

FAIR WINDS



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www.skegnessyachtclub.co.uk

It's definitely Winter time, and whilst I'm writing this it's positively persisting it down outside.

Abijak is currently ashore at Felixstowe Ferry undergoing a spot of winter maintenance. Slight issues with the gearbox towards the end of the season, so I figure whilst in the boatyard it can all be sorted.

Skegness Yacht Club

Commodore:

Position Vacant

Vice Commodore:

Richard Kisby

Rear Commodore:

Bill Hathers

Secretary/Treasurer:

Martyn Walsham

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President:

Michael Clark

Pilotage Officer:

Alex Collingwood

Management Committee:

Alex Leeson, Jonathan Baines

Keith Storr, Owen Jones

Pete Roberts, Richard Jagger

John Wilkinson, Chris Ball

There is quite a bit of news included in this edition in relation to changes at the club along with updates on projects, so please do have a read through.



A Big thanks to all those who have contributed to this edition of Fairwinds.

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Next edition June 2016

Deadline May 31st 2016.

Cover Photo. Brancaster Beach

Editors Spot

I have to admit to not being around at the club much over the summer, due to a mix of work commitments and the ship being moored down on the Deben.

After heading off south, immediately following the Event Day Abijak has ticked off the following 'destinations' during the Summer and Autumn.

- Woodbridge x 6 (frequent flyer!)
- Waldringfield x 5
- Ramsholt x 2
- Lowestoft
- Aldeburgh
- Ipswich Dock
- Pin Mill x 2
- Wrabness
- Hamford Waters
- Half Penny Quay x 2
- Orford
- Abrahams Bosom

In essence Abijak has been getting around a bit. She's currently on the hard down at Felixstowe Ferry, (www.felixstoweboats.co.uk) with gearbox, shaft and stuffing box all removed for the local engineer to fettle with. The rudder is also off, split down the seam and being rebuilt. I'm therefore at work, in a vain attempt to balance the books when the inevitable happens and that big bill lands on the doormat!

A new main and stackpack have been ordered from Jeckells, so hopefully all will be in place for next Spring ready for another great season.

To pass away the rare evenings I'm actually at home over Winter. I've quite got in to watching Youtube channels from various sailors around the world. It definitely beats the usual dross on the box, and it's interesting to follow cruises around far flung exotic places which in reality are perhaps not that exotic. Following a few channels where skippers run through how they tackle different maintenance challenges is also quite useful, particularly if you are the type who likes to fettle, bodge, make good, fibreglass and refit your own vessel.

With the advent of Smart TV's, Broadband, Apple TV boxes or as I've got - £30 Chromecast devices, it's great to be able to surf content on your phone/table/PC and send/cast it to your big TV and watch it all in full HD or even 4K picture quality.

So if you're already equipped or perhaps some-



one is badgering you as to what you want for Xmas, then I do recommend Chromecast (available from Argos).

Here's a few Channels I'd recommend:

Just go to Youtube and type in the search bar.

- SV Delos
- Followtheboat
- Sail Life
- Drake Paragon
- Shipping TV
- Keep Turning Left
- White Spot Pirates
- Sailing La Vagabond
- Riddle of the Sands
- Sailing Uma

And here is a great Smith and Jones episode which some may relate to! Click on the image.



And if you really want to escape over the Xmas period or relive 80's Sunday evenings you can also find the whole 6 series of Howards Way on there!

Some are short snippets, some are 30 min episodes, some are feature films.

Helps pass the time away until craning in!

Chris. Abijak.

Secretary's Notes

Sad news, yet another of our founder members, Peter Stevenson, has passed on. Peter and his wife Thelma were active members of this Club for many years and in addition to sailing locally, they made many and varied trips abroad. I believe that we now only have one or perhaps two remaining founder members

As many of you will know, John Casey stepped down from his role as commodore some weeks ago. Whatever view members have of this decision and the reasons behind it, the Club owes John a big debt of gratitude for all the hard work that he has done for the Club both as commodore and vice commodore. His work in rebuilding the stagings was relentless and he put a huge amount of work into setting up a management plan for the Club that was approved by Natural England. Be assured, this was no easy task. So, thank you John.

