



# THE ORIENT EXPRESS



THE NEWSLETTER OF THE ROYAL NORFOLK & SUFFOLK YACHT CLUB

January 2021

## COMMODORE'S COMMENTS

Firstly, I would like to wish all Members a Happy New Year. Let us hope, we swiftly move on from the current situation and regain our freedom to visit others and of course the Club.

Thank you to all Members who have renewed their Membership and claimed their 10% money back on their Clubcard. Remember, those of you yet to renew, the offer runs until the end of February.

Behind the scenes, your committees, continue to organise activities, with dredging, sailing regattas and social events amongst other things being organised.

If any Member needs help in these times, please do not hesitate to contact the Club and we will see what we can arrange.

The Club is manned Monday to Friday 09:00 to 13:00.

Keep safe.

**Richard Fryer Commodore**

[richardmarkfryer@gmail.com](mailto:richardmarkfryer@gmail.com)

## SAIL AND POWER BOAT TRAINING

We can all say 2020 was a challenging year, 2021 has started the same way, we as a business are committed to supporting the Royal Norfolk & Suffolk Yacht Club long term, as a business the start-up, it was more start, stop, start and again stop in 2020.

As we enter 2021, we are expanding and developing our company which we hope will bring benefits to Club Members and the Club itself with more use of the wonderful on-site accommodation during the week.

The key thing for us as a business is to keep safe and to keep Club Members safe, so we have postponed all courses until we can start running them again.

Last year we ran a number of online workshops via Zoom and we will again be running these for Club Members starting on 1 February. Please see advert at the end for information on the sessions which are based at RYA Day Skipper Level. We will be running some advance master classes the following week.

Once we are able to operate again, we will be running some free courses for Club Members for those who wish to gain experience on navigation skills, at intermediate and advance power boat level over a weekend. In the meanwhile, if you have any questions do please get in touch. Thank you

**Ian Patience**

## A HAPPY HOUR

We don't have problems at sea, just adventures. So, when we got rope round our prop in a Dutch canal, we limped calmly into Haarlem and tied up. Bob went over the stern to cut the rope, and I went on to the foredeck to tilt the boat - with no effect. I called out to the man in the boat moored up behind us and asked him to come and stand with me. He clambered aboard and stood next to me. The mast stayed vertical. He introduced himself. Piet, for that was his name, surveyed the passers-by and invited three hefty looking young men to join us. Two others decided to join in the fun, so now we were seven in cosy proximity. The mast began to tilt.

What do we do now? Piet asked. I had a choir at the time, so I suggested we sing. This we did, lustily and with joy. People walking by looked in amazement. Then one by one, they stopped walking and joined in. We could have taken on Beethoven's Ninth. I am not sure we were all singing the same tune, but, boy, were we having a good time.

After a while, Bob emerged from the water and hoisted himself ashore. He was wet, shivering, and brandishing a large bread knife. The choir fell silent, and then with watery smiles drifted off. Piet was the last to go. He shook me by the hand and muttered, Great, Great! And I knew that in the way of sailing we had become eternal friends and would probably never meet again.

**Jean and Bob Shackleton**

## CRANE TRAINING

Due to the current restrictions not allowing any training to take place, the date of the change of crane key will be put back until enough training has taken place to allow regular users access to the crane.

As soon as it is allowed training will start. Please register your interest in training by email to the Club so your name can be added to the list.

Please email [admin@rnsyc.org.uk](mailto:admin@rnsyc.org.uk) and you will be contacted to arrange the training.

## LIFE DOWN UNDER, A VIEW OF AUSTRALIA FROM OVERSEAS MEMBER, IAN GUANARIA

Everyone worldwide is affected in one way or another by this bloody virus, but at least we have suffered no fatalities in the last 10 months from flu, colds or even old age!

Reports we see from the UK and USA just shows how lucky, or organised, countries like Australia and New Zealand have been. Fortunately, we are an island, ok it's a bloody big island but at least we can effectively close our international and State borders as we see fit, with a few days warning to control the spread somewhat.

To be honest, the so-called pandemic has not affected our lifestyle too much, I am retired but work with my son Shane at his sail loft four days per week, as does my wife Jean who is his accountant. We are not ones to eat out that often or even frequent a gym, so restaurant and gym closures do not really affect us too much. Yes, some of our races have been cancelled or deemed non-point score due to limitations on what area you live in, fortunately most of our friends and crew live south of the harbour bridge. So, life goes on, maybe a little less lively and sociable than twelve months ago but from our point of view it means just being careful where you go and avoid unknown crowds.

Throughout the last nine months or so, we have been busy at my son's sail loft, we are obviously careful with visitors, especially courier deliveries, who are at the forefront of risk takers that maybe visit 10+ companies per day, we spray everything that comes in the door, although salt water is a great deterrent for germs!

We were busy all through the early days of COVID-19 and this started to ramp up further in September leading up to the traditional Sydney to Hobart race, starting on Boxing Day. Ironically, some of our new business during various lockdowns came from clients who were unable to undertake their usual overseas winter holidays, a bit of a silver lining from darker clouds. I guess that many wives received new sails for birthdays and anniversaries, as mine did.



Only a week out from the Great Race, commonly known as the Rolex Sydney to Hobart race, we suffered a COVID-19 outbreak in our Northern beach's area, reportedly spread from an international flight crew member who didn't go into mandatory 14 day isolation, which led to the Tasmanian state government closing their borders to anyone from Sydney; resulting in the first cancellation of the race in its 76 year history. For any offshore sailor in Sydney and most of Australia for that matter, this was a bigger disaster than the virus itself, and reports of totally disorientated sailors being found wandering around Sydney were rife.

