



THE ORIENT EXPRESS



THE NEWSLETTER OF THE ROYAL NORFOLK & SUFFOLK YACHT CLUB

June 2020

COMMODORE'S COMMENTS

With the slight easing of lockdown restrictions, the Club has seen a few more Members on site visiting their boats and even putting to sea for day trips. On Friday 29th May the six boats stored on land at the Club were finally launched. Thanks to Stuart for organising this including making sure the boats were launched with regard to social distancing.

The next challenge the Club is facing, is to hopefully, reopen the Clubhouse to Members and reinstate some of our dining and bar facilities when we are given the go ahead by the government.

Simon is working hard on the protocols, signage and other changes needed to the physical area to accommodate dining. As soon as we have more information about when and how we are allowed to reopen, we will get back in touch.

In the meanwhile, Members are allowed to use their boats, taking into account social distancing, or keeping in family groups and returning each day as we are still not allowed to stay overnight other than at our primary residences.

Please keep in touch with us all and if we can help anyone at anytime please let us know.

Richard Fryer Commodore
richardmarkfryer@gmail.com

VICE COMMODORE'S THOUGHTS

Why do you like sailing..??

Why do you like sailing so much I was asked by a friend years ago. My answer today would be much the same as it was then, and it goes along the lines of :-
In what other sport can you go out week after week, month after month and compete against the best in the world on a level playing field. Could you, if you were a golfer – go out and get a game with Tiger Woods or Rory McIlroy, and could you if you were keen on Tennis, go out and have a game with Roger Federer or Andy Murray.... I would beg to suggest not a chance in hell.....but you can compete against the best when sailing.

Some years ago when a bunch of us locally were sailing 505's – in those days one of the world's premier trapeze dinghies, we used to travel on many weekends to 505 open meetings at yacht clubs around the country (Aka the Toppers & Lasers who have visited the RN&SYC in recent years). At those Open Meetings – some designated 'Q' or qualifier meetings for entry into the World or European Championships- were always some of the country's top sailors. In those days we had several either current or past World & European champions sailing in the fleet such as Peter White (an Ex Director of Seahorse Sails) – Dr John Loveday, Derek Farrant and Peter Colclough to name just a few.....and you and your crew went out on the same piece of water at the same time and raced **WITH the best in the world**. Some of you may recall that I and my crew Brendon Bernard actually managed to get to the 505 World Championships in San Francisco – our main aim and indeed our achievement there was **NOT** coming last....but that's another story !!!

You may think what's the relevance of that story – dreaming about halcyon days gone past in the 1970's & 1980's – well its as relevant today as it was then. Our Club – The RN&SYC has a proud history of Yacht Racing and indeed of producing National Champions – and we hope and indeed expect that there will be more in years to come. I accept it's not every weekend that you get to sail against Jimmy Tubby a former National Champion in the 707's and the Squibs or indeed our renowned local boat builder Nick Truman – who is the only English sailor to have won the Edinburgh Cup and the Dragon Gold Cup who both still sail at the Club in BOD's (Broads One Design's). Also Stu Rix who now lives in the South of France but regularly attends Sea Week, and has won several national championships in the last 40 years from the Javelin to the Squib and the Melges 24 class. Another I should mention is the double 470 World Champion Nic Asher, who is currently sailing in the 52 Super Series, Melges 32 circuit and potentially this year's UK Fast 40 circuit, is the most recent addition to this distinguished list of BOD owners who sail at the RN&SYC. So if you are like me and enjoy your sailing and want to compete on an equal level with, and sail against helms who have proved they are amongst the best in the country and indeed the world - then get a ride in a BOD or a Squib at the RN&SYC..... **or why not BUY ONE** and join the fun when this wretched Covid lockdown is over – it won't last forever..!!

Paul Jenkins

TRIP TO NEWLY FORMED NEWCOMBE SANDS

Living on Pakefield Cliffs affords us views over the Bay from most rooms in our house. It's a privilege to sit in our bed of a morning sipping our first cuppa of the day taking in the mood of the skies and the great North Sea. My partner Julie and I have enjoyed this ritual since moving into Northleigh, our home, 18 years ago.

On my return from New Zealand at the beginning of March 2020 it occurred to me that the breakers long evident at low tide on Newcombe Bank, due East of Pakefield Church, were more noticeable than before.

Then one morning whilst enjoying my ritual cuppa, I noted a visible sandbank where before there was always water. I grabbed a pair of binoculars and sure enough there was indeed a significant area of sand visible above what I later found out was low tide.

When Julie's son Jordan saw this new "island" off the most Easterly town in the UK he determined that we should lay claim to it on behalf of Her Majesty. And so it was that on Saturday afternoon May 9th in the Year of Our Lord 2020, when we knew it would again be low tide, with little wind and calm seas, Jordan and I donned our buoyancy aids and set off in our canoes, socially distancing of course, toward this new land.

