

## KESSINGLAND SEA SAILING CLUB

### NEWSLETTER – SPRING 2014

#### COMMODORE'S COMMENTS -

### 50<sup>th</sup> YEAR ANNIVERSARY EDITION

1964 seems a long time ago when Rob Straton put an advert in the Lowestoft Journal suggesting anyone interested in dinghy sailing off the beach at Kessingland, should meet at the 'The Sailors Home' Public House to discuss forming a new sailing club. For almost 25 years Kessingland Sea Sailing Club went from strength to strength with up to 250 members sailing Enterprises, Merlin Rockets, Ospreys, National Hornets, G.P. 14's, Mirrors, Fireballs and Javelins cumulating in the Topper Nationals of 1983 with over 100 boats participating.

However, the climate was changing and so was the geography of Kessingland beach. It became much more of a task to get the boats launched and recovered. The next few years saw less dinghies, less members and less competition and in 1989, the Club House, which had been so proudly opened in 1968, was put up for sale. However the proceeds from the sale enabled phase II of the Club history to begin. An interregnum existed between 1990 and 1995 when, if it hadn't been for our erstwhile Commodore, now President, Stan Beckett, the Club would have slowly dissolved. But it was not to be, for almost 20 years from 1996 to date the Club has enjoyed a new lease of life with a loyal membership of around 100 including family members, sailing two sea-going cruisers based in the U.K., Europe and now Asia.

Onto the present: It's been decided that our Contessa 32 'Explorer' should be put up for sale with a replacement that will be newer, more family-friendly and, with a shallower draught, will be better suited to sail the East Coast rivers and

back-waters. Explorer has been exemplary as an all-weather, relatively fast, sailing cruiser and I appreciate that some members that will be very reluctant to see her go. However at almost 40 years of age she is becoming very expensive to maintain. John Humphery and a hand-full of dedicated members have worked tirelessly on removing her engine, stripping and cleaning all the ancillary equipment, renewing the engine mounts, painting & re-insulating the engine bay and painstakingly putting it all back in place as if it were a new engine installation. Very time consuming and relatively expensive, however, it was felt that we should sell the yacht in a condition that as a Club, we should be proud of and not try to hide or disguise any known defect or deficiency. We will of course, continue to enjoy using Explorer this season whilst advertising her for sale. If any member would like to make a pre-brokerage bid, please do contact one of us on the Committee.....



'Ploes's' new solar-panel array and energy management system – fitted December 2013

'Ploes' will be lifted-out in early May at Fethiye for an extensive refit and the indications are that she will have another busy year with some 13 or 14 weeks of bookings. The photo above shows the new solar-panels as installed at the end of last year. They should help keep the beers in the fridge nice and cool throughout the long, hot Turkish summer! There has been much work done on 'Ploes' over the winter, mostly cosmetic, but it's planned to renew the sail-drive membrane seal and propeller shaft bearings during the maintenance refit, as well as removing and servicing the gas-cooker. We should have a better equipped, safer, smarter

and more reliable yacht for the coming season. To repeat again the adage that appears in the "Welcome Aboard Information Sheet" – please try to "Leave the yacht a little better than you find it" and we'll all enjoy another sailing year 'Full of Eastern Promise'.

I wish you all well in this, our Club's half-centenary year and trust you enjoy safe and carefree sailing throughout the coming season.

I hope we may see many of you at the Fitting-out Supper later this month and **all of you** at the **CLUB'S 50<sup>th</sup> YEAR - ANNIVERSARY CELEBRATION DINNER in November.**

**John J Bird  
Commodore**

Explorer Report 2014

Ben Horwood

### **Explorer Sailing Schedule and Bookings**

You will have read elsewhere in this Newsletter about the extensive refit of Explorer undertaken by a number of willing members, very ably led and organised by John Humphery. Thanks to all of their hard work Explorer will start the season in better shape than ever – so this is now the time to get those bookings in!!

