



UNDER WAY

SPRING 2023

NO: 135



*The new face of an ever changing and progressive
Lowestoft Cruising Club*

Published by Lowestoft Cruising Club

Editor: Colin Arnold

Telephone (01603) 335169

Email: colin.arnold72@gmail.com

Webmaster: Greg Newton

COMMITTEE MEMBERS 2023—2024



**Jim Hutcheson
Commodore**



**David Bird
Vice Commodore**

**No Nomination Received
Rear Commodore**



**Sally Cullen
Hon.Secretary**



**Helen Hutcheson
Hon. Treasurer**



**Andrew Pearson
Mooring Officer**

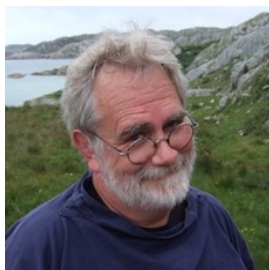


**Alan Stephens
Social Secretary**

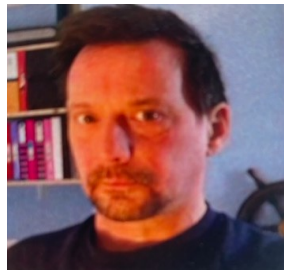
**Patrick Cullen
Committee**



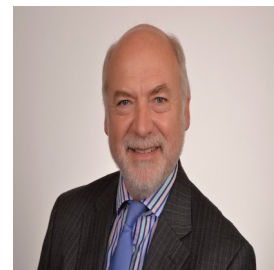
**Fergal O'Driscoll
Committee**



**David Woolard-Kingston
Committee**



**Greg Newton
Committee**



**David Yates
Committee**



EDITORIAL

A new Commodore and team for 2023. We wish them the very best of luck in the challenges of running Lowestoft Cruising Club. Success is in the air. A new era too, for 'Under Way' as it shuffles cautiously into the electronic age. You will be reading this on your laptop, ipad, tablet or phone. In the bath, at work, walking the dog or in Tesco's having a cup of coffee taking the technology in your stride or, perhaps like me wondering what runes have been cast at midnight to achieve such magic.



However, if you have a flat battery, or drop the machine overboard or the Chinese decide to close down the internet all is not lost. Rejoice in the fact that David Woollard-Kingston will be supplying a hard copy of 'Under Way' to the clubhouse archive to accompany all the copies going back to the 1970s.



You will also realise from the exhortations from members of the Committee and many others that 2023 is the year we all go sailing. No more excuses for any of us. No more skulking on the moorings drinking tea in the sunshine. No more gathering a fringe of weed on the waterline. No more crustaceans clogging up the propeller. You will have to ignore the family crises. Your elderly mother will last out until you get back from the Orwell and postpone the Saga all inclusive cruise to Norway and remember your employers won't miss you (you're not that important).

I anticipate extra police to control the traffic and pedestrians in the waiting to cross the bridge as the LCC fleet make its way to the pierheads. The guys operating the bridge will need short-hand skills to register all our boats coming and going.



The Southwold moorings will only be bookable from 2025.

The Martello Towers on the East Coast will once again be manned as the 'invasion' flotilla powers past Harwich.

There will be anchors and mud weights dropped everywhere and the Border Force will be worried sick with an armada of rubber dinghies approaching the shore.

Most important. During these mass sailing events from LCC please leave a little time to record your sailing adventures for the Autumn edition of 'Under Way'

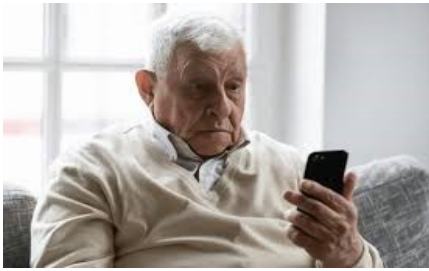
Finally, as you open the throttle down Lake Lothing, please leave plenty of room for me to go astern from the pontoon as our long keeled boat doesn't do backwards.

Enjoy the hectic season.

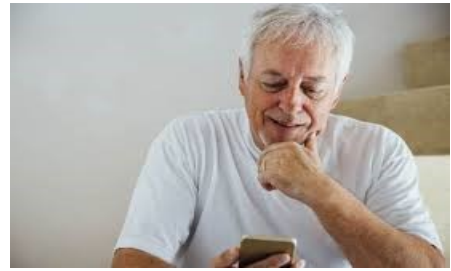
Colin Arnold



READERS' COMMENTS ON ELECTRONIC 'UNDER WAY'



My face says it all.....



S'ppose it's all right



Not quite what I expected



Not suitable for children, dear



It's more exciting than Scrabble



I really must contribute to the next edition

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LOWESTOFT CRUISING CLUB 57th AGM

Friday 10 th March 2023 at 1900 hrs. in St Mark's Church Hall

Minutes

1. Apologies for Absence:

Sarah Plummer, Dick Jordan, Jane Jordan, Steven Jordan, Colin Coe, Christine Coe, Keith Perry, Denise Perry, Carl Buck, Trina Buck, Janine Algar, Philip Hunt, Bob Mann, Maggie Mann, Janice Waters, Judy Towns, Jonathon Towns, Jed Stone, Pam Stone, Maggie Bennett, David Bennett, Tina Vanston, Ruth Woollard-Kingston, Lorraine Marchant, Malcolm Taylor, Delia Taylor, Andrew Rowley, Marilyn Rowley, Sue Gray, Sarah Gray, David Gray, Linda Morgan, Carol Lucas, Jean Beals, John Drake, Linda Ramsden, Paul Reeve, Greg Tripp, Christine Tripp, Carol Bullen, Geoff Glass, Monica Glass, Debbie Seath, Judie Codling, Judy Styles, Dick Houghton, David Spashett, Roger Shaw, Jeremy Rake, Phil Carter, Mo Carter

2. Present:

Don Beales, Richard Bennett, Phil Betts, David Bird, Sheila Bird, David Bullen, Bill Clark, John Cooper, Bish Cooper, Paul Cross, Carol Cross, Patrick Cullen, Sally Dunford, John Dann, Christine Dann, Geoff Doggett, Paul Dowrick, Mike Foster, Peter George, Angela Eyles, Harry Gillespie, Charles Goss, Paul Gray, Stephen Halliday, Jeremy Harrison, Yvonne Hoodless, Roger Hopkins, Helen Hutcheson, Jim Hutcheson, Peter Hytch, Paul Johnson, Deborah Connoly, Mike Kippin, Michelle Kippin, Alex Lancashire, Val Buck, Chris Lucas, Chris Marchant, Jamshid Melekzad, Lewis Moore, Andrew Morgan, Charles Morland, Greg Newton, Samantha Smith, Fergal O'Driscoll, Mike Pacey, Andrew Pearson, Robin Pointer, Sue Pointer, Alan Ramsden, Jane Reeve, Peter Reeve, Ian Seath, Kevin Smith, Michael Sparrow, Alan Stephens, Giulia Tiffin, Nick Tottie, Clare Tottie, Richard Vanston, Mike Waters, Chris Wells, David Woollard-Kingston, David Yates.

Apologies 51, Voting Members present 64, Postal Votes 0.

Minutes: Val Buck & Charles Morland.

The Commodore asked those present if anyone had any objection to the meeting being recorded. No objections raised.

3. Approval of the Minutes for the AGM held on Friday 11 th March 2022.

Proposal: that the Minutes as published in the Spring 2023 of Underway, be accepted.

Proposed: Geoff Doggett. Seconded David Woollard-Kingston. Carried unanimously.

4. Commodore's Address

I envisage this AGM being intense with the subjects to be discussed filling the time available to us.

Consequently I felt I could free up a few minutes by having my report sent with these AGM papers. Of course I shall be willing to take any questions on the night. In the autumn edition of Underway I explained how I became commodore. My tenure has been only for a short time but it's never been dull. I have not regarded it as an achievement but all club's need a committee to act on behalf of its members and committees to some extent need a chairman and if I have adequately fulfilled that role then I shall be content to say that I was the LCC commodore for a year. As some of you will already know, I was prepared to continue in that role unless another member stepped up; one has so this will be my only report.

Slipway.

Although I have not been physically involved, emails, phone calls and meetings have represented a large part of the time that I have spent on LCC work and time well spent. I suppose the silt removal, new rails and the associated diving work constitutes the most important and biggest undertaking for us since the extending and installation of the main and finger pontoons and the piling of the crane quay heading. I was hoping that the slipway would be finished during this committee's watch but as I type this I doubt it will be. It has to be said that the divers have had to overcome obstacles which were not of their making and were not related to the lake-bed silt and mud. Spring tides were, and still are, an important factor because some diving could not be undertaken without adequate depth of water. Currently the divers estimate completion should be before the 11 th April, our planned lift in. planned lift in.

Lift in. Lift out.

Those of you who have had your boats craned onto, and off the hard know how smooth and effortless it is and thanks must be given to the small team of members who undertake the planning.. In fact their efforts go unseen and its too easy to take for granted their important role.

Changes

For many years after the club was formed the moorings were filled by sailing yachts. The members age demographic has changed and it follows that some of us have moved away from sailing, perhaps to motor homes or golf. Others have retained their boats but interest in casting off has waned as evidenced by how few boats are being used.

Another sign of subtle changes in the club is the slow but steady increase in the number of motor boats appearing on the moorings. Currently we have five and listening to members woefully saying that they are no longer inclined to struggle with halyards, sheets and sails I anticipate a reduction in the number of masts adding to the view from the mound.

Perhaps there will be less of a demand for space on the mast rack.

Gull Wing Bridge and Flood Protection

From an active sailors's point of view these are clouds on the horizon. There is no doubt that we need both. Some years ago I remember standing on the south side of Mutford Lock bridge watching and listening to the sea water pouring over the top and into the Broad. A flood barrier will remove anxiety from residents and commercial enterprises alike in Lowestoft and its environs.

Dr David Bennett and Paul Gray are our representatives on the relevant committees and liaison groups involved with this and we are well served by them. We are not yet sure just what restrictions will be imposed during construction, testing and operation but we are assured that we will be given plenty of notice of restrictions to navigation.

Incorporation

Charles, our secretary, will be giving a paper and explanation on this very important aspect n a way far more knowledgeable than I could. This subject will need more meetings during the coming year.

The RYA recommend incorporation for clubs such as ours.

Underway

A long-standing publication but unless we have a volunteer to seek advertising and the revenue it attracts it is likely that we shall have to move to publishing Underway solely online. Luckily Colin Arnold is willing to continue as editor.

Fees and subscriptions.

It is my opinion that overall, our fees should increase but the committee agree the subject should be left until after the planned extensive examination of the south side finger pontoon has been completed when we will have much better information of how much will need to be spent on maintenance. We have to be very mindful of the significant increase and potential further increase in the cost of electricity. My ideas of new "posts" with outlets useable by pre-paid cards wasn't welcomed at committee and of course such a development would incur significant work and capital outlay. This year's cost and members contribution for electricity will I am sure be monitored closely.

Gratitude.

During the sixteen months or so I've served on the committee I've seen so much work undertaken by just a few members. The committee members and those who beaver away at working parties know that I am grateful for their time and effort. It might be seen as divisive to mention just a few but I consider it necessary.

If in error I have omitted your name then I apologise but I am sure that, on behalf of all our members I have already thanked you. Dicky Bird never seems to stop. Paul Cross, Chris Lucas, Roger Deith, Patrick, Jeremy H, Charles M and Harry G are all stalwarts. I have to mention the divers who have freely given their time to undertake what must be the coldest and dirtiest work the club could conceive.

As I sail into the sunset I wish the very best for the new committee and hope that our members will be served well.

Keep safe.

5. Vice-Commodore's Report. - David Bird.

The 2022/23 year started off with a tremendous amount of work installing 9 replacement pontoon frames. All those who participated should give themselves a pat on the back. A replacement finger end was constructed from new steel and at the same time extra cleats were manufactured. This was fitted with new flotation and wooden decking and replaced P16's as this was showing the worst signs of corrosion. We are currently cleaning off the corrosion from the old frame to assess how much strength has been lost and it is hoped when this is completed it may be possible to send it for shot blasting and re-galvanising. There should be a considerable saving on constructing the end frames from new steel as a result. If this is successful it will form a rolling refurbishment programme that will spread over several years in order to keep the maintenance workload down.

