

# FAIR WINDS

ISSUE NUMBER 48 | WINTER | 2013

[www.skegnessyachtclub.co.uk](http://www.skegnessyachtclub.co.uk)

Welcome to the Winter-December-Xmas edition of Fair Winds with me -Chris Ball guest editing. Apologies now for any typos, I'm not renowned for my grammatical prowess!

I don't know about every SYC member, but I've had a great season sailing, so much so I've jumped ships and now frequent Abijak rather than Figaro. What made me change? Well, flashbacks from the first few sails of the season; the freezing cold, blowy as anything

## Skegness Yacht Club

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Jonathan Baines  
Keith Storr  
Mark Gould  
Owen Jones  
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and a wobbly boat at anchor. Now it's remote control diesel heating, large iron headsail and a bit of ballast for stability at anchor. I'll waffle on a little more about the transition later.

The usual pleading for articles will I'm sure still be present for the next edition of Fair Winds, so if you've been up to anything nautically exciting during late 2013/early 2014 then put digits to the keyboard or quill to parchment and add a contribution to the mag.

If you believe that any members have been missed off the mailing list, or any contact details have changed please let us know. The magazine is generally distributed digitally, unless we hear otherwise. If you'd specifically like a paper copy we'll post one out to you.



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Next edition June 2014. Deadline May 15<sup>th</sup> 2014

# Editors Spot

Well a change of sailing hardware for me this season, with impetus for change coming from my experiences during the beginning of the season. To start off with it was cold, very cold and when you're whizzing along at the speed that Figaro pushes through the water, then having to wait for Flopsy to catch up you can get a bit of a chill on! It was also windy, especially noted when anchoring up awaiting for a puddle to form to get back in to the channel. Having the swing keel up on Figaro ready to come back in, made this a particularly wobbly experience.

The final straw was parking up at Wells- it was definitely sunny, but there was little chance of taking in the rays on deck at the angle we sat at!

So that was that, sights were set on a bilge keeler with



a bit of weight about her, and a few creature comforts. The intention was to wait for the end of the season then have a look around; but as with most things,

opportunity takes over.

Fletch and Caroline were chuffed with their new purchase of Kalyptos, so Abijak potentially became available. A bit of a cheeky look around, knowing that the ship had a good engine, low miles on the hull and most importantly heating- a deal needed to be done. Fletch & Caroline have been great during the handover period, allowing for several 'test drives' and helping to get the boat sorted for the new season.

Typical to any new boat purchase, you want to change a few things around, so I've been on the case with new rigging for peace of mind, sanding gunwales, fiddling with electrics and entertainment systems and installing a new cooker (LPG oven for sale if anyone's interested). Hopefully there'll be time to slap a coat of antifouling on the hull prior to dropping back in to the drink!

The issue of security reared it's ugly head again, so making an effort I've installed CCTV and remote alarm. It may not prevent a break in, but at least I'll have a

piccie of their ugly mugs to pass on to the local constabulary!

The only landside job I have on the agenda is to dig out the mooring, unless Santa comes up with a floating dredger to make life easy, it's a task I'm not looking forward to!

Plans for 2014 - well go sailing as much as possible really, a few variations on the usual destinations and hopefully off to the East Coast Rivers for a poddle around!

Thanks to everyone who has made the time and the



effort to submit articles for the magazine. And thanks to Mark Gould for helping out with the magazine files and techy stuff. Hopefully Mark will be available to produce the next edition of Fairwinds.

I hope everyone has a great 2014 season!

Chris.



# Commodores Comments

Hello everybody, well, another sailing season draws to an end and with boats now laid up and the list of jobs to be done through the winter that was thought of through the summer which was meant to be written down but was put off until back in port then promptly forgot about has slipped through the remembering drawer in the memory resulting in another list which may or may not include the aforementioned. And, even if the list was made its gone walkabout!

Thanks go to Richard and his Lifting Crew for seeing the boats safely on the hard standing, to Mike and crew who did a lot of ferrying about in the dory during craning out, to Martyn for making the plaque for Jim Elkington's commemorative clock and barometer set which was a joint venture between Jims family and the Club, to Richard again for sorting out the new doors on the clubhouse and workshop and to all those members who have helped at work parties through the year.

Funds for new jetties have been a bit thin this year as we had important Health and Safety work in the Clubhouse to begin and also allow the clubs monetary reserve to recover. Work on the remaining five jetties which need replacing will hopefully restart in the new year.

