



Newsletter
DECEMBER 2019

DISCLAIMER

The Sea Wych Owners Association is an Association of like minded individuals with one interest in common – The Seawych

Various members of the Association organize activities on its behalf from time to time. It is important that anyone involved in such events, either as organizers or participants, appreciates that they participate at their own risk.

It is vital that all participants and their boats have adequate insurance

This notice has not been issued as a result of any problems in the past or in anticipation of any particular event, but we thought it prudent to point out to all members the basis on which the Association operates.

The Sea Wych Owners Association disclaims all liability for any damage or injury resulting from participation in any of the Associations activities.

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Publication Dates and Deadlines!

Sea Wychcraft's publication months are April, August and December with **deadlines on the 14th of the preceding months.**

Please help by sending your material to us in good time! Members adverts are published free of charge, but if you would like your advert to reappear in a subsequent issue then you must renew it before the deadline! We are always pressed for time, so make sail, you are on a drying mooring.....

December 19

CONTENTS



2	President's Patter	Rick Bowen
3	Editor's Notes	Nigel Stabb
4	Letters to the Editor & Articles	
4	2019 AGM and Lay up Supper	
4	AGM Reports	
8	What do we do now?	
12	If it's not one thing	
19	Membership News & Membership Changes	Les Harrison
21	Solent Area Report	
22	SHOP INFORMATION	
22	Seawych Shop Prices	Jean & Dave Bannister
24	Advertisements	
25	Committee Members	
26	Area Representatives	
28	SOAB	





President's Patter

Welcome all Sea Wych Owner Association members, families and friends to this autumn issue of the SWOA newsletter. As usual I send a special greeting to those new members who have joined us since this time last year. The end of the sailing season is fast approaching and once again we are taking our boats out of the water to be snuggled up in readiness for the winter weather and freezing conditions.

Vicki-D came out yesterday, 10th October, and was sat on her cradle with a clean bottom and cover over her. We had a poor season as far as sailing was concerned because of my illness which took up to 10 weeks to resolve and recover from. All is well now.

Elsewhere in this issue I have written about an unfortunate experience at sea which caught me out, whilst teaching me and my crew a valuable lesson. It's strange, but we prepare our boats and ourselves as best we can but the sea, a harsh mistress, knows better and tests us to our limits. For me part of the attraction of going sailing at sea is the trust we have in our boats and our crew when conditions or circumstances suddenly change and put us on our mettle.

Our AGM and laying up supper are happening next month. Geraldine Melia, our social secretary, has published these events in the previous news letter and I hope to meet you there in due course, and catch up with your news and plans for next year.

Once again it is my pleasure to mention your hardworking committee, who work away during the year to enable events to happen and to ensure that the club is run correctly and in line with our expectations. Without these tenacious, dedicated members our club would fold and long held favourites and friendships could fade away. So I urge you and yours to continue to support our club and perhaps volunteer to organise something for members to



join in; perhaps by helping at a rally, writing an article for the news letter, putting photos on the website of an event you attended or encouraging a potential member to join us.

It was a pleasure, once again, to have been President of the SWOA. I look forward to meeting with some of you at the AGM and laying up supper.

Happy and safe sailing,

Rick Bowen

President SWOA

president@seawych.org

EDITOR'S NOTES

Welcome to the December edition of the SWOA Newsletter, in this edition you will find:-2019 AGM and Lay up Supper Reports, What do we do now?, IF IT'S NOT ONE THING.

Please don't be shy, keep those articles flowing in. The deadlines are the 14th day of the month before publication i.e.:-

April Issue - deadline is 14th March

August Issue - deadline is 14th July

December Issue - deadline is 14th November

Please use the following e-mail address

nigelstabb@yahoo.co.uk to send any stories you may have.

If you have any useful tips, please send them in! If you have any comments on the Website Message board or can offer advice on any topic please send them in.



If you want to see the Newsletter in colour log onto the Seawych website and download the Newsletter.

Happy Sailing
Ed.