At approximately 17.30hrs we approached a surprisingly large area of sand above the low water line. To our delight there was a pod of about 10 seals there lounging in the evening sun. On seeing us approach they nervously hit the water but stayed bobbing up and down observing us lay claim to what we named "Newcombe Sands".

The highlight of our adventure was when Jordan produced two bottles of Corona beer which we savoured on our terra incognita. As we sipped we wondered if we were the first of many to explore Newcombe Sands on foot. Surely we were the first to enjoy a Corona there...but definitely not the last.

Fergal O'Driscoll



Fergus toasting finding new lands!



Jordan joins the cheers.

FLOOD DEFENCES UPDATE

The Club was advised late this week that the construction work to erect glass walls in front of the clubhouse and to carry out other civil engineering work for the demountable barriers has been delayed until October 2021. This means that Lift Out of boats during the coming winter from October this year until March next year will be available to Club Members. If you are planning to take your boat out of the water in the coming winter, please consider the option of using the Club's facilities.

The Ground Investigation works for the flood defences has started and in the coming 2 to 3 weeks, possibly until the end of June, there will be some disruption to normal activities around the Club. Trial pits will be dug in the Boat Park, on either side of the slipway, and between the clubhouse and the marina; these to determine the exact location of underground services so that the design of the flood defences can proceed. The trial pits may be left open overnight and will be suitably protected by temporary barriers. On completion, these trial pits will be reinstated to blend in with the surrounding surface. From the beginning of July there should be no further work required and Members will be able to enjoy Club facilities without interruption.

The Club grounds remain open for Members to use their boats but please just take care and when on the site and allow the workmen to complete their jobs. If you want to use the crane in the first week of June please check with Stuart (bosun) to make sure it is available.

Chris Merren Admiral

Richard Ashton sent in this photo of his house decked out for the V E day celebrations on 8th May.



All the right letters but not necessarily in the right order.

TWO RECIPES FROM THE ROBERTS' FAMILY

Pan Fried Fillet Of Cod With Prawn, Pea and Lemon Risotto Serves 2

Risotto can be a bit daunting but when cooked well, is absolutely delicious. This recipe is light and perfect for a sunny evening.

Ingredients:

2 pieces cod fillet, skin on (approx 200g each)
200g raw prawns
2 tbsp olive oil
750ml fish stock
25g butter
1 onion finely diced
150ml white wine
100g frozen peas
zest and juice of 1 lemon
small handful of flat leaf parsley, chopped
salt and pepper

Method:

1. Put the fish stock in a pan and bring to the boil and keep on a low simmer. In a separate pan melt the butter and add 1 tbsp of the olive oil. Add the onions and cook gently for 6-8 mins until soft but not coloured. Add the rice and stir until the rice is completely coated in the butter and oil.
2. Pour in the wine and simmer until nearly evaporated. Add a ladleful of your hot stock (it must be hot otherwise your risotto will go starchy!) and stir over a low heat until nearly evaporated and repeat the process until all the stock is gone (this should take 25-30 mins).
3. Add the prawns and peas to your risotto and cook for a further 2 minutes then take off the heat and leave to rest. The risotto should be creamy and slightly soupy, if it's a bit dry, add a little bit of boiling water.

4. Pat your cod dry with kitchen paper and salt the skin. Heat a non stick pan over a medium heat and add the rest of the olive oil. Add your cod fillet, skin side down and reduce to a low heat. fry for 7 minutes or until the skin is crisp and golden.

5. Flip your cod over and turn the heat off and leave to rest for 5 minutes. Finish your risotto with the lemon zest and juice, chopped parsley and season with salt and pepper. Serve the risotto with the cod on top, a drizzle of olive oil and a chilled glass of your favourite white wine!

Yoghurt and Honey Cake with Macerated Strawberries and Whipped Yoghurt

Serves 6-8

Strawberries are in season at the moment and this cake is really simple to make. Who doesn't love strawberries?

Ingredients:

3 eggs, room temperature
250g sugar
100g veg. oil
225g of Greek yoghurt
2g sea salt
180g plain flour
8g baking powder
100g runny honey
50g water

For the macerated strawberries:

1 punnet of strawberries
2 tbsp icing sugar
1/2 lemon, juiced

For the whipped yoghurt:

125g double cream
60g sugar
A drop of vanilla essence or flavouring
200g Greek yoghurt

Method:

1. To begin prepare the strawberries. Slice the tops off and quarter. add the icing sugar and lemon juice and set aside at room temperature to allow the strawberries to release their liquid while you make the cake.

2. Preheat your oven to 170 degrees (gas mark 3). Beat together the eggs with the yoghurt and oil in a bowl. In a separate bowl sieve together the flour, sugar, salt and baking powder then add your egg mixture and GENTLY fold until combined. If you over mix it your cake will come out heavy.