Thanks must also be given to Martyn for keeping the secretarial and treasury sides of the club running smoothly, to Alex Collingwood for seeing the lit buoys are in position, to Jonathon for his cruising coordinating, to Mark Gould for his work on the previous Fair winds and to Chris Ball for this edition of Fair winds.

The trip to the Humber Yawl Club's BBQ at Wintringham in the summer was a very interesting outing. The sail up to the Humber then onwards under the bridge was enlightening showing just how effective sailing with the tide behind you can be and how large ships can literally appear from nowhere in busy estuaries. We all arrived along the southern shore of the Humber inside Reeds Island to be shown into the Haven entrance by Steve and Mick Frost. What an entrance!! Wending along the channel barely fifteen feet wide with reeds eight to ten foot high either side. After all the worrying about making the distance in the tide time available we were about a hour early and had to wait for water to make before tying up and enjoying the Clubs hospitality.

One month before craning out I was surprised to receive a request to move the craning out date so it did not coincide with the Laying up Lunch. These dates used to be apart many years ago but at the behest of the members they were arranged on the same weekend for convenience for the members who had to travel a fair distance to attend. This is to be included in the AGM agenda in March 2014 so discussion can take place and a vote taken on the matter to accommodate the majority.

As many of you will know the club was subjected to a robbery in October and two outboards were stolen. It looks as if this was connected to a gang moving from Fosdyke to Boston, the Witham and then us. A dark coloured pickup was seen around the time on the slipway road. Please let me know if you know or have seen this vehicle or have any other concerns of people and /or vehicles acting suspiciously in the area of the reserve. Any details including number plates do need reporting so the police can collate any information they receive. Security at Gibraltar Point has always been an issue and the committee is following a number of ideas on CCTV etc.

On a happier note, we have had several new members join the club this year and now have only three stagings free at the North end to accommodate smaller yachts. The Event Day was well attended as usual and my thanks go to Angie Kisby and Alex Leeson for their efforts re the catering. Thanks also to Angie for arranging the clubs Xmas Dinner Dance at Southview Hotel. I'm sure a good time will be had by all. The main event dates have now been set for 2014 so all we need now is warm weather and fair winds! We can live in hope!

I hope you all have a Merry Christmas and a Happy and Prosperous New Year and wish you all the best for next year

Cheers  
John Casey





# Secretary's Notes

Hello all.

Once again another year seems to have slipped by. For the Club it has been a fairly good year with a number of weekend cruises that were very enjoyable including Jonathan Baines and his motley crew in his yacht "Floozy" racing around Bridlington bay and coming back with a Royal Yorkshire Yacht Club pennant as their trophy.

We welcome new members Paul Martin (not to be confused with our other Paul Martin – ex commodore and ex coxswain of Skeggy lifeboat!), David Mount, Martin Warner and the return of Mick Abbott to the fold. We wish them all happy and safe sailing.

In the clubhouse you will now find an elegant clock and barometer mounted on the wall with an appropriate inscription in memory of our late President Jim Elkington.

Considerable work has also gone on with the moorings and changes to the clubhouse and so many thanks to all those who have given their time to this work, particularly John Casey and Richard Kisby.

The Management Committee has been busy throughout the year endeavoring to ensure that the Club is well run. There have been some issues that have given rise to vociferous debate and a wide range of opinions. Amongst these have been how best to move the Club forward whilst maintaining the integrity of individual members in relation to the Club's own website and other social media sites. This remains an area of contention and whilst I am sure that the committee will do its utmost to protect the Club, we can have no control over what individual members, visitors or the general public can and indeed do put into their own blogs, tweets, etc. You will notice that on the membership renewal form is a short paragraph in relation to this, asking for a "yes/no" return. Please make sure that you do complete this section. Another issue that is being considered is to have a club licence to serve alcohol at various times throughout the week.

If you have strong views on either of these issues or indeed anything at all relating to the running of the Club, it is important that you make these concerns known to myself or other members of the committee in order that they can be taken into consideration when discussing issues. It is also permissible for non committee members

to sit in on meetings if they so wish.

March will see the annual general meeting. Please do try and support this and remember that all Officers and committee positions are open to any member.

Should you experience a delay in receiving a response to your membership renewal please accept my apologies. I shall again be visiting my family in Australia after Christmas but I will respond quickly once I am back.

I hope that all of you who attended the Christmas "bash" had a really good time and that Christmas itself and the coming new year will be filled with health and happiness (wealth being a bit short on the ground at the moment!) and that next summer's weather will be a repeat of this year's.