Letters to the Editor & Articles

2019 AGM AND "LAYING UP SUPPER"

Saturday 23rd November 2019

President's Report

- Another year has passed with great memories and wonderful times aboard our boats and at events. Although we have had a poor summer we are now ending our sailing season with a very colourful Autumn and thoughts of fun family times over the Christmas period.
- I did attend the gents' cruise which was a few days of sailing and great fellowship which kicked off the season.
- Bembridge was another success and the weather was OK with enough attendees to make it worthwhile. Thanks to Martine and Jem for organising the event and thanks to my Vicki-D crew for holding the fort till the Wednesday. Also thanks to all who helped and to Michelle for her



traditional quiz at the BBQ.

- Poor health following Bembridge with a serious campylobacter infection halfway through the season meant that I lost out on 10 to 12 weeks of sailing and life in general.
- The SWOA is losing members faster than we can recruit despite Les's hard work; he will cover this in his report.
- The season end is nigh and Vicki-D was lifted out on the 10th October and covered over. She is now waiting for a new fuel tank to replace a failing 40 year old mild steel one!
- My pal Pete and I had our usual mid season cruise in the Solent which turned into more than we had planned. Quick reactions and some local help saved us from harm.....
- In my AGM report each year I reiterate my sincere thanks to my committee members (and their partners) for keeping the SWOA going, without their dedication and hard work the association would fail to exist.
- I look forward to working with this team next year, perhaps with a few new faces.

Balance Sheet (£) as at 18 Nov 2019

Bank Balance c/f 14/11/2018	3686.18
Income	3434.57
Expenditure	3533.89
Bank Balance Sheet	3586.89
Deficit over last year	-99.29
Lloyds Bank Account	3586.89
Shop Stock	519.00
Unpaid chq not on b/s	0.00
Plus deposits not on b/s	0.00
Total assets	4105.89

£ Income**£ Expenditure**

Item	2019	2018	Item	2019	2018
Membership	1225.00	1526.11	Membership postage / costs	13.55	25.39
Shop sales	134.79	476.33	Shop Stock / Postage / Refunds	128.61	389.35
Locker tops/KS	0	195.00	Locker tops K/S	0	66.87
Bembridge 2018	0	1268.50	Bembridge 2018	0	1038.55
Bembridge 2019	1290.78	0	Bembridge 2019	1059.00	0
			Insurances	0	0
			Newsletter Members booklet. postage	1057.14	991.31
			Website	209.56	11.99
AGM 2017	0	1008.00	AGM 2017	0	1014.20
AGM 2018	784.00	56.00	AGM 2018	866.00	200.00
AGM 2019	0	0	AGM 2019	200.00	0
Total	3434.57	4529.94		3533.86	3737.66

Treasurer's Report

The 2019 AGM statement is up to date as at 18 Nov 2019.

Last year AGM balance as at 14 Nov 2018 was £3686.18. This years closing balance is £3586.89 (down by £99.29) therefore no concerns overall.

Total assets including shop restock is £4105.89 (last year £ 4163.68).

Membership is based on 81 paid members (last year was 101) so Subscriptions are down by £301.11 on last year.



Shop sales are £134.79. mainly from stock (last year was £671.33). No Locker Tops or Keel Shoe sales this year.

Bembridge Rally made a profit of £231.78 (last years profit was £229.95). Therefore has refunded the 2 previous years losses.

Insurance premium continues to be cancelled saving £447 per year.

Newsletter remained at 3 issues a cost of £1057.14 (last year was £991.31) so slight increase in costs.

Website Host Pappa £193.97 renewed for 3 years until 2022. Domain £15.59.

AGM costs were £100.00 room hire and £126.00 for teas and coffees

The continued planned reductions made to costs over the last 4 years have continued to protected the financial strength of the balance sheet.

Subscription could remain the same at £15 to maintain the value for money.

What do we do now??

