

Issue 209



Cockle Island Boat Club

Summer/Autumn Newsletter 2020



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Editors Ramblings



Ahoy there Clubmembers! What a year this has been Regattas cancelled, Racing cancelled Club meetings cancelled, Winter programme partially cancelled and so the list goes on!! I wish and hope somebody can cancel this Covid 19!and soon, so as we can hopefully resume our clubhouse activities.

Sorry about that just had a bit of a “rant” there!! Anyway I hope you are all fit and well and ready to meet up at the Clubhouse for our Winter Programme fingers crossed?? **“Stop Press Shortened Racing Programme to go ahead”** see included programme.

Some members have managed to get in a few cruises to parts far and near and some members have also invested in new craft. So I’m looking forward to some interesting copy and pictures for the Winter edition. YOU KNOW WHO YOU ARE....!

PS “The Motor Yacht Section” has had a 100% increase
Well at least we have a few months of hopefully reasonable weather left so get out there and enjoy what we all love best just
“Messing about in Boats”

Cover picture . These diesel outboards are really catching on!

*Big Thanks to all
Newsletter
Contributors.*

The Ed.

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I trust that this newsletter finds you and your family and friends safe and well.

Although Ards and North Down Borough Council has decided to re-open council Community Halls from Monday 5th October, the committee has decided to postpone the start of the clubwinter programme until January 2021 at the earliest.

This means that there will be no Wednesday night meetings in October November and December, and the Annual Church Service and Annual Dinner and Prize Giving have been cancelled.

The reason for this is that the anticipated second wave of COVID-19 has started, and the age profile of the membership of CIBC means that most of the attendees at winter programme meetings would be in a high-risk group.

The committee appreciates that additional lost opportunities for social interaction between our members is far from ideal, but the health, safety and physical well-being of our members is our primary concern, and it is incumbent upon us to proceed with great caution.

The committee will continue to monitor the situation regarding COVID-19 and will publish and circulate a winter programme when it is safe to proceed.

The committee will be recommending to the 2021 Annual General Meeting that 2020 membership subscriptions paid before 1st December 2020 will include the subscription for 2021.

If you have any comments or queries you can contact the committee through the Honorary Secretary at honorary.secretarycibc@outlook.com, or 11 Pinehill Green, Bangor, BT19 6SQ.

**Stay safe.
Kyle Colville
Commodore
The View from The Bridge**



Becoming 'Competent Crew'

Christina Ford

First mate, Potemkin.



We left Donaghadee with the Dehler 37cws, 'Potemkin' after an initial year together (based in Lochinver) as a couple and made our way south. For the first year it was to A Coruna in NW Spain, then down to Almerimar on the Costa del Sol, and then last year to Rome. This year's trip is, of course, in abeyance but we intend to eventually fly the CIBC burgee in the Bosphorus.

Our trip to date over three years. Now 'up the Tiber' waiting for an escape.



By the time we got to the Mediterranean I was feeling like a pretty successful sailor - never having been on a sailing boat in my life till the skipper and I took up as a couple. He suggested that a sailing course might be good for me. I thought, too, that it could provide a winter break in the sun and some light relief - certainly the Skipper was incapable of teaching me anything given his long career as an academic (not like my school pupils, entranced by my pedagogic brilliance). We decided on Gibraltar for my 'Competent Crew' course. I would show the RYA just how much of a competent crew I was even before I took their course.

We flew to Malaga and the Skipper drove me to Gibraltar. He hoped, I think, to just dump me at the Spanish side of the border and then drive off, but I was having none of that - with my sense of direction I could have got lost in the 1/2 mile there! So we went together to the marina where my sailing school was based arriving on the Sunday evening to spend a week on a Jeanneau 36. Skipper then left me. He seemed very keen to be off.

"There were to be three of us and our tutor."

