

## KSSC Year Book 2023

### Flag Officers

Commodore	James Parnell
Vice Commodore	Peter Girven
Rear Commodore	Paul Newman
Hon. Treasurer	David Holland
Hon. Secretary	Rose Parnell

### General Committee are Flag Officers (above) plus:

Ian Winters
John Bird
Gill Green
Chris Jones
Robin Bromham

### Boat Coordinators:

Ploes Maintenance and Booking	Peter Girven
Capella Maintenance	Paul Newman
Capella Booking	Ian Winters

### Social and Media Coordinators:

Social Coordinator	Gill Green
Webmaster	Peter Girven
Editor of Newsletter	John Scardino

Website Address	<a href="http://www.kssc.uk">www.kssc.uk</a>
Facebook	<a href="http://www.facebook.com/groups/402855803408838/">www.facebook.com/groups/402855803408838/</a>
Instagram	<a href="http://www.instagram.com/kessinglandseasailingclub/">www.instagram.com/kessinglandseasailingclub/</a>
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## Contents

Contents .....	2
Introduction.....	3
Purpose .....	3
Skipper Accreditation .....	3
Taster Sessions.....	3
Skills Days.....	3
Membership.....	4
Contribution for use of Club Yachts .....	4
Logbooks .....	5
Personal Safety .....	5
Qualifications .....	5
Insurance.....	6
Capella .....	6
Ploes .....	7
History .....	9
Constitution and Rules .....	15

## **Introduction**

Kessingland Sea Sailing Club presently owns two sea-going sailing yachts – “Capella” a Dufour 365 currently berthed in Suffolk Yacht Harbour on the River Orwell, and Ploes a Bavaria 40 currently berthed at Fethiye, Turkey.

Formed in 1964, Kessingland Sea Sailing Club was originally a dinghy racing club which sailed off the beach at Kessingland, near Lowestoft. When the beach conditions rendered this impossible the clubhouse freehold was sold and the proceeds used to purchase larger yachts. A more detailed history of the Club is included on Pages 9 – 14.

## **Purpose**

The Club exists in order to provide boats for its members to go sailing both in and around the UK and the Mediterranean. The Club welcomes new members.

## **Skipper Accreditation**

The Club has expanded to such an extent that the sailing capabilities of individual members are not always known to the Committee. The Committee has drawn up a list of members considered to be sufficiently experienced and responsible to skipper either Capella or Ploes. A current list of accredited skippers appears in the membership section of this Year Book. The club offers an accreditation for any member who wants to skipper the club boats. These will usually take place on Capella. A contribution of £50 is requested for each member to be accredited.

## **Taster Sessions**

From time to time the club will offer prospective members a chance to crew on the club boat, usually Capella, so they can learn more about the club and see what it is like on a club boat. These sessions will be normally be 4 hours and a contribution of £50 per person, unless as a part of a family when only one charge of £50 will be made, plus the relevant temporary membership fee is required for each person. This temporary membership fee will be reimbursed if the person subsequently joins the club (within the same calendar year).

## **Skills Days**

The Club is keen to encourage members to improve their skills with a view to becoming day skippers and subsequently Club accredited skippers. We do not offer formal training but members can request the club to organise a skipper to take them for a day sail to practise skills. A contribution of £50 is requested from each person looking to practice their skills.

For all three categories above diesel is included and the winter reduced rate does not apply.

## Membership

Sailing Membership	£175 single	£225 family
Non-Sailing Membership	£55 single	£84 family

New members joining after 1<sup>st</sup> September - see page 18.

### Temporary Membership

Individual Temporary Membership	£25 per day or £125pw
Family Temporary membership	£35 per day or £175pw
Junior Temporary Membership	50% cost of Temporary Membership

## Contribution for use of Club Yachts

	Week	Weekend day	Weekday	Evening	Week as Houseboat
Capella	£720	£120	£110	£40	
Ploes	£1700	£245	£245		£250*

\*see page 8.

### Capella

A one-day sail can be provisionally booked in advance but only confirmed 14 days in advance.

Evening sails can be provisionally booked in advance but only confirmed 14 days in advance. They depend on Capella not being booked for that day, unless the skipper intends to return before the evening sail is set to start. Start time is flexible but a usual time of 6pm would be normal; however, it could start as early as 4pm subject to the availability of Capella. If Capella is booked for the following day and the skipper/crew are sleeping aboard the previous evening, then an evening sail may not be possible. When an evening sail conflicts with a day sail, the day sail skipper will have priority.

During winter (i.e. while the clocks are on GMT) boat-use fees are reduced to 75% of the rates above.

### Ploes

For bookings starting and ending during the month of August rates are 70% of those above.

The contribution for sailing Ploes includes a single page entry for each crew on the Turkish Transit Log which is mandatory under Turkish Maritime Regulations.

There is a linen service available on Ploes – see sailing notes on board for details.

### **Diesel and Gas for Capella and Ploes**

The diesel tank is to be left full at the end of the usage period, at the expense of the skipper/crew.

Gas costs are re-imbursed by the club. At least one full bottle is to be left on both Capella and Ploes at the end of the usage period.

### **Skipper's Liability for Damage**

It is the aim of the club to provide access to the boats for members in the most economical way possible. Damage to the boats for whatever reason will be covered by the club. It is, however, reasonable to expect the skipper to make a contribution towards any repair or replacement costs.

