year. Get your diaries out if you're considering a trip to Fethiye. We hope to have a very successful and busy year in 2022.



Peter Girven

## Report of the AGM and Laying Up Supper

It was a great pleasure to have the **AGM** as usual this year, back in the RNSYC and in person! For reasons of accessibility and with the help of the new commodore of the RNSYC who was in the building at the time, we had a last minute re-location and held our meeting in the bar – very comfortable!

Last year we undertook a governance review which resulted in a number of resolutions to improve or amend the rules of the club. These were circulated to all the membership, and all were approved. Flag officers and committee were voted in.

The increase in contributions for the use of both boats was agreed and a new evening sailing rate approved for Explorer. As a result of an amendment from the floor, this was extended to allow a 50% discount on Explorer's day rate during the months of GMT.

The AGM also voted to elect Rollie Beamish as an honorary member in recognition of the huge amount of work he has put into Explorer, involving substantial travelling and much inclement weather.

The **Laying Up Supper** was well attended with 29 people, a good mix of long standing and new members. As usual the food was excellent. We welcomed our guest, the recently appointed new Commodore of the RNSYC, Jeremy Ives, who gave us a very interesting after dinner talk. This was followed by our after dinner guest speaker, Luke Woodley, who gave a presentation on how his charity, The Walnut Tree, helps service veterans with mental health issues by engaging them in renovating boats and various on-water activities. The presentation was very interesting and well received.





The seabird trophy is awarded to a member of the club in recognition of outstanding service. This year it was awarded to Colin Wardell for his thorough and determined pursuit of electrical short-comings on Explorer, amongst other things resolving the complex problems of an intermittent depth sounder in time for the summer cruise.

After dinner much of the world was put to right in the bar. Covid willing, there will be a FOS in April.

## **Membership and Social**

### Annual Subs

The Annual membership subs are due on the 1<sup>st</sup> January. The new rates are £150 for single membership and £180 for Family Membership. I will send out a renewal notice later this month.

### Recruitment

This year we recruited 11 new members, bringing our total number of memberships to 58.

### Social Events for 2021

The Fitting Out Supper has been pencilled in for Saturday, 9 April. Let's hope we will be able to hold it.

The AGM and Laying Up Supper will be Saturday, 12 November.





## Bookings 2022

- 1) No bookings will be confirmed until subs are paid – i.e. from 1-1-22
- 2) A 10% deposit should be paid at the time of booking, with the balance paid at least 1 month prior to departure.
- 3) If in the event of illness or other exceptional reasons the trip cannot go ahead the committee will consider allowing the booking to take place at a later date.
- 4) Please do not book flights (to Turkey) until your booking has been confirmed.



Rose Parnell

## Communications

### WhatsApp:

We again have had an active period on our social media accounts. WhatsApp has been very active and we've been discussing plans for next year. We do also have sub WhatsApp groups for things like Maintenance on Explorer and Explorer Crewseekers. We also have a sub group for Ploes. The groups are now discussing the options for next year's sailing.

These sub groups cut down the traffic on the main group and make it easier to find individual posts. If you are interested in joining our WhatsApp group then please send me your mobile phone number and I will add you to the group. We also have links for these sub groups to make it easy to join them.

KSSC Main Group: <https://chat.whatsapp.com/JJKKiuH6oUmK79koN0yDGS>

Explorer Crewseekers: <https://chat.whatsapp.com/CnARSJl1Z2w5ESFKVPzorH>

Explorer Technical Group: <https://chat.whatsapp.com/KSbFJdcLOCNIUoXuHJIVzG>

Ploes Sailors Group: <https://chat.whatsapp.com/Kleg7ptXYw0Elr2uRzU8Ed>

### Facebook:

Facebook is quiet relative to the Whatsapp groups. I've looked at the differences between these two types of media. WhatsApp can be a bit in your face, while Facebook is less demanding. We have members that prefer one media type over the other and both perform useful functions.



Paul Newman and Chris Jones have been active in promoting the club website on wider Facebook sailing groups and this has generated good interest. Through this we have had more new members signing up to take advantage of the benefits of joining our sailing club. Our Private Facebook Group is this link:

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

### **Instagram:**

I have also posted generic photos on Instagram. So far this does not seem to be a good method for attracting new members, but it is a good way to promote our club and we will continue posting. <https://www.instagram.com/kessinglandseasailingclub/>

### **Website:**

We have many photos of recent sailing of Explorer on the Website, also photos of Ploes' successful commissioning and the three weeks of sailing in October. We took Ploes during this period back to Rhodes to check in before three years were up and then on to some of the Greek Dodecanese Islands. Our website is [www.kssc.uk](http://www.kssc.uk)

