



THE ORIENT EXPRESS



THE NEWSLETTER OF THE ROYAL NORFOLK & SUFFOLK YACHT CLUB

May 2020

COMMODORE'S COMMENTS

As we get nearer to the 'New Normal' we will find out in time, when we can change the way we go about our days. Simon, Stuart, Keith, and Lorna continue to make sure everything is well with the Marina and Club.

Chris Merren has been in contact with the various parties who need to have access to the grounds to dig trial holes associated with the Flood Defence Scheme.

The Management Committee continue to keep in touch.

I continue to ride my bicycle around the roads of Norfolk and Suffolk keeping a safe distance from others and trying to avoid the prevailing winds!

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

Richard Fryer Commodore
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THIS IS WHAT A FEW OF OUR MEMBERS HAVE BEEN UP TO DURING OUR ENFORCED STAY AT HOME AND SOCIAL DISTANCING.

After the last Orinet Express I heard from two Members who live in other parts of the world.

Sydney Australia April 22nd

I just thought Members may be interested in how Club Members the other side of the world are coping with Coronavirus.

Being an island, albeit a bloody big one, we In Australia could close our borders early and to a certain extent control our own destiny. Apart from a major stuff up letting passengers disembark from a cruise ship in Sydney that has contributed to about 10% of infections & 20% of deaths, we have fared reasonably well.

Whilst we do have stay at home orders for the general population, any company that can observe social distancing can remain open, so we are still working at my son's Doyle sail loft although new orders for sails are obviously slow and repairs are few and far between due to no racing, but we do have a reasonably healthy back order book.

All clubs, restaurants and bars are closed so no racing unfortunately, but at least we can get out on our boats with family members and being sailmakers we can also say we are "working".

Many of us are taking the opportunity to carry out extensive maintenance on our boats, that tend to get put off, when we usually race almost year round.

My Beneteau, One More No More, is 9 years old so we took the opportunity to pull the mast out and fully replace and modify the standing rigging, fitted a new PBO backstay, new Harken headfoil, new lifelines, sailcover plus a multitude of minor jobs I have been putting off.

Being a little quieter in the sail loft has given us the opportunity to make 2 new spinnakers and a new mainsail for the new season, whenever that maybe. I am glad my son Shane decided to become a sail maker when he left school rather than a brain surgeon. :-)

The next few months through winter looks to be very bleak in Sydney as our club winter series has been cancelled, this normally attracts over 120 yachts each Sunday April thru July, all racing north to Queensland for the annual Hamilton Island, Airlie Beach & Magnetic island regatta circuit look to be very doubtful at this stage.

At time of writing the various levels of governments are now looking at ways to wind back the restrictions very carefully and I have to say that both state and federal governments have been handling things quite well.

My regards to all RN&SYC Members and families. Unfortunately, it doesn't look like we will be travelling overseas this year so we look forward to 2021.

Ian Guanaria



On the way back up harbour to refit the mast & new rigging on a beautiful autumn day.

Leftkas, Greece Saturday 3rd May

Tomorrow (4th May) our lockdown restrictions are being eased slightly and we will not need a form and ID when we are outside. Still got to do social distancing and wear masks in small shops but I can join the list for the hairdresser!

Bill and Jo Brown

SUNFLOWER CHALLENGE

Hopefully your sunflowers are all growing well. My effort is now 8 ½ inches tall and doing well.

I am sure there must be taller ones out there. Keep growing.

Jill



CAPTAIN PETER HORTON

1st July 1944 - 1st May 2020

It is with much sadness that I am writing to say that our friend and fellow Squib sailor, Peter Horton died on the 1st May 2020. He will be greatly missed by fellow Members at the Royal Norfolk and Suffolk Yacht Club, Waveney and Oulton Broad Yacht Club and Waveney Sailability.

Peter started competitive sailing at West Kirby SC in GP14s. He kept his original GP and had it renovated specially for the GP Nationals held at Lowestoft in 1997 when he sailed it with our son, Tim. Peter moved to Suffolk in 1979 and sailed a Flying 15 before buying Squib 693 Chaos with his brother Graham. He subsequently bought 94 Confusion and renovated it completely, ready to compete in the 1995 Lowestoft Championships. He then went on to sail in 13 Squib championships, mostly with David Gooch crewing, his best result being at Plymouth in 1999 when he was 13th overall. Peter enjoyed several Cowes Weeks and two

Round-the-Island races with his friend Stef in a Sadler 25. Locally, Peter was Fleet Captain for Lowestoft and Oulton Broad and took part in all our regattas and club sailing when his work commitments allowed. He was always a very keen competitor and latterly when his strength and health was failing him, his friend Richard Thurston kept him sailing his beloved Squib long after anyone else would have given up.

