



Watermouth Yacht Club

Berrynarbor, Ilfracombe, North Devon, EX34 9SJ

51° 13' N 004° 05' W



AHOY

Newsletter February 2015

Commodore's Column

Dear members, Welcome to 2015 and back to your club- may I wish you all a very happy new year. After all of the festivities, too much food, too many visitors and, for some, too much alcohol no doubt you are planning all of those improvements needed on your boat. When the weather improves, I am sure we will be seeing much more activity at the harbour.

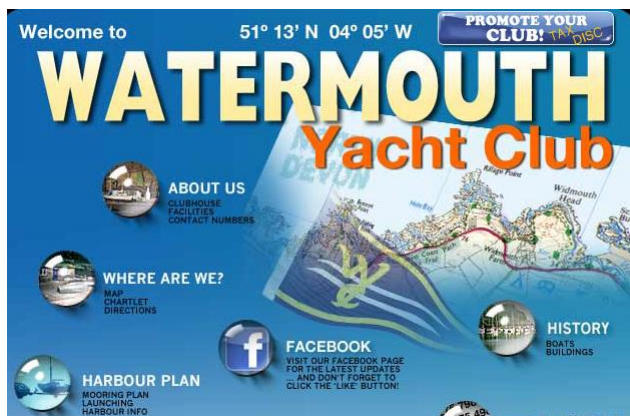
With this Ahoy you will have received notices of the upcoming A.G.M. and of prime importance, your membership renewal form. You will remember that in 2014 we moved the renewal date away from the expensive Christmas time and those heavy winter bills to 1st March. Please may I ask you to give it your attention and you will note from the form that our Hon. Treasurer is now able to accept payment by direct bank transfer – in fact he prefers it that way. If you wish to drop him an email to confirm your actions, wyc@email.com , that would be good, particularly so if you are using an account not of your name.

The WYC face book page continues, we have been looking back at old photos as it has been tricky to take any impressive photos over the winter period. You DON'T have to have a face book account to view, so please take a look and hopefully click lots of 'likes'. By doing so you will help raise the profile of the club and encourage desperately needed new members!



You will see a couple of cracking videos courtesy of Geof Pierce. You can access it easily via the WYC website - courtesy of Richard Blaker - <http://www.watermouthyachtclub.co.uk> where on the front

page you will see the face book link.



Quote for this Ahoy is:

'If you can dream it, you can do it'
Walt Disney.

For us mere mortals the bank balance may be an issue where our dreams are concerned.

Regarding Social Activities for 2015, these will be determined by the incoming committee after the A.G.M. However, on Easter Saturday we will be holding the Boat Race (with lunch). Easter Sunday there will be a carvery and possibly on Easter Monday we will be holding a book sale. If you have any books, preferably paperback you don't want, please think of WYC.

With my very best regards,

Moira

Treasurer's Report

I hope that all members enjoyed the festive season and are now looking forward to rolling their sleeves up and getting their pride and joy ready for summer.

I am pleased to say that despite the economic woes that abound, your club in 2014 took a significant step along the road to financial recovery. At the time of writing I await the conclusion of the annual audit, however, provisional figures indicate a surplus on the year of £4,412.97, which brings our closing balance to £8,545.47.

Headline end of year figures for 2014 (all subject to audit) are as follows:

Income		Expenditure	
Subscriptions (inc mooring premiums)	£4,212.00	Insurance premium	£1,189.73
Social	£1,953.31	Mooring fees (inc replacement buoys)	£ 778.20
Bar	£1,967.10	Misc (inc liquor licensing costs)	£ 278.00
		Maintenance	£ 646.61
		Sailing and RYA subscriptions	£ 157.00
		Utilities	£ 384.24
		Cleaning	£ 480.00

The audited full 2014 account will be available at the Annual General Meeting.

May I take this opportunity to thank all those whose hard work and support have made the above results possible. I look forward to seeing you all soon.

Steve Barron

Club Maintenance

Happy New Year to all of you and hope you had a good Christmas.