In the event of damage or loss the skipper should notify the committee member responsible for that boat as soon as possible. That person will discuss with the skipper what immediate action needs to be taken and will put into effect any remedial action required. It is not the responsibility of the skipper to organise any remedial action, but the skipper may be asked to assist in some way, e.g. to replace a lost item or be at a certain place to allow an urgent repair to take place. The priority will be safety of the boat and crew, but also any remedial work should be done before the next booking if failure to carry out the remedial action could impact on the safety or enjoyment of the next booking.

The skipper will be asked (if appropriate) to write a short report for the committee's consideration so that we may learn any lessons from the incident.

The skipper may be required to make a contribution to the cost of any remedial work up to the value of £500. In the event of loss, the committee will make due allowance for wear and tear.

## **Logbooks**

The Logbooks must be kept up to date for each day of sailing.

## **Personal Safety**

Crew members will be responsible for their own safety. See Rule 20 of the Club Constitution.

## **Qualifications**

The skipper must be accredited by the club (page 3) to safely sail and navigate the club yachts. He / she must also have such written qualifications as required by the U.K., or foreign authorities as appropriate.

## **Insurance**

Everyone aboard any KSSC boat must have arranged permanent or temporary membership of KSSC. Failure to adhere to this rule will render the insurance invalid and could make the skipper liable.

The geographical coverage areas for insurance are shown in the operating instructions for each boat. For Capella, coverage is United Kingdom inland and coastal waters, continental waters Brest/Elbe limits and Ireland. For Ploes, coverage is Mediterranean waters not east of 35 degrees east, excluding war zones. If it is intended to cruise beyond these limits it will be necessary to get an extension from the insurance company.

If intending to race permission is required from the Management Committee. In the event of permission being granted the damage deposit required will be raised in line with the extra risks involved.

Single handed sailing is not permitted unless expressly agreed by the Management Committee and approved by the insurance underwriters.

## **Capella**

### **Booking**

Contact Ian Winters or look on the calendar on the website for availability.

Download the booking form, plus any temporary membership forms, if needed. A 10% deposit and completed form, as well as any temporary membership forms (to cover each person on board) is required to secure the booking, Payment in full is required 14 days before the start of the booked period.

Only skippers who have fully paid their subscriptions will be able to book Capella and any non-members will need to be approved as temporary members for insurance purposes. Approval of temporary members is undertaken by the Management Committee, so please give as much notice as possible. There is clearly a need for a degree of flexibility to avoid disappointing would be users, but it is hoped that late bookings would be exceptional occurrences. For all booking matters, contact Ian Winters.

### **Boat Safety**

The committee has decided that Capella will be equipped and maintained to a level that could be expected if managed by a reasonably conscientious private owner. The skipper is expected to have read the operating instructions.

It is the Skipper's responsibility to ensure 'Capella' is seaworthy and safe. The Skipper has a responsibility to the club, crew and himself/herself to know what spares and rescue equipment are carried, their location and be capable of using them. There is a file of information on board: "Capella – essential information" which needs to be read in this context. The Skipper is responsible for informing his / her crew on all aspects of the safe operation of the yacht.

## **Boat Maintenance**

There are two logbooks on Capella. The first is the Sailing Log for recording voyage details. The second is an Engine Log for recording engine hours and maintenance. The Engine Log is usually the same book as the Sailing Log, but at the opposite end. This may change to two separate Logbooks in the future. Contents include guidance on how to maintain the engine on a daily / weekly basis. In addition, there is an official engine manual on board.

The Engine Log contains the schedule of winter maintenance work carried out, so skippers can be clear about what has been done to the boat. Any additional maintenance undertaken, any problems encountered and rectified or not rectified, any damage done, should all be recorded in this log so that Skippers are kept informed as to the state of the boat, repairs done and any outstanding issues. It is the responsibility of the 'current' Skipper to alert Paul Newman and if known, the hand-over Skipper, where there is a serious problem which could impact on the use of the boat or on crew safety. Hopefully, with regular routine winter maintenance this will not occur.

## **Ploes**

### **Booking**

Contact Peter Girven or look on the calendar on the website for availability. Download the booking form, plus any temporary membership forms, if needed. On receipt of the booking form plus 10% deposit, your booking will be confirmed, with the balance due at least 1 month before the date you are due to take charge. Bookings made less than 1 month before that date will need to be paid in full at the time of completing the booking form. The crew details are to be sent to Peter Girven or other delegated Committee Member at least one month before the departure date. Only skippers who have fully paid their subscriptions will be able to book Ploes and any non-members will need to be approved as Temporary Members, for insurance purposes.

### **Boat Safety**

The committee has decided that Ploes will be equipped and maintained to a level that could be expected if managed by a reasonably conscientious private owner. The Skipper is expected to have read the operating instructions.

It is the Skipper's responsibility to ensure Ploes is seaworthy and safe. The Skipper has a responsibility to the Club, crew and himself/herself to know what spares and rescue equipment are carried, their location and be capable of using them. Every piece of equipment on the boat has been carefully stowed. All safety equipment has been itemised and listed in the "*Welcome Aboard Information*" booklet (updated every year). A copy of this is retained on board and can also be e-mailed to each Skipper before leaving the U.K. The old adage, 'a place for everything and everything in its place' is of prime importance if we are to make the Mediterranean venture a safe sailing holiday. Skippers finding items of equipment missing should inform the committee member responsible within 24 hours of arrival by text or phone so that the said items can be recharged to the

previous user's account. This may seem draconian, but we are not a yacht charter company and rely on the integrity of our Club members to make the overseas venture safe and successful. The accredited skippers with authority to use Ploes are of a calibre to be able to solve everyday problems and to ensure the yacht is left in a fit state for use by the next Club member.

