



Watermouth Yacht Club

Berrynarbor, Ilfracombe, North Devon, EX34 9SJ

51° 13' N 004° 05' W

AHOY

Newsletter June 2020



Commodore's Column

Ahoy there my hearties! I do hope all of you are keeping well and in good spirits in spite of the unbelievable time we are all going through.

The season is fast approaching and the launching of boats is something we are all considering I'm sure, but apart from fishing and little jollies around the coast no other plans can be made due to the restrictions in harbours all around. However, at least we can all enjoy the lovely weather we're having and have no excuses not to do those little jobs around the house/boat/garden etc but take care of these dangerous pastimes. Many thanks go to Simon for his sterling work towards the clubhouse's facelift, excellent result.

Let's look forward to better times, happy overdue get-togethers and lovely cream teas by courtesy hopefully from our local Boat Café.

Kindest regards to all.

Robert Johnson, Commodore

Membership

What difficult times we are living in at the moment, it will be really good to get to the harbour but living near Bristol has meant staying at home.

Memberships were due at the beginning of March as we are now at the end of May beginning of June and your committee has made a very big reduction in the fee for this year due to the pandemic, a strong reminder to those who have not yet paid that we really do need your support for this year and the coming years, thank you to those who have paid.

We welcome new member Nicholas Smith who has an Atlantic Princess and look forward to meeting you at the harbour.

Richard and I look forward to being able to get to the harbour soon.

Carol Gell, Membership Secretary

Club Maintenance

Work has taken place during the last few weeks to repair the gable end of the club overlooking the harbour, this was necessary to try and stop the ingress of rain into the club. I am pleased to say it has not been the major job first envisaged.

Once the scaffold was erected a close inspection was possible to find the problem, we decided it was due to the upper tile fixings, these were badly rusted and had allowed the tiles to move away from the cloaking which was allowing the wind to drive water into the gap.

To keep this article reasonably short I will briefly explain the work that has been carried out.

All the tiles set parallel to the roof line have been removed and fixed back with stainless screws, the lower tile fixings were galvanised nails and were still in good condition as was the timber behind, to guard against water entering over the top row of tiles sealant has been applied and new plastic dry verge cover fitted to the edge for added protection. It is hoped that this will now cure the problem.

I hope it will not be long before this C-19 situation is over and we can get back to normality, in the meantime stay safe.

Simon Kemp

Clubhouse

As you will be aware, WYC has benefitted from a £10K grant which make our accounts look unduly healthy. However, please understand we plan to use all of this money to benefit our members and the Club in the following ways

1. To mitigate the lost revenue from the bar not being open and no social events.
2. We have reduced this year's subscription to just £10 as the club will not be providing our normal benefits to members
3. We would like to refurbish the clubhouse by redecorating and having new carpet, curtains and furniture to replace the old rather tired furnishings.

In the past we have always had to do things on the cheap so now we have the opportunity to get some better quality tables and chairs and make it much more pleasant for members.

Social & Coming Events

I don't think anyone will be surprised that we have had to cancel all our planned social events this year which is a great pity as we had several BBQ's, Quizzes and a games evening planned.

I'd like to think if lockdown were to be eased we could maybe do a BBQ but don't hold your breath !

Boat Café

Laura says she will open Teacup as soon as Government guideline make it possible, perhaps with just outside catering and take-aways to start with.

Be Aware

Unfortunately an outboard has recently been stolen from a dinghy at Watermouth so if you cannot take your outboard motor home, it should be very securely attached the boat. Most insurances will not pay unless you can prove it was secured in a satisfactory way and not vulnerable to an opportunistic thief.

Can I remind you that WHL's terms, (and WYC's), state that all dinghies must be marked with the owners or boat name. In this case the dinghy was not named so Keith doesn't even know who has suffered the loss.