Explorer Photos: <https://kessingland-seasailingclub.uk/explorer-in-2021>

Ploes Photos: <https://kessingland-seasailingclub.uk/ploes-in-2021>

### **Newsletters:**

On the website we also have copies of all old newsletters that I've been able to find. I look forward to receiving any old paper newsletters members may care to share. I can scan these in and help build the picture of the rich history of our club. At the moment on the website we have copies of the newsletters starting from Spring 2008 onwards. <https://kessingland-seasailingclub.uk/newsletters>

Cheers,

Peter Girven

## **Explorer vs Ploes**

One of the most attractive things that drew me to KSSC rather than any other club based at Suffolk Yacht Harbour was that it offered Mediterranean sailing opportunities. When Peter kindly invited me to join him on a Ploes commissioning trip after COVID restrictions eased earlier this year, I couldn't resist. She hadn't been used for almost 2 years and had suffered galvanic corrosion. In addition, the bow thruster had been replaced and there were unanswered questions about the saildrive.

We arrived in Fethiye on 1<sup>st</sup> October. Peter has written about our trip elsewhere so as a Turkey, Mediterranean and Ploes virgin I'll focus on my first impressions of it all.

*(Editor's note: This is an abbreviated version of a longer article by Paul that offers many helpful details of his first experience on Ploes. Please click [here](#) to see the full version on our website.)*



Those of you on WhatsApp will already know I'm gathering names of anyone who wants to visit Ploes in 2022. Bookings open on 1<sup>st</sup> January and we hope there is some pent-up demand, but once the dust has settled I'll look to see if I can fill some un-booked weeks by matching skippers and crews with a view to giving more members an opportunity of a "Ploes Experience." If anyone hasn't responded on WhatsApp yet and wishes to register their interest in this opportunity, please let me know via email at [paul.j.newman@btinternet.com](mailto:paul.j.newman@btinternet.com). Hopefully we can have a bumper year of bookings in 2022.



Paul Newman

## **RYA Diesel Engine Course**

Attendees: Mark T., Paul Y., Sonia H., Eric F., Nick S. and Arthur N.

Many years ago I worked on a farm. Tractor work was where I cut my teeth with diesel engines. I was always far more concerned with the livestock and resented any time I had to spend on machinery maintenance. An engine service would be carried out as infrequently and haphazardly as I thought I could get away with. Jump forward a couple of decades and I find myself reliant on an engine to bring me home safely. This is a quite different situation. 'Mick the fitter', a legend of a man, is no longer a radio call away to 'just pop down the bottom field and see what's up with it' and so I decided it was high time I learned to give diesel engines the love and care they deserve. Accordingly, when the opportunity came to enrol on a diesel engine course I jumped at the chance.

The course has been designed to show you how to maintain and service your engine, thus minimising the likelihood of breakdowns at sea. Should you still have a mechanical issue while out, you will be likely to be able to sort it yourself. Don't worry if you have little or no prior knowledge of engine maintenance, it's surprising how straightforward most of the engine checks are. Those with more experience will benefit from the technical aspects of the course, and also from asking advice specific to their own particular engine. Our instructor for the day, Peter Smith is chief instructor at the Sea School and has a vast amount of knowledge and experience. Many thanks to Paul Ylioja for organising the day. We all enjoyed it greatly and felt we had learnt a huge amount. It was also a great opportunity for me meet some other members of KSSC.



Mark Taylor



No matter how meticulous we are about keeping our fuel tank topped up, we cannot control the quality of the fuel in the marina tank, which is also subject to condensation. (Think of the diesel that has probably been sitting unused in a half empty marina tank all winter).

Filling up soon after a delivery will mean the sediment will be stirred up.

How about filtering out water and sediment each time you fill up?



This type of pre-filter requires no tools or bleeding to replace the element, barely a two-minute job. It is also much more efficient at separating out water and sediment. Should the bottom bowl become full of water the fuel line will close automatically, preventing damage to the injector pump and injectors.



**What colour is yours?** Healthy diesel should look like Tizer (left). When it is infected with diesel bug, the colour gradually changes towards Ribena. Diesel bug needs water to survive and feeds on fuel, you can just make out the layer of bug sitting between the water and fuel.



*Editor's note: The latest issue of The Nancy Blackett Trust newsletter features a special insert by Mark, which the Trust's editor describes as "too long to print as an article and too good to cut." In it, Mark writes about Arthur Ransome's restored 1931 Bermuda rigged Hillyard 7-tonner that inspired We Didn't Mean to Go to Sea, and the thrill of sailing her.*

