



the Venturer

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

Events

- Sat 5th October Working Party and End of Season Party
- Sat 2nd November Bonfire Night. DIY BBQ
- Sun 3rd November AGM, followed by.....
MEMBERS FORUM
- Sat 16th November ANNUAL DINNER DANCE
— Bulkeley Hotel, Beaumaris
(see enclosed menu / booking form)

What's inside?



AGM AGENDA
See pages 6-7 (centre pages)

Commodore's Corner

Well, the year certainly has rushed past again - this time giving us some great sailing weather. The Venturers have been very active once again, with the new members being welcomed in and shown our way of doing things.

I am bowing out of the Commodore role at the end of the year, and have proposed Lee Downes as Commodore for 2014. I am very confident Lee's steady hand and immense enthusiasm for sailing will take the Venturers forward in entirely the right direction. When leaving port, Lee is often the first to put his sails up, and I have watched him skilfully tacking upwind against the tide on the Strait many times, when a lot of us would have given in and put the engine on. There are several places vacant on the committee so I hope that we get some volunteers coming forward at the AGM. I wish to thank Lee for all his hard work as Vice Commodore this year. Also bowing out is Allison Pattinson; she has done an amazing job as Rear Commodore. I am very grateful for the support she has given me in the past year.

The last time I remember the weather being as good as this year was 2006. I'm not sure, but I'm hoping this isn't anything to do with 2007 being the year we bought Genesis. She was out of the water for the majority of 2013 - just when the prolonged heat wave happened. I am taking bribes now for keeping her out of the water in 2014. Or maybe not, I've missed sailing too much! At least I have been able to get out on the water regularly in a fast orange rib; but it's not the same as gently cruising in the sun with nothing but the gentle slop of water on the hull.

Something that's taken off quite a bit this year is the Facebook page for the Club. This has turned into something of a repository for uploading pictures of club events. I'm looking forward to contributing some nice pictures of Genesis on the water next year!

Finally I'd like to say it's been an honour serving on the committee of the NWVYC for these past few years. I look forward to being a regular member next year!

Glen Warburton
Commodore

Menai Vice

That's another year put into the log book - it seems to have been a slow start to the year for most, with the weather playing a big part again!

Hopefully you have all managed to do most of the sailing you wished and visited some new ports or bays you have never been to before and if you have gone with fellow Venturers, all the better.

The weather has paid its part with the racing programme again, but those who have taken part have had some good sails, in challenging conditions at times, but gained confidence in their ability as sailors along the way, which can only be a good thing.

By the time you read this, all the yachts should be on the hard for the winter, with the main general maintenance jobs already ticked off, and lists for the bigger jobs being pencilled in.

So here's to the winter socials and a few good nights in the sailing club on cold windy nights.

Thank you all for your support throughout the year, and here's to a good season for 2014.

*Lee Downes
Vice Commodore*

Jack Orrell

It is with great regret that we report the death of Jack Orrell, at the age of 98, on the 16th August 2013.

Jack had been a member of the Club and a past Vice Commodore, since buying his first cruising boat "Emerald Blue" in the 1970's. He with his wife Sheila then had a further 10 boats until he finally swallowed the anchor in the early 2000's.

He had spent a lifetime "plus" sailing, having had 24 boats throughout his life, so admirably described in his and Sheila's book, published in 2006, "*I Bought a Boat and ended up with 24*".

Jack will be sadly missed by all those who remember him.

View from the Rear

After a day of racing in blustery conditions, there were plenty of healthy appetites to enjoy the home cooked joints of ham, braised red cabbage, potato bakes and salads followed by a delicious array of desserts and cheeses.

We had many compliments about the meal from our Traeth Coch and Royal Welsh sailing club guests and the Traeth Coch club very kindly brought us a bouquet of flowers and whisky! There were about sixty heads in the clubhouse enjoying the evening and the bar takings were the best all year so far. It was good to chat to the new Commodores of both Clubs and forge good relationships.