I've been sailing with Pete since we were at college together in the 1960s. First we built canoes which we paddled on the Thames near Marlow and explored to backwaters of the river. I then found an old GP14 which we renovated and sailed again on the Thames. Later I built 'Wychcraft' my Seawych which we sailed



together and as a growing family for 8 or 9 years at Walton on Naize. Pete and I would tow the boat down on a Friday night and launch about midnight to sail till late on the Sunday, to recover her and tow home in the early hours of Monday. Years have gone by, too many to mention, and Pete bought a Coribee and I bought a Centaur from the Powles which seemed huge at the time. After a few years we moved to Chichester harbour for my Longbow, Vicki-D'. So between Pete and I we have lots of experience building and repairing boats, and have a few miles under our keels between us and various conditions.

It came as no surprise to either of us to be heading out of Chichester in Vicki-D in the face of a force 5/6 with a fair bit of wind over tide. With the engine on we were coping with the rough South Westerly conditions on course for the dolphin through the submarine barrier for Port Solent and a fine evening of Italian food and a few glasses of wine.

One hour out, we heard a loud bang, but were not sure where it came from. Suddenly the whole boom assembly, with furled sail, collapsed on our heads forcing us to grab some line and lash it down to prevent any further damage. Within a minute or two assessing our sea worthiness we agreed to carry on as we were well on our way to the dolphin and our engine well capable in getting us there. It was then the engine stopped. Silence, except for the wind and waves. 'What do we do now?' said Pete, always the pessimist



and mildly panicking.

A quick look at the wind direction and the flooding tide, we unfurled 1/3 genoa and pointed our bow towards Langston Harbour, with the swells lifting our stern. Not having been in Langston before and having no chart to hand, we felt our way into the entrance and called to local marina to ask for a tow in. 'It's too rough', they said, 'why don't you call the Harbour Master?'

Within a minute or two of calling the Harbour Master their RIB was alongside and putting us on a swinging mooring. We quickly gathered our bags, locked up and went ashore.

My many thanks to the guys who took us under tow and over the next two days ferried us back and forth so that the engine filters could be cleaned and replaced in much smoother conditions.

Eventually we started the engine and safely motored back to our HISC mooring. Our rigger, Martin Leaning, came up trumps with a replacement to our broken gooseneck declaring that it was like hen's teeth, the 'last one' he knew of, so don't do it again. All's well that ends well. Lessons learnt;

Always have an alternative port in your plan as you never know.



Make sure you have spare filters and other spares stored on board.

Ensure your fuel tank is full before departure to minimise the 'washing machine' effect of a half filled tank in a rough sea, picking up grot in your tank that blocks the filters.

Communicate to your crew your intentions and try to calm them with your quiet confidence, even though you may not be feeling it yourself.

Carry a 10 litre container of clean fuel and take some tubing to connect to the fuel line after the filter as a get-you-home.

Happy and safe sailing !!
Rick Bowen



IF IT'S NOT ONE THING . . .

Well – after all the work I did on my engine last winter, I thought I had many trouble free years of sailing ahead – but no – sometimes the Gods are cruel . . .

Having put the engine back in “Sundance” after replacing the worn out water pump and replacing the sail-drive seal (*which had been there for 7 years*), cleaning it all up and finishing it off with a good lick of paint I thought all was well. That was until about three weeks later. I motored out of Elie harbour for a sail when suddenly the engine revs died to half and since then I can only get half power from the engine. Why – don't know – so, this winter it comes out again for a total strip down to find and solve the problem. Jim Knox (the local marine engineer) I know well and he has said “if I get the engine out we can take it to his workshop in Upper Largo, fix it and bench run it till it is good to go back in the boat.” I will go and work on it with him to learn for the future.

IN THE MEANTIME . . .