The plan for 2014 will be to replicate the success of last year by dividing the season into the following sections:-

1. For the start of the season Explorer will be based at Lowestoft to enable any familiarisation or Skipper accreditation sessions, then
2. From May, subject to bookings, she will be based at Suffolk Yacht Harbour (Levington) on the Orwell. The extent of the stay will depend on bookings to cover the cost of Marina Fees the Club may be responsible for plus, if possible, some of the maintenance costs incurred, then
3. The opportunity for back-to-back bookings to take her further afield (or should that be afloat!) eg the Continent, South Coast..... before
4. Returning to Lowestoft for the later part of the Season.

The implications arising from the plan are:

1. For the Orwell base to work successfully we need as many members as possible using her from that base, ideally for more than weekends but any usage is to be welcomed. For more local members, day sails and evening sails could be possible.
2. For the extended back-to-back sails we need someone with a burning itch to visit somewhere which requires a number of crews working together to get Explorer there and back, wherever there may be! So let's start sharing any ideas now so plans can be made.

To help members the bookings sheet will be on the KSSC website. It will be "read only". Any bookings will need to be made by contacting me. The bookings sheet on the website will then be updated with the member's booking and the date when the booking sheet was last updated will be displayed. It should, therefore, always be current.

### **Good Sailing – Ben Horwood**



In the last two years we have gone sailing in Fethiye in mid to late October, it is quite different to sailing in May or June.

Everything is much quieter and cooler, you even need a light blanket at night and being too hot is not a problem. The days were sunny and warm but at dusk it started to get chilly with clear skies. There are also very few nasty mosquitos to attack you, a definite bonus. However in late October, after the English half-term a lot of the restaurants in the bays shut and even the Fethiye Marina and town get much quieter - by the end of October the season has finished for many.

We arrived in Fethiye late in October on Saturday night to find a welcoming bottle of wine on the dining table and a very clean Ploes, thank you Penny and Alex. On Sunday we were unable to get our Transit paperwork processed (It had been a holiday

week in Fethiye) so we had a relaxing day repairing the mast steaming light, replaced the aft toilet pump (it now smells much nicer in the aft heads) and we also bought some silicon sealer to repair the forward hatch.

Last year on our October trip we had lost three days re-wiring the mast so John Bird had kindly agreed that we could stay a few extra days in compensation on this trip. This gave us more scope to do some repairs and also get some good relaxing sailing in. Unfortunately there is very little wind late in October so most of the time we were motoring on the engine, this was in contrast to the middle of June 2013 when we had the best "force 4" sailing weather every day, the best sailing of all our trips to Fethiye.

On the Monday after processing the Transit papers we set off sailing across Fethiye Bay and as the wind died at about 3pm we motored to Tomb Bay and moored stern to on the Pontoon and had an excellent meal in the restaurant. We found this year that Tomb Bay now also do not have a menu on display, but the prices are reasonable for a restaurant in the bays, about 80TL each for a meal with drinks.

On Tuesday morning after breakfast we moved and anchored in our favourite Tomb Bay mooring spot (port side bay going in) for a swim and relaxation. After lunch we made the most of the wind and sailed to

Wall Bay (Manastir) but we found it was crowded full of a Sunsail flotilla from Gocek. We retreated to our second favourite spot at the right hand end of Seagull Bay (Camli Koyu) and anchored near the dead tree, near to the *My Amigo's* Restaurant. We ate aboard Ploes and we unfortunately did not get to the restaurant, but we did buy the best eggs and flat bread that we have ever eaten, supplied from the *My Amigo's* dinghy. We had also purchased the same food in the same spot in June, a highly recommended quiet anchorage with no airplane noise from the nearby Dalaman Airport and an excellent good food delivery service.