A full & final 'Crew List' must be submitted to the committee member responsible at least 1 month before UK departure. This is to ensure that an "Authorisation Certificate" to use Ploes is issued by the Club and safely received before the cruise commences. It must be carried aboard throughout the cruise. There is also a requirement to have the full crew list approved and inserted into the "transit log" by the Turkish Maritime Authorities before commencing the cruise. There is a local charge for this process and a fixed penalty fine for non-compliance. See section Contribution for use of Club Yachts.

If life-jackets using gas inflation are to be used, skippers should check that the CO<sub>2</sub> cylinders are intact and full. If they have been fired off accidentally, the cylinder should be immediately replaced at the cost of the user.

### **Use of Ploes as a Houseboat**

In recognition of loyal members of the KSSC who are unable to sail, Ploes may be used on a strictly non-sailing basis as holiday accommodation in the marina. The following conditions apply:

- a) The yacht must not leave the nominated moorings or insurance could be invalid. Bookings can be taken up to 12 months in advance but will only be confirmed 4 weeks in advance of departure to give maximum opportunity to sailing members.
- b) Mooring fees will not apply in the base port but might be applicable if the yacht is used at any other nominated marina. Consumables such as shore-power, fresh water (both are supplied free at the base port of Fethiye) and cooking gas will have to be paid for or replenished in the same way as for a sailing holiday.
- c) KSSC Sailing Instructions will still apply except the sailing qualifications of the Skipper will be relaxed. The yacht log-book should be completed in the normal way even though passage making is **not** allowed.

Non-sailing skippers will, if requested to do so, sign a confirmatory undertaking to this effect.

## **History**

### **1964 Commodore Rob Straton**

Following an advertisement placed in the Lowestoft Journal in the summer Mr. Rob Straton, 50 dinghy sailors met at "The Sailors Home" public house, Kessingland to form the **Kessingland Sea Sailing Club**. The club sailed from the beach. The first club house (courtesy of Mr. Stanley 'Cock Robin' Brown) was a fisherman's hut. Dinghy classes sailed included G.P.14's, Enterprises, Merlin Rockets, Ospreys and National Hornets.

### **1965 Commodore Sid McMeekin**

The Club started to organise cruises / races to Southwold and round the Navigation Buoys.

### **1966 Commodore G.E. "Trader" Horne**

Around this time there were moves afoot to secure a plot of land on the actual sea front ... Members Peter Colby and Brian Hume persuaded Mrs. Woolfield to sell a parcel of land near the Denes Holiday Camp.

### **1967 Commodore Les Watkins**

The plans were being studied, and site clearing commenced, Derek Lyne's design-Clubhouse began to take shape. All this time Beach Fetes & Barbecues were taking place, to raise money. (A grant was obtained from the Playing Fields Association).

### **1968 Commodore Peter Hancock**

New Clubhouse, changing rooms, canteen, rescue boat storage, plenty of car parking space.

### **1969 Commodore Dr. Steven Nicol**

Membership was some 183 with 40 Fireballs, with more equipment being purchased, marks, compass, anchors etc.

### **1970 Commodore Peter Colby**

What fun we had! Those marvellous fleets, tough competition... Peter organised the building of 10 new Fireballs, so we had the benefit of quantity terms for masts and sails, etc.

### **1971 Commodore Brian Whitlow**

aided by helmswoman Pat Whitlow, showed us the way round on those light air races ... the fund raising went on apace.

**1972 Commodore Brian Hume**

with Peter Colby; started planning for a new Clubhouse, running The Lowestoft Trade Fare.

**1973 Commodore Peter Colby**

Lowestoft Trade Fare at Gunton Hall, a great success, and the plans were well advanced for the building of the new Clubhouse, interconnecting the adjoining original building. Footings in, building commenced with the racing going on just the same.

**1974 Commodore Peter Colby**

The Clubhouse was formally opened with Mrs. WOOLFELD, the Commodore, Royal Norfolk & Suffolk Yacht Club, Frank Dunne, Esq. broaching the champagne, in September - with many Past Commodores, Members old and new. As soon as the festivities were over racing commenced for the WOOLFELD TROPHY (a gift from Mrs. Woolfield, whose late husband won it outright in the 1914 Kessingland Regatta).

**1975 Commodore Sid Pretty**

Sid set about getting the racing organised to take advantage of the improved facilities, and furnished the bar area. Dick Coleman was active on the furnishing front.

**1976-7 Commodore Stan Beckett**

with Billy Nicholls recruited as Rear Commodore & Social Secretary, the bar profits soared to a record. Billy was always running events to stimulate sales - one of these was the "MIRROR" National Rally, entertaining 44 Mirrors with their crews and their families for cruises and racing every day. That passage race on the last day to Southwold and return, in a gale, will long be remembered.

**1978 Commodore Eric Garrett**

The Club was devastated by the wrecking of the 'Eleni V' oil tanker off the Suffolk coast - the pollution wrecked the sailing programme and the Javelin nationals, laid on for a week, had to be postponed and when they took place in a later weekend, were a disappointment. The Club never really recovered from this.

**1979 Commodore Brian Burleigh / Paul Parrivani**

Brian resigned from Commodore halfway through the year. Paul fortunately picked up the reins and did a good job.

**1980 Commodore Barry Naylor**

Barry, perfectionist that he is, set about making sure that everything worked and that the racing was exciting and accurate ... and we still had plenty of social events.

### **1981 Commodore Graham Ling**

With Graham's son, John "Topper" champion, they started trying to get the "TOPPER NATIONALS" at KSSC and it was promised for 1983.