Anna, English, early thirties, a lawyer, was an experienced sailor and was doing the Day Skipper course. Johnnie, Welsh, in the security business in the Middle East, late fifties and former Marine, was experienced in sailing dinghies and had an unfortunate eye tic whenever he looked at me. And, me, Scottish, late fifties, retired English teacher and three years of sailing with the Skipper. Fourth on board was our tutor Rodney, a cocky Cockney, early forties, former fireman who had only taken up sailing three and a half years previously. He left us to get to know each other that evening.

We three tutees settled in over a glass of wine. Anna seemed a really nice, unassuming girl, tall and attractive in a quiet way. She and I got on well during the course. The Skipper told me later that she was probably made from steel - she was a young commercial lawyer just going into a large practice where life would be cut throat.

On Monday we had a 9am start. Rodney told us what the course involved and in the afternoon we managed a sail round outside the marina - there was quite a wind - practising some manoeuvres, one of which involved reversing a longish distance to a huge concrete block and putting the engine into forward at the very last minute to brake us. Great fun and we didn't hit the block. Sails, ropes, sheets, winches etc. were discussed with a view to being able to remember everything for the following day's class. We >>>>

finished at 5pm but not before some skyward happenings. A British Airways plane had problems landing on the runway and took off again without touching down. It roared low above us, wings tipping frantically from side to side. It scared us but must have scared the passengers more. A video of it made the evening news around the world, but no mention of a sailing school being potential casualties from tons of plane falling on us!

Life on board as a vegetarian was a wee bit awkward as I have a different meal from everyone else. The school had supplied some sandwiches, but to be honest, my tastes are a bit more refined than tinned food and snacks. Anna had become a vegan six weeks previously (though her veganism was not very strict it seemed to me) and I, of course, had been vegetarian for about 30 years. Both Rodney ('I couldn't do without meat') and Johnnie ('I eat meat everyday') were not particularly impressed with vegetarianism. Though I got through the week it did seem, on a couple of occasions that I wasn't getting enough food.

The next day, Tuesday was another 9am start and Rodney moved onboard. We three each had our own cabin and Rodney slept in the saloon. The morning was spent on tacking and gybing and the afternoon on man overboard, sails, putting up mainsail, releasing Genoa, bringing mainsail down, flaking mainsail, winches, jammers, ropes. The day finished at 7pm and we spent the night in the marina on the Spanish side at Alcaidesa - where we had moored the Dehler when we first arrived at Gibraltar. The plan for the next day was to set off to Ceuta, a sail of about 3 hours. Ceuta is on the North African coast - a little bit of Spain which the Moroccans want back and the Spanish won't give back. Much like Gibraltar in fact.

After two days of pretty hectic work - sails up, sails down, sails up, sails down - my early confidence that this would be a doddle had wilted. There just seemed to be so much on a boat that I didn't know about and - up to this point - hadn't really cared about. It grieves me to say it, but I was learning how little I know about sailing and how much my Skipper does. I felt a bit disheartened! Not only that, but I thought a course fail was on the cards. Could I live with that failure? Me, a member of the Institute of Advanced Motorists failing a 'competent crew' course? It seemed very likely indeed.

Wednesday we were up and about doing our daily morning prep of the yacht: sail cover, helm cover, engine checked, etc. and the yacht fully prepared for sailing. I had no idea about this side of sailing! My early days of sailing were me lying in the bunk while the Skipper got the hot water ready for my shower. We left in the afternoon after more instruction and playing about outside the marina and arrived in Ceuta early evening after a sail with lots of lumpy swell. Rodney ensured that we did the evening deprepp (is that a word?) and tidied up, mainsail put away, covered, helm, instrument panels etc. put to sleep. It takes ages to do this and once again, I had no idea the Skipper had to do it. I was usually down in the cabin preparing a lovely veggie meal for myself.

It had become very hard work. All the things I had to remember were not being remembered and Rodney expected to have to tell us once and then let us get on with it.