Water taps on the main pontoon have had the high maintenance hose reels removed and the pipework refurbished. I am planning to invite the water company to inspect our supply and I hope to be able to declare it potable. This does not include the compound hose reels as they are required for pressure washing.

A roofed compound to the North of the club house has been established to house garden equipment and the tables and chairs used in the marquee. This has freed up space in the block house store and made storage in the later safer and easier.

Sadly the Dudley Hubbard and Paul Booty memorial bench legs had rotted despite many years of dedicated maintenance by a member. These have had repairs carried out and willing members have volunteered to strip and re varnish them ready for summer.

Craning of boats has had a dramatic increase in its cost which resulted in a rationalization of our lifting procedure. For the first time this year the crane was situated in a single position in the compound throughout the lift out, thus saving the time previously taken to move it between the western and eastern lifting points.



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The old workshop container took up a potential boat space. On top of this the floor had collapsed due to corrosion and had had temporary repairs carried out. Relocation thus presented a problem which was resolved by the purchase of a replacement second hand container. We were fortunate that a new member had contacts and the container transport lorry he arranged was able to position and remove the old workshop at very minimal rates.

It should be noted that when lifting the old container vast quantities of rust were left behind. QED this was not an unnecessary purchase. Elsie the old club safety/work boat had become surplus to requirements. It was over-powered for our requirements, consumed a lot of fuel and needed a lot of maintenance to keep it running. It has therefore been disposed of and the role of safety/work boat transferred to our very old Dell Quay Dory, perhaps until such time as our finances are less stressed. This change required installing better seating and a suitable engine to make it workable. Our volunteer workforce have strengthened the transom, fitted robust seating and rowlocks with oars plus larger cleats. One of our members has supplied a 5HP two-

stroke engine and following sea trials it has proven adequate for our operations. I would say it's fit for purpose but never a boat show exhibit. The Dory will be stored in the compound and deployed using the mast crane to reduce our maintenance commitment.

While preparing the compound for last years lift out the digger steering ram failed. One of our loyal members assisted us in getting this repaired promptly. I would like to thank him on behalf of all Club members as this is a vital piece of equipment when moving cradles around in preparation for lift ins and lift outs as well as more generally at working parties.

I have asked our Treasurer to allocate funds for routine maintenance of the digger in order to reduce the potential such breakdowns in the future. The question has been asked if we should replace the digger and the consensus is that it is better to maintain it and rectify faults as they arise as there is no certainty we would be better off with what would have to be a different, but still secondhand, machine. Better the devil you know.

Incidentally while on the subject of compound clearing please be mindful of other members when leaving equipment in the compound. I am afraid old mast storage can be a problem, particularly when left on the rack with radar brackets and rigging attached. During the mid summer months I have reverted to our practice of ceasing all but essential maintenance to do what the club is in existence for, "sailing". Some wags have described our club as the Lowestoft Construction Company and at times I feel the same. It has to be said that past members have toiled ceaselessly as do various current members to provide the facilities we have at the lowest possible cost. This enthusiasm can not be over estimated, I am humbled by their dedication.

During the summer recess diving operations continued, dredging out and inspecting our venerable I beam slip rail supports. Since then work has progressed in difficult conditions with men often working thigh deep in black gluttonous mud. The current state of progress is encouraging and I am informed by our diver member they are getting close to finishing. The slip will likely be back in use sometime near lift in.

Just a little word to those amongst us who think they could organise the work better. I for one know I am incapable of working in such conditions and I ask them to reflect on their comments.

Recently the winch has been overhauled with new motor bearings and the belts re-aligned. The satisfying thing is that is working much better than it has for many years. Finally with the new rails already laid down to mean low water we have been able to carry out a first limited trial run and the infamous lurch to the west that has been the cause of much worry in the past seems to have been corrected with the trolley remaining level down to the waters edge. I am feeling good about the way it works now and expect to be selling tickets

for a ride soon. The new rails are just over 12 meters long so the joint issues should be greatly reduced and given that the correct fish plates have been used I expect this smooth running to last for a considerable time.

While on the subject of the slipway; the winch, the digger lifting arms and the mast crane have all recently been tested by external specialists and certified as fit for use within their respective safe working load limits.

Transferring equipment and fitting out of the replacement workshop has led to a substantial reorganisation of the whole workshop store complex. This work is ongoing, the most notable changes are a north side access door to the equipment store. The very distorted doors to the south are still in place and secured by a keyed padlock. A raised, paved, working platform has been constructed between the two containers and should be secure from most flood events. My very grateful thanks to all who have provided materials and labour.

A welding screen wall has been erected against the Petans fence and the existing heavy metal bench with its robust vice is now permanently fixed to this. I am hoping to roof over the area in order to provide an all weather open work space to avoid welding fume build up as is the case inside the workshop.

Maintenance of our main pontoons is a core requirement of our Club and frequently our volunteers spend time transporting various tools and equipment from the compound to them. This has in the past led to the boat trolleys being commandeered for long periods. Having not been used since the early days of construction the acetylene/oxygen bottles barrow had fallen into disuse, this has now been converted into a 4 wheel trolley which is more robust than the boat trolleys. This I am sure will reduce this toll and prove worthwhile.

The gabions, filled with concrete blocks, that were put in place some years ago around the seaward edges of the mound to support its foundations are rotating at the western end. Rectifying this is problematic. Various schemes are being looked into and as an interim action signs have been placed on the mound warning people to keep clear. I plan to continue as last year and have a mid summer break in work parties and hopefully get some sailing in. I think the work load is starting to reduce and we are getting on top of things but I suspect the light at the end of the tunnel might prove illusory.

6. Rear-Commodore's Report. - Chris Marchant.

As we start to think about the new season, it is worth reflecting on the season just gone. LCC is a bit unusual in having so little easy sailing close to our home port. Once out of the pier heads the North Sea beckons and given that the tides and the weather need to be kind, it is difficult to find a window that is appropriate, especially for those with smaller boats or less experience. The lingering worries of Covid have been compounded by other problems, the most frustrating of which has been the continued closure of the Haven Bridge in Great Yarmouth.

Consequently most of my ideas for cruises came to nothing, although the Commodore did lead a successful short cruise to the rivers for a few boats and of course others have continued to "do their own thing" in fair wind and foul.

Hopefully more members will venture forth this season so fair winds to all and may your anchors never drag.

7. Honorary Secretary's Report - Charles Morland

The Committee started the 2022-23 year with a full complement of 12 members comprising 7 named office holders and 5 ordinary members. During the course of the year there were 4 office holder resignations and two co-options. Also, following one of those resignations, that of Mike Kippen as Honorary Treasurer on 21 st March 2022, it was felt necessary by the Committee, in view of the importance of the post to arrange in accordance with Rule 5.1 for an early online Special General Meeting to elect as his successor Helen Hutcheson who had agreed to step into the breach.

At the time of writing the Committee has met on the second Thursday of each month save for the traditional exception of August and will meet once again on Thursday 9 th March, the evening prior to the AGM. Zoom has continued to prove of value in enabling members to participate in meetings when, on occasions their personal commitments have precluded them getting to the Club in time, in person, on Management Committee evenings.

Over the course of the year four key themes have been occupied a significant amount of the Committee's time and these are reflected in specific items elsewhere on the Agenda, namely:

1. Risk Management,
- 2 Regular and Long Term Maintenance
3. Clarification of Waiting List and Mooring Allocation data
4. Incorporation.

Having a strong belief in open governance I have endeavoured, in Minuting meetings, to provide sufficient information to enable non committee members to gain a good understanding of the issues facing the Club and the approach taken by the Management Committee to those matters. I hope I have succeeded in this and that members have found it useful.

Although, over the past year I have enjoyed working with fellow Committee members and being involved in the management of the Club I have, with regret, decided not to offer myself for re-election at the AGM. Over the past 25 years my hearing has progressively deteriorated and inevitably will continue to do so. I feel it has now deteriorated to the point where, going forward, I could no longer effectively discharge the role of Hon. Secretary.

I have assured the outgoing Commodore and would like to take this opportunity to assure the incoming Commodore and Committee that I will ensure a smooth handover to my successor and that, if they so desire, I will continue to deal with the Club's insurance affairs. Also that, should the AGM decide to proceed with the proposal to incorporate, I am willing to contribute my time and knowledge to that process in order to reduce the amount the Club will otherwise need to spend on legal fees.

8. Honorary Treasurer's Report - Helen Hutcheson.

Helen Hutcheson introduced the accounts for the year ended 31 st December 2023 and invited questions.

Peter Reeve referred to the significant increase in spending on maintenance between 2021 and 2022 and in the absence of an increase in fees and charges the inevitable impact this had had on the Club's bank balances which had reduced year on year by £13,573 from £110,743 to £97,170. He stressed that it was essential that action was taken to rebuild cash backed reserves in order to provide funds for future routine and long –term maintenance.

Peter Reeve also asked for clarification of the make-up of the aggregate figures shown in the accounts for "Equipment Maintenance" and "Moorings Maintenance"; and for a reconciliation of these to the amount spent in the year on the re-railing of the slipway. Helen Hutcheson provided these explaining in the process that, as work on the slip re- railing project had taken place over the 2021 and 2022 financial years, the expenditure likewise had been split over those two years.

Helen Hutcheson also explained that, in the absence of a properly costed programme making clear the full extent of future routine and long-term maintenance requirements and the likely cost and phasing of this it was not possible to formulate a longer term strategy for mooring fees and charges. However, a great deal of work had already been done to identify and collect the required information and the incoming Committee would be in a position to complete this and come back to the next AGM with clear proposals.

Phil Betts supported the need for this and in doing so referred to the amount of backlog maintenance the current Committee had inherited.

In bringing discussion on this topic to a close John Cooper referred to views that had been circulating within the Club that Mike Pacey and his team had been paid out of Club funds for the work that they had be doing. He stressed that this was not the case. Hutcheson concurred.

Peter Reeve also questioned the reason why insurance costs had increased by £1,137 year on year. Charles Morland, referring to the contents in the paper on Incorporation at Agenda Item 17.1, explained that as the Committee potentially had a much higher personal financial exposure should a significant claim against the Club for negligence succeed, a Management Liability policy had been put in place. This provided the Committee with an additional £5,000,000 cover.

9 Adoption of the Accounts

Proposal: That the Accounts for the financial year ended 31 st December 2023 be adopted.

Proposer: Michael Sparrow. Seconded: Ian Seath. carried unanimously

10. Determination of Fees and Charges for 2023/24.

ITEM CODE RATE PERIOD

ANNUAL SUBSCRIPTION

Family IN02 £35.00 per annum Single IN02 £30.00 per annum Crew IN02 £30.00 per annum

Visitor IN05 £1.00 Per day (included in mooring fee)

ENTRANCE FEE

On joining the Club (Family & Single) IN01 £100.00 One off payment (non returnable)

On joining the Club (Crew membership) FOC

LOAN MONIES

Site Development Fund IN17 £100.00 Returnable on resigning membership

Mooring Waiting List Deposit IN19 £50.00 Returnable or Transferable

Key money (Allocated Berth) 1N18 £350.00 Returnable on giving up berth allocation

MOORING FEES

Members Allocated IN03 £9.60 per 0.5 metre/annum

Members Non Allocated Daily IN04 £0.13 per 0.5 metre/day

Members Non Allocated Weekly IN04 £0.53 per 0.5 metre/week (4 X day rate)

Members Non Allocated Winter IN04 £5.40 per 0.5 metre/winter period

Visitors (Temp. members) Daily IN05 £1.20 per 0.5 metre/day

Services Surcharge IN13 £1.00 per day

Visitors Winter Mooring. IN05 £27.00 per 0.5 metre/winter period

HARBOUR DUES

ABP's Harbour Dues Up from £230.42 IN16 £259.22 Less 50% per annum = £129.61 (Subject to ABP)

Harbour Users Premium (20%of £259.22) IN07 £ 51.84 Per annum (Subject to ABP)

USE OF CLUB EQUIPMENT

Mast Crane IN14 £ 5.00 per single use

Slipway/Trolley IN14 £ 20.00 per day

HARD STANDING STORAGE (Full members only)

Winter Allocated IN06 £1.86 per 0.5 metre/winter period

Winter Non Allocated IN06 £7.26 per 0.5 metre/winter period (= Mooring + £1.86)

Summer Non Allocated IN04 £0.53 per 0.5 metre/week (As per Non Allocated Mooring)

Cranage

Lift In/Out IN11 (Subject to form of Lift arrangement)

Lift In/Out Cancellation Fee IN11 £ 50.00

Late Payment of Invoice Surcharge £ 25.00 Invoked for late payment of any Club invoice

Proposed: The Committee. Seconded: Jim Hutcheson.

