



THE ORIENT EXPRESS



THE NEWSLETTER OF THE ROYAL NORFOLK & SUFFOLK YACHT CLUB

February 2021

COMMODORE'S COMMENTS

Well, unfortunately it looks like we have another six weeks of lockdown lasting into March. The Club's activities are on hold until we can reopen again.

The Marina is monitored daily and any mooring problems resolved. The main Clubhouse is also monitored especially with the windy weather we have had over the past few weeks.

Various investigation works have been ongoing in and around the Club grounds in preparation for the Flood Defence work which will start in earnest during the next winter season. Chris Merren has written in this Orient about what to expect and when. The main contractor is very aware that we are a Member's Club, and that Members need access to the Club and their boats throughout their works. The Club Office is manned Monday to Friday 09:00 to 13:00 if you need any assistance with subscriptions or general enquiries.

Keep safe.

Richard Fryer Commodore

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FLOOD DEFENCES UPDATE

As you may know by now, Lowestoft is due to be provided with flood defences that will provide adequate protection against tidal surges for the next 50 years. After this time the adequacy of these defences will be reassessed so that suitable flood protection will be provided for the following 50 years. At least, that is what we are promised!

The first stage of this work is due to commence in October of this year and will continue until the spring of 2025; the work being carried out between the beginning of October and the end of March each year. For the coming year, October 2021 until March 2022 the permanent and demountable flood walls will be installed from Hamilton Road all the way along Whapload Road to Station Square and down to the location of the new lock gate flood defences on the northern side of the river and from the north side of the Boat Park to the slipway around the slipway across the front of the clubhouse towards the South Pier all the way along the South Pier terminating in some floodgates across the South Pier and minor modifications to the sea wall on the seaward side of the South Pier. Quite an extensive construction project.

the sketch overleaf together with demountable flood walls shown in orange. These demountable barriers will be provided across the access way to the pontoons, across the Troika Gates in front of the clubhouse, at the access ladder to the pontoon where Skylark is normally moored, all the way around the slipway and across the Boat Park. Along the south pier the top section of the existing seawall will be removed and a new concrete wall up to waist height will be installed on top of which will be glass panels so that the public can have a view of the marina.

In order to assist with the construction activities, it has been agreed between the Yacht Club and East Suffolk Council that the entrance gate to the Club will be moved to the west to allow ease of access of construction lorries and for boats towing trailers. This will be a permanent modification. The new location is shown in red on the sketch. It is anticipated that relocation of the main gate will be carried out as one of the first activities in October this year.

The other work that is necessary for the flood defences is also shown on the sketch. A new land drain, shown in red, will be run from a location close to the flagpole across the front of the clubhouse around the slipway across the Boat Park to an outfall in the main channel. Under normal conditions this will drain any accumulated water in the soil to the outfall and should ensure that any seepage of seawater through the existing seawall during a tidal surge will be discharged into the channel.

In addition, some of the existing concrete slabs need to be replaced with new; this work will be carried out at the south end of the suspended quay adjacent to the Kiosk, where a new brick wall, shown in green, will define the boundary between the Club and the area open to the public adjacent to the kiosk. Further replacement concrete slabs are required in front of the Sun Lounge and on the south west and north sides of the slipway. These areas are shown hatched in red. There will be a new surface drain and collection chamber to the north of the Sun Lounge, shown in green on the sketch.

North of the slipway a new concrete beam will be required across the Boat Park to support the

demountable barriers. During the next winter season this construction work will stop at a point adjacent to the club crane as shown on the sketch. The remainder of the work to be completed in the Boat Park will be carried out in the early months of 2025, when the tidal barrier across the channel has been installed.

So far as the Club is concerned the flood defences will comprise permanently fixed glass walls shown in blue on

There will also be a new awning for the Club that forms part of the new facilities that will be provided by the project.

You will appreciate from this brief description that there will be a considerable amount of construction work going on during the six months from October this year. The Commodore, Flag Officers and the Flood Defences Committee will do their best to minimise the disruption to Members that this construction work entails, and we will try to ensure that access to the pontoons will be available, either across the bridge or via the Troika Gates, at all times during this construction activity. We will also try to ensure that access to the Club crane will be available outside of construction working hours and at weekends. You will appreciate that this work will provide protection to the Club from flooding due to a tidal surge for the foreseeable future and will enhance the views from the clubhouse towards the marina. We ask you to bear with us while this construction work is being carried out and I will try to keep you informed as much as possible of the construction activities before they are due to be carried out to minimise your inconvenience.