I have not missed out totally on sailing this year. Two years ago, my wife May and I bought a residential caravan at Twenty Shilling Wood holiday park in Comrie, only 4 miles from Loch Earn. The first year I spent a lot of time running up and around the loch in my Zodiac – but I really should have been sailing. So – I decided to look for a wee boat to sail on the loch. I thought I would get myself a Leisure 17, but having looked at quite a few on Ebay and Gumtree, there was nothing that was on a trailer, not in crap condition at a reasonable price and not within 300 miles of Loch Earn. Then – out of the blue – one day on Gumtree, I found her! At first I couldn't believe my luck – I was reading an advert for a 19ft Sea Wych for sail at



Lochearnhead. Looking at the photographs, she looked lovely – and on a trailer for £600. I called the owner right away and agreed to come up the following weekend to have a look at her. After spending quite a lot of time looking over the photographs again and again in anticipation – as you do – I travelled up the following Saturday to meet him and look the boat over. After a pleasant drive from Elie to his cottage on the banks of Loch Earn, (a distance of about 65 miles) with excitement I saw the wee boat. Full of excitement I shook his hand and walked towards the boat. As we got closer I thought “wait a minute” the weather boards had been left out and she had been standing behind his house for over a year during which time the chickens had decided to call the boat “home”. Looking at her from the outside, I could see that everything was old and dirty, the rigging was a joke although she had potential. Inside was unbelievable! The chickens had covered everything with s**t and there was eggs everywhere – there was also a strange smell! However – that said – I liked the layout and there were interior cushions, cockpit cushions and a good set of red sails. I saw a lot of work ahead, but could imagine the finished result, so I made an offer of £400 that was turned down. Expecting him to come back with £500, I was pleasantly surprised when he said that £425 would be acceptable. Keeping my straight face on while inwardly I was going “yes, yes, yes” I shook hands on the deal and the wee boat was mine. He was kind enough to offer to tow it the 3 miles back to Twenty Shilling Wood for me where I could start to work on her. This all seeming as if it was meant to be – we called her “Destiny”.

Over the summer of 2018, I cleaned her up – starting with a full day with a power washer to get rid of the

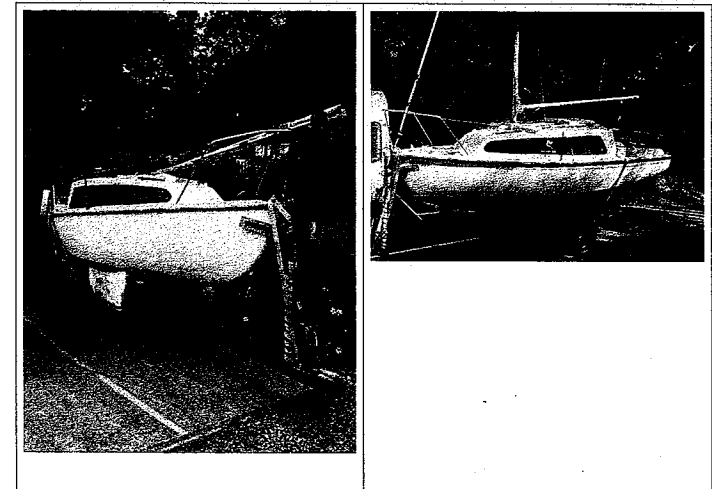
"interior decoration" and the smell. (*I had already removed the eggs*). So began the restoration. Once she was cleaned up, I gave her a lick of anti-fowling, repainted all the woodwork, replaced the roof rails (which had rotted), and replaced the rigging and added new graphics. All the locker lids were replaced and the bilges cleaned and drained. I decided to run all the halyards back to the cockpit, so the mast was re-rigged and new cleats added. I already had a Yamaha Malta outboard that I had used on the Zodiac that would power her along nicely, so by March 2019 I felt we were ready to launch her.