For: 63. Against: 1 Abstention: 0

11. Determination of Third Party Insurance as per Rule 4.2.2

The Management Committee propose £3,000,000 – no change on last year.

Proposed: The Committee. Seconded: Paul Johnston.

For: 63. Against: 0. Abstain: 1.

12. Mooring Officer's Report:

Peter Hytch said that in standing down after 9 years as Moorings Officer he wished to thank the many Members who had helped him over the years in undertaking what he had found a very enjoyable role. He also took the opportunity to introduce to the meeting Andrew Pearson who had agreed to stand for election as the new Moorings Officer.

13. Social Secretary's Report:

In introducing his report Jim Hutcheson thanked his predecessor, Paul Johnston for his work in kick starting social events after the lifting of Covid restrictions. He went on to say that from that base social functions had continued to grow and be much enjoyed by those Members who attended. To date there had been a successful Laying Up supper and Annual Dinner and the Fitting Out supper was due to be held the evening following the AGM. He felt sure that Alan Stephens who had been nominated for the role of Social Secretary would continue to build on this firm foundation in the coming year.

14. Election of Officers for the ensuing Year

All nominations being unopposed were voted on en-bloc by a show of hands.

Office Nominated

Commodore Jim Hutcheson

Vice Commodore David Bird

Rear Commodore Non Nomination received

Hon. Secretary Sally Cullen

Hon. Treasurer Helen Hutcheson

Hon. Moorings Officer Andrew Pearson

Hon. Social Secretary Alan Stephens

Proposed: Peter George. Seconded: Patrick Cullen.

For: 64. Against: 0 Abstain: 0

15. Election of Five Committee Members

Nomination

David Yates Patrick Cullen Fergal O'Driscoll David Woollard -Kingston Greg Newton

Proposed: Paul Cross. Seconded: Peter George

For: 64. Against: 0. Abstain: 0.



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16. Appointment of Honorary Verifier.

No Nomination. Received.

17. Appointment of Data Controller for the ensuing year.

David Woollard -Kingston was standing for re-election..

Proposed: Peter George. Seconded: Andy Morgan

For: 64. Against: 0 Abstain: 0.

18. Committee Proposals:

18.1 That as set out in the attached paper entitled Incorporation presented to the AGM, the necessary steps be taken to incorporate the Club as a Company Limited by Guarantee to be called Lowestoft Cruising Club Limited.*

Proposed: The Committee Seconded. Bish Cooper.

In introducing this item Charles Morland apologised for the length of the paper dealing with this issue which had been circulated with the agenda, but he felt it was necessary so that an informed debate could be held this evening on the principle of the matter rather than the details. He outlined these as

(i) Did the Member's present accept that there was a small but unavoidable risk that an incident resulting in serious personal injury might occur at the Club which might result in a significant claim which exceeded the amount of the Club's insurance cover and assets and which might therefore put individual members some; such as the Committee and Trustees at greater risk; but ultimately all Member's personal assets at risk?

(ii) If the Members accepted that assertion, were they content to run the risk or did they believe that the Club should take steps to protect member's personal assets from the consequences of such a risk materialising?

(iii) If they believed such steps should be taken, did Members accept that the most effective way of so doing was through a Company Limited By Guarantee?

In the debate which ensued Peter Reeve stated that his information was that only 215 of sailing clubs in the UK were incorporated. Charles Morland suggested that the majority of those had probably incorporated in recent years as the full implications of unincorporated status became more widely understood. He asked how the figure of 21% was broken down by year of incorporation,. Unfortunately Peter Reeve did not have that information available.

Both Phil; Betts and subsequently Andy Morgan both said that they both knew of and in some cases were members of clubs which had gone down the route of incorporation for the reasons outlined in the paper. In Andy's case he listed 12 east coast sailing clubs which have incorporated. Andy stressed the point that in the case of clubs of which he was a member which had incorporated, there had been no discernible difference in the way the clubs operated as far as members were concerned.

Peter Reeve expressed concerns about the potential loss of Members control of the management of the Club if it incorporated because, according to the Companies Act, Directors were appointed to the Board whereas at LCC members were elected to the Management Committee.

He was also concerned that because the Companies Act specified a number of onerous responsibilities on Directors then Members might be unwilling to serve as Directors

Thirdly he was concerned that The Companies Act requirement for Companies to file audited accounts would lead to a significant increase in administrative costs for the Club. Charles Morland explained that the point about appointment was a matter of semantics. Company Directors were appointed by the members of a company and the mechanism by which this was achieved was by election at the AGM at which all members were entitled to vote. This was exactly how the Management Committee of the existing Club was chosen each year at the AGM.

As far as the point about the duties and responsibility of directors are concerned these were principally:

- to act within powers in accordance with the company's constitution and to use those powers only for the purposes for which they were conferred
- to promote the success of the company for the benefit of its members
- to exercise independent judgement
- to exercise reasonable care, skill and diligence
- to avoid conflicts of interest
- not to accept benefits from third parties
- to declare an interest in a proposed transaction or arrangement

Those were indeed explicitly stated in the Companies Act 2006; however prior to that they were based on accepted common law principles which still subsist. Their inclusion in the Companies Act 2006 simply enshrined them in company law, it did not extinguish them as common law principles applicable in other areas of life. They therefore remained today as applicable to members of the Management Committee as they are to the directors of limited companies. The other responsibilities relate principally to ensuring that the company trades solvently, that proper financial records are maintained, and that a small number of statutory registers are maintained and filed along with the annual accounts. Those additional duties are not particularly onerous and are the administrative price paid for the benefits secured by limited liability status. They are designed principally to put anyone who deals with a corporate body on notice that its liability is limited and who is responsible for the management and control of that body. This enables those contemplating dealing with that company to make their own assessment of the financial risk to themselves of so doing.

Finally he explained that, as measured against the criteria set out in the Companies Act 2006, LCC if incorporated would qualify as a small company and able to dispense with the requirement to prepare and file audited accounts. The accounts could therefore continue to be verified as they are at present.

Andrew Pearson asked whether an alternative approach would be to increase the Club's insurance cover to a level which would cover any likely potential claim. Charles Morland, referring to the paper on this matter, agreed that that was a possible approach but that the regular, recurring costs of so doing were quite significant. Base on current rates this would be in the region of £48 per member per annum on top of existing fees and charges.

Paul Johnston referred to the fact that while incorporation would protect members personal assets, the Club's principal asset the set could still be lost in the event of a major claim.

Chris Wells explained that this possibility could be eliminated by structuring them incorporation differently whereby the land was held in a company limited by guarantee and leased to the Club for a nominal rent.

Kevin Smith spoke about an incident some years ago at a club of which he was a member which resulted in a fatality and a subsequent civil claim which, had it not failed on a technicality, would have destroyed the club and the financial well being of its chairman. Immediately afterwards the club restructured using one company limited by guarantee to hold the club's land and other assets and a second company limited by guarantee to operate the clubs day to day activities. In view of that experience he felt it imperative that the club pursue incorporation.

Richard Bennett spoke about an incident involving a broads cruiser he owned which fell over after being propped up by a boatyard resulting in a friend receiving serious injuries. He felt it illustrated how easily a momentary negligence could result in someone sustaining serious injuries.

Questions were asked as to whether there were alternative structures which, while not involving incorporation, would protect members. Charles Morland replied that he had looked at options such as becoming a Community Interest Amateur Sports Club. (CASC). Both had the disadvantage that they involved an irrevocable assets lock. Also the CIC option still required incorporation and the CASC option required membership to be open to anyone who wished to join.

After considering the report and all the contributions made from the floor members were of the view that further work should be undertaken to work up a more detailed scheme of possible incorporation and establish whether there were any other realistic avenues available to increase the protection of members and report back to a future AGM or SGM.

Andrew Pearson was of the view that, as an interim step, immediate action should be taken to increase the level of the Club's insurance cover substantially. Phil Betts pointed out that while insurance cover was valuable, great care needed to be taken to ensure that, at all times, all Conditions Precedent imposed by the insurers were fully observed, otherwise the apparent protection offered by insurance could prove to be illusory.

18.2 Definition of LOA

Proposal: That the definition of LOA for the purposes of Rule 14.1.2 as presented to the AGM in the attached paper be adopted. *

Proposed: The Committee. Seconded: Mike Foster

Jeremy Harrison felt that such a proposal could deter potential new members who owned classic boats with bowsprits from applying to join the Club and that this would be detrimental to the Club's long term future. He didn't feel that there was any safety issue with bowsprits extending beyond the finger pontoons because the main navigable channel in Lake Lothing ran close to the north side of the ABP marina and finally he stated that for Small Ships Registration purposes LOA was effectively defined as Length over Deck.

David Bird responded that the underlying issue was that the Club's boundary only extended a distance of 12 metres south of the southern edge of the main pontoons.

Ian Seath asked why this was a problem and in similar vein Paul Johnston asked why this was an issue.

Charles Morland explained that initially the Club's ownership of the seabed and therefore the its mooring rights extended to the middle of the harbour. However some years ago the Committee at the time became concerned that this might mean that if any dredging needed to be carried out in that area of the harbour ABP might seek a contribution from the Club towards those costs. Consequently the Club's Title at the Land Registry was

amended to show ownership of the seabed extending only 12 metres south of the southern face of the main pontoons. In effect abandoning any claim to land beyond that point. Some time later ABP undertook and exercise whereby they claimed and registered Title to any land within Lake Lothing which was not included in any other Titles. As a result the land the Club abandoned is now owned by ABP and if any part of any vessels moored at the Club extends over that boundary it is in effect trespassing.

After a lively discussion it was agreed that the three existing boats at the Club which marginally exceed 12 metre LOA could be accommodated within the Club's boundary if they were moored on the hammerheads. The issue therefore only related to new boats coming to the Club.

Mike Kippin therefore proposed an amendment to the proposal before the meeting namely to add the words

Lowestoft Cruising Club

before the words "Definition of Length Overall" in the title and adding the words This applies to all craft, including visitors, and shall be used in calculating berthing charges.

Between paragraphs 2 and 3 of the original proposal.

After further discussion and before the proposal was put to the vote Jim Hutcheson suggested that in view of various points raised perhaps the best way forward was for the matter to be considered in further detail by the new Committee and brought back to the next AGM.

After a brief discussion the current Committee agreed with that suggestion and agreed formally to withdraw the proposal.

(For: 9 Against: 0 Abstain: 0)

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18.3 Publication of Underway

Proposal: Unless by the close of the AGM a member(s) come(s) forward to deal with advertising, enveloping and distribution, then Underway will be published in future in electronic format only.

Proposed: The Committee. Seconded: Patrick Cullen

John Cooper outlined the reason for the proposal. Ian Seath referred to the fact that the move to online publication only would represent a saving to the Club. Jane Reeve asked whether reducing the physical size of the publication from A4 to A5 would help in reducing costs but Geoff Doggett was of the view that any savings in so doing would be minimal. A number of members asked whether moving to online only would affect advertising revenue.

Alan Ramsden, whose wife had for several years been responsible for selling advertising space and billing for it as well as enveloping and distributing Underway, explained the extent of the work involved. He also made the point that while he was supportive of the move to online only publication he felt it important that at least one hard copy of each edition was printed off and retained in the Club's files as an archive copy.

On the matter being put to the vote the proposal was approved.

For: 63. Against: 1 Abstain: 0

19. Member's proposal: To change the new member application process.

Placing a new members application for four weeks on the notice board is insufficient. This does not bring new member applications to the wider membership, that may not visit the club in that period.

Proposal is to change this process to include circulating the new application to the wider membership via email, as well as placing the application on the club notice board.

Prop: Kevin Smith. Seconded: Andrew Rowley.

The proposer spoke on this item. He was concerned that those Members who were unable to visit the Club regularly or did not log into the members area of the Club website regularly might not become aware of new applications to join the Club and therefore not be able to express an opinion on the suitability or otherwise of an applicant.

It was pointed out that new members details are already uploaded onto the club web site. It was suggested and that new member details along with their proposer and seconder; and the proposal would be put on the member section of the web site and an email sent to members to advise of this.