The preparation and clearing for the evening was carried out by willing volunteers and my grateful thanks to you all. The socials couldn't happen without you.

It's noticeable to me that our volunteers tend to be the same members each time; it would be great to see some newer faces contributing to the social events! Don't be put off by thinking you have to come and sit on a committee; the Social Committee is a Virtual committee!

There are no meetings to endure....if you are keen then please contact me or speak to me at the next event.

The Dinner Dance will be upon us soon. This will be on Saturday 16th November at the Bulkeley Hotel and will cost £28.50 per ticket.

The Dinner Dance Booking form is on the website. There is also a copy of the form included in this edition of the Venturer if you prefer to pay by cheque. The double room Bed and Breakfast function rate at the Bulkeley will be £75 and the single room rate is £50.

Please send all your Dinner Dance bookings including menu choices, to me by Friday 8th November.

Thank you!

*Alison Pattinson
Rear Commodore*

PLEASE NOTE: You can book for the Dinner Dance via the website at <http://www.nwvyc.org.uk/Pages/DinnerDance.html> and pay via PayPal, or by cheque. If you are able to book and pay electronically, this does simplify the administration. Thank you.

NWVYC Training

RYA Day Skipper Theory

This course equips you with enough knowledge to navigate around familiar waters by day. A basic knowledge of lights is also included to introduce you to night cruising.

Course topics include the basics of seamanship, the essentials of coastal navigation and pilotage, chartwork, electronic charts, position fixing, plotting a course to steer, weather forecasting and meteorology, tides, collision regulations, construction, parts and equipment of a cruising boat, emergency and safety procedures including distress calls, use of flares, safety harnesses, lifejackets and liferafts.

It is assessed by 2 written papers and will be run over 3 weekends, 0900 – 1700.

Weekend 1 – 9/10 Nov

Weekend 2 – 23/24 Nov

Weekend 3 – 7/8 Dec

Cost - £200 (*Plas Menai cost £270*)



To book a place on these courses,
contact **Richard Forder**

Tel : 0774 500 8338

Email : training@nwvyc.org.uk

RYA First Aid

This one-day course is designed to provide a working knowledge of first aid for people using small craft and to support skippers. It fulfils the requirements for:

- professional skippers of small craft working within 60 miles of a safe haven, including Boatmasters;
- the Senior First Aid certificate needed by offshore racers subject to ISAF's regulations on first aid training (OSR 4.08.4).

The course is recommended by the MCA and HSE.

The subjects specific to boating include:

- the recovery position in a confined space
- CPR, including the drowning protocol
- cold shock and hypothermia from immersion and/or exposure
- seasickness and dehydration
- medical assistance or advice by VHF
- helicopter rescue

With practical assessments plus questions at the end of the course

Course 1 – Sat 19 Oct 2013, 0900 – 1700, 6 places

Course 2 – Sun 20 Oct 2013, 0900 – 1700, 6 places

Cost - £65 (*Plas Menai cost £95*)

Lifeboat Day at Moelfre - August 10th

Sylvan had set off on the Friday tide for an easy weekend on the east coast, only to get a call from Mike literally just as we were dropping the anchor at Moelfre. As a skipper will say anything to get off the phone at that particular moment, we found ourselves volunteered as an OD for the first time. After much debate, the destination of the weekend therefore became Moelfre. As it happened, it was also lifeboat day on the Saturday, so all the omens were good.

Lifeboat day, for those who haven't been before, can best be described as semi-organised chaos. Moelfre has a shiny new Tamar class boat which they were keen to show off, and the handful of boats already anchored were told that the plan was to razz it (correct nautical term?) around the bay a bit and then be joined by a helicopter dangling a man on a string. Anchored boats were to move in synchronous fashion between two carefully designated areas to facilitate this. The reality was the anchored boats were joined by 100+ assorted power-boats, RIBs, jetskis and the odd brave kayaker, all of whom wanted to show off their own razzing abilities too. Nevertheless, the lifeboat somehow made its way through the melee, the RAF search and rescue helicopter

strutted its stuff, and a good fundraising time was had by all. Sylvan's crew watched safely from the shore.