Stoer Head my first yachting steps were usually in poor visibility and rain. This was going round Cape Wrath to anchor in Loch Eriboll before going back to Lochinver



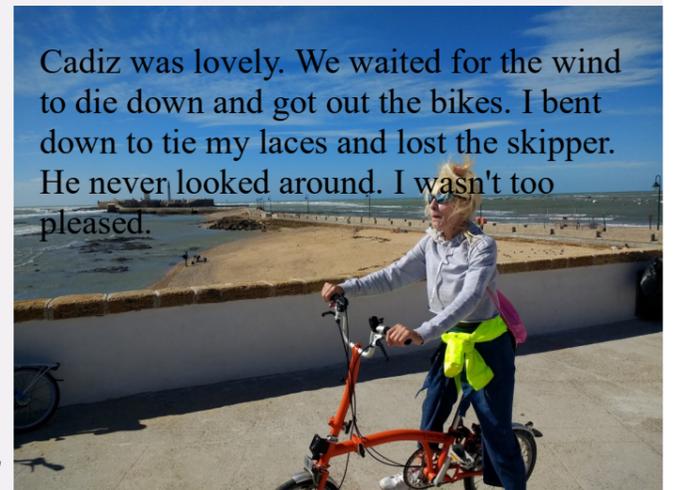
I thought I was the sailing bees knees until I did my Competent Crew course.



It was double frustrating as Rodney's interest in Anna was clearly going beyond tutoring. Johnnie and I had become onlookers on his (failing) attempt to capture Anna's interest, despite near constant attention to her. Rodney, I was beginning to understand, was an awkward sod with too little patience for the lower orders on a yacht.

Ceuta is very Spanish and a lovely town with shops! Anna and I manage to do a clothes shop in Zara in Ceuta but she told me that she only clothes shops every three months or so. Horror! What is the point of having a mega salary if you don't have the chance to get out and spend it? She said that she envied the spare time of her friends who became school teachers, but was too embarrassed to tell them how much she earns.

Though lovely, Ceuta shares a border with Morocco. Rodney told us not to go near "the fence". So we didn't - shopping was all I wanted to do. "Today Africa, tomorrow Europe" as we planned to get back to Spain at Duquesa on Thursday or at least Rodney and Anna do the planning as Johnnie and I are left to our own devices. This was becoming very difficult. I was tired, undernourished and getting very annoyed with Rodney. I was still convinced he was going to fail me. Rodney was a bit of an old wifie. If crumbs fell in the cockpit he had to clean them up. He hated things lying about. Except, of course, when Anna left things lying about - and she was one of the messiest people. Everything lay behind her and poor Johnnie tidied it away.



Friday, the final day of the course, we had a 4.30 am start for Gibraltar and so would be night sailing.

We left at 5am with me at the helm - my perfect location on a boat (the Skipper always said I was talented, a compliment he found hard to squeeze out). I saw the sun rise while at the wheel. Magical. Rodney was obviously impressed with my skills - and about time something I did impressed him! He visibly relaxed for the first time in days. And, to show his confidence in me, he asked if I was happy staying at the helm for longer than my shift. Yes! We had fair weather and arrived back in Gibraltar around 10am. We then spent the morning on anchor practice. As Competent Crew tutees, Johnnie and I were in charge of releasing and bringing in the anchor. In the afternoon, I carried out a man overboard exercise successfully after the third try, so lessons learned on heave-to into wind to stop yacht, tacking and sailing downwind to man overboard.

We went back into Gibraltar Marina at 3.30pm for debriefing and, thankfully, I passed my Competent Crew course and was awarded a certificate to prove it.



What a steep learning curve. I don't think I have ever done anything harder than that week.

Christina,

An advertisement for Neill estate agents. It features two blue birds with speech bubbles saying "Cheap". The text says "Everyone is talking about our wonderful Service!". At the bottom, there is a Neill logo and contact information for two locations: Ards Peninsula & Comber (40 High Street, Newtownards, Co Down, BT23 7HZ, 02891814511) and North Down & Hollywood (98-100 Main Street, Bangor, Co Down, BT20 4AG, 02891270283).





