



the Venturer

Newsletter of the **North West Venturers Yacht Club**
Gallows Point, Beaumaris, Anglesey, LL58 8YL

Events

Sat 23rd March 2013	Working Party. OOD Ralph Pierce. 09:30	Wanted - Hon Treasurer
Plus (Sat afternoon)	RNLI Life Jacket clinic - Sat afternoon - details tba. Bring along your lifejacket for a check up by the RNLI	No, this isn't a Crimewatch alert, but you may be able to help.
And (Sat 4pm)	New members forum (TBC) in the club house	David Whitehead will unfortunately be leaving us as he is moving away from the area, so the Club will need a new Hon. Treasurer.
And (Sat 6pm onwards)	Start of Season Party with Guest Speaker Colin Williams RNLI	I'm told previous experience not necessary, good if you are numerate, or can work a spreadsheet! If you would be willing to help in any way, please contact any member of the Committee.
Easter Weekend Fri 29th March - Mon 1st April	Victoria Dock (start 0900), Porth Dinllaen, Porth Tre-castell. OOD Lee Downes - Helian	
Sat 6th April	Moelfre (start 1010). OOF Peter and Joy Bennett - Avalon	
Sat 13th April	Pen y Parc (start 1050). OOD Jerry Jago (Ocean Mood)	

Commodore's Corner

How quickly winter fades come the end of February and we suddenly realise that pretty soon we'll be out on the water again. Even whilst we're scraping the ice off the car in the morning. I did promise myself that this article wouldn't mention anti-foul, but I can't resist mentioning what a good deal we got at Dickies discount hour, or, more accurately ABC Discount Day. Definitely a thank you to Bosun Joy for keeping this one going!

For those of us at Gallows Point, we can now get to our boats without needing a tank which is just in time. Things are shaping up nicely there, with some very attractive period style sheds springing up, adding some much needed colour to the place. The way Red, Green and Blue have been mixed together in equal parts is inspiring.

We do have some early and interesting sailing events planned this year, and some new places that we personally haven't been to. Mike, Sailing Captain and Lee, Vice Commodore have worked hard to make this a year to remember.

Our last winter event is almost upon us, and I must thank Alison, Rear Commodore, for the great events we have had this year. The talk from the Helicopter Pilot trainer at RAF Valley was especially enjoyable; I've never seen so many questions after a talk. Now I'm looking forward to the live music at the next event.

We have an unexpected vacancy for the position of Treasurer in the club. This is somewhat an un-sung hero position, and one of the few we can't do without. Anybody with an interest in helping the club out please contact one of the committee. I can't promise a high salary, but the interview process will be simple!

As ever, keep an eye on the web site for upcoming sailing events and log your interest in attending so the officers of the day can get an idea of interest. And pack your sun tan lotion!

*Glen Warburton
Commodore*

Note: Final copy date for next Venturer edition: 12th April please. Thank you.

Menai Vice

And so starts another year, with all the expectations of fine weather, good weekends, 14 day cruises without rain, and no more than F4 winds, dolphins jumping playfully at our bows as we make our passage, and er... .. sorry, getting a bit carried away there.

We have an early start for this year, with March 23rd being the Working Party, New Members Forum and Start of Season Party. Details of the working party will be posted on the web site, but the start time is 10:00. Also on the day will be a RNLi life jacket clinic, so bring along your life jackets for a check over.

The New Members Forum starts at 16:00, and will take about an hour, where new members will get the chance to meet Committee members :-), talk about the sailing club :-)) and hopefully, receive answers to any questions you may have! You will also have the chance to meet with other new members, and form new bonds with the people you will sail with through the coming season. Happy days.

The Start of Season Party coincides with the opening of the bar at 18:00hrs, then supper, followed by a talk from Colin Williams, the RNLi operations Manager.

SAILING PROGRAM.

I hope you will have noticed the new layout of the sailing program, the main aim was to make it easier to read, and to take the emphasis out of the racing weekends. PLEASE NOTE, if you do not wish to take part in the race, you are more than welcome at the weekends destination, along with the banter of the day and the BBQ on the beach.

March 29th kicks off the sailing program, with an 09:00 start for the Swellies, and on to Victoria Dock for victualing, 30th is Porth Dinllaen, 31st back to Porth Trecastell and April 1st, back to the moorings.

Although it is early in the season, for the last two years, this has been a good four days with fair weather and some good sailing, so looking forward to seeing you early birds on the water.

April 6th, Moelfre, another favoured spot, with the Kinmel arms serving a nice pub lunch, and a pint or two, coming a close second, if the weathers nice, a BBQ on the beach with a glass of wine.

Well, that's a quick look at the sailing program's first two weekends, and you should all have the full sailing program by now, so I will look forward to meeting you all on the water.