Now down to club matters, as I mentioned in my last report the roof has been leaking, I didn't manage to fix the problem so I am waiting for some professional advice. I think we may need to strip part of the roof and re felt, batten and replace one valley with lead. Unfortunately this looks like a bill the club could do without. The rainwater soak-away has been fixed, thanks to Geof and Keith for their help.

Moira has been very busy redecorating the main club room and refurbishing the furniture and Steve has fitted new wall lights, it is all looking much better.

I am thinking about the paintwork on the outside which is looking a bit sad along with the wooden rails on the perimeter. This is a case where many hands would make light work so perhaps volunteers would let me know if they are willing to help out in the spring, weather permitting.

Sue and I look forward to seeing you all in 2015

Simon

Caption Competition No 2

Choosing this one was a no brainer!

A virtual beer for the best caption for what is being said or thought?



There were two captions received for 'Where is Steve' in the September Ahoy

Head down or down the heads? **Simon Kemp**

Checking the chart in the 'wee room' **Brian Jones**

A 'virtual' beer goes to Simon

Does anyone have a photo for the Caption Competition?

Please email to wyc@email.com



New Members

Welcome to new members Peter and Jacquie Slade who we have seen in the club at one or two of our social functions. Peter has listed his interest at crewing so if anyone is looking for a crew then you could always ask Peter. We look forward to seeing them in the club during the year.

Membership

Please renew your membership as early as possible, our membership year runs from 1st March with our preferred payment by internet banking the details of which are on the form.

If you pay by this method please email wyc@email.com with confirmation of your payment as this will help all.

May I also remind you that if you did not renew last year then this is the last Ahoy you will receive.

Lastly may Richard and I take this opportunity to wish you fair winds and good sailing in 2015.

Carol

And we think it's cold here?



Members of the "Skipper" yacht club dressed as Father Frost, the Russian equivalent of Santa Claus, sail a yacht to mark the end of sailboat season, with the air temperature at about minus 18 degrees Celsius (minus 0.4 degrees Fahrenheit), on the Yenisei River outside Russia's Siberian city of Krasnoyarsk, Nov. 30, 2014.

Chris (AMiTy)

Reminder

Keith opens the bar on 2nd Saturday of the month through the winter so why not look in for a chat and catch up with members

Three Men in a Boat - with apologies etc.

It was 18th of July 2013 when we finally persuaded Mike to down tools on Cello and come out sailing for the day. So three of us, David, Mike and myself set sail from Watermouth in Rouselle at 10am bound for wherever the wind took us.

'Where are we going?' asked David. 'Well I thought that as the wind appears to be easterly David, we can wander on a bit and then drift down channel and anchor for lunch in Putsborough as that will be out of the wind,' I replied. 'Sounds good to me', said Mike. Anywhere out of here is a bonus. It's so good to be back on the water and it gives me added incentive to get Cello sailing again.' That was partly the idea of getting you out here today, I replied.

The easterly breeze hovered around force 3 to 4 ish and we set off with everything flying towards the Welsh coast. Rouselle was sailing herself merrily onwards and no one was taking much notice of where we were going. It was a lovely sunny and warm day and we were all enjoying ourselves. We were aware that the Devon coast had disappeared in the haze and that there was nothing in sight in any direction.

'We don't appear to be going towards Putsborough Brian, is that still the plan?' said Mike. I said, 'Well we seem to be doing very well as we are, how about carrying on, or would you rather go down channel and

anchor somewhere?' After a resounding 'No we'll carry on,' it was generally agreed that as Rouselle was tramping on at 5 plus knots we would let her continue to wherever we ended up.



During yet another round of coffee and low calorie sticky buns the conversation centred on the fact that Rouselle was going so well on her own. I went on to explain that that was the beauty of a long keel and a ketch rig. Once she is trimmed and set up she will sail on at about 45 to 50 degrees to the wind infinitum. I mentioned the fact that when Bob Grimson sailed across the Atlantic in 'Meander', which also had a long keel and was ketch rigged, he only touched the helm twice on passage from the Azores to the Caribbean.

