



Watermouth Yacht Club

Berrynarbor, Ilfracombe, North Devon, EX34 9SJ

51° 13' N 04° 05' W



AHOY

Newsletter July 2013

Commodore's Column

For the next year of Watermouth Yacht Club I am your Commodore and know it is a privilege to be given this responsibility again. I invite you all to continue to support Watermouth Yacht Club in whatever way you are able, any offers of help are very gratefully received by the Committee.

We say farewell to John Annear as Commodore, who has steadfastly given his support over a long, busy and often trying period of **ten years!** Whilst John is no longer Commodore he is now our President, a position which has been vacant for many years. A small way of us saying thank you for what is a huge debt of gratitude Watermouth Yacht Club owes him. As the present Commodore I offer my sincere thanks from the club as a whole and having developed a valued friendship over that time, me.

2013 to date is indicating that trying times will continue for a while. Yes the recession drags on, the trials and tribulations of the British weather continue, and our membership is growing older. Watermouth Yacht Club needs an injection of new ideas rather than to continue running on our laurels so to speak. So please, come forward.

There are still several Social events in the calendar, and for this year at least the Annual Dinner and Dance in October has been replaced by a 2013 Annual Dinner in September. Year on year it has been increasingly difficult to recruit the numbers needed to make the traditional event viable and following the Ruby Do last year, when we were having to turn people away and all of the profits went into Watermouth Yacht Club coffers, it was obvious that this format would be more successful both socially and financially for the club.

A new venture for us, our speaker this year will be Capt. Colin Darch Rtd, who will be telling us of his exploits 1954 – 2013 including being captured by Somali pirates! This will be a ticket only affair, please find details elsewhere in this mailing.

With best regards to you all,



Treasurer's Report

The Club started this year with a little over £5,800 in the bank and debts totalling £7,500. In addition to the latter figure was our early year liability (insurance, moorings and RYA fees); a further amount in excess of £2,000. By any measure, this year was going to be difficult if the Club was to repay its debts and return to the comfort zone previously enjoyed.

Cost reductions wherever possible have been embraced and include the increasing use of email instead of postage, renegotiated energy supply contracts, fixed price insurance and revised liquor

buying practices. Whilst all these measures are good for the Club, there will also be an immediate benefit to members through electricity tariff stability and a containment of bar prices.

On the other side of the balance sheet, I must pay tribute to all those involved in raising the funds vital for our wellbeing. This year's carvery's and BBQs have so far been well attended and trade at the bar is steady. Membership subscriptions are down slightly but may have slipped further had it not been for tireless efforts to ensure that subscriptions were not overlooked. Special mention must also be made of the generosity of one committee member, who asked that his loan of £1,250 provided last year should now be considered a gift.

Headline figures at the time of writing are as follows:-

Income from subscriptions = £3,668.00
Income from bar = £685.54 (currently suppressed due to re-stocking)
Income from social activities = £978.00
Income from gifts = £1,435.00

Loan repayments = £3,750.00 (a further £3,750.00 remains to be repaid)

Cash at bank = £5,447.01

A copy of the full (unaudited) account is now available on the Club notice board and will be updated periodically.

In conclusion, it is pleasing to see Club debt declining and income to date relatively buoyant. However, to maintain that momentum and to build the reserves necessary for future improvements and replacements, we all need to do what we can and to support the Club whenever we can.

Thank you for that support and I look forward to seeing you all soon.

Steve Barron

Maintenance Report

Time seems to fly by with half the year now gone already. I have continued to cover the routine jobs with no serious problems at the club.

We had a committee meeting on 28th June and have decided that the path to the rear door needs to be sorted out. The club needs about 20 x 100mm or 150mm concrete blocks if anyone has any to spare, we are hoping to do the work ourselves to keep the costs down so if you feel you could help a little with the work please let us know.

All the best,

Simon Kemp

Ps I'm also looking for some more loft insulation if anyone has a spare roll - or two !

Lundy Race 26th May 2013

Congratulations to Keith who came 3rd in class on Wayfarer.