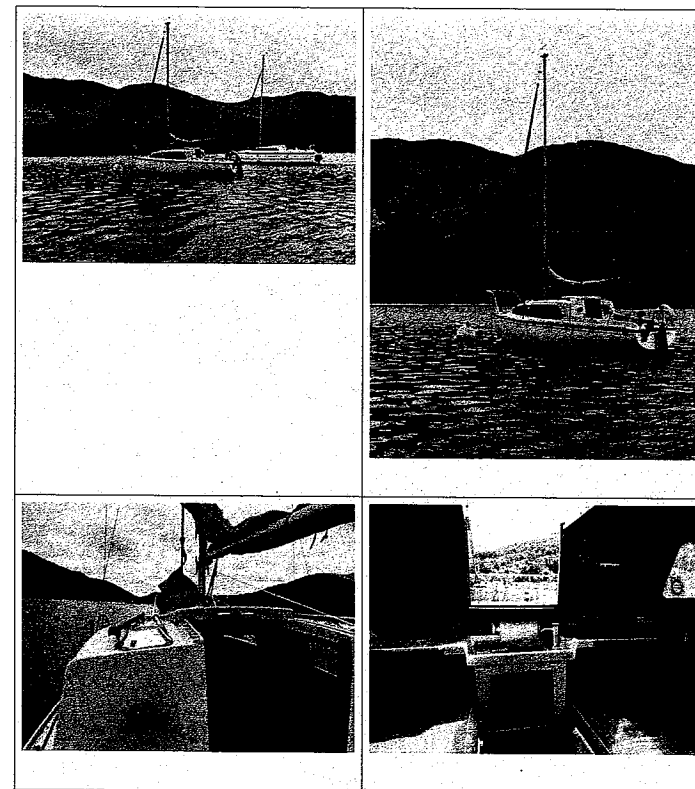
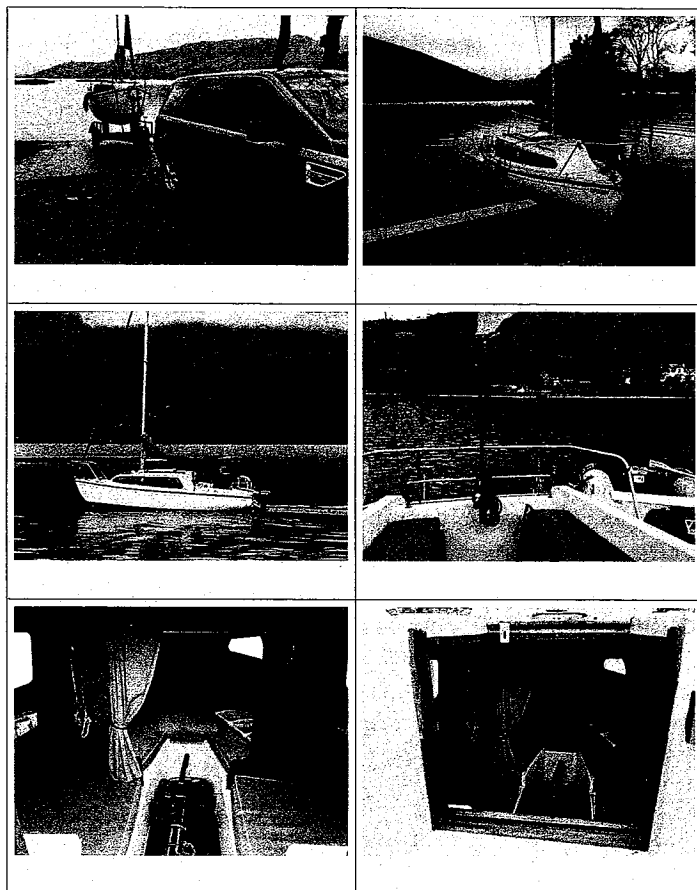
On the day we planned to launch her, my pal Jim Kenyon came up to Twenty Shilling with me to use his Discovery to tow her to the launching ramp and put her in the water. He had only moved about 6 feet when there was a rumble – a wheel bearing had gone! "Oh my goodness" we said "how unfortunate" (*well, this is the printable version*). There was nothing more we could do, so home to Elie to think again ...