After a short discussion the matter was put to the vote and carried unanimously.

20. Commodores Closing Address.

John Cooper thanked everyone for their attendance and input to the evenings discussions and wished everyone a safe journey home.

Gull Will Bridge and Flood Protection

From an active sailors' point of view these are clouds on the horizon.

There is no doubt that we need both. Some years ago I remember standing on the south side of Mutford Lock bridge watching and listening to the sea water pouring over the top and into the Broad. A flood barrier will remove anxiety from residents and commercial enterprises alike in Lowestoft and its environs.

Dr David Bennett and Paul Gray are our representatives on the relevant committees and liaison groups involved with this and we are well served by them.

We are not yet sure just what restrictions will be imposed during construction, testing and operation but we are assured that we will be given plenty of notice of restrictions to navigation.

Incorporation

Charles, our secretary, will be giving a paper and explanation on this very important aspect in a way far more knowledgeable than I could. This subject will need more meetings during the coming year.

The RYA recommend incorporation for clubs such as ours.

Underway

A long standing publication but unless we have a volunteer to seek advertising and the revenue it attracts it is likely that we shall have to move to publishing Underway solely online. Luckily Colin Arnold is willing to continue as editor.

Fees and subscriptions.

It is my opinion that overall our fees should increase but the committee agree the subject should be left until after the planned extensive examination of the south side finger pontoon has been completed when we will have much better information of how much will need to be spent on maintenance.

We have to be very mindful of the significant increase and potential further increase in the cost of electricity. My ideas of new "posts" with outlets useable by pre-paid cards wasn't welcomed at committee and of course such a development would incur significant work and capital outlay. This year's cost and members contribution for electricity will I am sure be monitored closely.

Gratitude.

During the sixteen months or so I've served on the committee I've seen so much work undertaken by just a few members.

The committee members and those who beaver away at working parties know that I am grateful for their time and effort.

It might be seen as divisive to mention just a few but I consider it necessary.

If in error I have omitted your name then I apologise but I am sure that, on behalf of all our

members I have already thanked you.

Dicky Bird never seems to stop. Paul Cross, Chris Lucas, Roger Deith, Patrick, Jeremy H, Charles M and Harry G are all stalwarts..

I have to mention the divers who have freely given their time to undertake what must be the coldest and dirtiest work the club could conceive.

As I sail into the members will be served well. Keep safe.

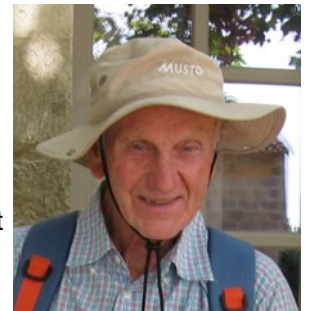


John

sunset I wish the very best for the new committee and hope that our

VICE COMMODORE'S REPORT AGM 2023

The 2022/23 year started of with a tremendous amount of work installing 9 replacement pontoon frames. All those who participated should give themselves a pat on the back.



A replacement finger end was constructed from new steel and at the same time extra cleats were manufactured. This was fitted with new flotation and wooden decking and replaced P16's as this was showing the worst signs of corrosion.

We are currently cleaning off the corrosion from the old frame to asses how much strength has been lost and it is hoped when this is completed it may be possible to send it for shot blasting and re-galvanising. There should be a considerable saving on constructing the end frames from new steel as a result. If this is successful it will form a rolling refurbishment programme that will spread over several years in order to keep the maintenance workload down.

Water taps on the main pontoon have had the high maintenance hose reels removed and the pipework refurbished. I am planning to invite the water company to inspect our supply and I hope to be able to declare it potable. This does not include the compound hose reels as they are required for pressure washing.

A roofed compound to the North of the club house has been established to **house garden** equipment and the tables and chairs used in the marquee. This has freed up space in the block house store and made storage in the later safer and easier.

Sadly the Dudley Hubbard and Paul Booty memorial bench legs had rotted despite many years of dedicated maintenance by a member. These have had repairs carried out and willing members have volunteered to strip and re varnish them ready for summer.

Craning of boats has had a dramatic increase in its cost which resulted in a rationalization of our lifting procedure. For the first time this year the crane was situated in a single position in the compound throughout the lift out, thus saving the time previously taken to move it between the western and eastern lifting points.

The old workshop container took up a potential boat space. On top of this the floor had collapsed due to corrosion and had had temporary repairs carried out. Relocation thus presented a problem which was resolved by the purchase of a replacement second hand container. We were fortunate that a new member had contacts and the container transport lorry he arranged was able to position and remove the old workshop at very minimal rates. It should be noted that when lifting the old container vast quantities of rust were left behind. QED this was not an unnecessary purchase.

Elsie the old club safety/work boat had become surplus to requirements. It was over-powered for our requirements, consumed a lot of fuel and needed a lot of maintenance to keep it running. It has therefore been disposed of and the role of safety/work boat transferred to our very old Dell Quay Dory, perhaps until such time as our finances are less stressed. This change required installing better seating and a suitable engine to make it workable. Our volunteer workforce have strengthened the transom, fitted robust seating and rowlocks with oars plus larger cleats. One of our members has supplied a 5HP two-stroke engine and following sea trials it has proven adequate for our operations. I would say it's fit for purpose but never a boat show exhibit. The Dory will be stored in the compound and deployed using the mast crane to reduce our maintenance commitment.

While preparing the compound for last years lift out the digger steering ram failed. One of our loyal members assisted us in getting this repaired promptly. I would like to thank him on behalf of all Club members as this is a vital piece of equipment when moving cradles around in preparation or lift ins and lift outs as well as more generally at working parties.

I have asked our Treasurer to allocate funds for routine maintenance of the digger in order to reduce the potential such breakdowns in the future.

The question has been asked if we should replace the digger and the consensus is that it is better to maintain it and rectify faults as they arise as there is no certainty we would be better off with what would have to be a different, but still secondhand, machine. Better the devil you know. Incidentally while on the subject of compound clearing please be mindful of other members when leaving equipment in the compound. I am afraid old mast storage can be a problem, particularly when left on the rack with radar brackets and rigging attached.

During the mid summer months I have reverted to our practice of ceasing all but essential maintenance to do what the club is in existence for, "sailing". Some wags have described our club as the Lowestoft Construction Company and at times I feel the same. It has to be said that past members have toiled ceaselessly as do various current members to provide the facilities we have at the lowest possible cost. This enthusiasm can not be over estimated, I am humbled by their dedication.

During the summer recess diving operations continued, dredging out and inspecting our venerable I beam slip rail supports. Since then work has progressed in difficult conditions with men often working thigh deep in black gluttonous mud. The current state of progress is encouraging and I am informed by our diver member they are getting close to finishing. The slip will likely be back in use sometime near lift in. Just a little word to those amongst us who think they could organise the work better. I for one know I am incapable of working in such conditions and I ask them to reflect on their comments.

Recently the winch has been overhauled with new motor bearings and the belts re-aligned. The satisfying thing is that is working much better than it has for many years. Finally with the new rails already laid down to mean low water we have been able to carry out a first limited trial run and the infamous lurch to the west that has been the cause of much worry in the past seems to have been corrected with the trolley remaining level down to the waters edge. I am feeling good about the way it works now and expect to be selling tickets for a ride soon. The new rails are just over 12 meters long so the joint issues should be greatly reduced and given that the correct fish plates have been used I expect this smooth running to last for a considerable time.

While on the subject of the slipway; the winch, the digger lifting arms and the mast crane have all recently been tested by external specialists and certified as fit for use within their respective safe working load limits.

Transferring equipment and fitting out of the replacement workshop has led to a substantial reorganisation of the whole workshop store complex. This work is ongoing, the most notable changes are a north side access door to the equipment store. The very distorted doors to the south are still in place and secured by a keyed padlock. A raised, paved, working platform has been constructed between the two containers and should be secure from most flood events. My very grateful thanks to all who have provided materials and labour.

A welding screen wall has been erected against the Petans fence and the existing heavy metal bench with its robust vice is now permanently fixed to this. I am hoping to roof over the area in order to provide an all weather open work space to avoid welding fume build up as is the case inside the workshop.

Maintenance of our main pontoons is a core requirement of our Club and frequently our volunteers spend time transporting various tools and equipment from the compound to them. This has in the past led to the boat trolleys being commandeered for long periods. Having not been used since the early days of construction the acetylene/oxygen bottles barrow had fallen into disuse, this has now been converted into a 4 wheel trolley which is more robust than the boat trolleys. This I am sure will reduce this toll and prove worthwhile.

The gabions, filled with concrete blocks, that were put in place some years ago around the seaward edges of the mound to support its foundations are rotating at the western end. Rectifying this is problematic. Various schemes are being looked into and as an interim action signs have been placed on the mound warning people to keep clear.

I plan to continue as last year and have a mid summer break in work parties and hopefully get some sailing in. I think the work load is starting to reduce and we are getting on top of things but I suspect the light at the end of the tunnel might prove illusory.

David Bird

Vice Commodore. 12th. February 2023

REAR COMMODORE'S REPORT

As we start to think about the new season, it is worth reflecting on the season just gone. LCC is a bit unusual in having so little easy sailing close to our home port. Once out of the pier heads the North Sea beckons and given that the tides and the weather need to be kind, it is difficult to find a window that is appropriate, especially for those with smaller boats or less experience.

The lingering worries of Covid have been compounded by other problems, the most frustrating of which has been the continued closure of the Haven Bridge in Great Yarmouth. Consequently most of my ideas for cruises came to nothing, although the Commodore did lead a successful short cruise to the rivers for a few boats and of course others have continued to "do their own thing" in fair wind and foul.

Hopefully more members will venture forth this season so fair winds to all and may your anchors never drag.

Chris Marchant

Rear Commodore

HON SECRETARY'S REPORT



The Committee started the 2022-23 year with a full complement of 12 members comprising 7 named office holders and 5 ordinary members. During the course of the year there were 4 office holder resignations and two co-options. Also, following one of those resignations, that of Mike Kippen as Honorary Treasurer on 21st March 2022, it was felt necessary by the Committee, in view of the importance of the post to arrange in accordance with Rule 5.1 for an early online Special General Meeting to elect as his successor Helen Hutcheson who had agreed to step into the breach.

At the time of writing the Committee has met on the second Thursday of each month save for the traditional exception of August and will meet once again on Thursday 9th March, the evening prior to the AGM. Zoom has continued to prove of value in enabling members to participate in meetings when, on occasions their personal commitments have precluded then getting to the Club in time, in person, on Management Committee evenings.

Over the course of the year four key themes have been occupied a significant amount of the Committee's time and these are reflected in specific items elsewhere on the Agenda, namely:

1. Risk Management,
- 2 Regular and Long Term Maintenance
3. Clarification of Waiting List and Mooring Allocation data
4. Incorporation.

Having a strong belief in open governance I have endeavoured, in Minuting meetings, to provide sufficient information to enable non committee members to gain a good understanding of the issues facing the Club and the approach taken by the Management Committee to those matters. I hope I have succeeded in this and that members have found it useful.

Although, over the past year I have enjoyed working with fellow Committee members and being involved in the management of the Club I have, with regret, decided not to offer myself for re-election at the AGM. Over the past 25 years my hearing has progressively deteriorated and inevitably will continue to do so. I feel it has now deteriorated to the point where, going forward, I could no longer effectively discharge the role of Hon. Secretary.

I have assured the outgoing Commodore and would like to take this opportunity to assure the Incoming Commodore and Committee that I will ensure a smooth handover to my successor and

that, if they so desire, I will continue to deal with the Club's insurance affairs. Also that, should the AGM decide to proceed with the proposal to incorporate, I am willing to contribute my time and knowledge to that process in order to reduce the amount the Club will otherwise need to spend on

legal fees.

Charles Morland

Hon. Secretary.

8. Honorary Treasurer's Report - Helen Hutcheson.

Helen Hutcheson introduced the accounts for the year ended 31 st December 2023 and invited questions.

Peter Reeve referred to the significant increase in expenditure between 2021 and 2022 and in the absence of an increase in fees and charges the inevitable impact this had had on the Club's bank balances which had reduced year on year by £13,573 from £110,743 to £97,170. He stressed that it was essential that action was taken to rebuild cash backed reserves in order to provide funds for future routine and long –term maintenance.

