

FAIR WINDS

ISSUE NUMBER 49 | SUMMER | 2014

www.skegnessyachtclub.co.uk

So, I'm still here editing the club magazine! Hopefully all those club members who have made the most of the Spring and the start to the Summer have been enjoying themselves out and about in the Wash, off the Norfolk coast and further afield.

A short edition of Fair Winds this time, as I'm sure everyone prefers to read the articles of members trips whilst sat in front of the open fire, a glass

of something or other in their hand, and their feet up on the dog.

So now is the time to start concocting a few articles ready for the Winter edition for which the deadline is November 15th. Don't worry I'll email out a few reminders closer to the time. Short snippets, observations whilst out and about are as welcome as full circumnavigation epics.

However, we have reports and updates from the club officers, details of the Club Event Day and trips planned for the remainder of the season.

Remember this from the beginning of the season.....all the work on ensuring that the boats could be strapped safely alongside the bank!



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Next edition Dec 2014.
Deadline Nov15th 2014

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Editors Spot

Well it's great to be able to enjoy a spot of sailing after a winter of fettling with Abijak and ensuring the mooring would allow the boat to occasionally float.

Travelling over from Notts, it doesn't really make sense to pop over just for the day to fiddle with a couple of shackles. Especially with the lack of winter daylight, so I spent several frosty and blustery weekends aboard Abijak to make the most. With the benefit of Eberspacher heating and having a local source of finest Lincs. beer nearby it's actually been quite a pleasant experience, especially with a few other members regularly visiting as well.

Hopefully the spot of work done to the ship will mean that during the too short-a sailing season I'll be able to make best use of the available tides and clement weather and get over to N. Norfolk, Kings Lynn and with all things being equal down to the East Coast Rivers for a bit of a cruise with several other SYC vessels. No doubt you'll be able to read how members got on in the Winter edition of Fairwinds (*blatant hint*- in order for members to be able to read articles someone has to write them, I just cut/paste and add a few piccies!).

Club cruises planned by Jonathan are shown on the events pages of the magazine with updated details on the website. All members are welcome, just give JB a call/text to let him know your interest, and he'll keep you updated of plans for particular trips.

One weekend to note is that Saltfleet BBQ, Winteringham event and Wells Carnival all fall on the same weekend this year.

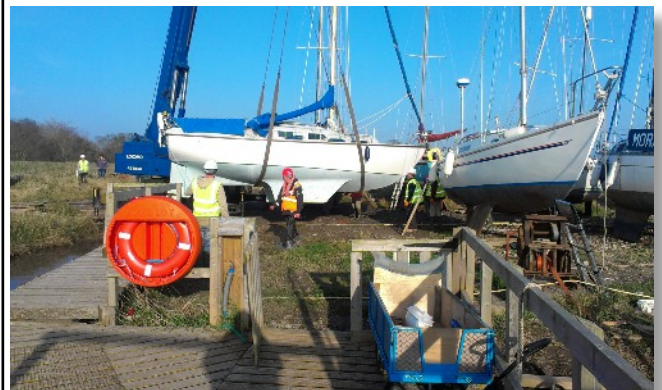


Lifting out day & Laying up Lunch

Lifting out:

Saturday 11th October 2014 HW 0835 7.4m

This year the moon and the stars align to allow us to have a not too early start time to get muddy and cold when lifting the boats out -



Please ensure you let Richard Kisby know by the 25th September if you'd like to be lifted out, as well as any special requests that need to be considered.

Laying up Lunch:

Saturday 18th October 2014 Venue (TBC)

Full details of the Laying up lunch will be provided as soon as the venue has been chosen and pricing details have been finalised.



Commodores Comments

As another season gets underway the weather has been fairly kind to those intrepid sailors who have already been exploring the various ports and inlets of the Wash, the north Norfolk coast and the Humber.

New places that have been visited are Kings Lynn and Tetney Lock. There are no facilities at Kings Lynn, only the pontoon with electric and water, but plenty to do with the pontoon being next to the town centre. Info on the pontoon is on the Club website link. Tetney Lock is more natural as I understand. For info on access etc contact Jonathon who has visited several times.

Thanks to all those who attended the AGM and to Angie Kisby who provided an abundance of grub to sustain us all through the rest of the day which of course included Craning In the same afternoon.

I would like to thank our Vice Commodore Richard Kisby for organising the Craning in of the boats, the Lifting Crew and Safety Boat crew who all did a great job seeing the boats safely back on their moorings.

The refurbishment of the toilet and shower has now begun in the charge of Richard and should be completed shortly.