### **1982 Commodore Graham Ling, aided by wife Gwen**

...started feeding us gourmet meals at a very keen price, which raised some good money. The TOPPER NATIONALS definitely on for next year, and planning was taking place.

### **1983 Commodore Eric Garrett**

Eric's meticulous planning with sons Ian and David with Graham's help as fleet captain, with Barry Naylor as Race Officer... 104 boats, with families billeted at Wildlife Park, a full week, very successful - the windy 1st race won by John Ling beating the eventual National Champion John Craig, an ex Fireball Champion. A tremendous amount of work accomplished by a diminishing membership, but still very successful.

### **1984 Commodore Peter Taylor**

The work he put in to try and keep the Club alive!

### **1985-6-7-8-9 Commodore Stan Beckett**

Clubhouse was put up for auction at £45,000; withdrawn by S.B. on a hunch and finally sold by Dick Coleman for some £82,000 which was invested in a safe High-Interest account. In 1989 membership closed to protect assets. Editor's note: without Stan the club would have folded, its assets sold off and frittered away.

### **1990-1-2-3-4 Commodore Stan Beckett**

Following a suggestion by Richard Debenham, the concept of big boat sailing was borne. This idea was enthusiastically backed by Stan and the rest of the committee. Richard Debenham and various members of the committee travelled hundreds of miles in search of a suitable boat at the right price. Explorer was eventually purchased at an M.O.D. auction by R. Coleman and R. Debenham on behalf of the KSSC.

At the 1991 AGM the club was re-opened for membership, although new members would only have very limited voting rights. The 1993 AGM saw the sweeping away of the two-tier membership system and the introduction of a common membership for all.

### **1995-6-7 Commodore Richard Coleman**

Dick joined the club at its inception and was the only remaining founder-member. He had been intimately involved for most of the past 35 years. He was an ideas man who coaxed his ideas to reality. For current members it is enough to say that he supervised the purchase of Explorer, revised the constitution and hand-picked most of the General Committee. Dick along with Peter Colby, was instrumental in sorting out the adventure in Portugal. The sloop "Edna May" was purchased and based at Vilamoura on the Portuguese Algarve.

### **1998 Commodore Paul Noton**

2001 Edna May sold and Deuxieme Amour, a 34ft Bavaria purchased in Cala-D'Or Marina, Mallorca. Exciting sailing in the Western Med.

2003 DA moved from Mallorca to Barcelona, Port Olympic marina – built for the 92 Barcelona Games. Well located but very noisy in summer!

2004 Deuxieme Amour moved to Port Vell Marina, central Barcelona. We took a stand at the first Lowestoft Boat Show, a great success. Deuxieme Amour moved to Palamos, Spain for winter lay-up.

2005 Deuxieme Amour moved to Port Napoleon in SW France, then at the end of the year to Port Rotondo, Sardinia, Italy.

2006 Deuxieme Amour stayed in Sardinia and had its most successful year to date.

2007 We bought Ploes, a 40ft Bavaria berthed at Alimos Marina, Kalamati, Greece and Deuxieme Amour was put up for sale. In December Ploes was moved to Port Olympic Marina, Lavrion, S.E. Greece.

2008 Ploes berthed at Port Olympic and was used many more times than in previous years. We debated whether the Club should become a CASC in order to be more tax efficient to help our income. It was deferred. Deuxieme Amour was sold in April and sailed back to the Balearic Islands, from where she was originally purchased.

2009 Ploes remained at Port Olympic Marina, Lavrion again and was well used although many were tested by the Meltemi – the prevailing, near gale force winds. Explorer had her best year for some time.

2010 Ploes berthed at Ece Saray Marina, Fethiye, Turkey, which was very popular with all who went. Explorer went to the Firth of Forth & back.

### **2011 Commodore John Bird**

2011 Ploes berthed at Fethiye for a second successful season as voted for at the AGM. Explorer makes good passage to Holland but at the end of the season is found to have serious defects to the mast.

2012 Ploes berthed at Fethiye and sails to Greece. Explorer sails to Levington for extensive repairs to mast & rigging. Sails to Holland in July and August for

the Rotterdam Jazz Festival and back-to-back cruising on the Dutch Inland Waterways.

2013 Ploes has her 4th successful season berthed at Fethiye the AGM agreed she would remain at Ece Saray Marina for the 2014 season. Explorer used on the UK East Coast and a short cruise to Holland.

2014 Our Golden Anniversary year. Sadly marked by the loss of our President Stan Beckett on 11<sup>th</sup> September. The Club forms a joint venture (affiliation) with Adastral Park Sailing Club based at Suffolk Yacht Harbour, Levington on the River Orwell. Decision made at the AGM to base Explorer at SYH next season. Ploes has another good year at Fethiye with Peter Johnson & crew sailing to the Greek islands to comply with the Turkish custom regs. The Golden Anniversary weekend, 7 & 8 November was well attended at the RNSYC with former dinghy members of the club invited as special guests.

2015 Another successful year at Fethiye for Ploes. Sadly, we lose Peter Johnson in April – the same weekend as our Fitting-Out Supper. Explorer has a good year at SYH Levington although two cruising incidents off the East Coast give some cause for concern.

### **2016 Commodore James Parnell**

2016 A good year for both boats and Explorer is used more. We sadly lost Laurie Rainger late in the year.

2017 Another good year. Explorer's summer cruise saw her crossing the English Channel a number of times. Ploes use is good again. Recruitment of members is becoming a concern.

2018 Major work on Explorer's rudder and stern gear – now better than new. Summer cruise to the South Coast dogged by light winds and tropical temperatures. Ploes has a good year, but osmosis found.