3. Pour the batter into a greased 18cm cake tin and bake for 25 minutes, or until a skewer inserted into the centre comes out clean. Remove from the oven and leave to cool.

4. When the cake is cool enough to handle, turn it out of the cake tin. Put the honey and water in a pan and bring up to the boil. Pierce the cake with a skewer 20-30 times and slowly pour the honey syrup over the top of the cake, letting all the syrup soak in. Leave to go cool.

5. For the whipped yoghurt, whip the cream, sugar and vanilla to a soft peak consistency, then fold in the yoghurt carefully.

6. When the cake is completely cool, cut the cake in half horizontally and spread a third of the whipped yoghurt on top of the bottom half. place half the strawberries on top right up to the edge of the cake. Spread another third of the yoghurt on the top half of the cake then sandwich with the other half of the cake, pressing down slightly.

7. Spread the remaining yoghurt over the top and arrange the remaining strawberries on top. Cut and serve. Enjoy with a cup of tea or maybe serve with a ice cream for a delicious summery dessert.

Amy and Doug Roberts

SCOTTISH SAILING

In 2019 we sailed around the UK and while each of the seven legs hold special memories for differing reasons, it was the passage down the west coast of Scotland that we recall most often – and for all the right reasons. Dramatic coastlines, abundant sea life and welcome harbours.

The leg started at Fort William in glorious sunshine with the grandeur of Ben Nevis beside us. With barely a breath of wind and mirror flat seas we motored south in awe of the sheer beauty of the coastline around. There were islands large and small with guillemots, gannets and puffins bobbing around between them and dolphins joined us for a while, playing in our bow wave. That evening we berthed in a small friendly marina on the island of Kerrera with views across to Oban.

Our second day began with a welcome 15kts of breeze. Blue skies and sails up had us making our way quietly south once again slipping between islands. Nearing our destination, with Garbh Reisa Island to starboard and the mainland to port, the seas took on a breathtakingly eerie quality with silent eddies surrounding us for over half an hour. Late in the day we locked in to the Crinan Canal basin. A delightful haven with the one and only hotel for miles around serving mouth-watering seafood dishes and whiskey a-plenty. Both of which were

With Clearlake drawing 2.1m we always knew the 9 mile 15 lock passage through the Crinan Canal could prove a close call but the alternative would have been a 110m detour round the bottom of Mull. To make matters more ‘interesting’ as we set off the Canal Master advised us that there was a shortage of water in the canal and the week before a yacht had gone aground mid passage. As we locked through the first fresh water lock with 10cm under our keel we had passed the point of no return. And as we made our way down the narrow canal with at times barely a few feet either side of us, Scotland decided to show us what it is most famous for – rain. This wasn’t the driving rain of mountain tops or the gentle rain of England. It appeared someone was clearly emptying a bucket straight from above. With constant working of lock gates there was no sheltering below deck. But to our amazement despite all this, we passed an aged hippy apparently oblivious to the weather bathing naked in the waters beside his brightly coloured dwelling.

After two days we exited the Crinan Canal and made our way down Loch Fyne. With moody skies the fog descended as we scanned for both lobster pots and submarines. With both weather and moral needing a pick-me-up we headed for Tarbert. The pilot guide gave promising reviews and it didn’t disappoint. A small fishing village with the best hot shower facilities imaginable and a ‘real ‘coffee’ van turned out fortunes around. The sun also decided to appear so a climb up to Tarbert Castle with views across Loch Fyne to the Island of Bute were spectacular.

The next day after getting a fresh coffee from our new found friend we left heading south round the bottom of Bute and past the Island of Cumrae to Largs. We had a cracking sail with blue skies and smooth seas. A longer sail was tempting but the crew wanted ice creams from the famous Nardins’s. Fiona and I decided to retreat to the newly refurbished marina bar and restaurant for cocktails in the evening sun.

The following day yet another change in weather. The Met Office Surface Pressure Chart forecast strengthening winds with no let up for the next 24hrs. With southerly winds already at 24kts and due to increase it meant a beat was in order. Plans to head to Lamlash on Arran were abandoned and a decision to head to Ardrossan on the mainland with a sheltered marina was made. With

enjoyed while watching the sun set over Jura home to one of the three highest Scottish island mountains.

one reef in we set sail. The seas were short but steep creating a lively but safe sail down. After a while however there was a big bang and No 1 reef line broke! A quick hove to and a second reef put in saw us once again enjoying a fast albeit lumpy sail to Ardrossan. By the time we entered the marina the winds had increased and gusting over 30 knots.