Lee Downes, Vice Commodore

View from the Rear

The Club's first Social event was held on Saturday January 26th. Despite a widespread national freeze and heavy snow falls in the week, we managed a healthy turnout for Vyv Cox's popular afternoon Special Interest Course on Auxiliary Yacht Systems and for the fascinating evening talk from Derek and Jean Lumb about their second Scandinavian season.

It was clear that a lot of time and effort had gone into the preparation of both these sessions and the Club and Committee's grateful thanks are due to our members Vyv, Derek and Jean for sharing their experiences and expertise with us all in such an enjoyable way.

Those members of the Social Committee who had managed to dig themselves out of snow drifts to help in the Galley produced delicious homemade warming stews, a hash selection, a vegetarian dish, home made mushy peas and braised cabbage; a range of desserts was brought by willing volunteers and the meal was finished off with cheese and biscuits, all for £7. A big 'thank you'

to all who helped, to all the Galley Rats and of course, to the social committee members who managed to prepare and cook all the food on a very busy club afternoon.

The bar (run by 'Symphony') was busy with members enjoying a new range of real ales from a brewery in Staffordshire, courtesy of our Vice Commodore.

As the evening came to a close, I felt that it had been an ideal Venturers' Day.... enjoying nautical things with some good food, some good company and some time for a good chat.

Would you like to share your cruise or your nautical know-how with club members in the form of a talk or a workshop? Then please contact the Vice or Rear Commodore.

Your Club Needs You!

Alison Pattinson, Rear Commodore

A brief history of the Club - and some thoughts for the future

With the redevelopment of the clubhouse now imminent, and our 50th anniversary not far behind us, I'm grateful to ex-Commodore Sandra Finney for this look over the past 50+ years, and thoughts for the future.

Ed Hopkinson, Editor



With the recent death of Brian Sharrock (see page 9), we paused to think about what the Club has achieved in the past 50 years, from the ambitions of the few people who had started sailing in the Straits in 1961, and to the extent it has fulfilled those aims. Some 20 members of the NW Silhouette Owners Association had been sailing in company, and met, at that time, at the Gazelle Hotel, Glyngarth. Some 'associate' members of this Association who sailed not Silhouettes, but other similar twin-keeled yachts, organised a cruise to the Isle of Man, which proved to be enjoyable and successful. It all started after that trip in 1961.

The idea of forming a club crystallized in the minds of three of those participants: Storm Bates, Geoff Walton and Wilf Jacquers. They became the first members and the membership grew steadily through 1962/3. By this time there were some 50-60 members and meeting at the Gazelle became impossible. The decision was made to build a clubhouse at Gallows Point, plans were drawn up and passed, and the whole thing financed by the members themselves through loans/donations. They enthusiastically worked on site and provided all the fixtures and fittings as well. Remember in those days the large majority of the membership came from the North of England and the Midlands. Quite a feat! The original part of the clubhouse made its first appearance in 1963. I was not a member in those days but do remember very well the same enthusiasm and generosity applied when the new extension was built in the early 70s.

And so the regular cruises in company and the summer cruises of 2-3 weeks became the norm of the Club. I remember so well the dash every Friday evening - picking up fish and chips en route - in my case dogs and a cat in the car as well - sailing - and the return late Sunday (there was no A55 expressway then!)

Even in those days without the help of electronic navigation, small boats sailed to the IoM. John Beaumont comes to mind in his Leisure 17. Arthur Birtwistle and George Driver wrote the first pilots of Anglesey waters and Arthur introduced sailing and navigation courses that were eventually incorporated into the RYA's national training courses that we know today. The Club also introduced a programme of racing events around the

buoys and an annual dinner dance where the trophies were presented.

Many of us will remember and none who participated will forget, the 80s summer cruises to Scotland with Gordon and Margorie Rutter on Seamint escorting some 20 yachts - the stories are legend. By the 70s and 80s of course, the yachts were getting bigger and their owners more ambitious.

In the 80s, Brian and Wendy Sharrock in Helgi, a Grampian 37, started their global circumnavigation, returning 9 years later. In the mid 90's, Graham and Mary Watts (then in their 70s), circumnavigated in Hilda, a 36ft Van der Stadt design. Very impressive, and unique for a small family-based yacht club. There are of course many, many other boats and owns who have ventured far and wide - too many to mention, because someone would be bound to be left out. However, a special mention for all the single-handers who made passages to Northern Spain, circumnavigated Britain, to Ireland and Scotland. It does seem that the ambitions of those sailors of the 20th century have set a remarkable standard for the present membership to keep alive.

Of course, times have changed; technology as well, and the ways of doing things in the Club may be different, but as long as the legacy of enthusiasm, camaraderie, good seamanship and a healthy respect for the sea remains, then, and I quote "the special blend that goes to make the Venturers spirit" will continue.