MONTH	DAY/DATE	TIME	EVENT	H.W.	R/OFFICER	L.W.
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AUGUST	Monday 17 th	14:30	Wrinklies 1	10:32	R. Armstrong	16:38
	Tuesday 18 th	19:30	Crowe Cup 1	23:35	J. Cathcart	17:25
	Saturday 22nd		CSC REGATTA - TBC	14:23		08:15
	<i>Saturday 22nd</i>	<i>11:00</i>	<i>Round the Lough 1</i>	<i>14:23</i>	<i>T. Graham</i>	<i>08:15</i>
	Monday 24th	14:30	Wrinklies 2	16:00	K. Walsh	22:07
	Wednesday 26th	19:30	Crowe Cup 2 (17)	17:58	T. Graham	00:12*
	Saturday 29th		DSC REGATTA - TBC	08:56		15:06
	<i>Saturday 29th</i>	<i>11:00</i>	<i>Portpatrick Race</i>	<i>08:56</i>	<i>M. Arbuthnot</i>	
	Monday 31st	14:30	Wrinklies 3	10:49	R. King	15:52
SEPTEMBER	Wednesday 2nd	14:30	September 1	12:11	J. Cathcart	18:12
	Wednesday 2nd	19:45	Committee Meeting			
	Saturday 5th		HSC REGATTA - TBC	13:54		19:54
	Sunday 6th	11:00	Round the Islands 1	14:27	W. Ferguson	20:29
	<i>Monday 7th</i>	<i>14:30</i>	<i>September 2</i>	<i>15:01</i>	<i>A. Armour</i>	<i>20:57</i>
	Wednesday 9th	14:30	September 3	16:23	T. Graham	22:30
	Sunday 13th	11:00	Round the Islands 2	14:20	K. Colville	20:34
	Monday 14th	14:30	September 4	15:21	E. Gwynne	21:32
	Wednesday 16th	14:30	September 5	17:03	R. Armstrong	23:12
	Saturday 19 th	11:00	Round the Lough 2	13:14	R. King	19:20
	Monday 21st	14:30	September 6	14:44	K. Walsh	20:54
	Wednesday 23rd	14:30	September 7	16:28	T. Dynes	22:46
	<i>Saturday 26th</i>	<i>11:00</i>	<i>Round the Lough 3</i>	<i>07:33</i>	<i>G. Wilgar</i>	<i>13:42</i>
	Monday 28th	14:30	September 8	09:46	T. Wright	15:47
OCTOBER	Tuesday 6th		Lift-out	14:27	T. Graham	
	Wednesday 7 th		Lift-out - alternate	15:03		

CHANGES

Races shown in italic are changes or additions to the original Summer Programme.

DISCARDS

Round the Islands	2 races			
Round the Lough	3 races	best 2 results	1 discard	
Crowe Cup	2 races			
Wrinklies	3 races			
September Series	8 races	best 5 results	3 discards	

STARTS

All races will be started on radio Channel 77.

RESULTS

Race Officers to forward details of boats starting the race and finishing times to John Cathcart, john.f.cathcart@outlook.com or 07803 004902, within 24 hours of the race finishing.

If unable to officiate nominated Race Officers are asked to arrange an alternate and inform Terry Graham – 07792 054978. or John Cathcart.

MARINA MATTERS



Bill Ferguson and a pal have recently bought a lovely Rival 32 yacht, and we note also that Frank Smyth and his wife Muriel are making good use of their Vancouver 32 which they bought earlier in the year.

On a different tack it was noticed recently that there were problems on the mast of a CIBC member's boat. To haul the boat out and lower the mast for repairs would have left little out of £500, but on seeing the problem other nearby members rallied to the cause to help. One appeared with a "roll up" mast ladder, another sought and found suitable mainsail slides to attach to the ladder, while yet another one helped with getting the owner up and down the mast safely.