In a similar vein, but different, I have decided to step down as secretary and treasurer at the 2016 AGM. It has been a very hard decision to make, but next year will mark my 25 years on the committee, with 20 years as secretary and 19 years as treasurer. As many of you will know, I only accepted these roles as a temporary measure until such time as a permanent replacement could be found!!! I have had the good fortune to serve 3 commodores and see the Club develop over these years. All good things must come to an end, and for me, my time has been very good and I count myself very lucky.

I shall still remain a member of the Club (you don't get rid of me that easily!) and as well as enjoying my narrowboat, I hope to get in some sailing on my recently acquired 20 footer. Thank you all for the huge amount of help and support that you have given me during my time in office.

If you think that you could undertake one of these roles and would like more information, please do not hesitate to contact me. Also, if you live fairly near the Club and have an interest in ornithology, you might be able to help the Club with its monitoring of the wildlife when the hovercraft is being used to work on the buoyage. This would be a land based role so don't panic! Again, if you are interested, give me a call or speak to Richard Kisby.

The Event Day was blighted by poor weather, but

once again thanks to the support of visitors, many of whom drove down to us when they were unable to sail, it was a very enjoyable night. We also christened the "yurt" made by John Casey out of windsurfer sails! There's no end to his talents! The Laying up lunch was held at The Crown this year but sadly it was not as well supported as I would have hoped.

Membership renewals will be going out after Christmas. If you experience a delay in receiving a reply, it is because I shall be again visiting family in Australia throughout January.

We welcome another new member to the Club, Terry Davey who will be bringing his "Centaur" to the Club next year.

That's all folks. I hope you all enjoy Christmas and that 2016 will be a good year for you all. Again, a big thank you.

Martyn



Winter projects include:

- Buoyage maintenance with Alex Collingwood
- Jetty maintenance
- Club House Maintenance

Event Dates for 2016

2016 diaries at the ready! All events dates and the latest information for club trips are updated on 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

Saturday 6th February 2016

Saturday 12th March 2016 1400hrs

Saturday 9th April 2016

Sunday 10th April 2016

Sat/Sun 18th & 19th April 2016

Saturday 4th June 2016

Saturday 17th September 2016

Saturday 1st October 2016

Details

Work Party Meet at Clubhouse 09.00am

Skegness Yacht Club AGM

Craning in date HW 0819hrs 7.2m

Possible channel run for members in the work boat
0800hrs meet in the clubhouse. Further details to be emailed out.

Club Sailing Weekend

Club Event Day. HW 0609hrs 6.6m & 1824hrs 6.7m

Craning out

Laying up Lunch



Health & Safety

In order for members to be aware of, and make themselves familiar with club policies and procedures. 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 will change when the code changes.

Content updates will be sent out via email, plus hard copies are available in the clubroom.

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

Grimsby Docks and further up the Humber to Barrow Haven

The River Humber is Europe's third busiest estuary with over 40,000 international shipping movements each year and with the strong tidal flows up to 7 knots and further upriver on spring tides in places tidal bores occur it is no wonder many yachtsmen are very cautious of sailing the river. There are some great places to visit by boat if you make the effort and are prepared to keep an eye out for shipping, which often seems to appear from nowhere and the seemingly magnetic navigational buoys!

Grimsby is well worth an overnight stop with the Humber Cruising Association always making you welcome and providing all the facilities you will ever need.

Although it's not the prettiest of spots within the industrial landscape and dilapidated surroundings. The marina is in the old Fish Dock No1, which was originally built in 1856. The dock complex is made up of 5 docks. Fish dock 1 and 2, Union, Alexander, and Royal Docks with a total water area of 183 acres.

Grimsby once one of the most important fish docks and fishing centres in Europe declining in the 1970's due to the Cod Wars and the local economy has had to diversify.



The town has picked its self-up and is now known as Europe's food town with the thriving Fish market with its daily fish auction. Most of the fish is brought overland to the market.

Nowadays the docks are taken over by car importers including Volkswagen, Toyota, Peugeot, Citroen, BMW, Kia and Suzuki. It is now known as the UK's largest car handling port with a new £26m river terminal just outside the dock entrance.

The Renewable energy sector including Dong and Centrica has also taken advantage of the docks location. Servicing and maintaining the new Humber Gateway, Westermost Rough, the proposed Tritton Knoll and Lynn and Inner Dowsing windfarms off Skegness.

On leaving Grimsby and heading up river the preferred route is the north bank avoiding the Immingham Docks entrance to give this a wide berth. Heading for the starboard hand buoy 7A and Holme Ridge buoy picking up the Foul Holme Channel, which keeps you away from most of the shipping.