This is a very much shortened version of a blog by Dave Allen, who crewed for Keith. Press 'control' and click on the link for the full article <http://lundyrace2013.blogspot.co.uk>

Today was a very early start. 5 am planned but actually woke up with the dawn creeping into my window at 4.30 am. I woke with a surge of intensity as I knew I still had so much to do: shower, shave, breakfast, check supplies and kit (once more).

This photo is of all the boats in the next starting group, which were lining up for Class 2 start taking place 1/2 hour later.



Our boat and the other three in Class 3 had just started. Well, we thought we had as we were almost standing still and waiting **very patiently** for some wind ... any wind at all would do! With 30 minutes head start, you can clearly see the boats in photo below "eating our dust" as we blaze away furiously from them. There was still almost NO wind at all, 30 mins for us to travel how far?



This is very, very slow sailing indeed. It's at this time that Keith and I did some quick calculations:

45 NM race DIVIDED BY current average speed of **1 NM per hour** = race completed in **45 hours!** (actually this isn't the case, as the race is always terminated at 8 pm the same day, no matter how many boats have completed the course). We waited and finally the wind started up ever so gently and the tide also began to push us out towards Lundy.

FOUR HOURS later, Lundy is finally looming out of the mist ahead of us. Boat is only slightly heeled over. Our speed at this time was averaging approx 5 knots *over land* and 2 - 3 knots *over water* so tide is moving us along at about 2.5 knots. If the tide had not been working with us, it would have been impossible to reach Lundy at all.

Notice the sea state: not a wave or a swell in sight. These were exceptionally calm conditions. I've never seen it this calm before. Keith too commented that it was very unusual and he knows these waters far better than I do, as he's been sailing here for at least 3 decades.



Finally we can see the mainland again, with Woolacombe and Mortehoe in sight just to the right.

The sea remains remarkably calm. Without the spinnaker being up, Keith said it's unlikely we would have made it back under sail. The wind is 5 mph max with slight gusting and frequent changes of direction.



And here's me at the helm.

Key lessons learnt from the day:

1. Yes, keep putting that suntan lotion on and always wear a hat (and it's better to be over dressed *in layers* than under dressed).
2. Wait for the wind to arrive if starting early morning .. something should happen, however feeble it may be!
3. It's *darn useful having a spinnaker on board!*
4. Don't drop frozen plastic bottle of milk on ground, rupturing it in several places, then leave it in freezer box overnight.
5. Definitely push the envelope in terms of trying combinations of different sail positions.



Dave Allen

Scallywag

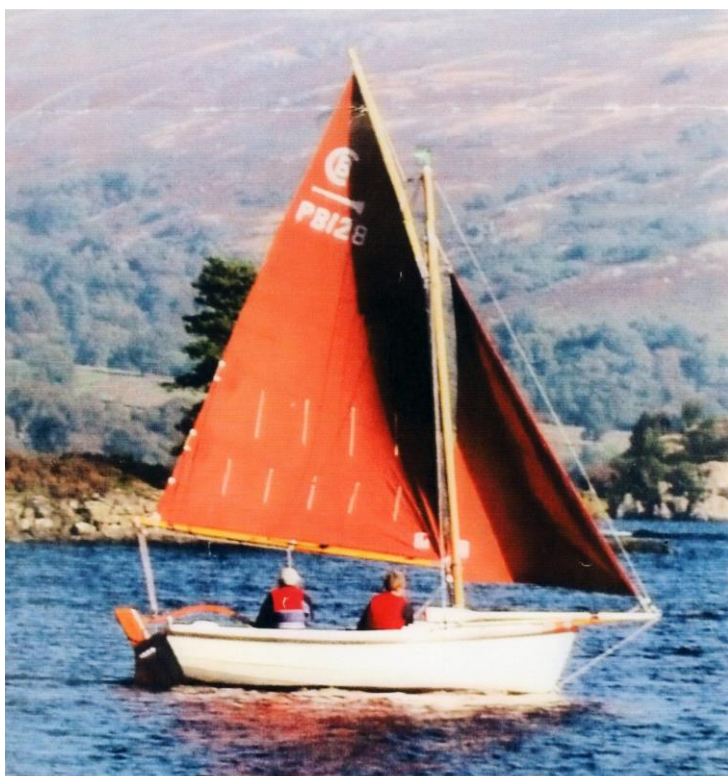
It all started in 2007 when John Land and I were at Lawrenny in the Milford Haven area having come over for The Festival of Sail. We had moored Rouselle to her allotted mooring and rowed ashore in blustery and very wet conditions for a walk around the marina and park. We were on a beach when a small gaff cutter came around the corner having come from Beggars Reach. She had two crew sitting on each side of the cockpit and she was absolutely flying and almost on the plane but totally under control. The blustery wind was about force 6 and the conditions were really lively for such a small boat. We watched the boat until it was out of sight as it tore up the Carew River. She appeared to be around sixteen feet long and of timber construction. We had never seen such a boat before and try as I would looking through various magazines over the years, I could not find out what she was.