Best wishes,  
Martyn

Footnote:  
(For those reading this magazine digitally, please remember to print off/complete and return the renewals page.)

Many Thanks.

# The Kisbys head south!

Burnham Overy Staith, July 2013.

We took an early tide out of our anchorage in Brancaster Bay (to avoid another cheeky ten-pound fee from a fisherman who allowed us to use his mooring buoy the day before) in a nice SW 3 or 4. Our plan was to suss-out Burnham Overy Staith for the first time. We have always wondered about it but rarely had the time to risk a mistake there on our way to other places. This time with 16 days ahead of us, time did not matter. We studied Henry Irving's 'Tidal Havens of the Wash & Humber' which contains a really good aerial photograph. Visually, there is a really obvious gap in the sand dunes and we decided to approach close in to the beach. There were no visible markers and no sign of the groynes which Henry describes either.

Richard took the tiller from Freddie who had helmed from our Brancaster anchorage.



Freddie on the helm

It was the first time Richard and I had sat up front with our son steering entirely. The entrance to Burnham opens up into a big pool, the village being around the corner where masts are visible. We decided to go in as far as we could to check out the layout and potential anchorage

spots. Two elderly chaps were launching a vintage day boat off the slipway. We bid them good morning and they shouted in reply that we shouldn't drop anchor where all the local comings and goings take place but



Burnham Harbour

offered no further advice. I noticed a first floor window opening on the quay-side and a more helpful chap bellowed out 'pop back along to the

end of the moorings, you'll find nice flat sand there darling!'. These first three 'locals' we came across all

sounded like they had first homes in Notting Hill, typical of North Norfolk!

We had carefully anchored with enough space between Nahlin and a thoroughly decrepit, rotting little fishing boat. We swung round on the tide with a good clear space between us.

First impressions of Burnham village were quiet, quaint and interesting. We settled flat onto sand as promised. A slightly over-priced lunch at the 'Farrow and Balled' Hero was nice enough, but it is not a pub where one might settle in for a couple of hours with fellow sailors. A fabulous art gallery in the village hall (which is a lovely



Low tide Moonscape

little Arts & Crafts ex-village school room) is interesting. Apart from that there is just an ice cream van. Back at Nahlin the boys enjoyed digging channels to link up the numerous pools together and building dams. At low tide the sand became a sculptural moonscape teaming with many, many families

on their way out to the beach.

The owner of the adjacent rotting fishing boat popped out on the evening tide to enquire as to our plans and to determine whether we might swing into it when we floated. I assured him of our competence and consideration for his boat. He thanked me before mentioning that most visiting yachts that came into Burnham contain clueless idiots! The beautiful sunset and activity of the incoming tide provided one of the most tranquil and interesting evenings afloat that I can remember during my time of sailing so far.

Continued over.....

# The voyage continues.....

In the morning with supplies running short, I wondered whether to risk rinsing the slime off the last 8 sausages, now luke-warm in the cool box. With all the crew in wet gear, life-jacketed and ready to weigh anchor, I popped the bangers into the oven. With more confidence of knowing the route out we made our way to sea, the rocky groins and marker buoys now quite obvious.



Sunset and Tranquility

Freddie helmed beautifully all the way to Wells Lifeboat Station, where his aching arm allowed me to have a turn. With raindrops running off his nose and saturated socks Austin announced 'I'm getting more keen on sailing now'. At five years old, it was the very first time Austin

has composed such a positive utterance on the subject and he has been sailing since he was 3 months old. Moored at the pontoon all damp and steamy, those overdone crispy sausages were the perfect breakfast.

We will definitely return to Burnham when we are sailing the Norfolk coast, it is a great bonus to have discovered one more gorgeous place to go. Not wanting other sailors to know this, we'll keep it to ourselves. It would not be so nice if it was to get too crowded....

Thanks to Angie Kisby for writing this article and providing the piccies.

## *Skegness Yacht Club Indoor Karting Event at Langar Nottinghamshire*

Sunday 12<sup>th</sup> January 2014- 11.00am Race Briefing  
Take to the controls of the 270cc Biz Evolution Karts capable of speeds in excess of 50mph racing on the massive 450m Indoor with 150ft long flyover.



Each driver will take part in the following:

- Practice
- 5 min Grid Qualifier
- 12 Lap Heat Race
- 40 Lap Grand or Petit Final

Following the Race drivers will take to the podium for the Winners presentation.

