

FAIR WINDS



ISSUE NUMBER 51 | SUMMER | 2015

www.skegnessyachtclub.co.uk

Welcome to the 'tuned for Summer' edition of Fairwinds.

The Winter edition is always a little thicker once members find time to put pen to paper after their boats are out of the water or moored up for season.

Any articles or trips over the season or voyages from the past are always welcome.

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Keith Storr, Owen Jones
Pete Roberts, Richard Jagger
John Wilkinson, Chris Ball

Thanks to all the contributors to this edition of Fair Winds. Without you the magazine would end at the bottom of this page!

And thanks to Martyn for arranging the database of who to post copies out to.

Chris.

Next edition December 2015.

Deadline December 1st 2015.

Editors Spot

Hi Ho hi ho it's off to Essex we go!

This summers plan is to again head off down south to the East Coast Rivers for the club cruise. The tweak is that some boats will be heading down to the Deben a little earlier this time, straight after the Event day.

Once again we'll run the gauntlet of the Cromer Crab pots, and with fair weather we'll look to leave the boats on swinging moorings at Felixstowe Ferry. From there the plans are quite informal, but it'll be a week here, a few days there working our way down to Brightlingsea prior to heading back to Gib sometime in August.

In the meantime since craning in Abijak has ventured to the usual haunts including Kings Lynn and other areas of the Wash.

One midweek trip out required quite a bit more planning as there was a 'bit of weather' around. The first weekend in May we had planned on heading out over to Norfolk, but F7/8's put pay to that. So with a few days off in the week, Pete Roberts and myself ventured out in Abijak towards Wisbekistan (twinned with Wisbech).

We'd been watching the weather closely on all available sources from Windfinder to XC Weather to Met Office to Drying Seaweed and Pinecones! We'd convinced ourselves we could get down to Wisbech fine, but might have to sit out a feisty low pressure that was loitering in the vicinity.

Setting out early Monday morning we motor-sailed our way down to the Freeman Channel against the ebbing tide. Once through it was on to the Wisbech channel prior to anchoring off the wreck at RAF #4.



After calling the marina and double checking Cross Keys bridge swinging times, we settled in to brunch and to watch the sand banks exposing and the channel disappearing. On checking in again with Cross Keys bridge we

got given an earlier slot. Anchor weighed we drifted towards Sutton Bridge on the flood ticking off the lateral and cardinal buoys as we went, clocking 1.9m under the keels at one point. Approaching the bridge we balanced our timing against being mown down by an expected coaster arrival and arriving at Wisbech too early on the flood.

Luckily one of the Windcats we were sharing a bridge swing with was a little late so we moored on to one of the Pilot berths awaiting the bridge to swing. Up and away and it was a drift up to 'Wizzy' on the flood.

Getting on to one of the berths requires a bit of thought as well. Spinning downstream before the marina, the tide drifts you backwards, it's then a ferry-glide in to one of the berths keeping the angles and drift in check.

Day 2.

Cack weather! Off to Ely we go....the Fens integrated public transport system can be summarised as non-existent! Ely's a nice day out though, pubs serving Broadside and Wherry.



Back to Wizzy for a 'Spoons' dinner and a few pints before heading back to the ship.

Day 3.

Having worked out a 'back of a fag packet' plan on getting back to Gib, we'd decided to let the rest of the Low move through, which it was doing pretty successfully having blown 7's and 8's. Leaving on the evening tide our friendly Coaster was also heading out so we let him do his manoeuvring and we'd follow behind. Hitting the river at around 2100hrs it was a nighttime sail back to Sutton Bridge, after half a dozen

calls to the Bridge, the operator eventually said he could see us coming down the river and would start to open for us. A new pair of Bino's is required we were literally under the bridge by the time he'd clocked us! Through we went and on to one of the pontoons on the downstream side of the bridge, mooring up for the night. After settling down to a bottle of Rioja (Pete had hit the Sambucca- honestly!) the Pilot boat came back in. A friendly little chat, and a passing comment that they'd moved all the channel buoys over the last couple of days. Brilliant! We were due to be the first/guinea pig leisure craft out in the new channel.

Day 4.

