



# Watermouth Yacht Club

Berrynarbor, Ilfracombe, North Devon, EX34 9SJ

51° 13' N 004° 05' W

# AHOY

## *Newsletter April 2016*

### ***Commodore's Column***

Dear friends,

I am sure most of you are aware that I was elected as Commodore at the AGM on Saturday 26th because Moira wished to step down having served for the last 3 years. Trevor Richards has stepped down as secretary after many years and Jane has also left the committee as they want to spend more of the summer on their boat which is now based on the south coast. Moira has taken on the role of secretary. I would like to thank them all for their hard work involving the club.

I would like to welcome Mike Corner onto the committee, Mike has been around Watermouth for a long time and I am sure he will provide good input into the running of the Club. The committee are always looking for ideas to help the future of the Club.

Firstly, as you may know I was reluctant to take on this position as I felt it would be a further work load on top of the maintenance which I carry out for the Club. My other worry was the future of the Club, I had to consider the fact that I might be the Commodore faced with the winding up of the Club if the usage continues to decline and this is something I would not really want to be part of. I feel, however, that with the support of the committee and members behind me we will be able to continue for some time, hopefully one day we may find some younger members who can take the reins as the committee are all maturing in age.

The annual model boat race which should have taken place on Easter Saturday had to be abandoned due to lack of entrants (probably as a result of the great British weather!) but the first carvery on Easter Sunday was a great success thanks to Moira and her band of helpers. It was nice to see everyone again after what seems like a very long winter.

I hope this boating season will be blessed with better weather than 2015 when the Club cruises and fishing events were abandoned.

I would like to wish everyone a successful summer on the water.

**THINK SAFETY – ARE YOUR LIFE JACKETS SERVICABLE?**

***Simon Kemp***

## **2016 WYC Committee**

Simon Kemp	Commodore	Keith Alsford
Geof Pierce	Vice Commodore	Del King
Colin Goodyear	Rear Commodore	Sue Kemp
Moira Alsford	Secretary	Rachel Pierce
Steve Barron	Treasurer	Mike Corner
Carol Gell	Membership Secretary	

### ***Treasurer's Report***

Despite the weather of late, I have it on good advice that Spring is actually here. Activity at the harbour might suggest otherwise!

The early part of the year is always an expensive time for the club with insurance, moorings and bar restocking costs all falling due. I'm pleased to say that these costs have now been met and our first carvery this year has, with thanks to Moira and her helpers, offset some of the balance sheet impact.

At the time of writing, fewer than 50% of membership subscriptions for 2016/17 have been received. If you haven't made payment yet, it would be appreciated if you could do so as soon as possible.

Account activity at this time of the year is always busy and trying to place an accurate figure on our financial health is only good for the day in question. However, as of 31 March 2016, the account holds £11,095.10. I am hopeful that, subject to the unexpected, we can continue this year to rebuild the club's finances to the comfort levels enjoyed prior to our building extension works.

I wish you all a pleasant and above all safe boating season, for we must be due a good summer soon. Let's hope this one is it!

***Steve Barron***

### ***Club Maintenance***

Just a quick update on what has been going on at Watermouth since the last Ahoy.

The roof repair has had the test of many gales, heavy rain and has proved to be successful. I am not a hundred percent sure that the leak over the window is sorted as I have found traces of water on the window sill, this could be rain water or condensation off the glass but I will keep watch on what happens as time moves on.

The shed has now been assembled after preparing the site base and I think it has fitted in well where it is located. Many thanks for the help I received during this project. I have put some of the excess furniture in it which leaves a bit more room in the club lounge.

I had a problem when I took the cover off the patio furniture. The two bench tables had started to fall apart as the bolts that held them together had rusted away - have you ever had to remove 32 bolts rusted into wood? I hope the replacement bolts last a few years.

I think most of you know the club flag pole came to the end of its life during November 2014? Moira and Geof worked hard to find a replacement pole which was difficult as most options were too costly, eventually Geof located an old wooden mast (I will not go into the details on this as it would fill a book) which is now the next project for the Spring.

Nothing else to report at this stage.

***Simon Kemp***

## **Membership**

Just a few words to thank those of you who have renewed your memberships and a reminder to those who have not subscriptions were due on 1st March. Attached is a membership form for your convenience.