2019 A hugely successful year for Explorer with the summer cruise from Suffolk to Scillies 8 weeks 7 skippers and 1200 miles. 70 days used in the year. Osmosis treatment on Ploes is successful and has another successful year in Fethiye.

2020 Covid 19 pandemic year. Explorer had a late start of the season, but this was offset by heavy usage with a record 90 days used. For Ploes the difficulties of international travel wiped out all bookings, then we discovered galvanic corrosion which caused extensive damage to the bow thruster and sail-drive. The result was a significant financial short fall.

2021 On-going covid restrictions meant another poor year for Ploes, with just 3 weeks of bookings in October when the foreign travel restrictions were eased. For Explorer, on the other hand, it was a record year with 109 days of sailing booked and another successful summer cruise. The club is growing in membership numbers with the new members being very keen to get out on the water!

2022 The year the club bounced back. Record usage on both boats with 126 days on Explorer and 15 weeks booked on Ploes. 16 new memberships in the year. Explorer had another successful summer cruise over 7 weeks, 7 skippers, 17 crew took her over 1,000 miles to the Scilly Islands and back. Increased revenue allowed us to make up half of the lost revenue of 2 disastrous covid years. At the AGM we took the historic decision to replace Explorer.

# Constitution and Rules

## **Section 1 - Name and Objects**

- 1) The name of the club shall be "The Kessingland Sea Sailing Club" (hereafter referred to in these rules as "the Club").
- 2) The object for which the Club is formed is to promote and facilitate community participation in the sport of yachting and in particular:
  - a) To provide boats for members to go sailing.
  - b) To organize instruction to those wishing to learn to sail, if required.
  - c) To organize general boat maintenance.
  - d) To encourage members to participate and assist in all aspects of the Club.

## **Section 2 - Officers**

- 3) The Officers of the Club shall be Sailing Members, Members, Family or Life Members of the Club and shall consist of a Club President, a Commodore, a Vice Commodore, a Rear Commodore, an Honorary Secretary and an Honorary Treasurer. Officers shall be elected at the Annual General Meeting in each year and shall hold office for one year, retiring at the termination of the Annual General Meeting in each year. All Officers of the Club shall be eligible for re-election.
- 4) The Hon. Secretary shall:
  - a) Conduct the correspondence of the Club;
  - b) Keep custody of all Club documents;
  - c) Keep full minutes (or have full minutes taken) of all meetings of the Club, and of the Committee, which shall be confirmed and signed by the appropriate Chairman upon the agreement of the Club, or the committee at the next following meeting of the Club or Committee;
  - d) Administer such insurance policy or policies as may be needed to fully protect the interest of the Club, its officers and its members;
  - e) Maintain contact with the Club's Legal Adviser to ensure that the Club's affairs are managed in accordance with current law;
  - f) Be responsible for keeping a register of Club members' names and contact details together with processing new membership applications.
- 5) The Hon. Treasurer shall:
  - a) Cause such books of account to be kept as are necessary to give a true and fair view of the state of the finances of the Club;
  - b) Cause all returns as may be required by law in relation to such accounts to be rendered at the due time;

- c) Prepare an Annual Balance Sheet as at 30th October in each year and cause such Balance Sheet (and accounts as necessary) to be audited at least once annually and shall thereafter cause the same to be circulated among the members of the Club at least fourteen days before the date of the Annual General Meeting, together with a 6-month update.
- 6) The Auditor(s) shall:
- a) Be appointed at the Annual General Meeting in each year;
  - b) Audit the accounts of the Club when called upon to do so and give such certificate of assurance as Auditors to the accuracy of the said accounts as shall be required by law or by the Committee;
  - c) If unwilling or unable to act, inform the Committee who shall appoint a substitute to hold office until the termination of the next Annual General Meeting.

### **Section 3 – Membership**

- 7) The Club adheres to the requirements of the Equality Act 2010. Membership of the Club shall be open to all persons irrespective of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex or sexual orientation. With regards to disability, we will endeavour to make reasonable adjustments to enable participation in club activities, as appropriate.
- 8) Membership of the Club in all categories shown in Rule 9 shall only apply to the person or person(s) named on the said membership and shall not be transferable.
- 9) There shall be the following categories of membership with power to vote at all meetings of the Club as indicated hereunder. The rights and privileges of each category of members are as defined in the latest edition of the byelaws of the Club.
  - a) A **Sailing Member** being a person who at the date of election is over the age of 18 shall have one vote and expects to use the boats.
  - b) A **Family Sailing Member**, which expression shall include one or two parents (as may be) and all children in full-time education up to but not including the age of 22. Each parent comprised within the family unit shall have one vote. They expect to use the boats.
  - c) A **Member** being a person who at the date of election is over the age of 18 shall have one vote and does not expect to use the boats other than as a houseboat, if eligible.
  - d) A **Family Member**, which expression shall include one or two parents and all children in full-time education up to but not including the age of 22. They do not expect to use the boats, except as a houseboat, if eligible.
  - e) A **Life Member**, who shall be nominated and elected following ten continuous years full membership of the club and shall have one vote.

- f) An **Honorary Member** who shall be nominated and elected in the manner described in Rule 39, but will have no vote.
- g) A **Temporary Member, individual, family and Junior Temporary Member** (in full-time education up to but not including the age of 22) shall have no vote, but can use the boats.

The Committee is allowed to make similar arrangements with any company, firm or partnership on such terms as may appear desirable and advantageous to the Club.