Details:

All drivers must be over the age of 16 years.

The event safety briefing commences at 11.30am

Cost £28.00 per driver

To book please email /call Jonathan Baines [jbfoozy@googlemail.com](mailto:jbfoozy@googlemail.com) by 31<sup>st</sup> Dec 2013. A minimum of 8 drivers are required to go ahead with the event. A £10.00 per person deposit is required once numbers have been confirmed. An email reminder will be sent out on the 2<sup>nd</sup> Jan 2014.

For those who are interested we're looking to head off for Sunday lunch in a local pub afterwards. Spectators and friends welcome.

Any technical queries contact Chris Ball on 07717826944 or email [chris@one4allgroup.com](mailto:chris@one4allgroup.com)



# Event Dates for 2014

Here we go then, dates to get in your diary for 2014. All events dates and the latest information for club trips are contained on to the website [www.skegnessyachtclub.co.uk](http://www.skegnessyachtclub.co.uk)

For Club Cruises please contact Jonathan Baines for the latest details. [jbfloozy@googlemail.com](mailto:jbfloozy@googlemail.com), or see the Events Calendar on the website.

Further dates to be added as the year progresses:

Date	Details
Sunday 12 <sup>th</sup> February 2014 11.00am	Skegness Yacht Club Indoor Karting Event at Langar. Nottingham. Details in this magazine.
1 <sup>st</sup> & 2 <sup>nd</sup> February 2014	Club reccie Trip to the East Coast Rivers. Shared cars touring around the likes of Aldburgh, Southwold, Woodbridge staying over in Ipswich at the Marina Travelodge currently £30.00 per room. Further details in this magazine.
Sunday 9 <sup>th</sup> February 2014	Newark Boat Jumble
Saturday 29 <sup>th</sup> March 2014	Club AGM 10:00 Club AGM in the clubhouse followed by lunch and craning in. HW 17:03 7.2m
Sunday 30 <sup>th</sup> March 2014	Shakedown day sail for those keen/hardy types. Don't forget the clocks change early Sunday morning. HW 06:41 7.0m / 18:54 7.4m Sunrise 06:38 Sunset 19:29. (Obviously subject to weather conditions).
Sunday 13 <sup>th</sup> April 2014	Day Sail. All Welcome.
Friday 18 <sup>th</sup> April-Monday 21 <sup>st</sup> April 2014	North Norfolk trip. 18/4 HW 1851 7.1m, 21/4 2345 6.0m Provisionally heading to Blakeney Quay
26 <sup>th</sup> April- 27 <sup>th</sup> April 2014	Club Cruise
3 <sup>rd</sup> - 4 <sup>th</sup> May 2014	Club Cruise
17 <sup>th</sup> May - 18 <sup>th</sup> May 2014	Club Cruise
31 <sup>st</sup> May - 1 <sup>st</sup> June 2014	Club Cruise
<b>Further dates to be added and shown on the website</b>	
5 <sup>th</sup> July (Saturday)	Working Party to set-up for the Event day. 1000 meet.
12 <sup>th</sup> July Club Event day	HW 19:00 7.15m
13 <sup>th</sup> July - 14 <sup>th</sup> July	Summer Cruise boats to Lowestoft. HW 1950 7.2m
25 <sup>th</sup> July - 3 <sup>rd</sup> August	Summer Cruise to the East Coast Rivers

**Further dates to be added and shown on the website**

To be kept up to date with club events and cruises please ensure that Jonathan Baines ([jbfloozy@googlemail.com](mailto:jbfloozy@googlemail.com)) has your email address and mobile number. Updates, especially for club trips have to be quite fluid, based upon weather forecasts and other factors.

# Weekend of Extremes

Once again the planned trip to Wells over Bank Holiday weekend was put back a day due to the weather and the dismay of Chris. Third time to Fosdyke this year, a very cold bumpy experience, were we ever going to get any further. Nevertheless we made the most of it and in the evening were joined by Caroline and Mark on the eve of his trip to Holland for two weeks with Mike and Alex.

The following Sunday morning we left for Wells. We sailed for a couple of hours, then the wind died down and the layers of clothes were coming off until there was no wind and almost no clothes. The Wessex Rose left at the same time and sailed in company with our flotilla with the added touch of playing the piano accordion. Music drifted eerily across the calm sea. From that point we had to motor for the remaining journey, 17 miles.