It is nice to see that the old values of CIBC members helping each other are still there. *Special Correspondent*

Wrinklys in Action 2020

Photos by kind permission of Alison Coyle



MV Dorella - Cruise of the Clyde Waterway 20th July – 2nd August.

Crew. Peter Bullick & Rosemary Stevenson.

Vessel. Nelson 29. Built 1994. Guernsey, Channel Islands, Hull Number 0001.



Page 1.

Monday 20th July. Departed Bangor at 1100hrs for Campbeltown in calm sea conditions which gradually built up to a F5 moderate to rough from the North. The seas just forward of the beam, up and over the waves and roly-poly were not a problem for this boat. We were making ten knots and causing lots of spray which kept the windscreen wipers busy the complete passage. We arrived Campbeltown just before 1600hrs into sunshine having completed the passage of 49 miles in 5 hours. It was too rough to stop for refreshments so we just carried on. We gave the boat a good wash down as she was covered in salt from the continuous spray. We had the usual arrivals, a meal and relaxed.

Tuesday 21st July. We departed for East Loch Tarbert, a passage of 30 miles. The sea was calm and the sky overcast. We had a look into Carradale on the way to Loch Ranza for a stop-over for lunch on a mooring. Leisurely lunch and onward to Tarbert, to arrive about 1500hrs. We cruised this passage at 7 knots. Checked in at the Marina Office, back to the boat as we nearly forgot the Arrivals. Relaxed, did some shopping, had a meal, relaxed some more, as you do. Watched TV etc.



Wednesday 22nd July. We awakened to very strong winds and pouring rain which lasted most of the day. Nothing much to do in Tarbert so had a walk or two, got the papers and spent the remainder of the day staying on board, reading, listening to the radio and later watching the TV. Most of the pubs were closed. We did meet up with Ian and Francis on board Raptur for a 'coffee' in the afternoon.

Thursday 23rd July. We departed Tarbert for Port Bannatyne via the Kyles of Bute. Calm Sea with a F4 breeze SW wind. No hurry as this passage was only 17 miles. We planned to stop in the West Kyle just off the Kames Hotel for our morning coffee. Just as we were picking up a mooring most of the alarms that this boat has, went off and to cap it all, the phone rang at the same time. There were alarms for Oil Pressure, Depth, gas, bilge pump, fan belt tension etc. Fortunately nothing serious and all sorted at Port Bannatyne. Great workshops there, everything checked as I wanted some peace of mind for the remainder of the Cruise. This cruise was to be a shakedown cruise in any case as I had only taken delivery of the boat three weeks before, because of Covid 19. We had our usual arrivals a bit later that day. No rain today and apart from the alarms we had a slow leisurely passage. Not much in Port Bannatyne, pub closed, relaxed in our usual way for the remainder of the day.

Friday 24th July. Passage today is to Holy Loch Marina. Just 7 miles. No need for an early start so Rosemary departed on her scooter for Rothsey 3 miles away for the papers and some shopping. *She got a Taxi back.* We departed Holy Loch about mid-day passing Dunoon on the



way. Holy Loch has a nice enough Marina and very helpful staff. We topped up the fuel here. We thought we would walk into Dunoon but it was further than we thought so quickly made the way back to the boat as the sky darkened and the rain returned. Once again relaxing was part of the plan, liquid refreshments, food, TV, read the papers etc.

Page 2.

Saturday 25th July. Passage today was to be to Arrochar but due to bad visibility from the very heavy rain we aborted this idea and instead made passage to Rhu Marina at Helensborough. A passage of 7 miles. Heavy Rain Showers but very little wind. Nice calm sea. We departed Holy loch at 1100hrs and berthed Rhu at 1230hrs. It was after 1200hrs so we had arrivals and then got stuck into some lunch. The rain showers continued the remainder of the day and into the evening. We had booked the Ardencaple Hotel, a short 5 minute walk from the marina, for a meal in the evening, which we enjoyed.