A new day dawns! Breakkie of Brioche and Coffee and we were ready for the off. Awaiting HW to



spin off the mooring, we headed out. A glorious, calm day but with looming wet weather-



er cells coming over from the west. The 'new' channel was fine with a minimum of 4m under the keel 1hr after HW. Essentially the channel runs

out of the Old Lynn channel alongside Roaring Middle sandbank.

Heading towards the Freeman channel contractors were piling a new mono-pile ready for a substantial tidal gauge- apparently to predict storm surges?



Sailing through the Freeman, up Boston Roads, dodging the rain we anchored off the entrance to Gib at LW. The next 4 hours were mainly spent by Pete asleep and by myself devising ways of getting rid of the bloody boom roller reefing.

Doing a 'Fletch' we drifted back in to the channel with only a slither of water under us and back on to the mooring.

Well most of the time we had a slither!

Event Day Work Party 6th June

If you're feeling left out of participating in a little physical activity which also benefits the club - don't be shy! Pass your mobile number on to John Casey and you'll be included on the work party Text list.



Commodores Comments

2015 and another craning-in passes, thanks to Richard Kisby and all the members involved with this task, for their hard work, and the boats are back on their moorings ready for the off. Well nearly, the weather remains cold and more like winters back end and at the time of writing only thirty five days to go before the nights start closing in. Cheerful thought!

Congratulations to those hardy souls who have ventured out of the Haven already this year and endured the not so spring like conditions in the name of doing this pastime for fun.

We can only hope the weather improves and not just on neap tides and the middle part of the week.

Thanks to all of you boat owners who had their craft on the hard and did tidy up after doing work on the them and also to those who removed their timbers.

The Natural England Management Plan for the Club has now been completed, a copy resides in the clubroom for your perusal at your leisure. This document has guidelines that cover all the activities carried out by the club, some of which may seem superfluous but nevertheless have to be followed. The Health and Safety Policy of the club includes actions to complement the Management Plan and should be adhered to ensuring the requirements of the Plan are met at all times.

A copy of the Health and Safety Policy is accessible by members on the website. Please read this or the hard copy kept in the Clubroom.

The works on the new reserve building are now in full swing , unfortunately this means the south car park is a building compound and no longer available for parking until the work is completed. Please park in the club car park near the hump. Please also bear in mind that vehicles are not to be left on the hard-standing for long periods and not at all on the flat area on the east side of the hard-standing.

Towards the end of last year the Committee agreed to begin putting funds aside with a view to purchasing a Hovercraft to enable easier access and alleviate the effect footfall has on the marsh environment down the river when main-

taining the buoyage. Mike, Richard Alex and myself went to a manufacturer in Kent to try out a craft to see if it would suit the purpose. The craft tested did tick all the boxes.

The Committee agreed to put £3000 per annum in a separate account with a view to be able to afford a craft at the beginning of 2017 as the price of the craft we were looking at was around £9000. However at the beginning of this year the manufacturer contacted us and said they had a second hand craft available for £6000. The craft was on ebay and after quick discussion with Martyn, Mike, Richard and Alex; I agreed that the Club should purchase the craft. We did and it now resides in the Workshop. I apologise to those members of the committee who were not involved in this decision, but speed was of the essence and it was taken in the best interests of the Club.



The Committee is in negotiation with Natural England regarding consent to use the hovercraft on the river for buoyage purposes. A trial run with Natural England and Kevin from the reserve has been undertaken and we look forward to a positive outcome.

I wish you all the best for the rest of the season and hope your good Lord takes care of you out there.

Sail safely

Cheers
John
Bunty

Secretary's Notes

Hello all.

Once again the start of the sailing season has arrived at last. It was however, a sad start with the death of long time member Bill Spridgeon. Bill was a loyal and supportive member of the Club for over thirty years and sailed his boat "Dale Marie" many, many miles. Carole and I attended his funeral, and his boat and his love of sailing his boat from Wainfleet Haven was a central part of the service. Our thoughts are with his wife Joyce and daughter Dale.

As you will recall my saying at the AGM, 2015 was going to be a year when the Club cut back on its spending and began building up its reserves. It has not taken long for this plan to go out of the window! An unexpected opportunity arose to purchase a good secondhand hovercraft to help with the laying and maintenance of the channel marks and so this was done! My thanks to Michael Clark for all the research that he has done into this project and to all who have helped bring it to fruition some three years earlier than expected. We still have some obstacles to overcome with regard to Natural England, but your Commodore has done sterling work in respect of this.