No member, except a Temporary Member, may use any of the facilities of the Club until 48 hours have elapsed from the date of posting the notice of election. Candidates for membership shall have no privileges whatsoever in relation to the use of the facilities of the Club.

- 10) The rate of Subscription fee for each category of Membership shall be proposed by the Management Committee to the members at the Annual General Meeting in each year. Any proposed changes shall be approved by a majority of those present and entitled to vote and shall become operative on the first day of January in the year following.
- 11) All members shall pay their first annual subscription upon election to the club and thereafter on the first day of January in each year.
- 12) Every member shall furnish the Honorary Secretary with an up-to-date address which shall be recorded in the Register of Members and any notice sent to such address shall be deemed to have been duly delivered.

### **Election and retirement of Members**

- 13) Every candidate for Membership (except Honorary Members and Temporary Members) shall be proposed and seconded by a Sailing Member (including Family) or Member or Life Member of the Club. Candidates for Temporary Membership shall be subject to approval in such manner as the Management Committee shall designate.
- 14) An application for Membership shall be in the form as prescribed by the Management Committee, and shall include the name, contact details, signatures of the proposer and seconder and shall also include the appropriate membership fee.
- 15) Upon receipt of an application for membership, the Secretary shall enter such application in a Register of Candidates. The election of all classes of members is vested in the Management Committee and shall be by a simple majority vote of those members present and voting at the relevant meeting of the Committee. The Secretary shall inform each candidate in writing of the candidate's election or non-election. He / she shall furnish an elected candidate with a copy of the Rules and Byelaws of the Club and make

request for such payments as are outstanding. When there is a period of more than 4 weeks between receiving an application for membership and the next management committee meeting, the decision to accept or reject the applicant should be delegated to the Commodore together with another committee member and reported to the next committee.

- 16) A member joining on or after 1st September shall pay the full membership fee. The membership fee will give membership for the rest of that year and for the whole of the following year. This only applies to one member, once, as an introductory offer.
- 17) A member desirous of retiring from membership shall give notice in writing to the Honorary Secretary before the last day of November and shall not then be liable to pay the subscription for the following year.
- 18) The Management Committee may cancel, without notice being given, the membership of any member whose annual subscription and other annual fees that are more than three months in arrears, provided that the Committee may, at its discretion, reinstate such member upon payment of the arrears. No member whose annual payments are in arrears may enter any club event or regatta, use any Club boat or vote at any meeting.

### **Conduct of Members**

- 19) Every Member, upon election and thereafter, is deemed to have notice of, and implicitly undertakes to comply with, the Club Rules and the current Byelaws and Regulations of the Club. Any refusal or neglect to do so, or any conduct, which, in the opinion of the Management Committee, is either unworthy of a member or otherwise injurious to the interests of the Club, shall render a member liable to expulsion by the Committee.

Provided that, before expelling a member, the Management Committee shall call upon such member for a written explanation of the member's conduct and shall give the member full opportunity of making an explanation to the Committee, or of resigning.

A resolution to expel a member shall be carried by a simple majority vote by those members of the Management Committee present and voting on the Resolution.

The Club may refuse membership or expel from membership only for good and sufficient cause, such as conduct or character likely to bring the club or sport into disrepute. Appeal against such a decision may be made to a panel of committee members as agreed to be practicable and appropriate to the circumstances at that time.

- 20) A member shall not knowingly remove, injure, destroy or damage any property of the club and shall make restitution for the same if called upon to do so by the Management Committee or by the Honorary Secretary upon the instructions of the Committee.

### **Limitation of Club Liability**

- 21) Members, their guests and visitors are bound by the following rule:-  
Members, their guests or visitors use the facilities currently provided by the Club, including the boats, entirely at their own risk and expressly accept that:-
- a) The Club will not accept any liability for any damage to, or loss of property, belonging to members, their guests or visitors using such facilities.
  - b) The Club will not accept any liability for personal injury arising out of the use of the facilities of the Club, including the Club boats, either sustained by members, their guests or visitors, or caused by the said members, their guests or visitors whether or not such damage or injury could have been attributed to, or was occasioned by, the neglect, default or negligence of any of them, the Officers, the Committee or Servants of the Club. Reference to the Club shall include its Officers, Trustees and Servants.

### **Section 4 - Management Committee**

#### **Constitution and Procedure**

- 22) The Management Committee (herein referred to as "the Committee") shall consist of the officers, ex officio, and not less than four nor more than eight Sailing Members, Members, Family or Life members of the Club elected at the Annual General Meeting each year, to hold office until the termination of the next following Annual General Meeting.
- 23) At the Annual General Meeting each year all of the Committee Members shall retire. Members retiring under this rule shall be eligible for re-election to the Committee.
- 24) Candidates for election to the Committee (not being Officers of the Club) shall be those Members of the retiring Committee eligible to offer themselves for re-election and such other Sailing Members, Members, or Family members whose nominations (duly proposed and seconded in writing by a Sailing Member or Member of the Club) with their consent shall have been received by the Secretary at least twenty eight days before the date of the Annual General Meeting in each year. Such nominations, together with the names of the Proposer and Secunder shall be notified to the Members with the notice of Annual General Meeting at least fourteen days prior to the date of the Annual General Meeting.