Please note the lock to the back door of the club was changed at the AGM. Also those of you who did not renew membership last year this is the last Ahoy you will receive.

Looking forward to a good summer and sailing season.

**Carol Gell**

## **Social & Coming Events for your Diary**

<b>Sunday Carveries</b>	<b>10<sup>th</sup> April, 24<sup>th</sup> April, 8<sup>th</sup> May</b>	
<b>BBQ's</b>	<b>11<sup>th</sup> June, 9<sup>th</sup> July, 13<sup>th</sup> August, 10<sup>th</sup> Sept</b>	
<b>Quiz Night</b>	<b>30<sup>th</sup> July</b>	
<b>Fishing Competitions</b>	<b>9<sup>th</sup> July, 13<sup>th</sup> August, 10<sup>th</sup> Sept</b>	
<b>IYC Lundy Race</b>	<b>20<sup>th</sup> August</b>	
<b>Clovelly Maritime Festival</b>	<b>Sun 17<sup>th</sup> July - Sun 4<sup>th</sup> September - Lobster &amp; Crab Festival</b>	
<b>Club Cruises</b>		<b>HW</b>
<b>I've pencilled in</b>	<b>Sat 11<sup>th</sup> June</b>	<b>1123 7.6M</b>
	<b>Sat 25<sup>th</sup> June</b>	<b>0958 8.4M</b>
	<b>Sat 9<sup>th</sup> July</b>	<b>1011 8.3M</b>
	<b>Sat 23<sup>rd</sup> July</b>	<b>0904 9.0M</b>
	<b>Sat 6<sup>th</sup> Aug</b>	<b>0907 8.8M</b>

There are a few of us who are retired and not tied to weekends, so, if tides and weather are ok, there is no reason why we can't arrange an impromptu jaunt when wind and tide permit. It would only take a couple of phone calls - what do you think ?

## **Caption Competition No 6 - it's him again !!**



***I've run out of pics for future captions so can anyone provide a pic for the next Ahoy ?***

## The Confessional



*Nothing to share this time, so either we have all been very good or we are too shy to tell ?*

*Come on, you know you will feel better if you get that mishap off your chest*

*Please send to  
Or*

[geofpierc@outlook.com](mailto:geofpierc@outlook.com)  
[watermouthyachtclub@gmail.com](mailto:watermouthyachtclub@gmail.com)

## Captions for Competition No 5



- Brian Jones *The lengths that Keith will go to, to have a fag without being seen!*
- Simon Kemp *This could take some time*
- Alan Bosely *Window shopping is all you can manage at my age!*
- Steve Barron *Honest Moira, I'll never ever try to boil another egg*
- Philip Langford *Ooh that's a relief !*
- Heather Langford *I see no ships !*
- Julia Field *The 'Hole in the Wall' gang had beaten him to it.  
The game of hide and seek was no fun anymore.*
- Moira Alsford *Can I come in yet?  
Are you open yet?*

And the winner, picked by Rachel is Philip Langford, don't forget that due to a momentary lapse by our Treasurer, the prize is a free drink

The caption competition picture was taken during Hurricane Gonzalo last year so here are a couple of reminders of what it was like in the harbour, unfortunately no pic of Cello



### ***Bristol Channel Snippet***

About thirty years ago we came down channel from Porlock when a sudden gale sprang up and we heard the coastguard at Ilfracombe call the Balmoral saying “we've had a report you are going around in circles, are you in trouble?”

The Balmoral replied “no we are OK thank you, the deck chairs are being flung all over the place by this sudden violent sea. By going round in circles, the deck chairs all end up against the outside railings where the crew can gather them up and tie them down”.

***Brian Jones***



### ***A Thought from New Zealand***

Not a mishap, but a chance for Keith to update the harbour loo along the lines of one I visited on the waterfront at Pictorn, South Island, New Zealand?

New structure. On entry a rather gentle male voice (electronic) instructs as follows.

"Welcome, please close the door"

"Press the blue button to lock the door"

"You now have 5 minutes"

Whereupon Bert Baccarat soft music plays, and it certainly helps!

Flushing is achieved by voice command.

The music stops (well it would of course) and the voice instructs as follows :-

"Please wash your hands"

"Press the blue button to unlock the door"

"Thank you and goodbye"

Now what puzzled me, (and I confess I did not need longer than 5 minutes), is what happens should the user need to exceed the 5 minutes allocated. The mildest option would be the immediate opening of the door (remember this loo is on the waterfront) no matter the users position or state of dress.