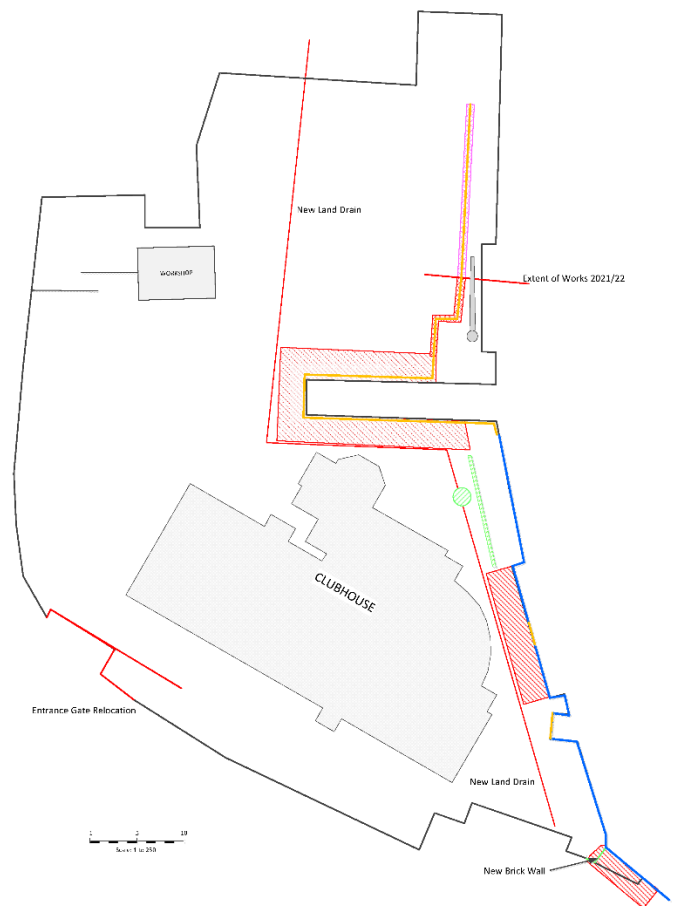
Chris Merren Admiral

MEMBERSHIP RENEWALS

If you have not yet remembered to renew your Membership, may we remind you if you pay by 28th February then 10% of your Membership renewal cost will be put onto your Clubcard and these funds will be available for use on purchases once the Club reopens for business.

ORIENT EXPRESS

I am always looking for articles for the Orient. Thank you to those who have sent me some. It would be good to hear from more of our oversea Members as to how they are faring in these strange times.



CAPTIAL CITIES QUIZ TWO

Can you solve these anagrams of capital cities?

1. beilnr
2. aadhk
3. adenouy
4. bdilnu
5. egillnnotw
6. kooty
7. aaehrr
8. aabiilrs
9. aciinos
10. beirtu
11. aabcenrr
12. abiinor
13. aaottw
14. agiikl
15. aeginoprs
16. belrsssu
17. eikv
18. aeallttv
19. aaaaablrrtu
20. aaaccrs

Terry Payne

MELBOURNE MEMORIES

2020. What a miserable year. A whole season gone. Just four races at Oulton Week....snatched from the total wipe-out by a nifty WOBYC team but the RNSYC racing programme lost. Sailing for the time being is but a pleasant memory but what a memory,

Having only a modest talent in the sport has been no barrier to the decades of fun and friendship I have enjoyed.

As a boy in Boston, in the flat lands of Lincolnshire, I knew nothing of boats and made a point of avoiding the only one I might have had access to. That was the heavy ex-naval whaler belonging to our grammar school's Combined Cadet Force. It looked like hard work and I did not fancy spending my spare time being bellowed at by my more military minded fellows.

One day in 1956 my father announced we were going to Wroxham at the weekend. I thought he had pronounced Wrexham incorrectly. Being a teenager, I threw a strop and said "I'm not going".

Sulking I was tossed into the back of the Rover. I cheered up when at Sutterton he turned left towards Kings Lynn instead of right towards Wales. "Aah" I thought "the Old Boy has lost his sense of direction". I was plunged back into a snotty mood when we went over the railway bridge and saw the Wroxham village sign.

At Loynes yard, in those days by the bridge, we picked up the surprise pre-booked dayboat. To humour me Father let me drive.