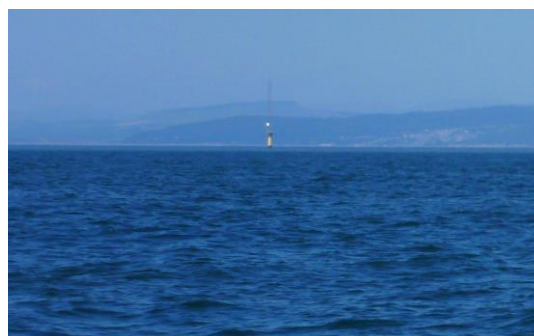


As lunched time approached we naturally thought about food and wondered where we were. David our resident navigator agreed to have a look and see if he could work something out. He was still 'cooking the books' when Mike said he could see something on the starboard bow. Whereupon three pairs of eyes stared forwards. 'Yes over there, there's a tall yellow thing in the water', I said. David peered through his binoculars and said 'it's a large, tall yellow buoy, I think. 'Is it on the chart?' asked Mike. 'Doubtful, I replied, I can't remember seeing anything like that over here. Perhaps we'll see more clearly as we draw near it.' After we had sailed another couple of miles we could see this thing quite clearly. It was a tall tower shaped buoy with a radar reflector and a very long aerial on the top.

'David could you switch the echo sounder on please. I think this buoy is The Scarweather and we will soon see if it is, I said. Yes look the soundings are all over the place. This means we have come a long way up channel so I think we had better turn round and sail back again.'

So we jibed round and got on a new course which was southerly. Once again I set Rouselle up on the new course and then let her take over. At that time the neap tide had changed direction and was now slowly going out.

We were all amazed that we were in the height of the summer



on a glorious day, near to Swansea and yet there was not another vessel to be seen in any direction. One thing we did notice was that the wind appeared to have lessened in strength, partly because we were now going with it but we reckoned that it was only blowing at about force 3. I considered putting the Coaster and mizzen staysail up but that meant considerable work by the 'motley crew' and decided against it, so we wandered on at around 4 to 5 knots.

(This was just a laid back sort of cruise and none of us thought of switching on either of the two GPS's. They both sat there with their covers on. As can be seen above David's head in the photo there is a Plotter which again was not on and just sat there sleeping. I must admit that although we always have the VHF on channel 16 and 67, we very rarely book on with the coastguards. I used to years ago but not now).

I could see that the crew were both getting a bit restless.



David was portside practicing his piano scales



Mike was in the bows looking for any signs of life

The skipper meanwhile was feeling the strain of all this fresh air and decided that as we had two able seamen aboard, decided to 'crash out in the aft cabin' but still keeping a listening watch you understand!! And so I lay down on the starboard berth with the sun pouring in through the open hatch. Unbeknown to me the 'scurvy crew' wrote in the log '1505hrs, Skipper Off Watch Asleep in aft cabin' and '1540hrs Skipper On Watch - Asleep in aft cabin'. Now that is recorded for evermore in the Log!

So upon waking up I was informed by this mutinous crew that to be asleep 'On Watch' was a hanging offence. But as the trim of this fine vessel would be upset by hoisting me up to the yardarm, the punishment would be reduced to doing the washing up instead!!

And so our good ship wandered on in search of land to our south. The wind however was decreasing gradually and the sea was becoming flatter. All the sails were full of something but there were no cat's-paws on the water and we had to keep looking at the water line to make sure that we were in fact moving. It was not the time to change course or trim the sails for we would lose what wind there was, so we crept on at around two knots and at 1715 hrs the log records seeing the Copperas buoy ahead and at 1850hrs Copperas buoy abeam portside 2 ½ cables. I did consider putting David and Mike in the bows to get some weight forward, and so increase the water line and therefore the speed. But by then we were going too slowly to make any difference.

As we slowly crept on it became apparent that our track would take us too far into Combe Martin bay and that we would get caught up in the tidal stream so I took the helm and gently steered for the entrance to Watermouth. At 2030hrs we slowly slithered through the tidal stream off the entrance and sailed into the harbour. At first we entered the no wind area behind the rock and then to our total disgust what wind there was, was coming from the south-east straight down the harbour and stopped us dead in our tracks without any steerage way. So we had to motor about 50 yards to get in far enough to anchor.

It had been a fantastic days sailing with very good friends and one which I hope our memories will preserve.

Brian Jones