The staging renewal is creeping along steadily and as I write this only one of the original stagings has now to be completed. The tidal surge earlier in the year saw four stagings along the south end literally torn out of the riverbank and needed a total rebuild on them. After some thought it was decided to rebuild these stagings with a hinge action on the bank end to enable the stagings to be allowed to lift with the tide should another surge occur and then be allowed to settle back in position hence the retaining ropes either side of the structures.

Due to new members bringing their boats to the Club there are now only two moorings available at the present time.

A note of caution- two seasons ago I replaced the lifejackets on Bunty and on inspection of them on delivery found on one the gas cylinder

was not screwed in tight enough to connect into its socket. This year on inspection a gas cylinder had unscrewed itself and was on the point of falling out of its holder.

Please check your lifesaving equipment regularly!

Lets hope for a great summer weather-wise with lots of opportunities for sailing!

John Casey
Bunty

Review of Health and Safety Policy and SSSI

A review of the Clubs Health and Safety Policy is being undertaken.

The revised policy will be displayed on the Club Notice Board in the Clubhouse as soon as it is available.

The Club is an occupier of a SSSI (Site of Special Scientific Interest) and has responsibilities which are enforceable by Natural England.

All activities carried out by the Club and its Members require consent from Natural England prior to being carried out.

Club members adhering to the Health and Safety Policy of the Club ensures the responsibilities the Club has as part of a SSSI are met.

If there is any doubt about the above contact the Commodore.

The Club Emergency Mobile Telephone may be used for these calls

John Casey
Commodore

Contact Details

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Secretary - Martyn Walsham	07980348715

Secretary's Notes

Hello all.

How time seems to fly past. It will be June when you are reading this and yet it only seems a few weeks since we were looking to get the boats ready for another season!

Craning in went to plan (or as near as it ever does!) and thank you to Richard Kisby and his team of helpers.

Prior to craning in we had the AGM which was better attended than in recent years and much discussion took place and afterwards Angie and Richard Kisby treated us to an excellent lunch.

At long last, the end is almost in sight for the renewal of the stagings and a very big thank you to all who have put so many hours into this during the year. Improvements have also been carried out both inside and outside the clubhouse and hopefully more will be done later in the year.

Jonathan Baines has organised a number of weekend cruises so far this year and these were enjoyed by all who took part.

It is indeed sad to see the field station and the new extension languishing empty following the devastation caused by the tidal surge. The Club has been involved in discussions with Lincolnshire County Council as to how some new form of visitor centre may evolve from the ruins of the old. The current thinking is to retain and refurbish the original coastguard buildings as a smaller resource, with the longer term vision of a new centre being built behind the existing flood defences given that the trust have been told that they will not be able to obtain insurance for a new centre on the existing site. We await developments with interest.

July 12th 2014 will see the EVENT DAY! Please do support this event. Anyway, enjoy the summer. Lets hope it is as good as last years!

Best Wishes Martyn

A note to remind members

- 1 If you sell your boat moored on Club property the buyer will not be entitled to the mooring and must submit an application to the Management Committee for Membership of the Club and a mooring.
- 2 If a member wishes to change their boat they must inform and have the approval of the Management Committee prior to bringing the new vessel to club moorings.
- 3 Especially with the temporary closure of the nature reserve buildings, could all members please ensure that they display their club parking permits when leaving cars in the southern moorings car park.

The Cruising Life - by a well known Yachting Correspondent

If you sail the Atlantic, even in a lazy trade wind manner, laymen look at you with respect ever after. If you have rounded the Horn, whatever the craft and weather, there'll be no shortage of invitations to talk about it at the local yacht club dinner. Meanwhile, those who have done a leg of the BT Global Challenge or ridden Robin Knox-Johnston's Clippers swank around, narrowing their sail-or like eyes like teenagers fresh of the Tall Ships Race.

These are the yachting rites of passage; the things that sound good. It's a pity that their simple cachet obscures the fact that if you live in the British Isles and want a really challenging experience, the kind of sail that causes your hair to stand on end like quills upon the fretful porcupine. You need not to go too far from home, not even to Alderney. The fact is that there are plenty of experienced global trotting yachtsmen who would turn pale and make excuses if it were suggested for example, they try their hand at a little cruise in Morecombe Bay or the Bristol Channel or the Wash, especially the Wash.

I was at a Rotarian dinner in North Lincolnshire a while ago, playing the humble role of after dinner cabaret. My neighbour on the left mentioned he has bought a small shoal draft boat which he kept near Skegness. After 20 years service on the Lifeboat crew, he felt entitled to a bit of recreational sailing. At first I thought; Aaah, poor chap, he'll run short of adrenaline thrills just poddling around. Then it sank in, The Wash!, I remembered poring over pilot books last time we whistled past that treacherous patch of water and felt the hair prickle on my nape merely at the thought of it.