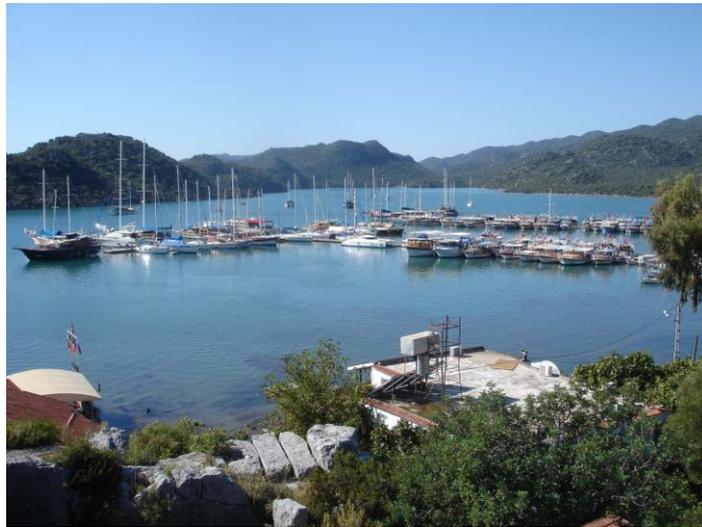
On Wednesday we relaxed there in the dinghy with some fishing and a chug along to the "seagull" in Seagull bay (Yavan Koyu), we also set about removing the front hatch. Andy Seal had previously resealed the hatch in Lavrion about 8 years ago and we did not expect to have to remove it again. We had a struggle but once we had it removed we could see that silicon sealer had gone powdery due to the heat, also seawater had gone down around the screw heads and corroded the hatch base, and the corrosion had allowed water to seep through. We found we needed new screws to re-seat the hatch securely for the repair, so we motored back to Fethiye with the front hatch lightly screwed down and not sealed. The next morning we re-sealed it and fitted

new screws making sure that there was plenty of sealer around and under the screw heads.

Thursday was our only windy day so we made the most of the force 4 winds and sailed all day in Fethiye bay enjoying Ploes and her sailing ability. It was too late for us to have gone as far as had planned (that is down to Calcan) during daylight, (it is dark at 5.30pm at this time of year) so we returned to Wall Bay for the evening and tied up on the quiet pontoon only to find later a large Dutch Flotilla arrive. It was not as quiet as we expected but as a compensation we were serenaded by a Dutch guitar player and observed a suckling pig being devoured.

On Friday morning we left by 9.30am and set off for Kas, arriving at about 4.30pm and finding a mooring inside the Kas harbour. We were assisted in mooring and laying the anchor before motoring back to the quayside by a very helpful Edward from *Smileys* Restaurant. Edward said always call him if we are coming, the restaurant phone number is +90 555 3561863. We ate

at his restaurant in the evening and had an excellent meal, Edward said ring him in future and he will check for mooring availability and help with the shore lines. (A google search for *Smileys* at Kas Turkey will find pictures, there is also a big new marina not far from Kas now, we have not been there but it may be better in the busy summer months. It has a website address of <http://www.kasmarina.net/about-kas/> ).



On Saturday morning we explored Kas and then rather than stay there the night, we left and motored on down to Kekova Roads. We anchored in the Ucagiz Marina on lazy lines and explored the local bar in the evening. It is a very relaxed part of Turkey and quite a contrast to Kas and Calcan. We explored the Lycian Tombs there on Sunday morning finding that as we came back down from our cross country tour to the Sarcopaghi Tombs that the best access to the tombs was from the Theimussa Café at the right side of the marina and harbour. We also discovered that you can explore the Simena sunken town in the local glass bottom boats and they also allow you go for a swim, but at 120TL each for the trip it is quite expensive. We declined the offer and left in the early afternoon and explored

Kekova Roads area and the Kalekoy Castle under our own steam before motoring back to Calcan for Sunday night.

Calcan was less busy than we expected and we were able to moor in the harbour at about 4.30pm. We explored the town, some restaurants were shut and we found a good relaxing Kebab restaurant up near the top of the town. There were a lot of English there in Calcan as it was half term but it was relaxing and not too busy.

We motored back on Monday to Tomb Bay and anchored in our favourite Tomb Bay spot (port side going in) and took the excellent dinghy hired from Gareth to the restaurant.