Towards the end of the razz-fest, returning summer cruisers Ocean Mood and Avalon, who had parked the previous night in Cemaes, elbowed their way through the scrum to anchor up, and then later in the day Zygo and Davico ambled round from Beaumaris. The latter had wisely preferred to take their time, and to have a fishing contest along the way.

Evening brought a quiet pint in the Kinmel Arms, with the soothing sounds of the "children's disco" in the car park on the front. Eventually one bona-fide NWVYC child (well, teenager) and a couple of older 'children-at-heart' got down with their funky stuff, before we all packed in for a night of the customary Moelfre swell, and good sail back across the bay on Sunday morning.

*Nigel Hackney
Sylvan*

Rafting etiquette (an alternative view?)

I read Lee Downes' piece on rafting etiquette, no more than three boats in a raft, with a wry smile. Maybe things have changed a little since I sailed the Irish Sea, but I doubt it.

The photograph below was taken at Dunmore East in about 1994, on the club summer cruise to Fastnet. On rounding Carnsore Point the wind increased steadily, blowing at force 6-7 for several days. Westward progress was impossible, with the result that more and more yachts arrived but went no further.

The raft shown in the photo comprised 13 boats and we were in a similar one of around the same number. I was close to the outer end and had a very long shore line out to windward but very few others had one. A smallish French boat was at the shore end of the raft, suffering badly from the force of boats leaning on him. Eventually he had had enough, removed all his warps and motored out, leaving the raft floating with no connection to the land.

After a few days of taking the long assault course ashore the Venturers' boats took a short cruise up to Waterford until conditions moderated.



Trilogy Trophy and Walton Shield

Trilogy Trophy (10 miles approx.)

- Saturday 24th August 2013.

Yachts were set a triangular course based on two "virtual" marks (GPS co-ordinates) and the Bar Fairway Buoy. The transit between C1 and C2 acted as the start and finish line. On a fine afternoon for sailing, the course provide a pleasant reach, a long beat and a broad reach in a N/ NW 3/4 breeze. It was shortened to just one lap by the OOD when it became evident that the original two laps would mean a late finish. Soay and Ocean Mood completed the race with Osprey and Dizzy retiring. Modesty does not permit me to say who won but Ocean Mood was second (TBC).

Yachts anchored at Llanddwyn overnight and were joined by True Brit, Mentor, Mood Indigo, Safari, Mistral and Sea Gem. A beach BBQ and exchange of pleasant-ries followed.

Walton Shield (19 miles approx.)

- Sunday 25th August 2013.

The 0800 start saw three yachts on or around the line. Soay, Ocean Mood and Osprey began the race in that order. Dizzy and Sea Gem eventually started after, presumably, a leisurely breakfast. The N. 4/5 gave yachts a fetch to South Stack followed by several short tacks inshore and a final reach to the finish line off Holyhead Harbour breakwater Head (or a fetch to well offshore of North Stack (dodging the Irish ferries) and a reach to the finish). Mentor and Mistral made their own, leisurely, way to Holyhead. On corrected time the finishing order was as per the starting order noted above.

An evening meal for 12 was arranged at "The Boathouse". Holyhead Sailing

Club was busy with the remnants of the Old Gaffers/ Traditional Boat festival that had been held over the weekend. More grey beards than you could shake a well-varnished stick at.

Returns on Monday to either Beaumaris or Caernarfon were in very poor visibility and mostly under engine. Soay motored in visibility of less than 50 yards from South Stack to Llanddwyn using radar and fog-signals. Fortunately things improved over Caernarfon Bar. The only "near miss" (a phrase that oddly refers to a "near hit"!) was by two RIBs off Rhosneigr, both going far too fast for the conditions, both seemingly surprised to see Soay looming out of the mist.