I spent the day practising my clove hitch and Peter tried out the paravane which he made to help catch mackerel. Unfortunately it did the exact opposite to what it should do, so think we have written that off.



After a day frazzled at sea we moored at Wells amongst a busy harbour hooray we finally made Wells, third time lucky.

Monday morning was gloriously sunny with lots of people milling about

the quay side. The Kisbys joined us from Brancaster and Richard had lots of fun on his inflatable and so did we as he ferried us in twos

across to the island for a barbeque in the afternoon. We were joined by David Hadlow, Fiona and Rocky. It was great to watch the bustling harbour from a distance in the chilled surroundings we were in. The rest of the day was very restful with perfect weather and great company.



As ever the people we met were interesting and entertaining. Doctor David who was on a dinghy with a cover, his description not mine, gave Peter a free consultation on restless legs. We are currently trying his theory of raising the base of the bed on a brick. Not sure how that works. A man on a Leisure 23, like ours, shouted across "I nearly bought that boat from Newark, I put a derisory offer in but was turned down" Oops did we pay too much then! And then he said "and my wife Linda did not like the grey" Oops perhaps Peter should have listened to me then. Nevertheless we had to start somewhere and it accommodates our current requirements with my little pony engine (6 little pony power not horses) and its battle ship grey undercoat blending in nicely to sea and sky.

Continued over.....



## Weekend of Extremes continued...

We left Wells on Tuesday morning and headed back to Gib. Borderline enjoyment for me in a cold force 6. To be endured not enjoyed I am afraid. Endurance being further tested by being taken off my guard by a gybe and always being in the wrong place at the wrong time. I made a conscious decision not to sit at the front again after that, in the centre always



results in the tiller being shoved into my stomach so the rear seemed the best option but not for long. I saw the tiller coming to-

wards me, Peter completely oblivious, I made myself as small as possible and when I could not get any smaller the tiller made contact and he shouted "What are you doing?" to which I replied "I am sitting here trying to make myself as small as possible" We howled with laughter as Peter thought I was pushing it back at him - lol!

Every trip is definitely a learning experience and hope eventually to become confident sailors and with the help and guidance of Jonathan on these trips we are sure after 2 seasons this will be the case. Jonathan is like a mother duck on the water with ducklings behind learning new skills.

One thing I did learn this weekend is how to go from tog 50 to SPF 50 and back to tog 50 in 3 days. One thing I did not learn this weekend is where to be when things get tough!

Thanks again to Linda for another great article.

## Club Reccie Trip to the East Coast Rivers

Weekend of the 1<sup>st</sup>/2<sup>nd</sup> Feb 2014



### Saturday

Plan A - is to share cars/driving down towards Ipswich & the Orwell, do some exploring of the local coastal area prior heading back to Ipswich Saturday night.

Accommodation in the Travelodge adjacent to the Marina (currently £30.00 per room).



Rivers include The Orwell, Stour, Deben, Alde...

### Sunday

Finish exploring the Rivers prior to heading home perhaps after Sunday lunch in a local hostelry.

Contact Jonathan for more details.

Jbfloozy@googlemail.com

Tel. 07914 003266

# Winteringham, and back again.....

July 26-28<sup>th</sup> & August 6-7<sup>th</sup>

I had been looking forward to a trip to Winteringham for some time, with thoughts of the mighty Humber and the beauty of the haven as equal attractions. It was also a good opportunity to introduce my brother Dave to the joys of sailing, and he was keen as it would also give him a good chance to indulge in his passion of birding. So here are our thoughts, for the first part of the trip anyway !

We turned up after an uneventful trip from Grantham, stocked up with essentials from Tesco and enjoyed a late evening beer with several of the lads in the clubroom after loading up Gymno and going through a couple of drills. I had asked Dave to travel light and for a birder this seems to mean bring "only" the 20kg telescope, bins and camera.

*"My first taste was literally that as we enjoyed a drop of someone's homebrew, not much as I didn't want a hangover. It felt weird waking up at an angle though as the boat was tilted in the mud. At first light I was awoken by the peep-peep-peep of Greenshanks which were on the mud just feet from the window."*

Sunny start at a civilised time of HW with a good run out of channel until I heard a loud thump near the outer marker and thought we had hit something – slowed down and checked outside and inside the boat but no bad signs. Still couldn't put it out of my mind though until Dave found the solar panel (which hangs inside the window) on the floor, a couple of hours later! We had to motorsail all morning in warm conditions to keep up reasonable progress in company with John on Bunty, Jonathan on Floozy, and Chris and Mike on Figaro. Was called up by the "Sorrento" guard boat on the wind-farm, advising us to stay clear as navigation lights weren't working. He was also interested in our passage details.