In the morning we again went for a swim and relaxation, before going back to Fethiye Marina on Tuesday afternoon to begin cleaning and tidying Ploes. We also met Bill and Jo Brown in the Marina Bar, it was good to see them again and to see that they are back in Fethiye for the winter. They hope to get a berth in the Marina by late November, they said that the Marina is full. Ploes now also has a new neighbour on the starboard side; Walrus is a Bavaria 42 owned by two English couples, Graham and Clare, Richard and Gill. Graham said that they reserved the berth in the Fethiye marina 18 months ahead once they started looking for a yacht in the Med, that show how popular the marina and area have become. (I believe that Ploes has since moved and now has a new berth and is on the same E pontoon as Gareth).

On Wednesday morning we finished cleaning and then caught a taxi to Dalaman for our early afternoon flight. We shared the

taxi with an English New Zealand couple, they spend 6 months in Fethiye, 6 months in New Zealand and have circumnavigated the world twice, it sounds a good lifestyle. (It is also worth noting that Gareth can easily organise a comfortable taxi to and from the airport, matching or bettering the prices the airport taxi's charge with more comfort).

This year (June 2014) we are going back down to Kekova Roads as it is very good to get away from the tourist places and enjoy the unspoilt Turkey, we booked have two weeks so we have scope for an excellent holiday. When I was first in Turkey in 1977, Kusadasi was a small fishing village, now it is a massive port for Ocean Liners. We have observed that there are more charter yachts from Gocek in Fethiye Bay now and the prices have risen in the restaurants in the bays but Fethiye is still paradise as far as we are concerned and long may Ploes stay there.

## IS THERE STILL MAGIC IN THE SWATCHWAYS?

When Maurice Griffiths wrote about his early romance with boats on the east coast rivers after the war (the first one) it was a very different place. The 1920s saw the last of working sail, few pleasure boats and of course no GRP. He exclaims that his newly acquired boat had "real lino" on the floor! Its sailing qualities however were seriously defective. Their maiden voyage from the Deben to the Orwell in winter, in snowy gale, included an episode when the mate having put the boat on the shingle jumped in and "shouldered her off".

How different now! The lower reaches of the Orwell on a sunny Sunday are as busy as the M25. Pin Mill is log jammed with day trippers. Felixstowe ferry which is described by Arthur Ransome in such lonely terms, would be unrecognisable to him now.

So - is there still magic in those swatchways? I took my friend Rick his son Jack and my daughter Rhiannon for a weekend on Explorer when she was down in Suffolk Yacht Harbour.

Jack and Rhiannon have known each other since primary school so were instant shipmates.

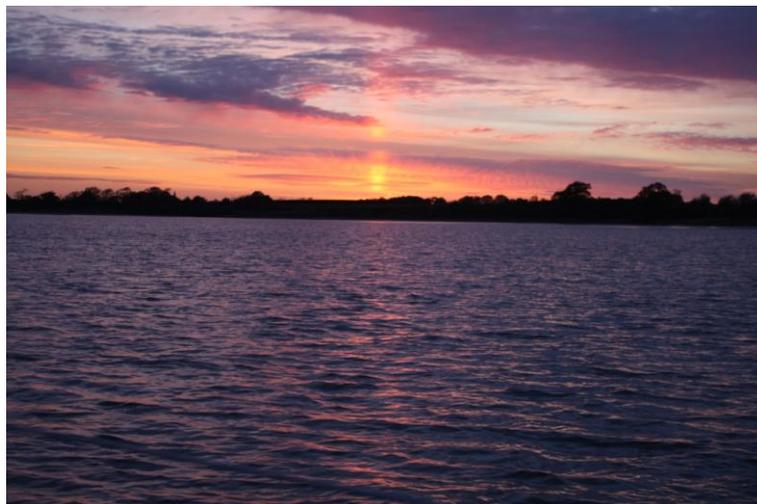
Rick has come recently to sailing and this was his first experience of sleeping on board.



We arrived at the marina in glorious warmth and sunshine, more akin to Rick's native Brisbane, not really an authentic east coast experience. The safety briefing accomplished we set off. I could tell from Rick's eagerness to take the helm that it was going well.