It was not until 2009 when Anne and I went to The Southampton Boat Show that we found the craft displayed on The Character Boat stand. She was a Post Boat 14'6" long with a bowsprit and an overall length of 18 feet. She had a simulated clinker fibreglass hull and deck and was fitted out in oak and teak. She was a really beautiful little boat and her finish was absolutely superb. The owner of the company explained that just after the war he had found the remains of a wooden boat upside down on the shore at Ullapool in Scotland. From enquires he made it appeared that the boat was used by the local postman to deliver mail to various homesteads around the shore of the sea loch. It had to be a very able boat as the post was delivered daily in all weathers. He contacted the

Scottish Post Office and was told that the boat was no longer used as the mail was now delivered by van and it was subsequently sold to him for a nominal sum. A mould was made of the hull and all the hulls were made from this mould. The boat at the show was number 139 and was for sail at £14,500 including the road trailer. The trailer was designed so the boat could be launched and picked up off the shore by one person using the two speed winch. The craft was constructed of the finest materials and was no doubt worth the asking price but I was unprepared to pay that much.

It wasn't until 2011 that I saw a second hand Post Boat for sail. There was one near Bury St. Edmunds in Suffolk. From the details and photos I had requested I could see that the boat was in as new condition and I subsequently made an offer which was accepted. I then had a long trek by car to collect and pay for the boat. Upon our arrival I was shown the craft and from inspection I could see that it was the same boat that we had studied at the boat show and she was still in mint condition. The money was paid and the necessary paper work completed and she was then towed back to our home in The New Forest.

Owing to commitments with various building work at Brocks Lawn and maintenance and use of Rouselle at Watermouth it was not until 2012 that I was in a position to go sailing in the Post Boat, now named 'Scallywag'. A date was arranged when Peter, my 'south coast' crew and I were free and we decided to go for a trial sail around The Solent and launch at Lymington slipway. We chose a Thursday afternoon as the tides would be right and also the weather should be fine. I had previously looked at the slipway on a Thursday afternoon and found that it was very quiet and therefore would be a good day for our first foray into the unknown. The public slipway is bordered on one side by The Royal Lymington Yacht Club and on the other is The Harbour Masters Office where a launching fee of £12.50 must be paid. In front of these premises is a very large car park, which on that afternoon was empty. On the chosen day we loaded Scallywag with her new four stroke outboard and all her sailing kit, and towed her down to the slipway. Upon entering the car park we found that it was completely packed with expensive looking cars. In front of the yacht club was a large marquee with a brass band playing outside. We should at that point, have turned round and gone home; but we had been looking forward to our sail so we pressed on. I started to back the trailer down the slipway when I was stopped by a chap decked out in yachty gear and a white cap. He said, "I'm sorry sir but the slipway is booked for the next 30 minutes as we have to launch 60 Optimists as the kids are having their finals today. Could you please pull forward and prepare your boat for launching as we won't be long." We did as requested and within thirty minutes we were free to go. I told Peter that Scallywag hadn't



SIMILAR VESSEL. (NOT A GOOD PHOTO)
WILL HAVE MORE UNDER SAIL WITHIN A FEW WEEKS
WEATHER PROVIDING 26 1/2

been off the trailer for at least two years and she may be a little difficult to launch. Any way we attached a line to her portside deck bollard and tied the other end to the trailer. I reversed the trailer until the water was just up to the trailer axle and then released the winch line. There was a flash of green as Scallywag launched herself and shot backwards until she was stopped by her mooring line. "A good job you put that line on Brian, otherwise she would shot across the river and gone in amongst those Dragons over there!" said Peter. The club Official said, "It's nice to see an old boat being launched properly. You've obviously been doing this a long time." I replied, "Actually this is our first time but we have seen other people getting into various fixes over the years so we have learnt by their mistakes." "Well good luck to you and have a good sail." he said.