Peter Reeve also asked for clarification of the make-up of the aggregate figures shown in the accounts for "Equipment Maintenance" and "Mooring Maintenance"; and for a reconciliation of these to the amount spent in the year on the re-railing of the slipway.

Helen Hutcheson provided these explaining in the process that, as work on the slip re- railing project had taken place over the 2021 and 2022 financial years, the expenditure likewise had been split over those two years.

Helen Hutcheson also explained that, in the absence of a properly costed programme making clear the full extent of future routine and long-term maintenance requirements and the likely cost and phasing of this it was not possible to formulate a longer term strategy for mooring fees and charges. However, a great deal of work had already been done to identify and collect the required information and the incoming Committee would be in a position to complete this and come back to the next AGM with clear proposals.

Phil Betts supported the need for this and in doing so referred to the amount of backlog maintenance the current Committee had inherited.

In bringing discussion on this topic to a close John Cooper referred to views that had been circulating within the Club that Mike Pacey and his team had been paid out of Club funds for the work that they had be doing. He stressed that this was not the case. Helen Hutcheson concurred.

Peter Reeve also questioned the reason why insurance costs had increased by £1,137 year on year. Charles Morland, referring to the contents in the paper on Incorporation at Agenda Item 17.1, explained that as the Committee potentially had a much higher personal financial exposure should a significant claim against the Club for negligence succeed, a Management Liability policy had been put in place. This provided the Committee with an additional £5,000,000 cover.

9. Adoption of the Accounts

Proposal: That the Accounts for the financial year ended 31 st December 2023 be adopted.

Proposer: Michael Sparrow. Seconded: Ian Seath. carried unanimously

10. Determination of Fees and Charges for 2023/24.

ITEM CODE RATE PERIOD

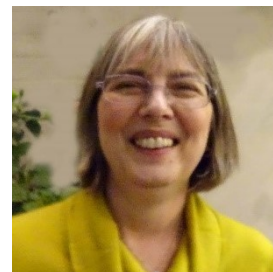
ANNUAL SUBSCRIPTION

Family IN02 £35.00 per annum

Single IN02 £30.00 per annum

Crew IN02 £30.00 per annum

Visitor IN05 £1.00 Per day (included in mooring fee)



ENTRANCE FEE

On joining the Club (Family & Single) IN01 £100.00 One off payment (non returnable)

On joining the Club (Crew membership) FOC

LOAN MONIES

Site Development Fund IN17 £100.00 Returnable on resigning membership

Mooring Waiting List Deposit IN19 £50.00 Returnable or Transferable

Key money (Allocated Berth) 1N18 £350.00 Returnable on giving up berth allocation

MOORING FEES

Members Allocated IN03 £9.60 per 0.5 metre/annum

Members Non Allocated Daily IN04 £0.13 per 0.5 metre/day

Members Non Allocated Weekly IN04 £0.53 per 0.5 metre/week (4 X day rate)

Members Non Allocated Winter IN04 £5.40 per 0.5 metre/winter period

Visitors (Temp. members) Daily IN05 £1.20 per 0.5 metre/day

Services Surcharge IN13 £1.00 per day

Visitors Winter Mooring. IN05 £27.00 per 0.5 metre/winter period

HARBOUR DUES

ABP's Harbour Dues Up from £230.42 IN16 £259.22 Less 50% per annum = £129.61 (Subject to ABP)

Harbour Users Premium (20% of £259.22) IN07 £ 51.84 Per annum (Subject to ABP)

USE OF CLUB EQUIPMENT

Mast Crane IN14 £ 5.00 per single use

Slipway/Trolley IN14 £ 20.00 per day

HARD STANDING STORAGE (Full members only)

Winter Allocated IN06 £1.86 per 0.5 metre/winter period

Winter Non Allocated IN06 £7.26 per 0.5 metre/winter period (= Mooring + £1.86)

Summer Non Allocated IN04 £0.53 per 0.5 metre/week (As per Non Allocated Mooring)

Cranage

Lift In/Out IN11 (Subject to form of Lift arrangement)

Lift In/Out Cancellation Fee IN11 £ 50.00

Late Payment of Invoice Surcharge £ 25.00 Invoked for late payment of any Club invoice

Proposed: The Committee. Seconded: Jim Hutcheson.

For: 63. Against: 1 Abstention: 0

11. Determination of Third Party Insurance as per Rule 4.2.2

The Management Committee propose £3,000,000 – no change on last year.

Proposed: The Committee. Seconded: Paul Johnston.

For: 63. Against: 0. Abstain: 1.



12. Mooring Officer's Report:

Peter Hytch said that in standing down after 9 years as Moorings Officer he wished to thank the many Members who had helped him over the years in undertaking what he had found a very enjoyable role. He also took the opportunity to introduce to the meeting Andrew Pearson who had agreed to stand for election as the new Moorings Officer.

13. Social Secretary's Report:

In introducing his report Jim Hutcheson thanked his predecessor, Paul Johnston for his work in kick starting social events after the lifting of Covid restrictions. He went on to say that from that base social functions had continued to grow and be much enjoyed by those Members who attended. To date there had been a successful Laying Up supper and Annual Dinner and the Fitting Out supper was due to be held the evening following the AGM.

He felt sure that Alan Stephens who had been nominated for the role of Social Secretary would continue to build on this firm foundation in the coming year

14. Election of Officers for the ensuing Year

All nominations being unopposed were voted on en-bloc by a show of hands.

Office Nominated

Commodore Jim Hutcheson

Vice Commodore David Bird

Rear Commodore Non Nomination received

Hon. Secretary Sally Cullen

Hon. Treasurer Helen Hutcheson

Hon. Moorings Officer Andrew Pearson

Hon. Social Secretary Alan Stephens

Proposed: Peter George. Seconded: Patrick Cullen.

For: 64. Against: 0 Abstain: 0

15. Election of Five Committee Members

Nomination

David Yates

Patrick

Fergal O'Driscoll

David Woollard -Kingston

Greg Newton

Proposed: Paul Cross. Seconded: Peter George.

For: 64. Against: 0. Abstain: 0.

16. Appointment of Honorary Verifier.

No Nomination. Received.

17. Appointment of Data Controller for the ensuing year.

David Woollard -Kingston was standing for re-election..

Proposed: Peter George. Seconded: Andy Morgan

For: 64. Against: 0 Abstain: 0.

18. Committee Proposals:

18.1 That as set out in the attached paper entitled Incorporation presented to the AGM, the necessary steps be taken to incorporate the Club as a Company Limited by Guarantee to be called Lowestoft Cruising Club Limited.*

Proposed: The Committee Seconded. Bish Cooper.

In introducing this item Charles Morland apologised for the length of the paper dealing with this issue which had been circulated with the agenda, but he felt it was necessary so that an informed debate could be held this evening on the principle of the matter rather than the details. He outlined these as

(i) Did the Member's present accept that there was a small but unavoidable risk that an incident resulting in serious personal injury might occur at the Club which might result in a significant claim which exceeded the amount of the Club's insurance cover and assets and which might therefore put individual members some; such as the Committee and Trustees at greater risk; but ultimately all Member's personal assets at risk?

(ii) If the Members accepted that assertion, were they content to run the risk or did they believe that the Club should take steps to protect member's personal assets from the consequences of such a risk materialising?

(iii) If they believed such steps should be taken, did Members accept that the most effective way of so doing was through a Company Limited By Guarantee?

In the debate which ensued Peter Reeve stated that his information was that only 215 of sailing clubs in the UK were incorporated. Charles Morland suggested that the majority of those had probably incorporated in recent years as the full implications of unincorporated status became more widely understood. He asked how the figure of 21% was broken down by year of incorporation,. Unfortunately Peter Reeve did not have that information available.

Both Phil; Betts and subsequently Andy Morgan both said that they both knew of and in some cases were members of clubs which had gone down the route of incorporation for the reasons outlined in the paper. In Andy's case he listed 12 east coast sailing clubs which have incorporated. Andy stressed the point that in the case of clubs of which he was a member which had incorporated, there had been no discernible difference in the way the clubs operated as far as members were concerned.

Peter Reeve expressed concerns about the potential loss of Members control of the management of the Club if it incorporated because, according to the Companies Act, Directors were appointed to the Board whereas at LCC members were elected to the Management Committee. He was also concerned that because the Companies Act specified a number of onerous responsibilities on Directors then Members might be unwilling to serve as Directors

Thirdly he was concerned that The Companies Act requirement for Companies to file audited accounts would lead to a significant increase in administrative costs for the Club.

Charles Morland explained that the point about appointment was a matter of semantics.

Andrew Pearson asked whether an alternative approach would be to increase the Club's insurance cover to a level which would cover any likely potential claim. Charles Morland, referring to the paper on this matter, agreed that that was a possible approach but that the regular, recurring costs of so doing were quite significant. Based on current rates this would be in the region of £48 per member per annum on top of existing fees and charges.

Paul Johnston referred to the fact that while incorporation would protect members' personal assets, the Club's principal asset the set could still be lost in the event of a major claim.

Chris Wells explained that this possibility could be eliminated by structuring the incorporation differently whereby the land was held in a company limited by guarantee and leased to the Club for a nominal rent.

Kevin Smith spoke about an incident some years ago at a club of which he was a member which resulted in a fatality and a subsequent civil claim which, had it not failed on a technicality, would have destroyed the club and the financial well being of its chairman. Immediately afterwards the club restructured using one company limited by guarantee to hold the club's land and other assets and a second company limited by guarantee to operate the club's day to day activities. In view of that experience he felt it imperative that the club pursue incorporation.

Richard Bennett spoke about an incident involving a broads cruiser he owned which fell over after being propped up by a boatyard resulting in a friend receiving serious injuries. He felt it illustrated how easily a momentary negligence could result in someone sustaining serious injuries.

Questions were asked as to whether there were alternative structures which, while not involving incorporation, would protect members. Charles Morland replied that he had looked at options such as becoming a Community Interest Club (CIC) or a Community Amateur Sports Club (CASC). Both had the disadvantage that they involved an irrevocable assets lock. Also the CIC option still required incorporation and the CASC option required membership to be open to anyone who wished to join.

After considering the report and all the contributions made from the floor members were of the view that further work should be undertaken to work up a more detailed scheme of possible incorporation and establish whether there were any other realistic avenues available to increase the protection of members and report back to a future AGM or SGM.

Andrew Pearson was of the view that, as an interim step, immediate action should be taken to increase the level of the Club's insurance cover substantially. Phil Betts pointed out that while insurance cover was valuable, great care needed to be taken to ensure that, at all times, all Conditions Precedent imposed by the insurers were fully observed, otherwise the apparent protection offered by insurance could prove to be illusory.

18.2 Definition of LOA

Proposal: That the definition of LOA for the purposes of Rule 14.1.2 as presented to the AGM in the attached paper be adopted. *

Proposed: The Committee Seconded: Mike Foster

Jeremy Harrison felt that such a proposal could deter potential new members who owned classic boats with bowsprits from applying to join the Club and that this would be detrimental to the Club's long term future. He didn't feel that there was any safety issue with bowsprits extending beyond the finger pontoons because the main navigable channel in Lake Lothing ran close to the north side of the ABP marina and finally he stated that for Small Ships Registration purposes LOA was effectively defined as Length over Deck.

David Bird responded that the underlying issue was that the Club's boundary only extended a distance of 12 metres south of the southern edge of the main pontoons.

Ian Seath asked why this was a problem and in similar vein Paul Johnston asked why this was an issue.

Charles Morland explained that initially the Club's ownership of the seabed and therefore the its mooring rights extended to the middle of the harbour. However some years ago the Committee at the time became concerned that this might mean that if any dredging needed to be carried out in that area of the harbour ABP might seek a contribution from the Club towards those costs.

Consequently the Club's Title at the Land Registry was amended to show ownership of the seabed extending only 12 metres south of the southern face of the main pontoons. In effect abandoning any claim to land beyond that point. Some time later ABP undertook and exercise whereby they claimed and registered Title to any land within Lake Lothing which was not included in any other Titles. As a result the land the Club abandoned is now owned by ABP and if any part of any vessels moored at the Club extends over that boundary it is in effect trespassing.

After a lively discussion it was agreed that the three existing boats at the Club which marginally exceed 12 metre LOA could be accommodated within the Club's boundary if they were moored on the hammerheads. The issue therefore only related to new boats coming to the Club.