Sandra Finney, Past Commodore.

Working Party - Sat 23rd March 9:30

Spring Cleaning Time

*Let's get the Clubhouse ready for the Season
Your Hon House Officer, Ralph Pierce, has a long list of jobs and would very much appreciate all the help you can give him!*

**** The Date: Saturday 23rd March 2013 ****

(Kettle on at 9.00 am)

Work will commence at 9.30 am approximately

(although you will be welcome at any time)

NWVYC Redevelopment - Progress Report (Feb 2013)

Well, here we are, looking down the barrel of another sailing season already - one which, I'm sure, will include a fair amount of discussion about our redevelopment proposals.

I think that one of the most fundamental changes in approach since my initial report is the growing feeling that **we should proceed with the entire redevelopment in one single phase, commencing in September 2013 and completing by April 2014.**

Although this would be more disruptive to club operations in the short term, probably requiring a complete closure of the clubhouse for a period over the winter, it will be more cost-effective and ensure that the safe management of the site during the construction is more easily achieved. Above all, it will deliver our newly-refurbished clubhouse sooner to the benefit of all the members. Initial discussions have been held about the possibility of relocating the 2013/14 winter programme to alternative venues and to make a provision of basic sanitary facilities on the clubhouse site if we decide to proceed on this basis.

So, what have we been up to? Well, since my last update, I'm pleased to report that progress is being made in a number of key areas.

On the financial side, Derek Lumb has prepared a comprehensive report outlining a number of funding options together with their impacts and, subsequent to a recent meeting of our project finance team, work is proceeding to investigate & develop proposals for a possible member-loan scheme for wider consideration. I understand that some progress has been made in connection with the new lease arrangements - I'm sure that this will be reported elsewhere by Mike Butterfield.

With regard to the construction team, I'm most grateful to Lee Downes, Peter Bennett & Paul Morton for their agreement to take on lead roles in the Building, Electrical and Plumbing elements of the design and installation respectively. Following his recent retirement, we also have Des Founds earmarked for the crucial role of construction site manager in support of Lee. Alan Hollingworth has been active in identifying and costing suitable construction methods based on our outline proposals and these are now the subject of further discussion with Lee Downes and a potential contractor.

I am still extremely keen to "recruit" any other club members with any construction or building services-

related qualifications and/or experience – please get in touch if you feel you can make any contribution.

On the design front, I'm most grateful to Ian Warren for providing the focus for subsequent discussions on development options which were debated at length at a "builders" meeting held in January at the clubhouse. These led to the preparation of a number of 3D outline sketches which have enabled further discussion on both space planning and construction issues which are currently on-going. I'm delighted to report that Tim Partington has agreed to assist us in the development of these outline design options & eventually to prepare the necessary drawings for our preferred option.

Most of you who winter their boats at Gallows Point will be only too aware of the disruption currently being experienced as a result of the rebuilding of the storage sheds and, following communications in December with ABC, I have to report that the assumed "agreement" for a club connection to their new drainage system has proved to be incorrect. We are, therefore, now seeking to include the replacement of our own aged treatment facility within the project scope.

In addition, there has been some debate on the question of the inclusion of an enlarged dinghy and outboard storage facility within the new development against the option of leasing one of the proposed new sheds. Whilst, initially, the option of a separate facility seems attractive, the financial benefits of including this within the development are appealing and it would also ensure that we remain firmly in control of our own destiny in this respect.

In terms of next steps, over the next couple of months I will be working with all the redevelopment team to develop a full project "charter" bringing together all the elements of the project for presentation to the full management committee and, subsequently, to an Extraordinary General Meeting of the club – date yet to be agreed.

If anyone has any comments or ideas, please let me know – it is our intention to accommodate as much as possible of the member views into the design proposals.

*Mark Suffield
True Brit*

Chair, NWVYC Redevelopment Sub-Committee

London Excel Boat Show (Jan 19th 2013)

Glen made reference to hoping that the Boat Show would have more yachts than Luxury Cars and Jacuzzis. It did, but nevertheless the absence of some key exhibitors proved the point that Glen was making, and I doubt I will be going again next year.

There were 7 Venturers on the platform at Stafford for the 07:39 to Euston – Joy and Peter Bennett, Trowell, Derek Lumb, Tim and Lee Downes and myself. The appalling weather meant we were late getting into Euston, and we joined the crowds on the DLR and on the walkway into Excel. This was mainly caused by there being at least 2 other shows on at the same time – outdoors and bikes I think. That itself tells a story – the Boat Show was only in the South halls, whereas previously it had been in both North and South.

The absence of some of the major exhibitors was partially explained by an overlap with the Dusseldorf Boat Show. Others who would traditionally have had their own stands were sharing with others – Barrus for example being on the Quicksilver stand. No presence for John Goode’s Yachting monthly sail handling demonstrator either.