*"I didn't think I was much help to Pete being distracted by overflying flocks of waders and close-ups of seals. When we got going I soon learned that it was All about dealing with "Gremlins" as this that and the other of the on-board instruments and apparatus demanded attention."*

It stayed warm and once we got into the DZ area off Donna Nook (Floozy had called up range control and all was clear), we got stuck into a cheese and potato pie that Dave's partner Sharon had thoughtfully provided for us. This was top sailing grub and I can highly recom-

mend it to all (Ed. So can I!) (see me, Sharon or the hairy bikers for recipe).

*"We were glad we had a good supply of sun-tan lotion as the heat was relentless. Hours and hours passed by quickly and life was good."*

We had to continue motor-sailing to make progress into the mighty Humber as Floozy and Figaro disappeared into the distance, but gradually knocked off the motor as the tide took over and more than compensated for the light winds. Off Hull, the wind was good and we cracked on at 7kts+ under the impressive bridge and beyond into a beautiful evening sun. Of course the wind dropped off as we turned into the coast at buoy 32(???) and motored inside Reed's island to meet the waiting Winteringham boat.



*"I knew the currents here were strong, but it really surprised me how powerful the waters were. The huge permanent buoys looked like they were racing by – an illusion caused by the*

*incoming tide, and us passing slowly by upstream. This sailing mularky was quite enjoyable, not exactly hard work, my crew duties only stretched as far as manning the tiller and making tea. The boat was well stocked with cans of beer. The gremlins were never far away, there's always some gadget or other not working right. Fun, though."*

The channel into the haven was only just beginning to flood as we arrived after almost 12 hours sailing. It would seem that their channel is really only accessible less than HWS +/- 1 hr. Anyway, it's a lovely feeling creeping through the reeds until you hit a buoy mooring, get spun round by the current and pushed onto the mud in the reeds. Hey ho, no problem and we were off in another 10 mins to the mooring on the jetty. Then the usual excited chat with us all, the Winteringham lads who had helpfully turned out to assist, a couple of beers and a solid kip.

*"On the Saturday I went bird-watching along the Humber bank, watching the magnificent Marsh Harriers*



# and again.....

*which breed here, and some wild deer disappearing amongst the Phragmites reeds."*

The evening meal and party hosted by the club was very impressive and enjoyable through the evening, despite blustery and showery weather. The meat pie, peas and chips was even better than the cheese and potato pie, and washed down well with club beers. Then the folk band came on – all 15 of them !! – how can one village have such an amount of talent ??

*"I thought the shindig was fantastic, some lovely people and a couple of more animated characters made things interesting. There was nothing not to like."*

In the morning, the forecast told us to expect SSW 5-6. The team decision was to leave the boats, as none of us fancied dealing with that much wind against tide once we turned the corner on the way back. The next bit was a logistical triumph on the part of John, as he made a series of phone calls, which resulted in the following :

- John's sister turned up and drove away with him.
- He came back some time later with his mum's campervan.
- We all piled in and drove back to Skeg.
- Convoyed back to N lincs, John in van, Dave in John's car and me following in mine.
- Said goodbyes as we handed over John's car (with only a small scratch) and returned to Grantham.

The next HW opportunity at Winteringham was 10 days later, and presented us with another logistical challenge. Chris was unable to make the day trips due to work commitments, but manfully took on the lion's share of driving while me and Jonathon volunteered to take Figaro home. So, on a rain-sodden evening we all met up at Gib and Chris took us to Winteringham where we met Jonathon (dropping Linda off at Mablethorpe on the way).

Many thanks to the hospitality of the Humber Yawl Club, who hosted our boats, refusing any payment (other than some beers!). The weather the next day was much more promising, and we (Gymno, Bunt and Floozy) set off motor sailing back down the mighty Humber. Lots to see as the occasional freighter passed by and all the usual shoreline sights and activities showed up in the sun. Once again, I was taken by how pretty Grimsby and its water tower appear from the sea.