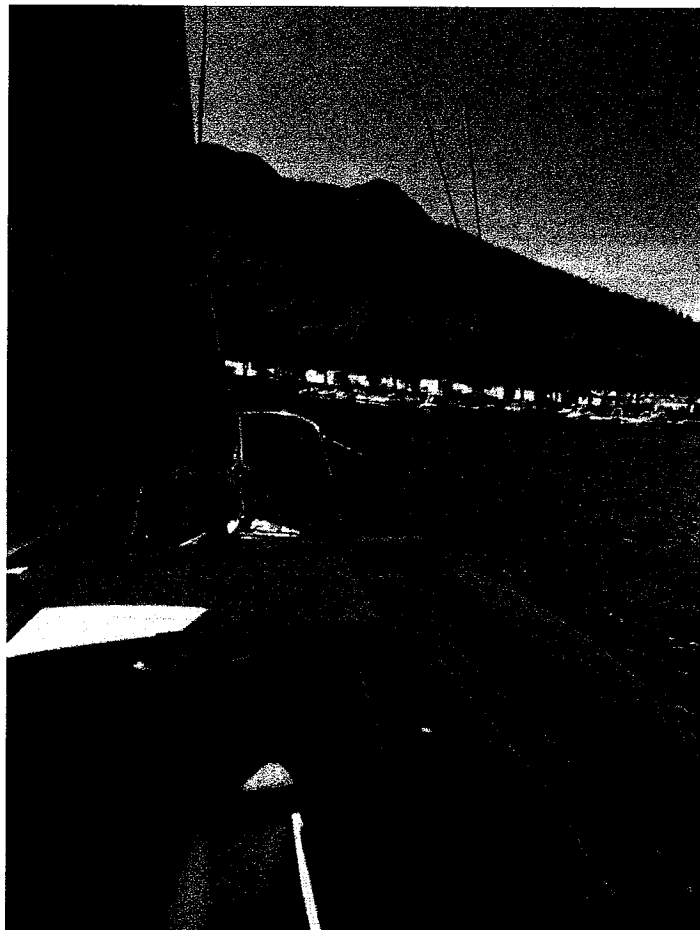
I phoned the local garage in Comrie to see if they could replace the wheel bearing and a few days later he phoned me back to say 'yes – he could sort the bearing but the trailer was in such a state that he didn't think it was worth the effort' – OK – what now. The answer was a new trailer, so I started looking on Ebay and Gumtree again. Now – as it happens – my pal Jim used to ride horses, and he had had an old horsebox chassis in his garage for years. A few days later he phoned me and suggested that we could maybe adapt it to take "Destiny". After a couple of weeks cutting, measuring and welding, we had a new trailer. The following week we took the new trailer up to Twenty Shilling Wood where I had arranged with a local plant hire company to bring a big digger along to move the boat from the

broken trailer to the new one. This was done – and we were off to the launch ramp. The ramp was at a fish farm and caravan park owned by Drummond Estates, who also had moorings at St Fillans. I had already booked a mooring so we were ready to go. We got "Destiny" rigged and launched, and I had a lovely sail back down the loch to St Fillans and my new mooring with a huge smile on my face. Jim drove the trailer back to Twenty Shilling before heading home. A full, but most satisfying day it was ...

This summer, I have had many happy hours sailing on Loch Earn – sometimes with May, mostly on my own, but loving every minute. Over the winter, there are a few wee bits to do to her – "refinements", and hopefully I will get a lot more sailing in her in the years to come. Please forgive me for changing brands – if there had been a suitable Leisure 17 or 20, I would have been delighted to have another Leisure. Maybe in the future .







Awe the best
Steve Blaney

MEMBERSHIP NEWS

Could members please advise me when paying their annual subscription who the first named member is in the LoM if the payment is in a different name.

The bank is refusing cheques where payee appears as SWOA therefore would members make out their cheques to: 'Sea Wych Owners Association'. The bank says it is to reduce fraud.

Membership currently stands at 82; of us, 44 are SeaWych owners.