- 25) If the number of candidates for election is equal to or less than the number of vacancies to be filled then all candidates shall be deemed to be elected.
- 26) If the number of candidates for election is greater than the number of vacancies to be filled, then a written secret ballot shall be held at the Annual General Meeting of all those members present and entitled to vote.
- 27) In the event of the ballot failing to determine the members of the Committee, because of an equality of votes, the candidate, or candidates to be elected, from those having an equal number of votes, shall be determined by lot.
- 28) If, for any reason, a casual vacancy shall occur, the Committee may co-opt a Sailing Member, Member, Family or Life member to fill such a vacancy until the next following Annual General Meeting.
- 29) A retiring Commodore shall serve as an ex officio Member of the Committee in the year immediately following his/her retirement.
- 30) The Committee shall meet at least three times a year, making such arrangements as to the conduct, place of assembly and holding of such meetings as it may wish. The Commodore or in his/her absence, a Chairman elected by those present, shall preside.
- 31) Voting (except in the case of a resolution relating to the expulsion of a member) shall be by show of hands. In the case of equality of votes the Commodore or Chairman (as the case may be) shall have a second and casting vote.
- 32) Three members personally present shall form a quorum at a meeting of the Committee.

#### **Powers of the Management Committee**

- 33) The Committee shall manage the affairs of the Club according to the Rules and shall cause the funds of the club to be applied solely to the objects of the Club. No surpluses or assets will be distributed to members or third parties.
- 34) The Committee shall make such Byelaws and Regulations as it shall from time-to-time think fit and shall cause the same to be notified in writing to the members of the Club for fourteen days before the date of implementation. Such Byelaws and Regulations shall remain in force until approved or set aside by a vote at a General Meeting of the Club.

35)

The Committee may appoint such sub-committees as it may deem necessary and may delegate such of its powers as it may think fit upon such terms and conditions as shall be deemed expedient and / or required by law. Such sub-committees shall consist of such members of the Committee or of the Club as the Committee may think fit. Officers of the Club shall be ex officio members of all such sub-committees.

36) A member of the Committee, or a sub-committee or any Officer of the Club, in transacting business for the Club, shall disclose to third parties that he/she is so acting.

37) The Committee, or any person or sub-committee delegated by the Committee to act as agent for the Club or its members, shall enter into contracts only so far as expressly authorised, or authorised by implication, by the members. No one shall, without the express authority of the membership in General Meeting, pledge the credit of the membership.

38) In pursuance of the authority vested in the Committee by members of the Club, members of the Committee are entitled to be indemnified by the members of the Club against any liabilities properly incurred by them or any one of them on behalf of the Club wherever the contract is of a duly authorised nature or could be assumed to be of a duly authorised nature and entered into on behalf of the Club.

The limit of an individual member's indemnity in this respect shall be a sum equal to one year's subscription at the then current rate for that category of membership unless the Committee has been authorised to exceed such limit by a General Meeting of the Club.

39) The Committee may nominate at an Annual General Meeting such Honorary Members as the Committee may think fit. The total of such Honorary Members shall not however, at any time, exceed five per cent of the total number of members, nor shall the number of Honorary Members exceed at any one time, six in number.

40) The election of Honorary Members shall be put to the vote at the Annual General Meeting each year and such Honorary Members shall be duly elected if two thirds of those present, and entitled to vote, vote in favour of election. Voting shall be by show of hands unless a majority of members demand a written secret ballot.

### **Section 5 - Trustees**

41)

a) There shall be at least four Trustees of the Club who shall be appointed from time-to-time as necessary by the Committee of the Club from among

Sailing Members, Members, Family or Life Members who are willing to be so appointed. A Trustee shall hold office as long as he/she is a Member of the Club, or a resolution removing him/her from office shall be passed at a meeting of the Committee by a majority comprising two-thirds of the Members of the Committee present and entitled to vote.

- b) The present Trustees of the Club are: - John Bird, James Parnell, Paul Noton, Peter Girven, John Budgen and Sid Pretty.
- 42) All property of the Club, including land and investments, shall be held by the Trustees for the time being, in the names of at least four Trustees on trust for the use and benefit of the Club. On the death, resignation, or removal from office of a Trustee, the Committee may nominate a new Trustee in his/her place, and shall as soon as possible thereafter take all lawful and practicable steps to procure the vesting of all Club property into the names of the Trustees as constituted after such nomination. For the purpose of giving effect to any such nomination the Secretary for the time being is hereby nominated as the person to appoint new Trustees to the Club within the meaning of Section 36 of the Trustee Act 1925 and he/she shall by deed appoint the person or persons so nominated by the Committee.
- 43) The Trustees shall in all respects act, in regard to any property of the club held by them, in accordance with the directions of the Committee, and shall have power to sell, lease, mortgage or pledge any club property so held for the purpose of raising or borrowing money for the benefit of the club in compliance with the Committee's directions (which shall be duly recorded in the Minutes of the proceedings of the Committee) but no purchaser, lease or mortgage shall be concerned to enquire whether any direction has been given.
- 44) The Trustees shall be effectually indemnified by the Committee out of the assets of the Club from and against any liability, costs, expenses and payments whatsoever which may be properly incurred or made by them in the exercise of their duties or in relation to any property of the club vested in them, or in relation to any legal proceedings, or which otherwise relate directly or indirectly to the performance of the functions of a Trustee of the Club.

### **Section 6 - General Meetings of the Club**

- 45) An Annual General Meeting of the Club shall be held each year in the month of November on a date to be fixed by the Management Committee. The Honorary Secretary shall at least fourteen days before the date of such meeting or any General Meeting hereinafter mentioned, post or deliver to each member notice thereof and of the business to be brought forward thereto.