One can conjure up worse time expired options.

A source of inspiration for Watermouth Harbour Ltd?

***Alan Bosely***

### ***Dirty Fuel- Diesel Bug***

Rouselle was built in 1971 and at that time she was fitted as all Seadog's were with a Perkins 4-107/08 Diesel engine. In 2005 it was necessary to replace this engine as it was at the end of its life and spares were becoming difficult to obtain. I therefore fitted a new Beta Marine BV1505 37hp marine diesel engine. This was matched to a BorgWarner gear box which is the ideal propulsion system for a Seadog and has given faultless performance up until 2011.

On a passage to Milford Haven in 2011 after we had been motor sailing for five hours, the engine revs dropped suddenly from 2100 to 200. The cause of this was eventually found to be a blocked fuel filter. At that time I thought that this was due to dirt in the starboard fuel tank and a new filter was fitted and all resumed to normal once again. However over the intervening years the problem has persisted on and off.



All Seadogs were fitted with two 23 gallon fuel tanks, one each side of the engine. I kept both fuel tanks full but for normal running I always used the starboard tank and kept the port tank in reserve. If possible I always obtained fuel in cans and filtered it into the tank. However when filling up at fuel barges etc. it's not possible to filter it as it is pumped into the tank under pressure. It is at these

times that I suspected that some dirt also came in with the fuel and over the years this has built up and eventually 2015 it was found that the problem still remained.

Upon reading an article by Damian Walker in the Practical Boat Owner, I suddenly realised that my fuel block was not caused through dirt but was caused through dead fuel bugs drifting around in the fuel. I had, over the years been adding the fuel bug killer to the fuel in each tank and I naturally thought that this liquid prevented the bug from forming in the fuel. However as described in the article this was not so. What it actually did was to kill the bugs that were already in the tank and so I have dead bugs drifting around in the fuel. These take the form of lumps of slimy jelly and it is this jelly which blocks the fuel pipes and filters.

I haven't got a cleaning hatch in either tank so I have to clean everything within the tank. On the `world wide web' are several firms who will clean your fuel for you or provide you with a system to clean your fuel yourself, but as these can be very expensive, around £500 - £1.250, so I decided to make my own.

The main part of these systems is a Turbine filter; which is basically a 30 micron filter which is situated around a Turbine. The fuel is sucked into the turbine which spins and the water and other contaminants are deposited in a glass bowl at the bottom. The remainder of the fuel travels up through the system and through the filter which cleans the fuel down to 30 microns. It then travels out of the turbine and down through a separate fuel pump to wherever you want to send it. The turbine works better if fitted on the suction side of the fuel pump as it normally would be in any engine set up. When all the fuel is filtered down to 30 microns the turbine filter can be changed for a 10 micron filter and the process repeated. When that has been cleaned to 10 microns the filter can be changed to a 2 micron filter and the cleansing repeated once again. During this process it will be necessary to let the water out of the glass bowl at the base of the Turbine into something where it can be detained.

I purchased a RACOR 500FG30 Turbine from Thomas Auto Diesel Distribution (Tel 01233-642816) plus another 30 micron, 10 micron and 2 micron filters. The Total cost of that including VAT was £180. The only other items required are a 12 volt fuel pump, £15, a 12volt battery and fuel piping.

The turbine is quite large and the dimensions are Height 11.5 inches, Width 5.8 inches and Weight (dry) 4 lbs. Efficiency of the system is rated at 99%. The speed at which the fuel is cleansed largely depends upon the power of the pump but the filter will operate up to 60 gallons per hour.



At present I have mounted my unit as shown in the photos. This is because, using the fuel pump I have sucked out all the fuel etc from the starboard tank and I have it at home in cans. Later in the spring, using the above system, I will cleanse the fuel in the port tank and that will be directed into the empty starboard tank. That process will be repeated down to 2 microns and then the clean fuel that I have already cleansed, in cans, will be put into the port tank. When that is all done the Turbine will be fitted to Rouselle so that all future fuel will pass through the Turbine before it reached the engine. Then hopefully I will have no further fuel problems with Diesel Bug or other contaminants.

**Brian Jones**