Derek Bowskill, author of the Imray Pilot book, starts his chapter on it with a passage from St Pauls Letter to the Corinthians about pillars of cloud and the Red Sea; redolent he says " of the grave waters of the Wash, in which many a soul has found a watery grave". These are 250 square miles of waters and sandbanks, holes and traps, dead ends and acres of sand across which the tide comes in faster than a galloping horse. This is where mirages shimmer upside down and water vapour merges with the sea, and distant church bells ring in your ear and the skipper must negotiate terrible things like the Sledway and Roaring Middle. This is a land where the hard wind springs up suddenly and leaves the Mariner nowhere to

go: even Mr Bowskill admits Lincolnshire possesses nothing like a harbour.



I came home to read all this because when I asked the nice chap at the dinner where he could go to in his boat if he missed the tide back into his creek, he giggled and said "Nowhere". And it set me thinking about the hardships of the bleak and sandy places. I have a personal hatred of the Thames Estuary, which I rather irrationally regard as a personal slight on me by my husband(because he loves it). It's nothing short of diabolical that you can be too far offshore to see land, yet still be dicking about in 4ft of water."I'm not going through your Spit Swisheway " I tend to shout, I'm going the other way, via Cornwall and Cape Wrath, you know where you are with rocks, you can see them.

I suppose these dreadful sand holes are less alarming since the advent of GPS. Without it, the concentration required is superhuman. In the middle of the Atlantic, you have all day to work out where you are, in the Wash you have to know where you are all the time. Once a watch keeper rather dopey in the middle of the night, flipped the grid compass over and steered a reciprocal course for a period we could not determine. So we could have been anywhere, buoys flashed around us like demented fruit machines, the only option was to try to stop dead in the water- what there was of it- while the problem was resolved. As for the fog, let's not even go there. It's a hard world out there, yet who gives these local heroes any credit?. Say you've been to the Azores and you get respect, say you cruise near Skegness and people titter and change the subject. It's enough to make you fix a wedding guest with a glittering eye and sling an Albatross round his neck !!.

Libby Purvis

Heads & Shower Room Refurbishment

The time has come! Apparently the 1970's vogue for bathroom decoration and style has now passed us and looks unlikely to re-appear in the near future. So, it was approved at a recent committee meeting to allocate a budget from the clubs funds to refurbish the toilet and shower facilities within the clubhouse. The plan being to remove the old shower and the separating wall and make the whole area as open plan as possible to allow space to actually change!

Work commenced on the 10th May with stripping out the old fittings and wall, but leaving the toilet in place whilst works carried on.



Demolition works at the end of 10th May.

Hopefully, everything will be finished in time for Club event day.

Jetty Replacement

After several years hard work, the light is at the end of the tunnel and the last couple of



Alex ensuring the post is at the correct height

'ye olde' jetties are scheduled for replacement this year. It is hard and muddy work and now

there is added onus on the club to submit works plans to Natural England.

Anyway, a final push from club members will see this long term project complete, please try and attend the working parties. As the saying goes 'many hands do make light work!'

To be added on to the working party 'call-up' list please let John Casey (07779941856) know your mobile number.

Skegness Yacht Club Barbeque



Saturday 12th July 2014

HW 1901hrs (BST) 7.0m Barbeque from 1930 hrs

- **Plenty of Drinks available including Real Ales, Wines, Lagers & Soft Drinks**
- **Handmade & local produce served on the BBQ**
- **Club Draw**
- **Raffle**
- **Entertainment**

Guests Welcome!

Visitors moorings available.

Assistance available for visiting yachts and crews including an escort boat to lead visitors in to the channel and on to moorings. **NEW** Shower and toilet facilities available within the clubhouse.

Each club member receives a **FREE ticket** as part of their membership. Additional guests and family member tickets cost £7.50 (U14's £4.00)

For further information and to book please contact:

Club Secretary - Martyn Walsham Tel. 07980 348715
secretary@skegnessyachtclub.co.uk

Event Dates for 2014

Here we go then, dates to get in your diary for the remainder of 2014. All events dates and the latest information for club trips are contained on to the website www.skegnessyachtclub.co.uk For Club Cruises please contact Jonathan Baines for the latest details. jbfloozy@googlemail.com or see the Events Calendar on the website.

Further dates to be added as the year progresses:

Date

Details

Further dates to be added and shown on the website

5th July (Saturday)

Working Party to set-up for the Event day. 1000 meet.

12th July Club Event day

HW 19:00 7.15m

13th July - 14th July

Summer Cruise boats to Lowestoft. HW 1950 7.2m

25th July - 3rd August

Summer Cruise to the East Coast Rivers

1st August to 9th August

Wells Carnival

9th August

Saltfleet Haven Boat Club BBQ

9th and 10th August

Winteringham Event Weekend

Saturday 11th October

Craning Out Day HW 0835 7.4m

Saturday 18^h October

Laying up lunch

The latest events are shown on the website Calendar.