- 46) No business, except the passing of the Account and the election of the Officers, Committee and Auditors, and any business that the Committee may order to be inserted in the notice convening the meeting shall be discussed at such meeting unless notice thereof be given in writing by member entitled to vote to the Secretary least twenty-one days before the date of the Annual General Meeting. Such members shall state in detail the matter to be put to the Annual General Meeting and give the names of at least three other members who support his/her proposal.
- 47) The Management Committee may at any time, upon giving twenty-one days' notice in writing, call a General Meeting of the Club for any special business, the nature of which shall be stated in the summons convening the meeting, and the discussion at such meeting shall be confined to the business stated in the notice sent to members.
- 48) The Management Committee shall similarly call a General Meeting upon a written request addressed to the Secretary by at least 10 members. The discussion at such meeting shall be confined to the business stated in the notice sent to members.
- 49) At every meeting of the Club the Commodore or, in his/her absence, a Chairman elected by those present, shall preside.
- 50) Only Sailing Members, Members, Family and Life members shall vote at any meeting of the club. Other members may attend but are not entitled to vote.
- 51) Voting shall (subject to the provisions of rules 26 and 39) be by show of hands.
- 52) In the case of an equality of votes the Chairman shall have a second casting vote, on any matter other than the election of the Committee.
- 53) On any Resolution properly put to a meeting of the Club relating to the creation, repeal or amendment of any rule, bye-law, regulation of the Club, such rule, bye-law or regulation shall not be created, repealed or amended unless the following procedures and requirements are followed.
  - a) An Extraordinary/General Meeting of the members as specified under Section 3, Rule 9. The General Meeting shall be convened not less than eight weeks after the said Resolution by giving not less than four weeks' notice in writing to each member.
  - b) Such Resolution shall include a scheme for bona fide proxy voting and a member whose proxy is held by a member present at the meeting, shall

be treated the purpose of sub-paragraph (c) below as if he/she had been present.

- c) If the total number of members attending and treated as attending, such an Extraordinary/General Meeting shall be less than half of those entitled to vote under sub-paragraph (a), the Resolution shall be of no effect.
- d) If, at such an Extraordinary/General Meeting, not rendered ineffective by the operation of sub-paragraph (c), the Resolution shall be confirmed by a majority as provided under sub-paragraph (e).
- e) The majority for the purpose of sub-paragraph (d) shall be a majority of not less than two-thirds of members including any proxy vote duly authorised provided in sub-paragraph (b) and for the avoidance of doubt notwithstanding anything elsewhere in these rules as to voting rights, all members entitled to attend such as Extraordinary/General Meeting shall be entitled to vote. In order for a proxy vote to be valid for the purposes of this rule, it shall be in the following form or in a form to similar effect:

#### **FORM OF PROXY**

I, (*name of member*) of (*address*), a member of the Kessingland Sea Sailing Club entitled to attend the Extraordinary/General Meeting to be held on (*date of meeting*), hereby authorise *\*(the Chairman of the meeting,)/(name of other member holding the proxy)* to vote on my behalf *\*(for the motion) \*(against the motion \*either for or against the motion at his/her discretion))*.

Date Signature                      \* Delete as appropriate

#### **Section 7 - Dissolution of the Club**

- 54) That only members with full voting rights as stipulated under Rule 9, and having been a full member with voting rights for ten continuous years, will have the right to vote upon the winding up or dissolution of the Club.
- 55) In the event of the dissolution of the Club, any assets remaining after the satisfaction of all debts and liabilities shall not be paid to or distributed among the members of the Club, but shall be given or transferred to one or more of the following approved sporting or charitable bodies:
  - a) A registered charitable organisation(s)
  - b) A Club that is a registered CASC
  - c) The sport's national governing body for use by them for related community sport.

#### **Section 8 - Byelaws**

- 56) The present rights and privileges of each category of Membership shall be as follows:  
A Sailing Member, Family Sailing Member and Life Member shall have the full use of all the Club facilities including sailing the Club boats.

A Member and Family Member shall have use of all the Club facilities but only the right to use the Club boats as houseboats and not for sailing.

An Honorary Member shall have the full use of all the Club facilities including sailing the boats.

A Temporary Member and a Junior Temporary Member (which expression may include members of another RYA recognised club or organisation) shall have the use of the Club facilities including sailing the boats except as in (a) ~ (d) below -

- a) No right to enter Club races or regattas unless specifically authorised by the Honorary Secretary or by the Management Committee.
- b) No right to take part in the management of the Club.
- c) Is deemed to have notice of and implicitly undertakes to comply with the rules, current Byelaws and Regulations as if he or she were a member of the Club and so far as the said rules, Byelaws and Regulations may be deemed, to apply to such Temporary Member.
- (d) Shall be liable to expulsion from the Club or prohibited to use the Club facilities if, in the opinion of the Honorary Secretary, he or she shall not have reasonably complied with the above conditions.

**All Members sailing the Club boats may only do so in accordance with the “Byelaws and Regulations” specified by the Management Committee and hereby shown, or that are made known at the time.**

57) Kessingland Sea Sailing Club has been based at the Royal Norfolk and Suffolk Yacht Club, Lowestoft, for over 30 years following the purchase of Explorer in 1991. The Club has been officially affiliated to the host club since 2010 and enjoyed both social and mooring facilities as provided by the RNYSC. Such facilities, including the assignment of moorings and the use by members of the host club's bars, dining room, accommodation and conference room is subject to an annual review by both clubs. In the light of changing circumstances outside the control of both clubs, the affiliation membership of KSSC to the RNYSC will be decided by the KSSC Management Committee on an annual basis. The strong bond that has existed between the clubs over many years will continue to be respected.

### **List of Members 2023**

To adhere to the safeguards on data privacy members are asked what personal information they wish to be made public, hence there are entries where some information is not disclosed.