Such is the fickleness of the Scottish weather that next day dawned with blue skies and the wind had dropped to 22kts. With the reefing line repaired we headed down to Troon. A lovely uneventful sail and time to take our breath and enjoy the passing of Ailsa Craig, an uninhabited island formed from the volcanic plug of an extinct volcano where the blue granite has long been quarried to make curling stones. We ended the leg of the trip on a high with yet another pod of dolphins keeping us company while we pondered out next leg heading on to Ireland and then Wales.

(We sailed round the UK in 2019 on Clearlake II out Dufour 455 Grand Large helping raise over \$10,000 for MacMillan Cancer Relief.

Ian Patience



Crinan Canal



Looking over Oban



Tarbert

FROM THE KEYBOARD OF A REMOTE TRUSTEE

At Ben Blower's suggestion the greener fingered members of the BOD whats app group have entered into a race to see who can be first to grow a sunflower to 6' at the hinge. Several members were enthused, others left the group to run their businesses with a promise to return with yacht racing: the true purpose of the app. Our open start (planting by end April) and our rules embargo leave an open field with an unknown number of entrants. We have seen some very impressive packets of seed with words like giant and 'even bigger than giant' printed upon them whilst others have taken a sunflower seed out of their bird food and planted it.

Importantly the Commodore family group (Commodore a known non gardener) have joined the race. My money is on Dilham. Meanwhile my son in law's sunflowers are twice the size of ours and I have yet to work out how to call 'three reefs and a storm jib' for a gardening race as required this weekend.

The Ben Blower trophy for first to the line may be presented at the dinner. There may be prizes for tallest, largest flower head and most numerous heads on the same plant. We are expecting great things from the Rear Commodore without any of his suggested artificial aids to establish height. And no, I do not think we are working to ordnance datum.

The Admiral's and his committee work on the flood defences has been exemplary. For Members there is going to be some inconvenience at their Clubhouse, and my guess that the scheme would get remaindered whilst the money was spent with the red wall of 'borrowed voters' up north currently looks to be well wide of the mark. Given that any competitive sailing this year looks less likely I am sure 2021 will be a scorcher. Let us not be put off by this minor inconvenience. My memory is that whilst the marina was being created (1998), we sailors had no inconvenience whatsoever. The Marina project was a whole heap bigger.

Our Commodore, not famed for his gardening expertise, has covered many miles on his velocipede during our daily exercise times. He has used the time well with lots of 'blue sky' thinking about how we can safely use the Club house (with social distancing) for social events, food and drink consumption. At last there is a real excuse not to implement the (honoured in the breach) Club rule prohibiting eating in the bars. I hope we all feel safe and able enough to get back to Club use as soon as lock down is over and when we do, we all respect the proposed process for navigating the pinch points

Gardening is so uplifting to many but does not hold a candle to surfing down those waves in the sea breeze off Lowestoft at its best (with the crew weight moving perfectly in time backwards and forwards to keep speed- but no pumping of course).

I am so looking forward to it.

A Press ganged Trustee Mark Duffield.



Bearded Iris in Mark's garden.

He is obviously keeping the size of his sunflowers strictly secret!

SUNFLOWER CHALLENGE

My tallest sunflower has now reached the dizzy heights of 18 inches. One quarter of the height I am aiming for. Time to plant out now if only the Commodore would get the message that you have to dig the soil and remove the weeds before planting and his help would be appreciated. Perhaps writing it here might spur him into action.

I hope yours are growing well.



NOTE FROM THE EDITOR

I would like to thank all the contributors to this edition of Orient Express. Only a few were "press ganged". If you have any photographs or articles that you think others might find interesting, please send them into the Club.

Jill Fryer

MEET KEITH SOANES ASSISTANT BOSUN



My name is Keith Soane , and I have just recently joined the team at the Royal Norfolk and Suffolk Yacht Club. I hope to meet many of you in person as I settle in and learn more about the Club. I come to you with years of experience in retail, angling shops and customer faced jobs. When I'm not being run around by my 3 year old,, Matilda. You can find me on the local beaches trying to catch my tea!. Many thanks and hope to see you soon as possible during this period of difficulty.

JUNE REGATTA

Unfortunately, due to the current Covid restrictions we are unable to hold the June Regatta this year. We are watching as new Information comes from both the government and the RYA. Watch this space for sailing opportunities in future weeks. We will inform you if conditions change.

AMBLERS

Hello regular Amblers. I hope you are all staying safe and well and you have managed to find some walks local to you. Ken and I have discovered some lovely walks local to us and have made the best of the super weather.

Any other Members interested in ambling, not yomping or marching, why not join us when we are in a position to amble as a group once again.

We amble local to the Club, sometimes car sharing to a slightly further destination. We generally amble between 3 and 4 miles at a very sedate pace taking time to look around at the surroundings, admiring the flora and fauna and landscape, chatting as we go. We often return to the Club in time for lunch, if going further afield we take a packed lunch or find a local hostelry.

Look out for Club emails for details of the next Ambles.

Jane and Ken Foster