Peter's other passion was flying where you can only describe him as reaching the highest possible level. He started his pilot training in 1967 with British European Airways (BEA) which later merged with BOAC to become British Airways. His skill and determination to reach the top of his profession led him to becoming a pilot, Captain and General Manager of the Concorde Team, between the years of 1976 and 1999. In total he flew Concorde for 9000 hours.

He always said that you could never tire of the exhilaration of being in command of such a magnificent aircraft - the unbelievable power at take-off, travelling faster than a rifle bullet and flying so close to the edge of space that you can see the earth's curvature. For Peter, flying Concorde was the ultimate in excitement and "seat of the pants" flying where every take-off and landing was a challenge. On two occasions, Peter flew over Oulton Broad and Lowestoft while the Squibs were out sailing and opened the boosters just overhead. None of us who were there will ever experience such a noise and thrill again. I do not think it went down so well with the aviation authorities. Typical of Peter's wish to share his joy with friends, he invited Bryan to fly with him from Midlands Airport, around the Fastnet Rock and back on a short trip arranged especially for top travel agents. Bryan sat in the jump seat directly behind Peter. They flew 1200 miles in 95 minutes, reaching Mach 2 for a few minutes. Bryan remembers that the landing in a 26 Knot cross wind was very exciting - Peter asked if the co-pilot would like to take her in, but he declined. Peter landed perfectly. Peter flew Concorde on the "Round the World Experience" when his ambition to fly from South America to New Zealand was fulfilled - a non-stop, full throttle, maximum fuel flight that was seen as barely possible. It was the only opportunity to take off at full throttle and continue with no restrictions on the flight path for breaking the sound barrier. Whilst on the tour, Peter gave talks and also took part in other experiences organised for the very wealthy tour delegates. One of these was a bungee jump from a bridge in New Zealand whilst dressed in his full Concorde uniform. His hat fell off into the gorge but was reclaimed

later. Another memorable adventure for Peter in Concorde was achieving a world record at midnight on New Year's Eve 1999 / 2000, when he flew from Heathrow to Shannon to Bermuda and celebrated the new Millennium, with an aeroplane full of very special guests, twice in two different continents in one extraordinary night. It was recorded in the Guinness Book of Records. For a time, he held the speed records for London to New York and New York to London and in 1992 was Commander of the Royal Flight, taking the Queen to Ottawa, Canada. Peter later became the chief Concorde trainer and his flying career concluded with flying personalities and wealthy executives around the world in private jets.

Peter was always very generous with his time, money, friendship and belongings. He happily lent his Squib to Tim to helm in the Lowestoft Nationals in 2014 and two South African sailors borrowed her for the Dartmouth Championships in 2012. Several years ago, Bryan took part in a Safety Boat course with Peter. His impression was that Peter's gift for spatial awareness and co-ordination was second to none, which makes it all the more cruel when he was diagnosed with Parkinson's disease in 2009. Peter fought the symptoms for several years and continued to sail with Sailability but the disease slowly stripped away all his strength, co-ordination, speech and comprehension. In the end, however, he was taken by Covid 19.

Peter was a devoted and generous family man and our thoughts are with his wife Judith, his daughter Carrie and son Paul and their families who all live in America. We look forward to the time when travel and gatherings are possible again, so that we can all meet together, raise a glass and celebrate our memories of our happy times with Peter.

Jenny Riley. May 2nd 2020



VICE COMMODORE'S QUIZ

Thank you to those that attempted the quiz. The winner with the most accurate answers is Tim Mobbs. A bottle of champagne will be waiting for you at the Club. Tim's answers are below with notes from myself in brackets. Well done Tim.

1. Swedish Crescent 500cc, see below for class 'C'.. circa 1964-5, but does yours have a Yamato or Merc Leg? (It has a rare cast aluminium crescent leg, they only made 10)
2. Porsche 914 Targa. circa 1970-72
3. Massey Harris Pony Tractor, circa 1952.
4. "Talbot" Sunbeam Lotus... Moonstone Blue.1979-81.
5. Ferguson TE20 (D). (Tef20 being the diesel version of the 20 series)
6. Norton.
7. Ford Model "A".
8. Albatross Quay, St Olaves.
9. Differential unit with crown wheel and pinion. (Competition limited slip differential)
10. 100.56mph. in 2006 world record for O-500 class (100.56 but in 250 class by Malcolm Goodman)

Paul Yallop

Editor's note. After putting my trust in Google I got 7 out of ten can't be bad for a girl!

CONGRATULATIONS

Congratulations to Polly and Tom Hartley on the birth of their son Albert. Polly worked during her university holidays at the Club and is daughter of Mike and Ruth Davies and granddaughter of Paddy and Sally Hardiman and Keith and Kathleen Davies.