We sailed up the Orwell and ran back down again, just loving the pleasure of sailing such a lovely boat. We sailed up the Stour

and anchored. We were completely on our own, the next boat a long way off, the birds calling on the shore line and the sound of the tide sluicing past the boat- it was indeed magical. While the kids cooked dinner Rick and I enjoyed a glass of wine in the cockpit. There can be few more bewitching experiences than watching the sun go down from the shelter of your cockpit in a deserted anchorage on a summer evening.



The next day we opted for another trip up the Orwell and rowed ashore to explore the woods and walk along the river edge. Sadly our time was up and we returned to the marina. Rick and Jack left with heavy hearts - clearly the magic is still working.

PS – if you want a contemporary book for children about this area, try the Salt Stained Book trilogy by Julia Jones. Which is a cracking yarn steeped in detail about sailing in these waters. **James Parnell**

## Explorer's Engine

Explorer did not have a successful season during 2013, and many of her problems were due to engine-unreliability. She would not start on many occasions and this led to flat batteries. Part of the problem was that Explorer was taken to Levington within a week of lift-in, which gave very little time for trouble-shooting before she left for parts more inaccessible. She went to Holland during the Summer and returned during August: users employed many and varied tricks to coax the engine into life. She was not used during the late-season because the engine refused to start at all.

I had been given responsibility for Explorer's maintenance in February of 2013. After lift-out on the 1<sup>st</sup> November, 2013, I and others performed an unsatisfactory and

inconclusive inspection of the boat's wiring. I decided to recommend engine-removal to the Committee, so that the general condition of the engine could be investigated and improved, with particular attention to the starting-problems. Looks of consternation were evident at the meeting, but after expert advice was obtained, we went ahead at the start of the New Year.

I am not a diesel-engine expert, knowing little more than the suck-squeeze-bang-blow adage. However, I can pull hard on a big spanner, and under the expert guidance of Mr Rolie Beamish, I and several helpers disconnected all the mechanical, electrical and fluid connections between the engine and Explorer's hull.



The picture shows the engine just before it was lifted out of the engine-compartment. Using Rolie's chain-block, a piece of rope and a balk of timber across the hatchway,



Rolie and I lifted the engine onto the cabin floor in about ten minutes. The bilge under the engine was a horrible mess.

Years of grease, spilt fuel, flakes of paint and general grime were revealed. The steel engine-beds had rust a centimetre deep in places. During the next couple of weeks, the propeller and shaft were removed (a surprisingly easy task) and Debbie Asker



made a fine job of cleaning up the engine compartment. Together with Rick Asker, we lifted the engine from the cabin sole onto the starboard bunk using blocks and chocks, so that we had more room to work.



Since then, rust has been chipped away and treated with Kurust, and bare metal has been primed and over-coated. Ian Winters has improved engine-appearance immensely by cleaning away years'-worth of grease and grime. Spares have been obtained and parts renewed. Faults in the wiring-system have been rectified and the engine started on the key, first time, and ran for five seconds before it was switched off because it was running dry. Leaks around the heat-exchanger have been cleaned and sealed (we won't know how successfully until the engine can be run with sea-water cooling – my fingers are crossed!). And the engine-compartment was cleaned yet again, old sound-proofing was removed, and a coat of Danboline was applied to the bilge. In the last few days, new sound-proofing has been fitted (but more needs to be done).

Rolie and I hope to lift the engine back into its compartment this weekend (the 8<sup>th</sup>/9<sup>th</sup> March).

The shaft must be fitted first, and then be aligned with the output from the engine and gear-box. These tasks have to be done very accurately – the old flexible coupling had cracked in the past because alignment had been poor.

Starting back in November, regular working parties on Saturday mornings have worked on the rest of the boat: I hope to apply the first coat of anti-fouling paint to the hull this weekend. Peter Johnson has renewed much of the running rigging and Arthur Riley has made a beautiful job of varnishing the companionway steps. Several other people have completed other, less specific, jobs: I would like to thank everyone who has lent a hand and/or given valuable advice.

Lift-in is due on the 28<sup>th</sup> March. I hope to have a fully-functioning and smart ship by that time.

**John Humphery**

***Commodore's Note: Since writing this article Explorer has been successfully re-launched and thanks mainly to John, all was found watertight, mechanically sound and fully functional.....***