We had agreed to meet up for lunch at 13:00 – no sign of certain members at that time, but a phone call established they were in the Guinness Bar – which is where they were over 45 minutes later, and the talk was about what time we were going home!

Doing a bit of research on the way home you can do a return flight from Manchester to Dusseldorf for less than £100. Hotel accommodation is about £70/night, and the Exhibition centre, Airport and Town centre are all in close proximity to each other. Long weekend, boat show coupled with sightseeing – wurden wir in Düsseldorf treffen nächstes Jahre?



Easier to spot the luxury cars and Jacuzzis than the yachts at Excel



At least our intrepid explorers arrived safely at the key waypoint - the Guinness Bar

For Sale - Yacht Cradle

Yacht Cradle. Made of 80mm x 80mm box section with 4 adjusting across props and pads.

Looks OK from the top, but suffering from corrosion to underside of base. Wouldn't recommend for continued use for a 33' yacht without some repairs, but should happily accept a smaller yacht, say 27' to 30'.

Currently in ABC yard with Sarico on it – once Sarico is launched (mid/late March?) its going on E Bay, so if interested move quickly. £200.

Dave Clough, 01785 613161 / 07761 355644,
sarico@btconnect.com

Solar Panels and Batteries for Dummies

NB: The author takes no responsibility for the following facts or figures.

I've bought and successfully fitted, all by myself, two solar panels (there's a surprise for some of you for a start!). One is 18 watts, the other is 32 watts. Both are monocrystalline. I have no idea what the words "watt" and "monocrystalline" mean. So I decided to improve my mind via t'internet. This hour of research (before I got bored) concluded that: -

1. Batteries tell lies.

I have two 12-volt "domestic batteries". This means they're house trained. Both tell me they have 85 amp hours of capacity (85 Ah). Amps or amperes are apparently a measure of energy in the battery. These claims are lies. A 12-volt battery isn't 12 volt, more like 13 (I knew that already, surprisingly). If it's only producing 12 volts its probably terminally ill.

85 amp hours is supposed to mean the battery (when new) could run something that needs 5 amps of power for (presumably) 17 hours. I have no idea what an amp or a volt is but know something that has lots of these is better not touched. However batteries it seems are rarely full even when they say they are (liars, see). Mostly they are only 85% full when "fully charged". It is also, apparently, very unwise to empty a battery below 40-50% of its alleged capacity or it can really takes the huff and die.

Thus the "85 amp hour" nonsense is really only half true and you're lucky to get 40 amp hours out of the beggar. If you have some smart "advanced regulator" jobbie on your alternator or battery charger you can get near 100% capacity but then you've still only got just over 50 Ah to play with....!

To make matters worse the more amp things you squeeze out of the battery at one go, the quicker it will discharge. Whilst the 5 amps may in theory be indeed delivered for 17 hours in test conditions, 10 amps will be delivered for less than half of this time!! Presumably like an old horse, the more you flog a battery, the quicker it dies.

What's more the little devils will slowly discharge themselves behind you back even when switched off and isolated at around 0.3Ah per day. The warmer it is, the greater this discharge. Anything permanently wired up to the battery (gas alarm, car stereo memory, Navtex left on by mistake etc.) can increase this discharge considerably.

2. Solar Panels are a dark art and they tell lies too.

I am of course at an utter loss to explain how a sheet of glass, metal and dark blue stuff produces "elasticatedtrickary". What they do chuck out is measured in "watts" and is sucked into the battery to replace the amps that leak away mysteriously or get used up by frivolous equipment such as VHF radios, autohelmms, wind and depth instruments and the like.

Apparently if you divide the "watts" by 15 you get some idea of the "amps" going into the battery. Thus my 32-watt panel delivers 2.1 amps. This is more than enough to keep the battery that is fully charged (but probably isn't) topped up as it tries to discharge itself while your at home trying to earn the money for its replacement. Or is it?

An 85 amp battery discharges itself by a minimum 0.3 amps each day which should be more than made up for by the 2.1 amps going in. This isn't really the case it seems. The panel will only deliver the whole of its alleged 32 watts in perfect conditions, at a perfect angle to the sun without any shadows crossing its path.

Conditions are rarely perfect and one website suggests that it should be assumed that fixed solar panels are only effective at anything like their full potential output for a calculated time of approximately 2-5 hours per day at most and probably a lot less, especially in winter (i.e. September to May in Wales!!) This means that while the panel may produce some "amps" for 12 or more hours per day, clouds, rain, the boom, sails, the dog sitting on the panel etc. contrive to reduce the effective output significantly.

Thus the battery works 24 hours per day to let you down and the solar panel works only the equivalent of 5 or less hours per day to prevent this. Having said that even a fairly feeble 10-12 watt solar panel should be enough to replace the normal daily discharge but if you've left the fridge on....!