We were able to turn tightly across the bombing range under sail and through some shallowish water to pass outside of the red boat/buoy bombing mark. It was

good sailing down the coast, and I was able to wave at the shore where Linda was holidaying with her sister at Mablethorpe – they could see us, but I could not see them. Anyway our flotilla was a good sight for the beach crowds. After an initial head start by Floozy, I found that Gymno was gradually catching up, and we arrived off Skeg together. We made the Gib outer marker on HW and moored up safely to meet Chris again! Quick fish and chips, then return of me and Jonathon to Winteringham to prepare for bringing Figaro home the following day. Chris got off around midnight after going through the vitals and leaving us copious notes on how to look after his baby.

We set off at 6.45 in clear visibility, but no wind to speak of, so more motor-sailing down the river until we reached the bridge, where it picked up and we were able to shoot along the Skitter Channel and down the river past Hull. The conditions suited Figaro very well, and she really moves nicely. Jonathon was in his element, tweaking and trimming like a good 'un.

The day got warmer as we reached Donna Nook, and we stayed to the North as a couple of jets circled and dived on the bombing mark. Once again we sailed through shallow water though – down to 1.5m and lots of seals. The wind now improved a little more and we were really cracking along, considering whether or not to put in first reef, but carried on, loving it!

The wind eased off as we moved down the coast, and eventually we had to motor again, constantly checking the plotter for distance to go and time remaining to HW. Once again, we arrived off our outer at HW, and came safely in just before dusk. I have to say this was the best sailing I have enjoyed for some time – thanks Chris, Figaro and Jonathon !

You may be interested in

<http://www.lincsbirders.org/2013/07/29/gib-to-winteringhamon-board-gymno/>

Video Download of the Entrance to Winteringham by Dylan Winters

<http://www.youtube.com/watch?v=h32OKGMYdE>

Video of Jonathan and Pete sailing Figaro back

<https://www.dropbox.com/s/5luki6f77f5cn6g/VID-20130807-00004.MP4>

Thanks to Pete Roberts for the article, and for chartering Figaro for a return leg!



# Trip up t'North

I think it's fair to say my sailing skills are limited, however I am learning, slowly.. and never more so than this sailing season on our summer trip up to Bridlington and Scarborough.

I can now add to my list a few more skills, like leaving Gib in the dark being guided by torches. It's surprising how one channel marker can seemingly move (maybe they do?) and distance is so much harder to judge in the dark. However we did it with help and got out into open seas...



Luckily we'd had the trip to Hull earlier in the season so were on the look out for those monster ships that, despite their size, seem to appear

from nowhere. Can we really be going that slowly?!... apparently yes, as we arrived in Bridlington in the dark and a little later than planned. It was ok though, as Linda and Pete in *Gymno* said they'd flash their navigation lights for us so we could spot them amongst the other boats waiting outside the harbour.. however with a funfair as their backdrop trying to spot the little flashing lights was nearly impossible! Still with more torch

waving (experts at this by now!) we found them. This was aided by the 'Welcome to Bridlington' spectacular firework display which coincided perfectly with our arrival..there were of course many claims for the credit for this...!

After a couple of hours at anchor we got into the harbour. The hospitality of the Royal Yorkshire Yacht Club was much appreciated by all and their lovely showers were just so welcome after the first day using the harbour ones..whilst trying not to step on the floor..

The slow pace of the week was a great way to unwind. After a day in Brid we set off for Scarborough. A beautiful trip round Flamborough Head, puffins 'n all. A fantastic sight and a lovely calm sea..(more of that later..like I said, I'm still learning!) Scarborough appeared in fading light and we heard the for the first time the words that Matthew would repeat many times that week "Scarbra Harbra this is Alloah Alloah Alloah" it was funny at the time, and even funnier on *Bunt* later after a couple of glasses of vino as Diane did her best allo allo allo impression!

Scarborough was great, the weather was warm and we walked miles aided by a few beers en route. The yacht club in the lighthouse was very friendly and the view

from the light itself impressive. We had a great spot on the pontoons seeing all the different boats coming and going.

On the last day in Scarborough we managed to pack in a trip to the Sealife centre and a trip to lovely



## Trip up t'North cont.....

Whitby too. The bus trip back was like a load of excited school kids on a day out, the poor lady who found herself sat amongst us had probably her most entertaining trip home in ages and was pointing out landmarks to us. She waved us off back in Scarborough with a smile and what might have been a look of great relief on her



face!