Mike Kippin therefore proposed an amendment to the proposal before the meeting namely to add the words
Lowestoft Cruising Club

before the words "Definition of Length Overall" in the title and adding the words This applies to all craft, including visitors, and shall be used in calculating berthing charges. Between paragraphs 2 and 3 of the original proposal.

After further discussion and before the proposal was put to the vote Jim Hutcheson suggested that in view of various points raised perhaps the best way forward was for the matter to be considered in further detail by the new Committee and brought back to the next AGM.

After a brief discussion the current Committee agreed with that suggestion and agreed formally to withdraw the proposal. (For: 9 Against: 0 Abstain:0)

18.3 Publication of Underway

Proposal: Unless by the close of the AGM a member(s) come(s) forward to deal with advertising, enveloping and distribution, then Underway will be published in future in electronic format only.

Proposed: The Committee. Seconded: Patrick Cullen

John Cooper outlined the reason for the proposal. Ian Seath referred to the fact that the move to online publication only would represent a saving to the Club. Jane Reeve asked whether reducing the physical size of the publication from A4 to A5 would help in reducing costs but Geoff Doggett was of the view that any savings in so doing would be minimal. A number of members asked whether moving to online only would affect advertising revenue.

Alan Ramsden, whose wife had for several years been responsible for selling advertising space and billing for it as well as enveloping and distributing Underway, explained the extent of the work involved. He also made the point that while he was supportive of the move to online only publication he felt it important that at least one hard copy of each edition was printed off and retained in the Club's files as an archive copy.

On the matter being put to the vote the proposal was approved.

For: 63. Against: 1 Abstain: 0

19. Member's proposal: To change the new member application process.

Placing a new members application for four weeks on the notice board is insufficient. This does not bring new member applications to the wider membership, that may not visit the club in that period.

Proposal is to change this process to include circulating the new application to the wider membership via email, as well as placing the application on the club notice board.

Prop: Kevin Smith. Seconded: Andrew Rowley.

The proposer spoke on this item. He was concerned that those Members who were unable to visit the Club regularly or did not log into the members area of the Club website regularly might not become aware of new applications to join the Club and therefore not be able to express an opinion on the suitability or otherwise of an applicant.

It was pointed out that new members details are already uploaded onto the club web site. It was suggested and that new member details along with their proposer and seconder; and the proposal would be put on the member section of the web site and an email sent to members to advise of this.

After a short discussion the matter was put to the vote and carried unanimously.

20. Commodores Closing Address.

John Cooper thanked everyone for their attendance and input to the evenings discussions and wished everyone a safe journey home.

Footnote: * The attached papers referred to in items 18.1 and 18.2 are those distributed with the Final Agenda for the meeting.



The bridge at Southwold. (David Yates)

LOWESTOFT CRUISING CLUB

Subscriptions, Fees and Charges 2023/24

ITEM CODE RATE PERIOD

ANNUAL SUBSCRIPTION

Family IN02 £35.00 per annum

Single IN02 £30.00 per annum

Crew IN02 £30.00 per annum

Visitor IN05 £1.00 Per day (included in mooring fee)

ENTRANCE FEE

On joining the Club (Family & Single) IN01 £100.00 One off payment (non returnable)

On joining the Club (Crew membership) FOC

LOAN MONIES

Site Development Fund IN17 £100.00 Returnable on resigning membership

Mooring Waiting List Deposit IN19 £50.00 Returnable or Transferable

Key money (Allocated Berth) 1N18 £350.00 Returnable on giving up berth allocation

MOORING FEES

Members Allocated IN03 £9.60 per 0.5 metre/annum

Members Non Allocated Daily IN04 £0.13 per 0.5 metre/day

Members Non Allocated Weekly IN04 £0.53 per 0.5 metre/week (4 X day rate)

Members Non Allocated Winter IN04 £5.40 per 0.5 metre/winter period

Visitors (Temp. members) Daily IN05 £1.20 per 0.5 metre/day

Services Surcharge IN13 £1.00 per day

Visitors Winter Mooring. IN05 £27.00 per 0.5 metre/winter period

HARBOUR DUES

ABP's Harbour Dues Up from £230.42 IN16 £259.22 Less 50% per annum = £129.61 (Subject to ABP)

Harbour Users Premium (20%of £259.22) IN07 £ 51.84 Per annum (Subject to ABP)

USE OF CLUB EQUIPMENT

Mast Crane IN14 £ 5.00 per single use Slipway/Trolley IN14 £ 20.00 per day

HARD STANDING STORAGE (Full members only)

Winter Allocated IN06 £1.86 per 0.5 metre/winter period

Winter Non Allocated IN06 £7.26 per 0.5 metre/winter period (= Mooring + £1.86)

Summer Non Allocated IN04 £0.53 per 0.5 metre/week (As per Non Allocated Mooring)

Cranage Lift In/Out IN11 (Subject to form of Lift arrangement)

Lift In/Out Cancellation Fee IN11 £ 50.00

Late Payment of Invoice Surcharge £ 25.00 Invoked for late payment of any Club invoice

Local Agents for:

- Raymarine
- Simrad
- B&G
- Garmin
- Icom
- Standard Horizon
- Navionics & CMap Charts
- Victron Energy
- Yacht Devices
- Antisense
- Johnson Pumps
- Rutland Wind Turbines
- Shakespeare Antennas
- Blue Sea
- NASA

and many more.....



KM Electronics Ltd

Brooke Business Park, Heath Road
Lowestoft NR33 9LZ

sales@kmelectronics.co.uk

Tel: 01502 569079

www.kmelectronics.co.uk

Kevin and Michelle...
would like to say a big thank
you to all club members for their
continued custom.

We will always try to offer
competitive pricing and an
additional Club discount, where
ever possible



Sent in by Robin and Sue. Global warming or Photoshop?

RED DIESEL DOYOU KNOW THE DOS AND DON'TS



Heading into the new season, recreational boaters are reminded of their responsibility to ensure they make the correct declaration when purchasing red diesel.

The RYA was delighted when it was announced in March 2021 that recreational boaters would retain the right to purchase red diesel at the waterside in Great Britain provided the full rate of duty was paid when purchasing fuel for the purposes of propulsion. Regrettably, in Northern Ireland recreational boaters did not receive the same benefit and are no longer able to use red diesel for propulsion.

An essential part of the new law in Great Britain (GB) is that recreational boaters buying red diesel must declare the per cent of fuel being used for either propulsion or for domestic usage. If you are purchasing red diesel, then there is always a possibility that HMRC will ask to see fuel receipts and evidence of usage.

Retaining access to red diesel for recreational boaters at the waterside is an entitlement that should be valued to ensure supplies are available in the more remote ports and harbours. It is crucial that the processes in place are respected to ensure that it is not jeopardised.

Do not

Do not assume a split of 60% for propulsion and 40% for domestic use if this does not accurately reflect your intended use.

If in Northern Ireland, do not put red diesel into the tank of a private pleasure craft for propulsion purposes.

Do

When buying diesel for your craft, do make a declaration to the supplier based on your intended use.

Declare what **percentage** of the fuel will be used for propulsion (as opposed to domestic purposes such as heating or cooking). There is no fixed allowance for propulsion vs domestic purposes.

If your primary residence is your boat, it will help to have documentation available which confirms this when buying fuel for domestic use.

If you are visiting Northern Ireland from GB, do retain receipts to show that the fuel was purchased in GB.

Do always retain receipts when purchasing red diesel, especially when visiting other countries. It is also useful to log engine hours.

If you have any questions regarding the purchase and usage of red diesel, please visit the [Cruising pages](#) or [email](#) the RYA Cruising team.

Sent in by Tony Meacock

IS THIS REALLY YOU?

I haven't come across any recently, but newspapers, magazines used to publish regularly questionnaires on a myriad of subject matter. I recall in my late teens coming across one in a basic psychology book, filling it in and being very surprised, that, unlike my true-blue Tory parents I was a rabid socialist. Another I found later in life promised to guide you to your perfect career choice. I never completed that one as I had already embarked on spending my adult life with children. (So that's why you're so childish now? Who said that?)

In the spirit of the Editor's quirky creativity and therefore with no scientific basis whatsoever you are invited to take part in Lowestoft Cruising Club's Questionnaire to see what sort of sailor you really are.

You are 'out there' alone with a rising F7 would you:

- (a) Head for the nearest harbour at full speed?
- (b) Roll in the genoa and put two reefs in the main?
Heave to, go below and put the kettle on?



2. Going through the Ipswich Lock the accompanying large motor cruiser revs up to exit pushing you hard against the wall

- (a) Do you rush to adjust the fenders?
- (b) Get out the tool box for immediate repairs?
- (c) Swear very loudly bringing doubt on the legitimacy of the fellow skipper?

3. You motor sharply off the pontoon forgetting the attached electricity cable.

- (a) Do you return to the ponton, inspect the damage and make an apologetic phone call to the Vice Commodore?
- (b) Remove the cable and hurry off for the 0945 bridge?
- (c) When you get back from your weekend in Southwold report to the V.C. that someone must have run into the electricity box with a metal trolley?

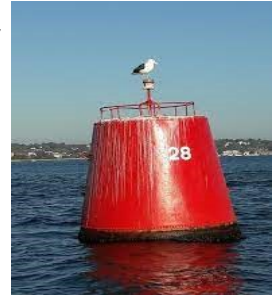
4. You are relaxing at anchor at Wrabness and you spot a killer whale on your port side, do you

- (a) Immediately alert the Coast Guard with time and position?
- (b) Put on your glasses and think it's a large seal?
- (c) Promise to lay off the scrumpy or possibly congratulate your mate's ability with Photoshop
- (d) Heave to, go below and put the kettle on?
- (e) Have a word with Robin and Sue?



5. Halfway through laying the anchor at Ramsholt you remember you hadn't replaced the rusty shackle securing chain to boat. Do you

- (a) Stamp on the chain to stop it running hoping your leg won't go over the bow roller with the rattling chain?
- (b) Question your memory as the last of the chain flips over the bow?
- (c) Try and remember the Club member who is a Diver?



6. There should be a port hand buoy one nautical mile ahead. But there isn't

- (a) You already know because you're totally up to date with Notices to Mariners.
- (b) You've double checked the chart and the GPS and the buoy is the size of a small bungalow. Why can't you see it?
- (c) You think it's been cut adrift by a Russian sub. Or an orca. You're not bothered you know the way.

7. You have just cleared the Sandford Channel and your crew is being violently sick. Do you

- (a) You supply a glass of water, some Sturgeson tablets and point to the leeward side.?
- (b) Tell the crew to go below but take a bucket with them.?
- (c) Consider issuing a May Day because it would be fun to have a helicopter lift someone off the boat and it would make good copy for 'Under Way'.?



8. A new, young member of the opposite gender asks you for sailing tuition

- (a) You ignore the winning smile and recommend an RYA shore based course.
- (b) You point them to an older member as you know your husband/wife wouldn't approve.
- (c) You've forgotten all about tidal ranges, secondary ports, Col Regs and the like. What could I possibly teach a newby?

9. Do you know what these stand for? AIS, GPS, BST, MSSSI, RYA, VHF

HW, EFF OFF.

- (a) A responsible sailor needs to learn and apply his/her knowledge.
- (b) I relax in knowing most of them.
- (c) In all circumstances, I apply the last one.



10. A Club Officer points out the fringe of weed on your waterline. Do you

- (a) Thank him for his observation and immediately get the broom?
- (b) Laugh and say that it's your contribution to the Green Movement?
- (c) Refer him to 9c?

RESULTS

Mostly (a). You are a fine responsible member of LCC with an up to date understanding of all things nautical. But you're a boring git!

Mostly (b) Probably a competent sailor, a bit idle, relaxed. Have more voyages in your head than in the boat. Could this be you?

Mostly (the other one) Please don't ask me to crew for you.



ANTIFOUL BEST PRACTICE

Antifouling is toxic to aquatic life - concentrated amounts of copper can enter the marine environment during the removal of antifouling paint:

Avoid antifoul scrapings from entering the water by collecting in a tarpaulin.

Dust from sanding paint and antifouling coatings is toxic. Using a dustless vacuum sander will also protect your health.

Take advice from your chandlery on the correct type of antifoul for your location – preferably with the lowest levels of biocides and copper suitable for your needs.

Apply the right amount of antifouling required and do not spill it – when applying use a sheet to collect drip.

Dispose of used brushes, rollers and trays and empty cans of antifoul as hazardous waste.