Leading up to Christmas we had delivered new Doyle sails to a very large cross section of the Hobart fleet including a STP68, various TP52's, XP44's, and a 1952 built Halverson 36 that won the race in 1954 and has been totally refurbished by a couple of good friends of ours. This lovely looking yacht wouldn't be out of place in the cruiser division racing during Oulton Week.

As a result of the Hobart race cancellation and constant light rain, Christmas/New Year was rather quiet around our Club, the CYCA in Rushcutters Bay in the eastern suburbs of Sydney. Even our shortened New Year's Eve fireworks were overshadowed by those from London, for the first time in a few years, well done on a great show London.

Wishing all our friends and members of the RN&SYC a better year than 2020, hopefully we can get back there this year, but I have my doubts.



**Two boats who had sails made by Ian's son Shane's sail loft during this past year.**

**Left TP53 Zen**

**Above XP44 Toybox**

## CRUISING THE DUTCH FRESIAN ISLANDS - TEXEL

GWIAZDA' (Polish for 'Star') – an Aqua Star 38 Motor Cruiser owned by Members David & Jad Jobson, has made a number of trips to the Netherlands over the past 12 years. On many of these passages Janet and myself have been 'the crew'.

On this particular holiday in June 2017 we were fuelled up, all provisions placed on board, all engine fluid levels checked and ready for an early start the next day. Our destination was Oudeschild – a small harbour on the island of Texel, just North of Den Helder. The course from Lowestoft Pier Heads is the Stanford Channel, South Holm, Texel One, then channel mark (RACON) for Schulpengat Channel, which is well buoyed all the way to Oudeschild with plenty of water underneath. It is good to have a North-going tide in the Channel (one hour onwards from High Water Hoek van Holland) as it runs quite fast at 2-3 knots. The passage from Lowestoft is approximately 125 Nautical Miles with not much to see 'en-route' except Brown Ridge – a long thin bank about 60 nautical miles out, where the Echo Sounder will go down to about 16 metres.

Oudeschild Harbour walls protrude seaward from the shore at approximately a right angle and the tide runs very fast past the pier heads with the risk of being swept sideways! Oudeschild Radio is answered after a few calls and will direct you to the Marina adjacent to the wind turbine. Pontoons are short but perfectly safe and very near to the shower block.

This is how the passage should go, but on this occasion about 8 nautical miles from Lowestoft a quick check in the engine room revealed a high-pressure jet of water coming from the Starboard engine, which required an immediate shutdown of the engine. Closer investigation revealed a broken ¼" pipe which feeds the Propellor shaft. A very small threaded fitting had corroded inside and broken so it was 'about turn' on one engine and back to the Club to extract and replace the fitting – happily all available from Pryces!

The following day the weather was still good so off we went, very uneventfully to Texel. Texel is a farming island renowned for it's own breed of sheep and also has it's own fishing fleet. The Fleet consists of about 12 trawlers of about 120 Ft. in length, very modern and immaculate – owned I believe by a Co-operative. They have their own slipway, chandlery and maintenance facilities. The Trawlers' working week runs from Sunday, when they

leave at one minute past midnight and their families and visitors come to the Harbour to waive them off, until Thursday. They fish all week, land their catches at Den Helder and return to Oudeschild in time for the weekend.

An important point of cruising is to find good restaurants of which there are many in Oudeschild – the beer is also always good! A short walk from the Marina is a traditional fish restaurant, which is superb and very reasonably priced, but you do have to book! Slip Soles caught with Shellfish between the Islands and the mainland are a favourite both with locals and visitors and served about 6 to a plate! There is plenty to do with good walks round the extensive Nature Reserve, bird watching, cycle hire, buses over the Island or just pottering about watching the world go by!

The Fresians really are the most beautiful islands especially during early summer when the days are long and warm and well worth a visit.

More to follow in the next publication!

### Kingsley Farrington



### Typical Fresian Island Harbour

### DO YOU HAVE A TALE TO TELL?

Thank you to all the contributors to this Orient Express. Do you have a tale to tell? What have you been up to in lockdown? Have you learnt a new skill you think others might be interested in? Do you have an anecdote of times past which others might be interested in.?

I am always looking to fill the pages with interesting items so please email me at [admin@rnsyc.org.uk](mailto:admin@rnsyc.org.uk) I look forward to your contributions.

Jill Fryer

## Navigation Refresher Sessions 2021

We are offering a number of FREE 1 ½ hour navigation refresher sessions. For anyone who would like to take part, these are interactive sessions using Zoom. Each person will be able to take an active part and ask questions. This are based at day skipper level.

There are two options, a morning session or an evening session.

### Navigation Refresher Part 1 1900 - 2030

**1 February 2021**

Chart types & Information  
Latitude & Longitude  
Compass variation & deviation  
2 & 3 point fixes

### Navigation Refresher Part 2 1900 - 2030

**2 February 2021**

Tides Overview  
Tidal Heights  
Under Keel clearances  
Air draft clearances

### Navigation Refresher Part 3 1900 - 2030

**3 February 2021**

Tidal Streams  
Dead Reckoning, Estimated Position & Course to Steer

### Navigation Refresher Part 4 1900 - 2030

**4 February 2021**

Solas V  
Pilotage day & night  
Passage planning

**Please e-mail for joining information or a chat  
[ian@spbt.co.uk](mailto:ian@spbt.co.uk)**