Rigging in North Devon

Did you know there was a local supplier for wire rigging at Instow Chandlery, who could make standing rigging up to 6mm diameter. Unfortunately they have stopped making or replacing standing rigging, but North Devon Yacht Club have taken over the equipment and one of their members has been trained in the art of swaging/crimping terminals on to the wire. They made new shrouds and stays for Chaser in 1 week and I'm very satisfied with the new rigging and especially the price. It's good to know there is a local source for new rigging. If anyone needs new shrouds or stays, please email NDYC at info@ndyc.org for more information

Treasurer's Report

Activities on hold, plans changed and reunions with friends delayed. Unparalleled times and unparalleled measures in not only our personal lives but also in the history of our club. Things will get better but in the meantime, work to secure the future of the club goes on.

My balance sheet has never looked so different but the club remains in sound financial health, due in large part to our claim for payment from the Small Business Grant Fund. The club qualified to receive £10,000 which has now been paid. However, this payment is taxable so in all probability the net benefit will be reduced to £8,100. The desire to pass on some of this benefit via reduced subscriptions, and the necessity to mark time during the current closure, is costed and within the club's ability.

Headline figures at the time of writing are as follows:

Income

Subscriptions (inc mooring premium)	£ 1,205.00
Bar	£ 0,000.00
Social	£ 0,000.00
Grants & Donations	£10,000.00

Expenditure

Insurance	£ 1,042.68
Moorings	£ 690.00
Sailing and RYA subscriptions	£ 180.00
Utilities	£ 529.81
Maintenance	£ 252.58

Cash at bank (current account)	£ 8,714.15
Cash at bank (reserve account)	£20,000.00

Known issues going forward include the possibility that the subscriptions figure above will fall as some members have not yet provided details to enable refunds to take place. Maintenance will soon see a significant rise when we are billed for works to the front elevation of the building. Finally, the utilities figure which is artificially high at the moment, will stabilise when changing of large amounts of coinage can be made once more.

Quite how the rest of the year will progress is beyond my gaze but we are prepared for ongoing costs, and particularly, those large routine liabilities that fall upon us early in the new year.

But most importantly, and until we are able to meet once more and resume our favourite pastime, please stay safe and I wish you all well.

Steve Barron, Treasurer

S/Y Alina - yacht share in the Med

Over the years we have usually chartered yachts for our annual 'together' holiday and as harbour master, Keith is only allowed to take his annual holiday out of the normal holiday season: this means between October and February. Chartering in January/February means the Caribbean or the East and whilst we have done that, it is certainly an expensive holiday and as such, an eye opener! So we chartered in October in and



around Europe, Turkey, Greek Islands and Croatia. Small yachts are not generally available for yacht charter, six or eight berths are the norm and these days we have seen them getting bigger and bigger. Chartering in October we went for the older boats and even sharing the costs with good friends, Jane and Trev, we found that a two week holiday was costing around £2,000 per couple. Back in 2008 a group of friends local to Ilfracombe formed a syndicate and bought S/Y Alina, a Bavaria 1060 located in Porto Heli, Greece. She was built in 1984, a six berth with one heads, a fin keel and sail drive. This syndicate stayed together until the teens when for various reasons shares began to change hands. In 2016 another local couple (Chris and Sandra - sailors) bought

into the syndicate. We were aware of the syndicate for Alina and when another share became available at the end of 2017 we expressed an interest, thought about it for too long and that share was bought by a Mark Jones who lived and still lives in the Liverpool area. However, another opportunity arose in March of the following year to buy a share from one of the original syndicate members. Keith was keen as the entry cost was just about the same as a two week charter but of course, in addition we would have to pay the agreed monthly maintenance sum to cover moorings, insurance, boat yard fees and the like. The monthly fee is agreed by the syndicate members. So in these few years from 2016 to 2018 the syndicate members changed radically but Martyn and Val Bell remained. We gleefully flew over in October 2018 with our friends to enjoy a two week sailing holiday on Alina by which time the syndicate had moved her home base from Porto Heli to Galatas which is just a narrow strait over from Poros. We knew that she was most definitely an old lady in boat terms but even so it was quite a shock to discover she could only be described as run down and even a bit dilapidated. We were the only members of the syndicate to use her in 2018 and as we know, boats of all types can go downhill rapidly when not used and therefore not maintained properly. However this did not phase Keith (and to a lesser degree – me (I was a little bit!)), the sun shone and eventually we enjoyed some of the local harbours, local food and of course the local wines!