<http://www.rya.org.uk/knowledge-advice/environmental-advice/Pages/antifouling.aspx#WspF18IH10M.email>

MESSAGE FROM THE COMMODORE

Dear Members,

Following the AGM in early March your new management committee has just held its second committee meeting and I am pleased to be able to report that the new members of the committee are starting to settle into their respective roles with an encouraging degree of enthusiasm. Most of the topics covered in our meetings so far have been to deal with the general day to day processes of managing our club and have proved to be fairly straightforward with no cause for concern.

However, one problem that we, as a committee, have inherited from previous administrations is that of the refurbishment of our slipway. Over the last two years a great deal of time, effort and money has been expended on this project and just when we were all thinking that the end was in sight a further significant problem has now been presented to us.

At this stage debating the rights and wrongs of how this project was planned, costed and managed will do nothing to help the harmony of the club which is a major consideration to your committee. The club has gone through a few difficult and acrimonious years for one reason or another and it is important that we try to build on the improved atmosphere that has started to form over the last few months. This is why I am writing to you all now, in moorings.

In the course of refurbishing the slipway rails we are informed that galvanic corrosion is already, after just a few months, starting to attack the new rail installations. Some of our longer standing members of the club will be aware and remember that galvanic corrosion has always been particularly bad in the area of our moorings between our pontoon access bridge and the slipway. Anodes fitted to the sheet piling on the western side of the mound always fizzed away to nothing at a rate that defied logic or reason. The committee at that time nor Z-Guard (The Anode specialists) could find a plausible explanation for the problem, though several unsubstantiated explanations were suggested at the time. Given that this area of the moorings has always been sensitive to galvanic corrosion the choice of materials used has caused a problem for the I beams which was not foreseen.

Having had this new problem presented to us the new committee will now have to take a further look at a project that was thought to be near completion. The implications of the concerns raised will have to be investigated and quantified in order to establish the best course of action. Our main concern is to protect member's boats which are close to the slipway from possible extra galvanic corrosion.

The other concern is for the I beams which are suffering because the rails appear to be incompatible. Once the rails have been removed we will evaluate our options. This could obviously involve some professional fees but it would seem that no matter which way we turn now there is going to be further expenditure on this project.

At the moment we don't have enough information to enable us to advise you of the options available and their relative cost implications, less so to be able to recommend a course of action to you. Once

more information has been established we will inform you accordingly to determine what your preferences are regarding the next step in the process.

In the meantime, if you have any further questions or require any further information, please do not hesitate to contact me on 07546072772

Jim Hutcheson

Commodore

CALOR GAS



Further to its published decision in [January](#) to discontinue its small capacity LPG cylinders from 01 February 2023, the Boat Safety Scheme (BSS) has been informed that Calor will be changing its position having listened to the concerns of the BSS, the RYA, and the wider boating community.

Calor has made a statement to the BSS about the continued supply of LPG in its small cylinder sizes, 3.9kg propane and 4.5kg butane, for the immediate future which gives those affected recreational boaters a little breathing space and a golden opportunity to plan for alternative arrangements – either LPG cylinders from alternative suppliers or introducing safe and well-fitted adjustments to their gas system by competent installers.

The Calor statement to the BSS in full says: “In January we announced plans to streamline our small cylinder range to help put us in a better position to service our wider cylinder customers who rely on us to provide their home heating and hot water.

“In taking this decision we underestimated the impact this would have on specific user groups who use the 3.9kg propane and 4.5kg butane cylinders for caravanning and boating. We have listened to concerns, and we are finalising plans to continue to exchange and refill serviceable* cylinders of these sizes, phasing them out of supply over a longer time frame. This should give users additional time to source an alternative way to power their onboard facilities.

“We are working out the full details of this process and will communicate this as soon as we can.”

**Serviceable cylinders are those that do not require refurbishment, due to age or damage. Calor is able to keep this stock of cylinders in circulation for the foreseeable future. However, they will be phased out once they reach end of life and will not be replaced by new cylinders of these sizes. Cylinders that are deemed un-serviceable will be taken out of circulation. This means that over time, and as the number of cylinders decrease, supplies will be limited for users of these specific sizes.*

The RYA and BSS would like to encourage recreational boaters to take advantage of Calor’s new position and to use the opportunity. If changes are necessary, you can find the details of registered gas engineers via the [Gas Safe Register website](#). This will ensure that any changes are safe and compliant with boat LPG Codes of Practice and BSS Requirements.

Update 19/04/23

Calor have advised that prior to collection, customers should phone their nearest centre to check if they have stock, place an exchange order, pay for the gas and obtain an order number. This is due to a limited number of in-service cylinders and this stock will be available in exchange for an empty cylinder and only at Calor’s Distribution Centres. You can find your nearest Distribution Centre by visiting the [Calor website](#).

If you have any questions regarding the purchase or usage of gas, please visit the [Cruising pages](#) or [email](#) the RYA Cruising team.

Sent in by Tony Meacock

SMALL ADS

Items for sale that are no longer needed!

Avon Redstart dinghy, complete with Seagull outboard motor and bracket, floorboards, oars, pump. Very little used no leaks in excellent condition. £450.00

Shortie Wetsuit size 44-46" little used and very good condition £25.00

6 Crewsaver Auto Lifejackets £10.00 each Not the latest model but sound.

Please contact Roger Shaw 079719 4411

Please note that there is no charge for small adverts.

Clear out the garage now of all those sailing items

Email the Editor

colin.arnold72@gmail.com

BORDER FORCE LATEST



Border Force has introduced a new way for those travelling to and from the UK on pleasure craft to report their journey.

Since 01 January it has been a legal requirement to report your departure from and arrival in the UK by pleasure craft. Anyone who owns, or is responsible for, a pleasure craft that sails to or from locations outside the UK and the Isle of Man is required to provide information about:

- the vessel
- the voyage
- individuals on-board
- good documentation

This was previously reported through the C1331 Form. This has now been replaced with a faster, simpler, and editable digital form that can be submitted online.

Why introduce a new service?

The new [Pleasure Craft Report Service \(sPCR\)](#) helps maximise maritime border security while making it faster and easier for those travelling on pleasure craft to report the necessary information in advance of travel to or from the UK. The new digital pleasure craft report is a one-stop service, recording all necessary information for both Border Force and HMRC.

The previous [C1331 Form](#) can still be downloaded and posted if required. However, wherever possible, Border Force encourages the use and promotion of the new digital service. Further information on the new service can be found on the [GOV.UK website](#).

Using a smart phone or tablet?

If you need to make a report using a mobile phone or tablet, the sPCR should now provide a viable mechanism for doing so. You will still be dependent on having internet access, but your vessel details, details of the people on-board and your passage information can be added and saved in advance, so you just make any necessary amendments and submit the report.

Posting a paper form remains an option if submitting your report online is impractical and a pleasure craft report (sPCR) fall back template is also provided. This is an excel version (which may not be suitable for completion on mobile devices (e.g. smart phone or tablet)) that will allow data to be submitted by email to the National Yachtline and the relevant regional Border Force command.

The process

Reporting using sPCR replaces the submission of the C1331 (or eC1331) all other procedures e.g. flying the Q flag (unless you are arriving from an EU member state into Northern Ireland) remain. You can find further information about these procedures on the [Entry and Exit Formalities page](#) on the RYA website. This page will be updated on an on-going basis if the RYA is notified of any changes to the process for arriving in or departing from the UK.

Visitors to the UK may wish to refer to the information on the [Visiting the UK page](#) on the RYA website which explains the procedures for bringing your boat to the UK under Temporary Admission.

Feedback

Boaters are encouraged to make their departure and arrival reports using the sPCR from now on. Improvements are being made to the system following testing and continuous updates are planned as feedback from users of the sPCR is received. When you register for an account your confirmation email includes a support email address and there is an option to give [feedback](#).

For further information about the sPCR please visit the [GOV.UK website](#).

If you are a RYA Member and have a query about travelling to and from the UK, contact the RYA Cruising Team: cruising@rya.org.uk.

Sent in by Nick Tottie



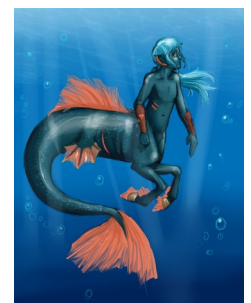
EASY GO ON THE WAY HOME



Eric Richardson and 'Easy Go' off the Humber. Crew David Bird and David Yates

WORDS AND PHRASES

Africa: The Afri tribe occupied the ancient city of Carthage on the North African coast near present-day Tunis. They were named after Aphroi, meaning 'sea foam', the ichthyocentaur King of Lybia in ancient Greek mythology. Was an ichthyocentaur, or marine centaur, he was typically depicted as having the upper body of a man, horse's hooves for hands and the tail of a fish instead of legs, as well as lobster-claws for horns.



A LIFE OF SAILING

Well, where to begin,! |Firstly to say how very strange it is to be boatless after 57 years albeit temporary. I have always had an interest in boats starting as a small boy with a model yacht given to me by my grandparents, this accompanied me on holiday with my parents, usually to the east coast, Bridlington, Scarborough or Whitby. Scarborough being my favourite as the boating lake in Peasholm park was very 'rustic' and had what I call natural harbours. It had a lovely setting as it was in an area of trees and gardens with plenty of seating for parents watching proceedings. Mum always carrying a towel and extra clothing as inevitably I would launch myself along with the boat, at some point.

What dreams this little boat conjured up dreams that many years later materialised. My interest continued through the years by building and sailing model boats, some were RAF launches electrically driven, some were hydroplanes driven by diesel aeroplane engines, the props of which had a taste for finger ends when starting (ouch!). Some friends whom I had met through the local model flying club decided that they were going to build a speed boat for the purpose of water skiing and asked if I would be interested in helping, of course my answer was yes. Research commenced with Keith and Margaret leading as it was their project and they were after all financing the project.

After a period of time looking at plans and materials, a costing exercise including time consideration, sparked the question with Keith, "It could be cheaper or as cheap to buy a second hand fibreglass boat and certainly quicker." (who was I to argue?) So with this in mind the weekends from this point were spent looking around marinas far and wide.

Eventually a suitable boat was found, a Fletcher Arrow V 139 complete with 40hp Evinrude outboard and set of water skis. Great excitement! A local boat club was found with a base on the River Trent about an hours drive away, people were very helpful and gave much needed advice.

Amongst our immediate requirements were, of course, wet suits. After discussion it was decided to make our own. Kits were ordered and we eagerly awaited their arrival when measuring, cutting and gluing commenced. Once trying on and adjustments made, we were ready and the next available Sunday (club day) we were off to our full immersion baptism !!! All went well and we were hooked on this new sport.

This continued for the whole of that summer incorporating a fantastic 2 weeks holiday in a caravan in Abersoch with remarkable weather. We were joined by some friends of Keith and Margaret's from Manchester who owned a GP 14 Sailing Dinghy, which of course stimulated my interest further in Sail.

Gradually my interest in sailing grew and it wasn't too long before my thoughts turned to owning my own sailing boat and the various ways that I could achieve it. I was 17 at the time and Parkgate Iron and Steel company(later British Steel) apprentices pay was £4/week take home pay, By the time various living expenses didn't leave much for savings but with various part time jobs I was in a position to look around for a way forward to boat ownership. Enter the Daily Mirror newspaper, which in conjunction with Barry Bucknell (DIY expert at the time) and Bell Woodworking Leicester, were offering a way to get members of the public The Mirror introduced the 'Mirror Dinghy' a 10'10" boat that could be sailed, rowed or used with an outboard motor. The boat was available ready to sail or as a kit. Guess which I chose? The kit was the cheapest option and was secured paying a deposit of £25 with the balance being paid by interest free 12 monthly instalments of £4. The kit included pre-cut wood,, sails, glue, fibreglass, standing and running rigging, varnish and paint, everything to get afloat.

3 months later I had a boat and launched in November 1969 with Vic Churchill who also lived in Rotherham at that time and had actually sailed before (thank you for your guidance Vic!).

It was purely coincidental a few months after that, the local newspaper reported that sailing was going to be allowed on our nearby reservoir was going to allow sailing and that a club was to be formed. I was fortunate to gain membership out of the many that applied and the new Ulley Sailing Club was opened on 1st April 1972. Classes adopted were Mirror ,Gull, Cherub, National Twelve and Laser.