Sunday 26th, Monday 27th, Tuesday 28th July 4 days of continuous rain or Rain showers and strong to gale force winds. We stayed in Rhu as berthing here was at no cost as it was a partner of Bangor Marina. We read the daily papers which after a walk in the rain we purchased in the Rhu Village shop each day. Helensburgh was not very far to walk to which we did as well as a bus ride to Gareloch-head. We also saw a Submarine being escorted up to Faslane.



Wednesday 29th July. Rhu Marina to East loch Tarbert 36 miles. Again the day was very overcast with heavy showers so we made a non-stop passage to Tarbert arriving at mid-day. The afternoon the rain eased off and we went for a walk about. Had a pint at one of the street tables opposite the corner house bar and then back to the shelter of the boat and an early night.

Thursday 30th July. Passage plan was Tarbert to Campbeltown. Aborted again due to the poor weather conditions.

Friday 31st July. We set off very early from Tarbert for Campbeltown arriving at 1130hrs. A choppy 30 mile passage which took three hours. Berthed, tidied up and had lunch assisted by a glass or two of wine. Rosemary, on her scooter, scooted along the coast to Davarr Island Causway. Tide was in so no walk onto the island. I did the engine oil and coolant checks and after went for a short walk. Rosemary returned about three hours later. Did some local sight-seeing around the town etc. as you do.

Saturday 1st August. Passage today 30 miles to Glenarm. We departed at 0830hrs in what can be described as our best day of the 12 day cruise. Clear sky, flat sea and making 12 knots. All was good until about 5 miles from Glenarm. Starboard engine started playing up. After investigation the problem was fuel starvation. Dirty Fuel and a fouled up primary filter. The engine retained power up to 2000 revs only, so we made 7 knots onward to Glenarm. Port Engine no problem as the boat had separate fuel tanks. We arrived Glenarm 1230hrs. A four hour passage on a calm sea, with very little wind which increased a little for the last hour of the passage. Once again we took it easy in the afternoon with Coffee at the Castle coffee Shop. We watched the



marina fill up with visiting boats later. George and Rosemary Gracey arrived on Layla.

Sunday 2nd August. We joined George and Rosemary for a walk up the Forest track in the morning. Then after lunch it was back to Bangor. Departed Glenarm 1445hrs and completed the 21 mile passage at 16.45. making 11knots having to allow for the fuel starvation to the starboard engine.

This was the end of our 12 day cruise to the Clyde with 10 of those days we suffered lots and lots of very heavy rain showers and strong winds most days.

Page 3.

How the Fuel problems were sorted.

The interior furniture of the Wheel House had to be unfastened from the many screws that held it in place on both port and starboard sides. The floor access panels removed to gain access to the fuel tanks. The tanks had two 14 inch wide lids/hatches fastened with 14 nuts and washers which had to be undone to remove the lids and the neoprene seal. The fuel was very dirty and almost black in colour. Dorella is 24 years old and it could have been that the tanks had never been opened or cleaned in all these years. The fuel was just dirty and not suffering from the bug. Richard McLernon pumped out the tanks of almost 200 litres in each tank and cleaned the inside of the tanks. She got New Filters and nice new fuel and all was once again ok. The furniture returned to position. I certainly got to know the workings of the boat on this shakedown cruise.



Peter Bullick

The End

Stop Press Some New Sailing Photos



**CIBC Members
Still on the Water!!**





CIBC Winter Programme



2020/21

**With Regret Postponed until further notice
Meanwhile CIBC sails on see below!!**



Frank and Muriel fenders at the ready as they enter Carradale Harbour September 2020
aboard the new purchase "Wild Otter"



Ray and Mark sailing off last weeks free
Burger and a beer event last week!

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