P.S. watts are allegedly named after James Watt, inventor of an improved steam engine. However if you see steam or smoke coming out of your batteries, be worried, be very worried! Volts are named after an Italian called Volta who invented voltaic piles (very painful I understand).

Solar Panels and Batteries for Dummies (contd)

3. Turn out the lights.

Each bit of electric equipment will conspire to kill your batteries. The chief offenders are the VHF on transmit (5 amps), radar (3 amps), water pumps (5 amps or so), autohelms (+/-2 amps) and the fridge (2 amps or so, less when properly cold). 10-watt light bulbs use only 0.8 amps each I think (equivalent LED lights use 0.1 amps so are better and no I don't know or care what LED stands for).

However most yachts have lots of interior lights so if all of them are on there is a massive drain on the battery. I have an oil lantern to cut down on the need for electric lighting. Navigation and anchoring lights will also go through amps at a rate of knots. Best to have the beer cold and drink it in the dark. Priorities, see.

Once after a night passage from Port St. Mary, in poor weather, Jan and I left Soay on it's mooring with the water pump on and a tap dripping. Sadly I had remembered to shut the seacock so over the next few days the water tanks gradually emptied into the inside of the boat. Happily I had also left the fridge on with the lid off. In its futile attempt to cool Beaumaris down the fridge flattened the batteries and stopped the water pump from totally transferring the contents of the water tanks into the bilges. One of the domesticated batteries was seemingly unaffected by this abuse but the other barely lasted until the end of the season when both were replaced.

John Lomas

Pier Access

With the new season fast approaching, it seems a good time to publish the following information (with apologies for missing it out of the Venturer towards the end of last season). Hopefully any maintenance and repairs needed on the pier will have been completed by the time the season is underway, and it will be fully available again.

The club is now in possession of five key fobs giving access to Beaumaris Pier from the pontoon out of hours.

The pontoon is manned May to September - Monday to Sunday 0900hrs to 1800hrs (with some leeway depending on tides and weather). When manned, access to and from the pier will be automatically given. Members need to be informed that access to and from the pontoon must not interfere with any commercial traffic.

Overnight berthing along the pontoon is available at a cost - it is thought this will be through a card issue system, (yet to be confirmed). The key fobs are not intended to be issued for persons requiring an overnight berth.

Out of hours, access from the pontoon to shore side requires no fob. Re-entry does require a fob unless a crew member has remained on board whilst berthed as they can open the gate (fobless) from the sea side.

If you do require a fob out of hours, there is a key in the club house key safe accessible via a committee member or, you can contact Chris / Ian Hynes. The fobs should be returned to the issuing officer after use.

BEAUMARIS PIER ACCESS



Should any member (preferably who lives local or makes very frequent use of the club house), feel they would like to be a fob holder, please contact Chris Hynes (details on the website and in the year book).

Please note that holders and issuing officers are responsible for the fob return.

Contact details are available in the members area on the website or in the year book.

Chris Hynes

Marina Musings

Over the past few months both Georgie and I have been reviewing 2012, which was our first season in Victoria Dock. In addition, several people have enquired as to how we got on in the dock.

We had been on the waiting list for some 3 or 4 years (which unlike other waiting lists is free to view in the dock masters office) and got a phone call in December 2011 offering us a place in the Dock for 2012 following the installation of additional pontoons on the north side during 2011. We launched in early April, and took up position on our berth (and I know from friendly jibes that some of you think that's where we stayed all season!).

So, what's changed in our sailing habits during 2012 (yes, I know, I've heard all the derogatory comments already). The biggest change has been going to North Wales from home in Stafford, some 120 miles and, at my driving speed, a 2 hour 20 minute journey – I understand from Lee and Tim that shorter times are possible if you exceed 60 mph. It was just as Richard and Sue Forder had explained to us their strategy for travelling to Conwy Marina – you can set off late, travel when the Friday night rush has died down (no A55 congestion), step straight onto your yacht, unpack and be warm and snug inside within 15 minutes of arrival, and get a sound night's sleep. No rushing to get to the Club before the tide disappeared off the beach, pumping up the dinghy in the rain, and going out to the mooring with wind against tide, spending half the night rolling around beam on to wind and tide with the mooring chain grumbling. And of course, the same applies on a Sunday on our way home.

I would agree we have been down on several weekends where we could have left the dock and gone sailing, but didn't. It is an easy option to stay warm and

cosy on a weekend when it's a bit grim, but then again both of us have had a change in working habits during the year (me working nearly full time has been a shock to my system, and Georgie now has a 90 mile round trip to work 2 or 3 days a week) and frankly we just wanted a rest, and to enjoy being on board and generally lounging around.