It was not long before I outgrew the Mirror which I sold within the club and bought a National Twelve, one of three that I owned and raced over a period of time at club and national level. My best result was an open meeting sixth place, but I had more success within the club and still have the silverware.

More dinghies I sailed within the club were enterprises which were a little more roomier and better weight carriers for my growing frame.

Travelling to Lowestoft every year since 1970 to visit my dear lifelong friends Maureen and Victor Churchill, I was becoming more keen on sea sailing and in bigger boats as I sailed with Vic in his Westerly Pageant. It was not so long afterwards that I decided to try for something a little bigger myself and I found a Westerly Centaur for sale on Lake Windermere. I went to view it, bought it and I had given thought to a mooring but the obvious was to come to Lowestoft, so Calypso was trailed to LCC shortly afterwards.

Prior to all of this, whilst I still had the Mirror, I trailed it to Lowestoft to spend a week with Maureen and Vic who were living in Kessingland at the time. They had only lived there a couple of months after moving from Rotherham and were in rented accommodation but only a few hundred yards from the sea. I remember one really good sailing day, Vic and myself trundled the dinghy to the beach, launched through the surf and had a great sail out to the then South East Newcombe Buoy. Lovely memories!!

Right now, I am feeling quite lost without a boat but I have been pondering what to buy to follow Katie, that I sold last year for a variety of reasons, mostly because I felt that Anno Domini was catching up with me and I was concerned that I was perhaps becoming a liability for sea sailing due to regular visits from Arthur(ritis) that is ,along with back and shoulder problems. There comes a time! sadly when activities have to be reviewed and allowances made for restricted mobility and movement not to mention the associated discomfort and pain and there is a time maybe one should reluctantly give a little way to it and I believe I have reached that stage. Not that I am one for giving in easily, sometimes comfort and common sense have to feature in your life!.

Now, onto Katie's replacement. Whilst it was very tough parting with an 'Old Friend,' thoughts have had to be given to what boat shall I get next?.

Many conflicting ideas have come to mind. The common denominator in this is that it has to be suitable for boating on the Broads which I am looking forward to exploring, It was always going to be an alternative to sea sailing when the time came!.

I have many thoughts on this and the one that keeps coming to mind is that of a narrow boat, quite unusual you may think. The one I have in mind is a Sea Otter that ceased production a few years ago, however, they are still available on the second hand market.

Having been built by my friends Ray and Cindy Shepherd from Sheffield I was very much involved with them both in production and helping promote them at various boat shows.

The specification lends itself to my requirements being built from Aluminium and therefore light and at 35' (my preferred length) are trailable, so moving to Lowestoft should not be a problem and it should fit in my berth quite well. Also another reason for wanting a narrow boat is that come the time when I may find the journey to Lowestoft too much I may then bring the boat nearer to my home and explore the UK canal network.

Sea Otter narrow boats also have another useful feature of using water ballast which is taken on board when launching and released during recovery ready for trailing.

So exciting times ahead. I am so looking forward to being part of and enjoying the club and its members once more.!

Roger Shaw

(Formerly of 'Katie')



SWAN SONG “So it’s Goodbye From Me, and it’s Goodbye From.....”

Firstly, I should say that over the years I have written many articles for Under Way, but this is one piece I never wanted to write! The time has come as many of you will already know for me to hang up my parallel rule and Breton cap and leave the soaking wet, freezing cold world of floaty things behind and return to an existence I had all but forgotten existed. One where we are not ruled by the rise and fall of the tide, bridge opening times and the proximity of either massive low pressure areas

or super tankers, where comfort and a decent nights’ sleep are taken for granted instead of a distant and fondly held memory. Yes folks, 44 years down the line it has sadly become necessary to return To (relative) sanity, and give up what has turned out to be a rather unequal struggle with infirmity, call it at best a draw, and retire with all the grace and dignity I can muster to a life ashore, becoming a sort of manic caricature of Dylan Thomas’s Capt. Catt.



However before I go, I want to thank all at LCC for their friendship and help over the last 33 years of membership. Without the many stalwarts who have given their time and energy so unstintingly, this sad state of affairs would have been reached some years ago, and I would have been left neaped and forlorn these many moons past.

So many faces loom up at me that it feels almost unfair to single out individual members, sufficient to say that without the likes of Andy Rowley, Alan and Linda Ramsden, Paul Gray, Dave Bird and a host of others I would have been well and truly scuppered, so a huge and heartfelt thank you to all who have contributed so much over the years to the keep Jed afloat effort.

There is of course one other to whom I owe, well, everything really, and that is the wonderful and unsinkable woman I was sensible enough to marry, and who has stuck by me through thick and thin every day since. Without her, it is not just our beloved boat I would have lost. Thanks Pam.

So without further ado, thank you all for everything, may the club go from strength to strength. Fair winds and calm seas to all.

Yours Aye,

Jed and Pam



Lowestoft. Date unknown

VOYAGE HOME FROM THE GERMAN FRISIANS



Summertime, 2022, it's overcast, windy and trying to rain, making landfall off the Dutch Frisians. We have a F4 on the beam, southbound to the channel between the islands, Schiermonnikoog and Ameland, off Het Rif, after sailing west from Germany. All is going well. Half tide rising and full daylight. But A half mile Downwind to leeward, and an older sailor appeared to be waving his arms, imitating a seagull on his 40-footer. he had no sails up and was drifting towards the banks.

I called Trina to talk things over. This is, of course, a distress signal, little used, but a distress signal all the same. But VHF 16 was clear and quiet on the external speaker. No other signs of distress, so pulled out the RSPB binoculars. Looked again. He was indeed trying to fly.

It is essential to have in date charts as the channels between the islands continually shift. However, ours date from our first time here, some years back. All the same, no choice but to plot him on an estimated range and compass bearing. He was already in shallow water, we were 2meters draft, and unfortunately our echo sounder was having an "off" day. It would be unseamanlike to close the lee shore shallows without up to date charts and a working echosounder.

But not really a choice. Firing up the D-1-30 and furling all sail, taking manual depth soundings, with a long warp ready to throw. I stood close to the stern, line ready, and made up on the stbd stern bitts with a 2-meter tail, (so letting go would be feasible if needed). Here we go. Our man moved to the bow also with a prepared line. His wife was now outside by the wheel. Trina on the wheel made the last part of the approach, slow, minimum with steerage, we had the weather gauge so easier for us to pass the line, as our stern passed his bow and turned into the wind as soon as the line passed. Clutching in and out to stay head to weather as a deft bowline though our eye was made with a half hitch on the tail , the 2 parts together, so slow slow into the wind, taking the weight and off the bank, bringing up the power in stages and steering not as bad as feared, our deep spade in line with propwash coping well in spite of the off-centre towline.

Calling the Schiermonnikoog traffic on 0031887974388 (who also listen on vhf 05) to update, we slowed on the approach to the marina, the outside sea marina in Lauwersoog. a strong wind in a congested marina is never helpful especially with broken down 40-footer in tow. We considered putting him on the hip and to berth ourselves in the usual way. But the gap between moored boats was not much. The wind blowing us off, strong. We discussed a more conservative plan.

There was a boat length gap between boats on a long pontoon, with the wind directly off the pontoon. So, keeping the towline long, speed low, we nudge our bow in the middle of the gap and hop off with a bow line only, laying 90 degrees, to the wind, off the pontoon. With the situation controlled and easy, we then extended his towline along our starboard side outside the shrouds to reach the midpoint of our gap, secured, let the towline go from our stern and we let go to move alongside an adjacent boat.

Our casualty was now moored safely by a long bow line so was easily heaved in by us and some passers-by, soon safely moored.

"How can we repay you" was the question.

"Wish us fair winds and calm seas, as we do you" was our reply.

Holland was shallow this time. Inland, the water levels were down to the minimum datum, and water depths were very close to the charted figure. Which is a headache when charted depths for the mast up route from east to west are often 1.95 meters, and we draw 2m In seawater, a little more in fresh. But nothing ventured nothing gained, dragging our keel in the south end of the Lauwersmeer.

Passing the west side of Dokkum was not easy, , Earnewald impossible and only managed the outer berths in Grou. Hoorn was lovely as ever, mooring in town , anchoring off Enkhuisen and soon we were dragging our Iron keel and rudder, prop too, through the weed beds that are flourishing now off Edam. Such hot weather in 2022, swimming most days especially the Ijsselmeer ports. We had heard of the 40-euro charge for transiting Amsterdam but no one seemed to know or care about it.

The west wind was still strong, so not good for returning to the British east coast. We would need to run the mast up route south. Research showed that the midnight convoy south through Amsterdam ran most days from the Houthaven, so south through Oranjesluis to the Sixhaven, transit the Houthaven bridge to moor up in the convoy waiting area. We did consider the Haarlem route, but the midnight convoy may be more fun, and Haarlem is a little shallow for us.

Speaking to the other boats already waiting, we would get a call sometime after 2330, and be ready. Only 4 boats in our convoy. The call came at 0103 so left for the run.

The detail can be found on our YouTube clip Sailing By p7 - <https://www.youtube.com/watch?v=xEMNqE2ngq0andt=45s>

After the last bridge in the Amsterdam transit, a morning sleep. Lunchtime, on to Gouda, Hollandse IJssel, through Rotterdam and south to Dordrecht, Hollands Diep to the Delta, Haringvliet, to await a windshift. Which eventually came. We knew the channel to sea from the Haringvliet/ Stellendam had shifted, had studied and plotted the new buoy positions on the chartlet displayed at the yacht marina, so were well prepared for the new Stellendam channel. In Pre-dawn twilight, locking out to sea and westbound, we found nothing to be as it was charted. The buoyed channel had moved again, so found out the hard way this route must not be used without local knowledge. We called the dredger working in the channel, the Captain came up quickly on the VHF, and was not satisfied to simply tell us the changes, he stopped dredging,, steamed over and asked us to follow him, showed us the new deep water route out to the North Sea , so out and a fast crossing with a southerly 4,, blue skies, into the Orwell 18 hrs later. Now sunset, with the evening passing, the sailing barge racing over for the day but all in silhouette in the late red rosy fingered dusk.

Carl Buck



Thames Barges on the Orwell



On the waterways

Carl and Trina's Route



WORDS AND PHRASES

BETWEEN THE DEVIL AND THE DEEP BLUE SEA.

Meaning, of course, caught between two evils or dangers. The saying may be nautical in origin, the 'devil' being the name for a seam in the ship's hull that ran along the waterline.

Or it could have come from Homer's Odyssey where Odysseus sailed a narrow channel with a six headed monster on one side and a whirlpool on the other.



ARE YOU AN OLD SALT?

I have a friend, a rational, intelligent woman in every respect apart from the need to read her horoscope before embarking on her day. If Aries is not in the ascendancy on Thursday she'll stay at home.

Another friend declares that the reason he is a risk-taker and contrarian is because his star sign is Sagittarius. He told me recently that Linda, born under the sign of Taurus and me Aquarius should never be together under any circumstances. (We're about to celebrate our 60th wedding anniversary).

I was having lunch with both friends and they were comparing their futures in the alignment of their personal stars and carried on despite my unhelpful comments when as I reached forward for the pepper grinder my sleeve caught the small open dish of rock salt spilling a few granules.

Naturally I pinched some spilled salt between finger and thumb and tossed it discretely over my left shoulder.

"What are you doing?" my two companions asked in unison both with 'Ha Ha' looks on their faces.

Of course I am as daft as they are. Yes, I do say, "With a bit of luck and touch wood." tapping my head as I say it. When asked for an opinion on a matter of fashion, diplomacy has my fingers crossed behind my back.

It set me thinking (a) how many readers have I upset so far and

(b) even in the twenty first century as sailors are we particularly prone to superstition, tradition or old wives' tales?

What about the bad luck of setting sail on a Friday or especially Candlemass Day? And don't take bananas on your boat or whistle, it will increase the wind. The cormorants that fish in Lake Lothing are bringing the spirits of those lost at sea back to their loved ones. Touching a sailor's collar was thought to bring good luck. Black cats on board are OK and if you want to be fashionable and have a tattoo then it should be of a pig and a hen. The pigs and hens were kept on the deck in wooden crates and if you ship sank the crates made good floats and the contents good lunch.

I have also heard that should you invite the Editor on board your boat for a cup of tea the gods will look upon you very favourably.



Ed.

LOWESTOFT FROM THE AIR 19??



Photograph sent in by Phil Betts suggesting you might have guess at the date.



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