We tied her to the jetty and were about to go and park the trailer somewhere when we were approached by the Harbourmaster. I paid the launching fee and was advised to park the car and trailer in the nearby Lifeboat Car Park. This we did and we went to the machine to pay for the ticket only to find that it didn't issue tickets and that the charge must be paid by mobile phone. Peter came to the rescue as I hadn't brought my phone, fearing it might get wet or even worse. He paid the requested fee by credit card but we were not issued with anything to say that we had paid. However no other vehicle was displaying anything so we thought no more about it.

We returned to the boat and cast off. I lowered the outboard through it's aperture in the aft deck and pulled the cord. It started first time and when it had been running a minute or two, I put it in gear and set off down the river. Having a long keel with the ballast encapsulated within, meant that as, there is no centre board and when afloat, the boat can be motored or sailed straight away without having to get into deeper water. We decided to go well away from the Marina's and other activity and get tucked up behind an island somewhere before hoisting the sails. We didn't want to make a fool of ourselves in front of everyone. We found a scrubby little island and chucked the anchor out, and sorted out all the lines and fenders on the cockpit floor. The wind was about force 4 so we hoisted our red gaff main and tied in one reef and sheeted all the lines to their various cleats. We then unrolled the jib from the Wyke Martin furling gear and took the lines back to their fairleads and cleats. I stowed the outboard and Peter pulled up the anchor and stowed it in the fore deck locker. We bore away across the wind trimming the sails as we did so. She was off at a fair rate of knots as we headed out to sea. When out in The Solent proper she steadied down to around four to five knots. The sails set beautifully and I saw ahead of us a First 30 which appeared to be on the same course. She was flying a genoa and main but we appeared to be sailing faster than she was. Scallywag put her lee deck down to about six inches off the water in the gusts but she was really flying for such a small boat. She made very little wash but she did pick up quite a lot of spray over the fore deck on the weather side which landed in the cockpit and made poor Peter rather wet. "I used to get wet like this in the Caribbean but there I quickly dried off in the sun. Peter said.: "Could you arrange for the sun to be hotter next time we go out?" I said I promised to have a word with him up there next time. Our course was taking us towards Yarmouth on The Isle of Wight and we seemed to be catching up the yacht ahead rather quickly. When we were about 50 feet behind him he changed course. Peter called out "Chicken," but he appeared not to have heard or didn't want to be overtaken by such a small boat. 'Scallywag' was going really well and was clearly a very able boat. The last time I had sailed a gaffer was about 55 years ago and that was one of Herbert Woods boats at Potter Heigham, on the Norfolk Broads and that was nowhere near as fast as this one.

We sailed on towards Yarmouth which was only about three miles away and we seemed to be getting there rather quickly. "Ere skipper", said Peter, "there's a rather large ferry bearing down on us from the back there." I looked aft and just had enough time to get out of the way of the rather wet looking bow wave as the Isle of Wight ferry tore past us. I then remembered that vessels travel a lot faster in 'The Solent', compared with the Bristol Channel so I had better keep a sharper eye on things. We got a little wet as Scallywag rolled through the wash and a bit more wind would have been helpful at that point to maintain her angle of heel as we tried to cut through the wash. As it was we just sloped about and shipped about a bucket full. We then realised that the wind was taking off a little and when about a quarter of a mile from the port we turned round and headed back towards the Lymington River. As the wind was dropping we had to shake out the reef to maintain our speed and course as we didn't want to have to motor back. The return took rather longer than the outward passage but she was still sailing very well and we were both impressed

with her performance for a little 'un. She is classified as being able to sail in category C of the EU Classification. That means she could be sailed in seas up to force 6 with a crew of 5 persons. Before we took her out I thought that classification was a little doubtful but now I would be quite happy to take her out in those conditions. She would need a spray dodger and a double reefed mainsail but with that combination she would be fine.