It was only really on the trip back that I realised just how little I know. We were sailing along really well making good speed as we approached Flamborough Head for the second time. And I can honestly say I have never been so scared, ever. Within seconds we were hitting waves coming from all directions. Not just little waves but huge great things that appeared from above you. It was at this point Rich pointed out that our front hatch was open...and while I was trying to fix it I discovered the normal way of tightening a bolt doesn't apply to our boat...as the whole thing fell off in my hand and I was soaked by a wave timed perfectly to enter straight

through said hatch. Our younger crew was becoming decidedly unhappy and couldn't hear me (luckily) as I gritted my teeth and somehow managed to reassemble the hatch...bruises galore. It was at this point we heard Pete a



mile or so behind us on the radio saying he was going really well and was going to hoist a bigger sail...Noooo! Soon after that his messages became a bit more broken up 'Bit...lively...(crackle)...out...here...!' as he hit the same waves we had! Strangely Jonathan in Floozy seemed to be trundling along quite happily along the shoreline...lesson learnt..the hard way...Wind over tide.. Hmmmm...must remember that one..

Once again we were saved by RYYC as we arrived shaken and bedraggled..never have the words 'what would you like to drink?' been more apt...make mine a large one!

The week finished with an invitation from RYYC to race as part of their regatta week. Team Floozy comprising Jonathan, Pete and Richard set off in hot pursuit of the locals. And as they disappeared off into the fog for the umpteenth time the less hardy support team took shelter and waited for the victorious crew to return. Which they did some time later having come a respectable 4th (out of 4) still as they say, it's the taking part that counts and they got a burgee to show for there efforts!

The sail home was uneventful and we arrived back in one piece...now 'experts' at navigating the channel in the dark..only running aground a couple of times...!

All in all a great week in good company. And many new skills (and lessons) learnt!

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Thanks to Imo for the article and the piccies.

*The Summer Cruise 2014 is planned to be the East Coast Rivers in July/August.*

*For details contact Jonathan.*

# Cruising

Most of us complain about the weather, but for most it was June that we did the least sailing!

The reason was that the tides weren't great and we had our own event day.

The season kicked off very well after what seemed a



very long winter. Everyone was enthusiastic with most of us braving the cold and not missing a single sailing weekend, which is quite impressive!

My first sail of the year was to Wisbech with Mark Fletcher to try out his new boat on 5th April. All wrapped up we left on Friday night in a strong north westerly to blow us down the Wash, which was probably an apt word for our sail down there "The Wash". So after a few adjustments to the boat and a beer or two we returned from Wizzy under cruising chute, so we did manage to try out all the sails.

There were sailing trips to all the usual places with most people getting out quite a lot. Trips to Fosdyke, which seemed to attract us like a magnet

The European City of Culture (try finding that in the almanac)!, Winteringham, and Norfolk with a few making it further afield to Whitby, Scarborough, the east coast rivers and Holland.

I'm still trying to work out while in Bridlington the local yachtsmen at the Royal Yorkshire Yacht Club were so keen for us to take part in a race.

Racing against Contessa 26's and Squibs in my boat there was always going to be only one conclusion. Maybe its true Yorkshiremen are proud people and they wanted to get one over on us Yellow Bellies!

All in all its been a season to remember with excellent sailing and company not forgetting Bob as fantastic crew!

Looking forward to 2014 we already have several plans in place including a shake down sail on 30th March, an Easter trip to the Norfolk ports and up to Blakeney Quay. An August trip to Aldeburgh and Woodbridge in Suffolk and a Mackerel fishing match with prizes for the most and biggest fish.

I will keep you updated throughout the year via email with all sailing dates and information. If you don't have an email address I can up date you by text.

I look forward to seeing you out on the water!

Jonathan Baines  
Yacht Floozy

## Buoyage Report

The lit buoys have now been brought in for the winter and maintenance.

Alex Collingwood



# A Bit Damp at Gib!

I would like to take this opportunity to thank those who helped keep the boats on the hard standing and from each other during Thurs evenings tidal surge.

The predicted tide level was 7.5 l m. On a reasonable guess based on data from Chris Ball the surge at gib was 1.8 m. The depth of water on the hard was between six and seven feet at high water. The gate on the slipway road was covered with water one hour before HW and the level reached halfway up the closed flood barrier on the road hump.

The sea also broke the sea bank at the northern end of the reserve flooding the marsh and road that end and the visitors centre was flooded to about half a metre. The water level on the road outside the clubhouse was one inch under wellie height and still is at the point of writing (sat )

S13 and S14 were torn out of the ground as you can see from the photos. S13 was spun around and now the front end is where the gate should be. Other damage may yet be found. Needless to say there is work to be done to repair the damage and lessons to be learnt from the event.

John Casey  
Commodore