As a consequence of this purchase, as you will understand, our funds are now rather low and therefore there will not be any further spending on items other than those essential to the Club for the remainder of the year. I am however hopeful that we will squeeze through the year without having to go round with the begging bowl!

Our annual Event Day barbeque is already getting closer. Saturday 13th. June is the day in question and I would ask that you do support this as particularly this year the Club could do with a little extra income! Remember, you have all, as part of your fees, already paid for one BBQ ticket so don't waste it, join us for what is always a really nice evening.

Let's hope that all this sun we have had in recent weeks will stay the course of the summer and allow everyone to enjoy a superb sailing season.

Best wishes,
Martyn

Pilotage Report

Only the outer reaches of the channel have changed significantly over the last few months.

The channel is well marked with beacons, lateral spar buoys and lit starboard buoys.

The Fairway entrance is marked by No2 starboard lit buoy, in the vicinity of the lit DZ marker post. No3 and No4 starboard lit buoys are in the same positions as 2014.

If any damaged beacons or buoys out of position are noted, please could you notify me.

Further details and updates on the buoyage of the channel are available from the club website direction page.

Alex Collingwood
Pilotage Officer



GPS track of the channel as of April 2015

Club Cruise

Club Cruise to the Essex East Coast Rivers

After the successful trip last year, a number of club members are heading back down to the glorious East Coast Rivers for an extended cruise. By the time you read this some boats will be victualling ready to head off after the Club Event day. All subject to the weather of course!

The plan this year is to take some boats down on passage and leave locally to the Rivers. Heading down by car/train when ever we can during July and possibly in to August before heading back up to Gib for the end of the season.



It's all going to be quite informal, if any other members are interested in visiting when we're down there please let us know, and we'll try to arrange to meet up.

For details Contact Jonathan.

jbfloozy@googlemail.com
Tel. 07914 003266

Health & Safety Update

In order for members to be aware of, and make themselves familiar with club policies and procedures. All applicable Health and Safety documentation is now being made available online through a secure portal on the club website.

The documents can be found at www.skegnessyachtclub.co.uk and click on the **members secure page** link. You'll then be asked for login details which are as follows:

User:

secure@skegnessyachtclub.co.uk

Password:

cz7348

The password changes 1st March. Content updates will be sent out via email, plus hard copies are available in the clubroom.

Any queries on accessing the documents please email chris@skegnessyachtclub.co.uk and queries on the content of the documents please contact the Commodore or Vice Commodore.

The club management committee welcome constructive feedback on the club Health and Safety policies and procedures. Please contact any management committee member with feedback you may have. This to be raised at the next committee meeting for discussion.

Event Dates for 2015

Half way through the season already. All event dates and the latest information for club trips are updated on the website www.skegnessyachtclub.co.uk

For Club Trips 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

Saturday 6th June

Saturday 13th June

Saturday 14th June

Weekend 4/5th July

Saturday 1st August

Weekend 12/13 September

Weekend 26/27 September

Friday 30th October

Saturday 31st October

Event updates are shown on the website Calendar.

Details

Event Day working party

Club Event Day.

Planned Club Cruise to East Coast Rivers

Winteringham Event Weekend

Salt Fleet BBQ

Club Sailing Weekend

Last Club sailing weekend of the season

Craning Out HW 0732 hours 7.42m

Laying Up Lunch

Skegness Yacht Club Barbeque

Saturday 13th June 2015

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

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. Shower and toilet facilities available within the clubhouse.

Each club membership receives a **FREE ticket**. 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

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.

Captain Baines Locker



'Master Baines' caption competition

The submission for best caption will be added to a copy of the above photograph displayed in the club house. Please keep it clean-ish!

Entries to chris@skegnessyachtclub.co.uk

Photos for the Winter edition of Fair Winds are being sought.

Heading Home up T' Humber

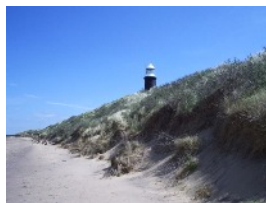
Most of us have sailed up and down the River Humber and have seen lots of interesting landmarks, but have never probably wondered what they are, so here's a whirlwind tour up to Grimsby of what you may have seen.