Has the limited access in the dock been a problem? No, not really. How many people go out towards Red Wharf Bay when the tide is flooding? How many try transiting the Swellies with an adverse current? Well on the south side of the strait it's pretty similar – if it's flooding you go north – after the gate drops you can get to the Swellies with an hour to spare. When it's ebbing, you go out across the Bar – and if it's that rough would we actually have gone north about as we been in Beaumaris Bay? What we can't do is get back to the Dock soon after low water as we could do on the mooring – it's a 3 hour wait after low water to be able to get back in. Also, once BST ends, the gate opening hours are daylight hours only, so on most days there is only one opening, or if it is 2, they are very short at the beginning and end of each day.

Other advantages. Fu's Chinese Restaurant – order a take away upon arrival Friday night, food ready once unpacked and car parked. ASDA and Morrison's within 5 minutes walk. 2 public drinking holes on the dock side. Town centre within 5 minutes walk (and a Stermat as well). 2 yacht clubs within 2 minutes of the dock (one with excellent shower and toilet facilities, and M and B Mild on draught). You don't get woken up at 07:00 with dive and fishing boats charging past at full throttle. Affable company on the pontoon (there are now about 14 club members in the dock). Being able to work and cook on Sarico without being rolled around, and if you need a screw, nut, piece of tape or length of wire Stermat is a step off the pontoon away. No time pressure. Ease of loading Sarico with provisions. Secure. Friendly and highly professional Dock Master. Running drinking water alongside (and 240 volts, although we didn't use that during the season). Returning from challenging conditions to a calm berth to tidy up and secure the boat instead of rolling around on the mooring.

Disadvantages. I enjoy sitting in the cockpit on Sarico watching the boating world go by and admiring the scenery – you can't really do that in the dock. Lack of wildlife (of the aquatic type as we have Oscar next door). When I pop over to the facilities Georgina can



Sarico in Victoria

Marina Musings (contd)

lose me for an hour as I chat my way around the dock (some of you may see that as an advantage if you were in Georgina's shoes, as I suspect she does on occasion). Too easy to stay on board and in bed if the weathers horrible. Lack of exercise hauling Dinghy, outboard and kit up and down the beach. We use Sarico more, but have probably done less sailing for some of the reasons outlined above. Chandler on the dock not open at the weekend, unlike ABC at the Point. Lack of practice in picking up a mooring in wind over tide conditions. The biggest disadvantage – we do miss the craic in and around the clubhouse.

Costs? Not a bad as you may think. At £220/metre (2012), for Sarico that works out at just under £2,200 p.a. (Victoria Dock don't have a season rate – it's either a full 12 months or winter only). Our deep water mooring licence fee is £237, plus commissioning / de-commissioning every season (£150) and maintenance (average of £200 p.a.). 6 months storage on the Point is £520, plus £150 each way for haul out/launch – total £1,407.

What will we change for this coming season / winter? We doubt we will haul out during the winter, as we have done for 3 months this year, but stay in, and come out just prior to our annual cruise for a scrub and anti-foul (£90 each way in the Dock), saving the winter storage and higher haul out/launch charges.

How do you get onto Victoria Dock and join the 14 members of NWVYC already there (12% of the yachts!). Fill out a Berthing Application form obtainable from the Dock Master (01286 672346), the Harbour Trust office (01286 672118) or web site. There is a £40 fee which is fully refundable if you decide to come off the list, or credited to your first invoice once you are in.

The Dock Master has an accurate waiting list so can give you guidance on when you might be able to get a berth – if you are 10m plus it will be a long time! We were 24th on the list for 8m to 10m, and we easily got in when the extra 16 berths for that length of yacht were put in – others who weren't even on the list got in, as there were lots of people who didn't take the offer of a berth up. If you have a valid Gwynedd post code you go above 'non-residents' as the Dock is owned by the Council, and managed on their behalf by the Harbour Trust.

David Clough

Welcome

The Venturer would like to welcome to the Club the following recent new members:

- ⇒ David and Ruth Wilson with their boat Doña
- ⇒ John and Jo Creasy with their boat Davico.

Hope to see you at the forthcoming events, and on the water during 2013.

Ed Hopkinson
Editor

Brian Sharrock

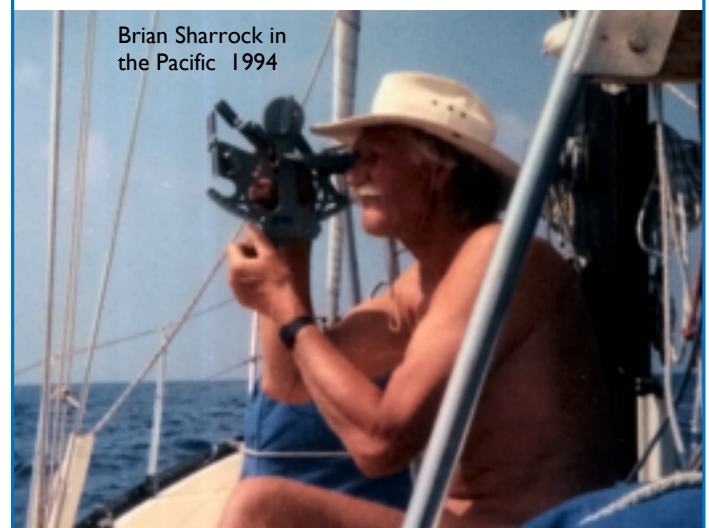
It is with great regret that we wish to report the death of Brian Sharrock on Friday 15th February 2013.