Down river I turned into Wroxham Broad and I saw it. My epiphany.

Outside, what I now know is the NBYC, was a huge fleet of Enterprises and National 12s.

I stopped the boat and stared at it, for a good five minutes, until my father asked why I was waiting. "That's what I want to do. I want to go sailing" this was immediately dismissed as a passing phase that I would soon grow out of.

The only sailor we knew of in Boston was the son of the local undertaker and carpenter. He advised me to get a racing dinghy. After much looking around and with the benefit of a 6d a week insurance policy my grandmother had taken out when I was born, I bought an old National 12 from Peterborough for £75.

The local lad came with me on the river Witham two or three times but then stalked off saying I would never make a sailor. Many might agree..

Eighteen months or so on he built me a new National 12 on a Chippendale hull and over the years several more superb dinghies. He was, of course, the world famous 505 builder, Bill Parker. (Who incidentally spent a couple days of his honeymoon staying at the RNSYC)

Alas the new National was a step too far. I could not afford to pay for it and I had to sell it after sailing it just once.

Then came a few years of the cheapest sailing, OPB Other Peoples Boats, which meant crewing Ospreys and 505s at Skegness Sailing Club.

By late 1967 Harold Wilson's government had depressed me so much I emigrated to Australia as a £10 Pom. Despite my instant love of Sydney I could not find a job there but in Melbourne I got one on the first day.

Spring arrived and a young man's fancy, as it does, turned to boats and I heard the Royal Brighton Yacht Club, on the outskirts of the city, sailed 505s. After spartan UK dinghy clubs the Royal Brighton was probably out of my league. The clubhouse was vast with members oozing wealth and sophistication.

Local hero and skipper of the Australian America's Cup Challenger, Jock Sturrock was a member. It was that sort of club. Sadly Jock had just lost 4-0 with a boat named after the wife of long-time Prime Minister Robert Menzies, "Dame Patti" or, as it was called it in Port Phillip Bay yachting circles after the defeat ... "Damn Pity".

One balmy morning my 505 helm and I set out for a club race, waving cheerily to the venerable race officers as they struggled up to the starting box with a large Esky cooler.

We had a better than average day and at the end of three laps were well ahead of the fleet. But received no gun as we crossed the line. "Oh, I thought it was three laps but perhaps it was four" said the helm so we set off for another. With an extended lead we came once more to the finish line. Still no gun.

"I don't believe it. They have done it again" cried the helm. "You'd better come with me".

as he charged up the steps to the starting box. With great effort we managed to open the trap door to find, in the warm sunshine, surrounded by empty beer bottles and an upturned Esky, all three race officers fast asleep.

Nick Faulkner



Bill Parker with my new National 12 hull

VALENTINE DAY RECIPES.

Unfortunately, with the current situation, going out with our significant other isn't an option so here are a couple of simple recipes from our head chef Doug to try at home for Valentine's Day.

Pan Fried Fillet of Sea Bass with Prawns, Baby Leeks, Roast Fennel and White Wine Sauce

Ingredients (Serves 2):

2 Sea Bass Fillets (you can get these from most supermarkets)
1 bulb fennel, quartered
6 baby leeks, cooked for 2 minutes
100g king prawns (defrosted if frozen)
1 banana shallot, diced
100ml white wine
25ml white wine vinegar
200ml fish stock
150ml double cream
Olive oil

Method:

- Cut the root out of the fennel and place in a roasting tray. Season with salt and pepper and drizzle with oil and roast for 30 mins (170 degrees).
- Meanwhile, sweat the diced shallot in a bit of olive oil for 2 minutes. Add the white wine and white wine vinegar and reduce by half. Add the fish stock and reduce by half again. Add the cream and boil until the sauce thickens slightly. Put to one side.
- Heat some olive oil in a frying pan. Season the sea bass fillets and fry skin side down for 5 minutes on a low heat, flip the fish, cook for a further 2 minutes and rest for 2 minutes.
- Pan fry the king prawns and add the baby leeks to re-heat.
- Place the leeks and prawns in a bowl, top with the fennel and finally the sea bass. Finish with the white wine sauce and a drizzle of olive oil. Enjoy!