We extend a warm welcome to the following new members

Hope
John
07933841505

Johnhope14@gmail.com

Peel
Stephen Colin
01282843778
07380189859
Stephen.peel@icloud.com

SeaWych
SW?
Feffie Girl
Emsworth
Solent

SeaWych
SW?
YB Blue
At home (Ullswater)
Northern UK



Dickerson
Paul
Suba
02087 649918
07429292779
p.dickerson@roehampton.ac.uk

SeaWych
SW605
AV Caramba
Woodbridge
Thames East Coast

Les Harrison
SWOA Membership Secretary



Solent Area Report

Hello Everybody,

The sailing season is now drawing to an end. Nigel and I will be getting together in the new year over a pint to arrange sailing rallies for next year.

The first sailing rally will be the Gents Solent Shakedown Cruise for which will be meeting up on Thursday 7th May, Sailing to Lymington on the Bank Holiday Friday 8th May, and returning home on Sunday 10th May.

Social Events

Christmas American Supper TBA I will be sending out emails.

Valentine American Supper TBA Details will be sent by email nearer the time.

Contact Details:- Pete 01243 377678 or mobile 079508 33870 or Nigel on mobile 07759777896

Please contact Pete/Nigel on the following E mail address for any further information on the Rallies or to advise that you will be coming

solentrep@seawych.org

Pete Bates

SWOA Solent Area Rep

SHOP INFORMATION

As a guide clothing sizes

Age 11/12 34" Measures round as 34" Height 152 cm.

XS 34/36 Measures round 37"

S 36/38 Measures round 38"

M 38/40 Measures round 40"

L 40/42 Measures round 42"

XL 42/44 Measures round 44"

Other sizes are available.

Please note that p/p will be added to all items sent when ordering ask what it will be

SEAWYCH SHOP PRICES.

Good news we have now found a supplier of Locker Tops and Keel Shoes so back in business of course the costs are more as to be expected we never thought we would get as good a deal as we had with our previous suppliers. But they still look good.

Locker tops will now be £165 a set plus p/p which at this moment we have not got a cost.

Keel shoes will be £50 plus p/p likewise we need to get a cost.

We know you will not be disappointed with them.

We still have all the other items listed in stock although supplies are running low, we will do our best to help where we can.

Clothing items with the Sea Wych logo on we

order on request we get the price on each order and these items will be sent direct to yourselves.

I expect all of you are anxiously awaiting your boat lift back dates or working furiously on getting them ready for re-launching.

It would be wonderful if we have as good a year as last the last one.

On a final note we would like to thank all those that attended our Valentines night get together and for their excellent contributions to the food they supplied it is great to see everyone and to have a good natter. Cannot wait for the season to begin whether socialising or attending the excellent rallies organised by our Solent area rep Peter Bates who always does a great job, hope to catch up with you whether attending the rallies by boat or car.

we require payment before the goods are sent out either by cheque made payable to Sea Wych Owners Association or directly through the Sea Wych account details on application.

Current prices

DESCRIPTION

Owners manual

£11.50 plus £3.00 p/p

Original Building Instructions

£5.00 plus £1.60 p/p

(overseas orders price on application)

SW R/R bushes

£8.00 per pair plus £2.00 p/p

(usually two pairs are required for safety

reasons)

Toggled flags/Burgees

£18.00 plus £2.00 P/P

Large Umbrella's with Sea Wych design

£10.00 plus p/p price on application

SWOA basebell caps navy

£8.25 plus £2.00 p/p

SWOA Bump caps Navy

£14.00 plus £2.00 p/p

Any clothing items can be obtained by Jean and Dave through local suppliers these are embossed with the Sea Wych logo on them prices on application.

All orders and enquiries to Jean and Dave Bannister by email jebann18@gmail.com or phone 01489573636 or address below

18, St. Johns Road
Locks Heath,
Southampton
SO31 6NF

Advertisements

See website

Committee 2019-2020

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	accocks16@gmail.com	83 Shaftesbury Drive, MAIDSTONE, ME16 0JR
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		Castellanie 62 5175DD Loon op Zand
		THE NETHERLANDS



SOAB

Seawych Owners Advice Bureau

Need some help, technical questions, general advice?

Les, Vic & Tony will be happy to try and help, just give them a ring and have a chat.

OWNERS MANUAL

Copies available from the shop

TECHNICAL ADVISORS

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