Februarys trip to the East Coast Rivers. Checking out anchoring spots and ignoring the 'doom and gloom' Harbour Master.



Southwold from the February reccie- Hopefully when visiting in July it will be as sunny as this.

To be kept up to date with club cruises please ensure that Jonathan Baines (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.

Cruising

Editors Yachting Master Class Quiz!

When setting a kedge anchor from the stern of your boat, how long should the anchor rode be?

A - Long enough to reach back to the boat on a scope of approximately 5:1

B - No more than 6ft of bailing twine from the anchor. i.e. 30ft short of reaching the boat with zero scope.

For the correct answer speak to the club cruising coordinator!



Buoyage Report

The Channel is well marked, with additional lights now marking several beacons including the DZ Marker - aiding entry in the dark. The entrance is marked by the port hand lit buoy followed by a set of port and starboard 'gate' spar buoys to the No1 lit starboard buoy.

Be aware the channel is quite shallow in places, perhaps more so than last year. Ongoing maintenance will continue throughout the rest of the season, to maintain accurate navigational aides.

Alex Collingwood.

Locations known to have been visited so far this year by club members. No doubt there are a few more to add!

- Wells
- Brancaster
- Tetney Haven
- Grimsby
- Thornham
- Kings Lynn
- Lowestoft



Gymno enjoying the weather in the Humber!



Kings Lynn Pontoons

The new pontoons at Kings Lynn seem to have become second home to some of the boats from Gib. so far this year.

It's not all been plain sailing for some, with the odd technical issue arising, but as a general destination with great local facilities KL seems to tick most boxes.

From my experience so far, the trip over is pretty straight forward. Departing Gib an hour before HW, heading out over Long Sand at HW and then passing Roaring Middle to port prior to picking up the very obvious Bulldog Channel Buoys.



You'll be plugging the ebb from here on in, which makes the journey from Jetty to Pontoon just a little over 5 hours.

The pontoons offer electric hook-ups and water, with a 'keypad access' through the gate and on to dry land. Cost - £12.00pn.



The tidal flows can be pretty strong - usually around 3 knots for most of the Ebb, though it is possible to reach the pontoon over LW. +/- 1hrs.

It's then a case of mooring up on the pontoon, and popping along to the old customs house to pay your dues.

No toilets are specifically provided for mariners. Though they can be found adjacent to the pontoon in Marriotts Warehouse and Weatherspoons is only 300m away and opens at 07.30am for Breakfast!

Places to visit:

Crown and Mitre Pub - unusual nautical and engineering style décor and an even more unusual landlord - Roger.

Lynn Museum - with the main display being the Seahenge (wikipedia it).

The Market Square - plenty of eateries and pubs.

Contact:

www.sailthewash.com

All the navigational information you'll need.



Chris.

General Notice for Mariners

General notices for mariners for works being carried out on the Wind Farm off Skegness and beach re-nourishment works north of Skegness are posted on the Clubroom notice board as and when they are received.



Cheers
John

Shorebird Sanctuary at Gibraltar Point

by Kevin Wilson- Reserve Warden

As part of our integrated coastal zone management at Gibraltar Point NNR, the Lincolnshire Wildlife Trust annually establishes a shorebird sanctuary at the south end of the Reserve between April and August.

This effectively excludes visitor access from a large area of shingle ridges, saltmarsh and estuary and leaves a large sandy beach to the north which provides good and safe amenity for holidaymakers, etc.

The shorebird sanctuary is set up under a "Bird Sanctuary order" – a legal mechanism. The most important bird nesting here is the little tern – critically endangered now in the UK. Gibraltar Point has hosted more than 1% of the international population in some years.

The tern and its habitat are afforded protection by two European Directives. Other shorebirds that nest alongside little terns are ringed plover (a species that has also suffered significant population decline) and oystercatcher.

Minimising disturbance and trampling over the saltmarsh habitat within the sanctuary is of great benefit to other breeding birds of conservation concern, notably redshank, linnet, reed bunting and skylarks, and even short-eared owls, which are highly sensitive to disturbance. The quiet feeding and roosting sites within the Sanctuary are vital for thousands of shorebirds.

The exclusion of holidaymakers from the network of saltmarsh and muddy creeks doubtless saves us a few incidents too!

Access is granted along the river channel for the Yacht Club officers to carry out essential maintenance work to navigation markers only,



while the Shorebird Sanctuary is operational. The Commodore is responsible for organising these visits and seeking approval from the Lincolnshire Wildlife Trust. - **Kevin Wilson**

If any more information is required – please contact John Casey.