Passing by Immingham and Killingholme, the oil terminals and coal jetties and the huge Humber oil refinery comes into view. This part of the river can be really sheltered, but not a place to be in fresh north-westerly winds. Often with the typical short sharp chop with breaking waves caused by wind over the tide.

The Humber Oil refinery you will see produces 130,000 barrels of petrol per day and has pipelines supplying aviation fuel directly to several UK airports including Manchester Airport!

In the industrial sprawl 3 lighthouses at Killingholme are visible. Today, only the South Low Light and High Light remain in service and work in conjunction to guide vessels up the River Humber. The third the light house known as the North Low

Light is now privately owned and has been converted into a house.

Continuing further upstream from the Foul Holme channel towards Paull Sand buoy with Fort Paull on the north bank of the river.

The village of Paull was originally a shrimp fishing village with a couple of boat yards and slipways in use still to this day. The neighbouring Fort Paull was a Battery first built by Henry VIII.

Heading past Paull if you are not heading for Hull and further up river you have a choice at Paull. Either follow Hull Roads, which is longer or head for the Elbow port-hand buoy, which will guide you into the buoyed Skitter Channel. This channel takes you parallel with the South Bank passing New Holland and Barrow Haven.

New Holland is still a working port with a dock basin mainly for offloading timber. I am afraid though they do not accept visiting yachts.

New Holland was much busier years ago before the Humber Bridge was built with a railway station built on a jetty where you could catch the ferry to Hull. These ferries were paddle steamers of which there were three. The PS Tattershall Castle, now a London pub and restaurant moored at the Embankment in London. Last year the Tattershall Castle was towed back to Hull for a refit before being towed all the way back to the Thames. The Lincoln Castle which served a similar purpose in Grimsby until 2006 and has been scrapped since after uproar from locals and the PS Wingfield Castle, which returned to Hartlepool where it was built is now a museum ship. Heading past New Holland a mile or so you will reach Barrow Haven.



This small port, which used to have a boat building yard for the famous Humber sailing sloops

like the Amy Howson, which is still in use today. There is still a small boat yard and moorings for leisure craft. Young Alex and Chris Ball once headed into Barrow for a night on the mud after the tide had gone out. Only to find a 20 foot climb back up to the top of the jetty to get to the pub. Maybe we should include this in one of our sailing weekends!



Jonathan. Floozy

A Norfolk Shuffle (WELL 2 OUT OF 3 AIN'T BAD)



Having sensed another window in the weather the previous weekend, and having some time available off work, Chris suggested we try for three of the Norfolk destinations over a few days at the beginning of June.

And so, as soon as Gymno was afloat at around 06.00 on the morning of Wednesday 2nd June about HW -1, she set off out along the channel in the company of Abijak, in clear conditions with a light sea and a westerly 3 – 4, slightly better than forecasted.

We took the route between the sandbanks as predicted HW was 6.8 m, and then took a more or less downwind course towards Brancaster under jib only, sailing very nicely around 4 kts thank you!

By 10:30 we were sailing into Brancaster entrance, but a great deal slower against the outgoing flow. There was some shelter from the southern bank, so we found slightly more than 1m of water just outside the main channel and dropped anchor there. Mine dragged first time but was OK on a retry, and we waited for the tide to ebb approximately south of the wreck and it turned out to be a pretty level area of hard sand and gravel.



Around 11:00 and plenty of time for a fry-up in my case and then off the boat to wash the Skeggy mud off the hull and inspect things – all good as it happens. Chris was doing the same and when we were done we strolled along the beach

to the car park for the obligatory holiday ice-cream, before strolling on to the pub for the obligatory couple of pints.



Arriving back at the boats we discovered that we were a photo opportunity for a number of trippers – nice thought – and had plenty of time for a snooze before the water returned.

We lifted off before 18:00 but found we were being pushed back up the beach as the water advanced. Shortening the scope didn't work for me as the anchor started dragging again (although I had buried it more deeply when we were dried out), but giving more scope made it bite and I was able to pull some in and stay in the deeper water. Chris, of course, had no such troubles and was waiting for me to join him in motoring out, which we did, into a very pleasant evening for a run into Burnham.



This turned out to be a motoring run as the wind had gone light and variable, but never mind. The red cans off the Burnham entrance soon came into view and Chris went in as the first arrival with all that hp!