Chocolate and Passionfruit Bavaois In A Glass

Ingredients (serves 2):

For the passionfruit curd:

100g passion fruit pulp (approx. 2 passion fruits)
½ gelatine leaf
2 eggs
40g caster sugar
40g butter, cut into small cubes

For the chocolate bavaois:

140ml milk
1 gelatine leaf
80g dark chocolate, finely chopped
2 egg yolks
35g sugar
60ml double cream
White chocolate and chocolate biscuits (e.g. bourbon) to garnish

Method:

- For the passion fruit curd, place the gelatine in a bowl of cold water. Heat the passionfruit pulp in a small saucepan until bubbling. Whisk together the eggs and sugar in a bowl. Pour the passion fruit over the eggs and sugar and mix. Return the passion fruit mix to the pan and stir continuously on a low heat for 3-4 minutes until thickened. Squeeze out the gelatine leaf and add to the hot mixture. Stir in the cubes of butter and remove from the heat. Split the mix between 2 appropriately sized glasses and place in the fridge to set.
- For the chocolate bavaois, soak the gelatine in cold water. Heat the milk in a small saucepan until just below boiling then add the chopped chocolate and stir to dissolve.
- Whisk the egg and the sugar together then pour the cold chocolate milk over the mix, whisking continuously. Return the chocolate mixture to the pan and cook on a low heat for 3-4 minutes stirring constantly until thickened. Squeeze out the gelatine leaf and stir it through the chocolate custard. Set aside to cool for 15 minutes.
- Whisk the cream to soft peaks and fold through the chocolate mixture until smoothly incorporated. Remove the glasses from the fridge and carefully pour the chocolate custard over the passion fruit curd. Chill in the fridge until the chocolate custard is set.
- When ready, serve with crushed chocolate biscuit and finely grated white chocolate on top.

Doug Roberts Head Chef

CRUISING THE WADDENZEE

(Continued from January Edition)

After two days moored in Oudeschild and really enjoying Texel, it was time to move on. It was decided to cruise over to Den Helder, which is only 5.5 miles to the Marina within the Outer Harbour.

Den Helder is a Naval Port and a major Fishing Port. The town is a fair walk from the Marina so it is better to use the bus, which goes from outside the Marina gate. The restaurant and Yacht Club adjacent to the Marina was very good when we were there but restaurants do go up and down with quality! The Maritime Museum, with a modern diesel electric Submarine on display out of the water, is interesting and is well worth a visit. For a comparatively small country, the Netherlands Navy is very active, especially in its coastal waters.

There is a useful book published annually in Dutch and English by the Netherlands Hydrographic Dept. (numbered H P33) at a cost of £25.00 showing local tidal streams and navigational information. This book covers the Waddenzee, which is the area between the mainland and the Fresian Islands and is about 80 miles long and between 10 and 15 miles wide – a vast 'Breydon Water' – properly marked with even the drying channels marked by Withies (Tree Branches!). From the Island of Borkum, Germany, the Islands continue for another 50 miles almost to Cuxhaven with the same Breydon-like sand and mud flats, channels marked with buoys or withies and all very well maintained both in the Netherlands and Germany.

From Den Helder the next Port is Harlingen via a well buoyed channel all the way with adequate depth except where the small channel to Harlingen starts off Kornwerderzand, which is also a lock into the freshwater IJsselmeer. Harlingen is a very busy small port with ferries coming and going constantly from the Fresian Islands; however the moorings in the centre of town are quiet and peaceful with all facilities and good restaurants. At high tides, if over 2.5 metres, the flood gates are closed preventing access into the inner harbour but you do not have to wait very long for the level to go down after high water. The road bridge adjacent to the flood gates opens twice an hour into the inner basin and moorings. The showers behind the Harbour Master's office are mixed, as in many places, so don't be shocked!

In the main Harbour there is mooring for many of the sailing vessels which take groups of school children out to the Islands. Sailing and boat handling is part of the school curriculum – wonderful! The boats are up to 100 feet long with two or three masts and the crews handle them in a very professional way, especially in close quarters. Most of the boats are very old, but there are many which are conversions of the 499 Ton Coasters such as used to come into Norwich. The numbers of these boats is quite staggering and regularly on the Islands you just see a forest of masts and rigging, usually with a lot of noise coming from the children on board!

Harlingen is the perfect place to start adventures to the Islands but do make sure you have up to date charts. In the majority of the Island harbours you will stay afloat at low water.

Kingsley Farrington

In the next edition of the Orient Express a new 'Skipper' will describe Island cruising.



Schiermonnikoog - Fresian Island of the Netherlands