"Skipper do you think it would be prudent to get back before all those Optimists want to get out?" Peter said. "Good idea." I replied. As we entered the river we seemed to be in some sort of procession as other craft were appearing from all over the place. So we started up 'Fred outboard' and lowered the main into her lazy jacks. As we rounded the last bend we realised that we were just too late. There were screaming kids in their 'Optimists' all over the place. We motored through the fleet but couldn't get anywhere near the slipway so we tied up to The Royal Lymington Yacht Club pontoon; fully expecting to get chucked off. However we were not turned off, quite the reverse actually, several Officers approached in their gear and asked what sort of boat was she and it was nice to see an 'old un' amongst all the plastic boats seen nowadays. We have a grp hull and deck but we didn't mention that as they were all looking at the varnished spars, bowsprit and so on. A smart club official approached and said, 'I say, we have a wedding party here at the moment but if you would like to moor her here you may use our facilities if you'd like to. We thanked him for his kindness but said that we would just de-rig her here while we were waiting to use the slipway to haul her out. Peter said, "Well there you are skipper what a nice chap he was! I bet he wouldn't have said that if we'd been in a plastic bucket. Quite the opposite I expect."

When all had been lowered and stowed, we left 'Scallywag' in their care and went off in search of our car and trailer.

We walked into the RNLI car park which was empty and saw my Subaru and trailer at the far end. As we approached we saw a large 'Fixed Penalty' notice stuck on the windscreen. Oh dear, now we have a problem. We have paid for the parking over the phone but we have no written proof to that effect. Oh well it was a good sail.

We loaded Scallywag on her trailer and made our way home, somewhat subdued. I went down the Council offices the following day and explained to them that we had paid for the parking over the phone but that no ticket had been provided for us to attach to the windscreen. I was asked to put this in writing and send it to the Penalty Office.

I then sent a very full letter explaining that this was the first time that we had ever launched a boat at Lymington and that we had to pay, using my friends mobile, the parking charge for the car and trailer, and that no ticket had been provided for us to display behind the windscreen. There followed a long wait of eight days before I got a reply. With trepidation I opened the letter. It stated that the phone payment charge had been verified but that the vehicle registration number allocated to that card had been different to the number of the Subaru. Could I state that the registration number of the vehicle allocated to that phone was the vehicle allocated to my friend and was not the vehicle used to tow the trailer? A quick call to Peter verified that his vehicle was registered to his phone and I then sent a letter back to the Penalty Office stating that the vehicle allocated to Peter's phone was his and was not the vehicle used to pull the trailer. Another long wait ensued. Eventually I got a reply. It stated: - *The committee has taken into consideration that you had complied with the request to use a phone to pay for the parking charge. It also took into consideration that you are a Council Tax payer with the New Forest District Council (what had that to do with it) but we consider that the Fixed Penalty notice had been correctly applied as the charge was for the car AND trailer and not just for the car. However, as this was the first time that you had ever launched a boat and at the Lymington Public slipway we will take your inexperience into account and wave the penalty due for the trailer. We hope that this small matter will not deter you from using the slipway in the future!*

Needless to say we have not been back there again. Luckily I managed to get a mooring near the slipway at Keyhaven which is opposite The Needles, Isle of Wight, and only a few miles from where we live so that is where 'Scallywag' will be moored in future.

We just hope that all future outings in 'Scallywag' will not be quite so eventful with the authorities.

Brian Jones

Copperas Challenge

In 2012 we didn't manage to sail a single Copperas event due to the poor weather and 2013 seemed to be going the same way. However, the weather finally came, good on Saturday 29th of June for the first race of 2013. A good turn out with Keith on Wayfarer, Geof & Simon on Chaser and Les Oldham on Zaftig. There was a gentle 5 to 6 knots breeze for the run up to Copperas but 8 to 11 knots for the beat back. Chaser was first over the line but finished 2nd to Wayfarer on corrected time. Keith's tweaks have certainly improved Wayfarer's performance.