He was soon behind the dunes and it was my turn. There are two cans and a few smaller green pellets all closely spaced, but these had breakers around them so I stayed close to the reds and then tracked parallel to the shore through the entrance.

This felt like we had entered a whole new idyllic world with calm water all around, the backs of the dunes visible, the town lit up by the bright evening sunshine and various marks indicating the channel to the harbour, with terns diving in for fish all around.

We spent a few minutes motoring around the area inside the entrance, which like a pool, trying to decide whether we could drop anchor safely. However as we weren't sure of the seabed we decided to continue to the harbour.



The channel is well marked with pellets and evenly shallow-ish all the way in (1.5 – 2m). The harbour was beautifully lit by the gathering sun-set and there were various vacant moorings visible. We decided to moor on these and be prepared to move if challenged! Mooring was easy in the gentle flow, and no challenges were forthcoming as we settled in for a beer and a meal on board to finish the day.

The next day was forecast to be calm and sunny, and indeed it was. We decided to dinghy ashore and take a walk down to the beach to check out the entrance at low water. Lovely walk between the natural and managed salt marshes along the sea wall and over the dunes at Gun Hill. It was apparent on the way down that the markers in the channel are set at the ends of various “training walls” which jut into the channel. These are roughly made of rocks and would do serious damage if hit, so stay clear!

As we came along the beach to the entrance, it was clear that the greens on the outside were high and dry, some distance from the channel.

The outer red is well placed but the 2nd red is really mid-channel at the moment! There are also the remains of two training walls on the east beach just outside the entrance which are not marked! The sheltered spots behind the dunes on the western side have fairly steeply sloped beaches and appear unsuitable for drying out. There is plenty of flat sand south of the pool, but not much water over it so drying out there might be risky too. There appears to be a channel marked to the west, which is probably the charted Norton Channel to Brancaster. We saw a number of smaller boats sail this way around high water earlier.

Following that, it only left the walk back to “The Hero” for an excellent crab baguette lunch and a chat about whether to leave on the evening tide for Wells before heading home the next day, or stay where we were for the night. The Hero and the beauty of the surroundings in the harbour easily persuaded us that the fuss of going to Wells for a quick over-nighter wasn't going to be worth it!

We walked back to the boats and chatted to some fishermen about the moorings. It seems that they are all private, and there is no central organisation or harbour master, but there is a

“harbour authority” which collects annual dues from them in return for little or nothing (in their opinion!). They were not at all concerned by us picking up spare mooring buoys, and were generally very pleasant, friendly, and interested in what we were doing.

Later on, back to “The Hero” with its pleasant meals, “Wherry” and surroundings, then a peaceful kip.

In the morning there was forecast SE 4-5 occ 6, with thunderstorms, but we actually got less wind than that, with thunderclouds well inland. We set off just before HW, trying to recall what we had seen yesterday with regard to the channel, and set off on a good reach WNW. The wind gradually lessened, and the sea was slight anyway and by the time we were north of the Thornham area we were in the doldrums and decided to motor across the deeps.

As we crossed, the wind gradually veered to SW and picked up, so giving us a good final sail right up to the “White House” anchorage around LW, 13:00 ish. Plenty of time to eat another good boaty fry-up, tidy up the boat etc etc. As usual the swells picked up and made the long wait even more tedious, ah well!

As we were considering moving down to Gib, Rich came on the VHF and advised us that the round Britain charity rowers were coming into the haven for the night, and requested our assistance. We motored steadily down on the flood and their (little) boat came into view along with some confusion over the VHF! It was quickly settled by requesting they follow Abijak in to the moorings, which happened without incident.

Considering they had rowed over from Wells, and taken in a visit to the wind farm, a very impressive feat indeed. We were all well impressed with their dedication and fitness! Rich was ready to help them settle down to dry all their wet gear in the clubhouse and organise a trip to Tesco for supplies for them. Well done Rich!!

They were up for Saltfleet the following day, then on to Brid !!

You can check out their progress, and make a donation, at <http://ukcharityrow2015.co.uk/>
Postscript.

It appears they struggled against the conditions to make Saltfleet the next day, and needed RNLI assistance on the subsequent Bridlington leg.

Membership Subscriptions

It's that time of year again! Current members will be receiving membership subscription requests in the post.

The Club Secretary has asked that members paying by BACS transfer, to ensure they add their name as reference to the payment and to email Martyn when payment has been made to allow transactions to be tracked.