In the first half of 2019 Martyn and Val died within weeks of each other leaving everyone who knew them stunned and their syndicate membership in limbo. For various reasons this share remained with the family until March of this year although they came to realise that they had no intention or ability to use Alina.

As I write, in very recent years substantial effort and some money have been spent bringing Alina up to scratch, replacement rigging, new sails, new furling gear, holding tank and much more general work. The next substantial outlay will be for a life raft and then I might be trying my hand at making a new bimini.

Currently she is ashore in the boatyard in Galatas, but when restrictions allow she will be craned into the water and we are due to go out again in October of this year.

Out of interest, Mark advertised the fourth share on a web site (<https://yacht-fractions.co.uk/>) a few days after the UK went into Covid19 lock down – we consider ourselves very lucky to have caught the eye of someone who had expressed an interest when Mark bought his share and indeed he is now our fourth partner.



Moira Alsford

New WYC Sign

You may recollect the sign for WYC was fixed to the side wall of the entrance porch and not really visible. Now the hanging tiles on the front gable of the clubhouse have been secured, we plan to have a new sign on the front of the clubhouse where it will be more visible. The new sign is proposed to be like this, similar to the old sign but a more contemporary design.



Back Door Entry System

Some members are having difficulties gaining access using the key fob reader. In most cases, the problem seems to rest with trying to open the door before the latch release function has completed. There is a 2 or 3 second delay between presenting the fob and the system releasing the latch. If the door is being pulled during this delay period, the latch will be prevented from releasing and the lock will reset.

It is possible to hear the latch release at which point the door handle can be pulled and entry gained. If passing traffic obscures the latch sound or if the member has hearing difficulties, please wait 2-3 seconds before operating the door pull.

In other cases, it appears that members are presenting the fob outside of the marked sensor area on the reader. The following illustrations will provide guidance in the correct location on the reader to present the fob. Experience confirms that holding the fob against the reader is preferable to it merely being in close proximity.



Hope this helps.

Steve Barron

And just to finish

An extract from a magazine long ago, thanks to Simon

“One phrase which I noticed in last week’s issue is a misnomer and most unfair to hydrographers and the rock concerned in the phrase “treacherous rocks” relating to the loss of the Herzogin Cecilie. When rocks are correctly charted they cannot be ‘treacherous’ as, under normal circumstances, they are perfectly harmless if the rules of navigation are obeyed. To earn the title ‘treacherous’, the rocks would have to move from their charted position”.

Yours truly

A.R. Nance, Master Mariner

Well, he isn't wrong is he !

FYI, Herzogin Cecilie was one of the fastest merchant sailing ships of her time, on a par with the Flying-P four masted Barques. The trip around Cape Horn from Portland (Oregon) to The Lizard (England) was done in 1903 in only 106 days and she achieved a speed record of 21 knots!

She won the 'grain race' four times prior to 1921 and four times in eleven trips from 1926 to 1936. On 25 April 1936, she grounded on Ham Stone Rock and drifted onto the cliffs of Bolt Head on the south Devon coast in dense fog when making for Ipswich. After parts of the cargo were unloaded, she was towed to Starhole (Starehole) Bay at the mouth of the nearby Kingsbridge Estuary near Salcombe and beached. On 18 January 1939, the ship capsized and sank. The remains of the ship sit at a depth of 7 metres at 50°12.82'N 3°47.02'W.