Former Venturers, Brian and his wife Wendy extended their cruising of UK waters in the 1980's by exploring the Mediterranean from west to east. This was a preliminary venture before embarking on their true objective, a global circumnavigation.

This became a reality from 1990 - 1995 when they crossed the Atlantic and explored the east coast of America and Canada, before crossing the Pacific to Australia. They continued their voyage home via Malaysia, Thailand, Sri Lanka, the Red Sea and back to the Mediterranean, finally arriving home in 1996 to a great Venturers welcome. An outstanding achievement in their 37ft boat 'Helgi'.

Our sincere condolences go to Wendy and family.

Sandra and Brian Finney



Brian Sharrock in the Pacific 1994

Bosun's Corner

Bosuns Boat Care Range



Don't forget its coming up to that time of year again – rubbing compound, polish, cleaner, yacht express cleaner and polish will all be available at the Winter socials.

With suggested selling prices of between £5.99 and £14.99 from a well known on-line chandlery, the Bosuns Bargain price of £3 each or 4 for £10 must be the deal of the season! Under the Keroc label is the label of the original manufacturer, a company with a truly "International" reputation.

Almanacs, Charts and Publications

If you require charts, folios, Almanacs or any other Admiralty/ IMRAY/ RYA publication can you please let me have your orders as soon as you can? I have stock of some almanacs, the new Cruising Anglesey Pilot together with some copies of the previous edition at bargain prices and I will be ordering again after the start of season party. As a general guide, all Imray publications are available at Imray list – 17.5%, carriage paid to the clubhouse.

Dickies Discount Hour

Following the success of the ABC discount hour on 23rd February, we have negotiated with Dickies at Port Penrhyn for a discount weekend for those of you who aren't already sailing over the Easter weekend! 15% discount off general chandlery items will be available for NWVYC members from Good Friday – Easter Monday when Dickies opening hours will be 1000 – 1600 hrs with a closure for lunch from 1230 – 1300 hrs. Other discounts will be available on electronics etc. subject to individual negotiation. If you have any special requirements, please phone Bev on 01248 353334 before the event to discuss your needs. Discounts will only be given upon presentation of your 2013 NWVYC membership card.

Liferafts

There are very few takers for liferaft servicing this year but one member has kindly offered to take the rafts up on 13th March 2013 and then return them before the start of the sailing season. As in previous years, you are responsible for settling with Norwest Marine directly for the servicing costs.

Clothing

A reminder that we have club clothing in stock which will be available again for purchase at the SOS party. If anyone has any specific requirements for rugby shirts, the offer price of £25.00 for a long sleeved shirt has been extended until 15th March 2013 – please contact me at

bosun13@nwvyc.org.uk to place orders – although the standard colour has been navy, other colours are available for special order. All orders placed at the last social will be available for collection on 23rd March 2013 from the clubhouse.

Flag Sets

11th May heralds our 52nd anniversary and the programme boasts a yacht dressing competition – if anyone would like to order flag sets, please contact me at the above e-mail address for details.

Yearbook Advertising

We have had another fantastic response from our advertisers this year, and you will find all of their adverts in the new Yearbook. We welcome a number of new advertisers. As a club, we put an awful lot of money into the local economy, whether it be indirectly through mooring licence fees, or directly through spending at shops, restaurants and hotels. A special thank you goes to the Blakemore foundation (parent co of Spar) who have kindly donated substantially towards our printing costs this year.

Making your membership of NWVYC known when using any of the advertisers helps our task when recruiting advertisements for the next yearbook, whether by direct comment or just be wearing some club logoed clothing. And don't forget those advertisers who whilst not based in Anglesey are based in Pwllheli, Cheshire and Merseyside, close to some members home addresses.

Raffle

Finally, thank you all for supporting our raffle at the February social which raised £127.74 towards the costs of the two club moorings.

Joy Bennett, Bosun

'50' Club

The '50' Club is being run again this season. At the moment, the following numbers: 2,3,4,23,26,32,34,35 and 47 are still numbers available for a chance of winning the £150 main prize at the Start of Season party on 23rd March. Any money raised will go towards the cost of the Club redevelopment.