The mouth of the Humber is 4 miles wide and the river is 38 miles in length. Ending at Trent Falls where the river splits into the Trent and the River Ouse up to York and beyond passing Goole nearly 45 miles inland and England's most inland port.

Entering the Humber you pass Spurn Point the home of VTS Humber (vessel traffic services) and the Humber Pilots. The disused Spurn Lighthouse, which stands 138 feet high and the light could be seen as far away as 17 nautical miles.

The Humber Lifeboat station based at is Spurn Point is the only full-time lifeboat crew in the UK.

Spurn was once a very different place with several settlements and fishing villages before the sea washed them away. In medieval times the ports of Ravenspurn and Ravenser Odd were very important and busy ports landing more fish and goods than Grimsby or Hull.

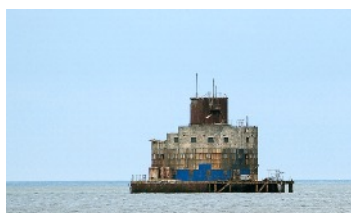


Ravenser Odd was in the location of where the Binks are just east of Spurn Point.



Opposite Spurn you will pass a large yellow buoy often with a very large tanker attached to it via its 40 metre long oil pipe. The monobuoy is owned by Phillips 66 an American owned oil company pumping on average over 22,000 barrels of oil per day!

The oil is pumped from the Monobuoy to the storage tanks at Tetney before being pumped all the way to the oil refinery at South Killingholme underground some 16 miles away.



Heading upriver past Spurn and the Monobuoy the Humber Forts come into view. Bull Fort is the largest with Haile sand Fort the smaller fort on the Lincolnshire coast. They were both used in the first and second world wars and were regularly attacked by enemy aircraft with accommodation for 200 men. During the second world war an anti-submarine net was installed between both forts to prevent enemy submarines travelling up the estuary and to prevent attacks on Grimsby and Hull.

Both forts are now privately owned. Bull is owned by a charitable trust for young offenders, but has never got off the ground and Haile Fort has been undergoing refurbishment to turn it into a holiday

home, but unfortunately the owner has passed away recently. Both forts are both serviced with water via freshwater springs. The spring outlet on Haile Sand Fort can still be seen today pouring out on the south side. The armour plating on Haile Sand Fort was originally 3 inches thick.

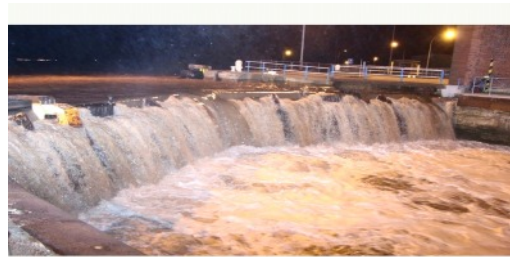
After passing the forts you pass Cleethorpes with views of its seafront and amusements. Navigation at this part of the river needs particular attention with the importance of staying north of the Cleanness Sand. Cleanness buoy should be kept close to your port side.



The resort of Cleethorpes, which is still popular today, boasted a pier 370 metres in length, but in the second world war the pier it was cut down to impede its use by the Germans with any invasion attempts. The Greenwich Meridian also passes through Cleethorpes with a signpost showing some interesting distances. The North Pole 2,517 miles, The South Pole 9,919 miles and New York 3,481 miles away.



Once past Cleethorpes the Grimsby Dock Tower is probably the most prominent landmark on the horizon. The 309 foot high tower was built in 1852 to provide water pressure to power the hydraulic machinery (for cranes, lock gates and sluices) at the Grimsby Docks, as well as a navigational mark. The tower was built to carry a tank 200 feet (61 m) above the ground with a direct feed into the machinery. The 30,000 gallon freshwater tank that's source was a 47 foot deep well was also used for a freshwater source for visiting ships.



All the lock gates have now been replaced by more modern powered mechanisms and after the tidal surge of 2013, which caused damage breaching the gates.

Next edition: Inside Grimsby Dock and on to Trent Falls

***Jonathan
Yacht Flopsy***