There were even nastier, short, steep seas off the harbour than usual and when Simon tacked Chaser toward the entrance we were hit broadside on by a large breaking wave which soaked us completely, (as well as sending a few gallons through the hatch into the cabin). Note to self, "close the hatch if it's a bit lumpy and try to steer around the waves", probably not something Simon has to worry about with Sorry Shark having an enclosed wheelhouse instead of an open cockpit !

There was a 2nd race the following Saturday and it was a light breeze again. Wayfarer, with Keith at the helm and Bernie Potton crewing, led at Copperas but Chaser with Geof Pierce and Peter Slade overtook Wayfarer on the beat back to Watermouth. However, Wayfarer won by 4 minutes on corrected time. As there is only one more event scheduled and Keith already has two wins, I think it's safe to say Keith has won this year's Copperas Challenge.

Well done, Keith

Geof Pierce

Chablis & Chaser Lundy trip 26th June

The weather was looking good, (for a change), so Steve Barron on Chablis and Geof Pierce & Simon Kemp on Chaser decided a day sail to Lundy was long overdue.

We started with a very light and fickle wind at 4 to 8 knots and wondered if we would even get to Lundy, however, it was a big tide and we made good progress, although the visibility was very poor and once past Morte Point we couldn't see any sign of land at all, we could have been in the middle of an ocean !

We reached Lundy in 5 hours so the tide had certainly helped us along and as Lundy appeared in the haze, the sun came out and the wind died completely.

Still, it was now a glorious day so we hoisted the iron topsails and motored round the South end of Lundy and up the West coast before heading back to Watermouth.

The journey back proved to be the highlight as we were joined by a large school of dolphins with about 6 or 8 riding the bow waves of each boat and staying with us for at least 20 minutes.

Of course, (as per s*d's law), I didn't have a camera on board so only managed to get this mediocre picture with my phone.



It would have been a perfect day if we had been able to sail back, instead of motoring, however, Steve might have a different opinion due to an incident coming into Watermouth. He spotted what looked like weed and just managed to get Chablis out of gear before going over a very large, tangled mass of netting and rope. Fortunately it caught on the skeg and not around the propeller, so he was able to tow it into the harbour with him, although examination next

day showed it could have been much worse as there had been contact with the propeller but the rope cutter had done its job and prevented a real problem.

Geof Pierce

Special Thanks

Les Oldham A big thank you for the work you do with the flower displays in front of the club, it is much appreciated and they really do make a difference and improve the Club's appearance.

Neil Johnstone Neil, there wouldn't have been an Ahoy without your endeavours, so, thank you from all of us for producing such a good magazine over the past few years. I'd also like to thank you for passing on several articles to help me settle into the role and hope I can continue your good work.

New Members

A warm welcome to three new members

Rob Lindenbau with 'Astramare', a Hurley 22
Wayne McGrail and John Priddle with 'Rainsong', an Iroquois MK2 catamaran

We look forward to seeing you in the club and on the water.

Social Calendar

These are upcoming events so please mark up your calendars and help support the club

August	Saturday 3rd	Quiz + Supper with Cash Prizes
August	Sat/Sun 10/11 th	Club Cruise* *depending on weather
August	Sat/Sun/Mon 24/25/26th	Club Cruise*
August	Saturday 31 st 19:30	BBQ
Sept	Saturday 7th 19:00	WYC Annual Dinner with Guest Speaker - see attachment

Editor's Note

Well, this is my first attempt to compile the Ahoy and I've been very fortunate because Neil has passed on several articles. The success and interest of Ahoy depends entirely on having articles to print and this is one situation where you can never have too much !

I've started badgering a few people who, I'm sure, have a few stories to tell !

This is your magazine so all input is welcome, stories, accounts of voyages, the one or two (fish) that got away, modifications to boats, (successful or otherwise!), photos, recipes, tips and tricks of the trade etc.

Thanking you all in advance

Geof Pierce