You can pay by cheque, cash, or even via PayPal to the Club Website (link under "About the Club" on the website <http://www.nwvyc.org.uk/>).

Contact Debbie Cassidy (debbiecassidy@hotmail.co.uk)

Ozzie Racing - part 1

Whilst cycling along the marina village of Geographe Bay Australia, Lin and I saw a gent working on his racing yacht. Being a social sort of person I asked him if he needed any crew. To my delight he said YES!!!!, but we cast off in 15 minutes. We didn't need to be asked a second time so parked up the bikes and jumped aboard. It wasn't a sail it was going to be a race!

Lin looked at all the string and had second thoughts and thought 'not for me', but me keen as ever stayed put. The skipper asked if I could do the bow, trying not to look out of my depth, I said no problem! I was in for a big learning curve.

We went out to the start line opposite the yacht club for an upwind start. If anybody has seen the start of a professional yacht race they will know what a melee takes place. Everyone jostling for the up-wind position next to the start boat. I then realised this crew knew what they were doing as we took pole position on the line.

The sails on this 40ft yacht were all carbon kevlar, and quite hard to handle up and down. I thought I coped quite well until asked to bring out the isometric chute. WOW! This thing was the size of a hot air balloon! It had to be hoisted before the no1 jib came down. When it was fully rigged I then took down the no1. We took off like a 'scalded cat' sailing down wind, never have I been that fast or exhilarated so much.

The next mark was a crosswind track and so we jibed the chute, a new experience again. I then joined on the side legs dangling in the warm water. Realisation dawned that the chute had to come down and the no.1 back up. No panic ---no panic---.or to everyone else it seemed, but leading the race I felt aware of pressure on my shoulders! As it turned out all went smoothly..... but this was only the 1st lap and I had 3 more to do!! I must admit I was nervous of letting the rest of the crew down, but relief when all went well and we finished 1st.

As is usual on most Australian race yachts the 'tinnies' were passed round with great delight. I had so much adrenalin buzzing it reminded me of my TT racing days. WOW! The skipper asked if I would like to helm back to the pontoon which was yet another experience - so sensitive and turned on a 'sixpence'.

After washing sails and boat Lin and I cycled back to our accommodation. That evening we had an unexpected phone call asking if I was available for further races in the week. I must have been doing something right much to my surprise [or was it my scouse banter!]



Des and the race crew.

Race 2..... to be continued

Des and Lin Stargazer.

Door Code Change - Reminder

PLEASE NOTE.

IMPORTANT NOTICE

From the weekend of the End of Season Party, the Club door code will change.

You will find a card with the new code in your envelope - along with this this copy of 'Venturer'.

Don't lose the card - or even throw it away by mistake!!



*Denise Lewis
Membership Sec.*

Events: February 2013

Once again we must thank our Rear Commodore Alison Pattinson for organising a superb and very interesting evening (Sat Feb 23rd).

The evening kicked off with a very tasty (and spicy) meal, prepared by members of the Club (see photo), followed by an extensive range of sweets, cheese and biscuits etc.



Then, we all settled down for the main event. The word had gone out that Alison had managed to engage a senior helicopter pilot from Search and Rescue at RAF Valley to give a presentation..... No, not that well known one!!!

In fact, the speaker was Flt Lt Ryan Harris, SAR Safety Officer from RAF Valley who gave us a very informative, and entertaining presentation. This covered the organisation (including the co-operative links with Search and Rescue resources across the rest of the UK, Ireland, and Europe), the training and experience required by the officers for that role, and an insight into the day-to-day operation of the team (with some scary videos of rescues, and some even hairier anecdotes that kept everyone entertained!)

Another interesting aspect of the RAF's search and rescue work is that it is Government policy to privatise and civilianise the work, and a number of questions were asked on the likely implications of this, which were played with a suitably 'straight bat', whilst giving informative answers. The progress of this policy is certainly something for us to keep a watch on, as it bears on our safety when out at sea (or up in the mountains for that matter).

Following the presentation, it's rumoured that several of the ladies wished to put their names down to be rescued by a man in uniform. Seriously though, he did say that quite often when his crews were out on a training mission, they could make use of a volunteer yacht to practice a rescue (though not picking up the yacht crew!)

One useful hint: If a 'high-line' is lowered to your boat, don't tie it round anything, especially yourself. They hate dragging you through the water!

Ed Hopkinson
Osprey



Feb 23rd social.
Speaker was Flt. Lt Ryan Harris, Search and Rescue Force Safety Officer, RAF Valley



Preparing to race under ridiculously sunny skies in Western Australia. Can't be real sailing without a cloud-covered mountain looming behind can it? ☺ (See page 11)

Des presents the North West Venturers' burgee in Australia
See page 11 for part 1 of the story of the Stargazer crew in Oz.