*John Lomas
Soay*



Walton Shield August 27th, 2013

Rank	Boat	Class	Configura-tion	Name	PY
1	Soay	Sadler 32	S O IBF F	J & J Lomas	1042
2	Ocean Mood	Moody 27	S A IB2 2K	J Jago & D Lewis	1180
3	Osprey	Sadler 29	S O IB2 2K	E & M Hopkinson	1100
4	Sea Gem	Sun Odyssey 42	S O IB3 F	A & J Stevenson	930
5	Dizzy	Dehler 36	S A IBF F	D & L Priest	906

North West Venturers Yacht Club

Notice of the 52nd (Annual) General Meeting

To be held in the clubhouse on Sunday 3rd November 2013 at 11.00 hrs

AGENDA

1. Apologies for absence
2. Approval of Minutes of the 51st AGM (2012)
Note: Minutes are available from the Club's website. Members should print off their own copies as only a small number of paper copies will be available at the meeting
3. Commodore's Report
4. Vice-Commodore's Report
5. Rear-Commodore's Report
6. Hon. Treasurer's Report
7. Approval of Hon. Treasurer's Report
8. Election of Officers
9. Election of Committee members
10. Amendments to Subscription rates
11. Proposals to change the Constitution

Election of Club Officers and Committee (Agenda items 8 and 9)

The following nominations have been received to date and in accordance with the Constitution are offered for election to the Committee of Management for the year 1st January 2014 to 31st December 2014.

Position	Nominee	Proposer	Seconder
<i>Commodore</i>	Lee Downes	Glen Warburton	Ralph Pierce
<i>Vice-Commodore</i>	Vacancy	Nominations required	
<i>Rear-Commodore</i>	Vacancy	Nominations required	
<i>Hon. Sailing Captain</i>	Mike Hollingworth	Lee Downes	Alison Pattinson
<i>Hon. Secretary</i>	John Lomas	Derek Lumb	Dave Clough
<i>Hon. Treasurer</i>	Rick Smith	Richard Forder	John Lomas
<i>Hon. Membership Sec.</i>	Denise Lewis	John Lomas	Alison Pattinson
<i>Hon. House Officer</i>	Tony Rowell	Lee Downes	Denise Lewis
<i>Bosun</i>	Steve MacLean	Glen Warburton	Ed Hopkinson
<i>Committee Members</i>	Mark Suffield	John Lomas	Steve MacLean
	Mike Butterfield	Denise Lewis	Glen Warburton
	Richard Forder	Steve MacLean	Rick Smith
	VACANCY	Nominations required	
	VACANCY	Nominations required	

Nominations will be invited from the floor at the meeting for the vacant positions.

Amendments to subscription rates (Agenda item 10)

The Club is faced with increasing costs and has investments that currently earn very little. We need to retain reserves for Clubhouse developments in the future. It is therefore proposed that subscriptions and Entrance Fees are increased in line with inflation (CPI rate), at approximately 3%. 2014 rates (rounded up) will therefore be:-

	Entrance Fee	Subscription	Discount	Nett (if paid by 31/12/2013)
<i>Family</i>	£70	£110	£10	£100
<i>Single</i>	£55	£80	£8	£72
<i>Under 25</i>	£40	£30	£3	£27
<i>Outport</i>	£50	£60	£6	£54
<i>Anchor</i>	£0	£16	£0	£16

Proposed changes to the Constitution and Rules (Agenda item 11)

The Committee proposes no other alterations to the Constitution this year but asks that members approve the copy printed in the 2013 Club Handbook that was drawn up at the request of last years AGM

Members' Forum

After a short break, the formal meeting will be followed by the Member's Forum at which any member may raise issues of interest or concern. This meeting has no agenda but notes will be taken by the Hon. Secretary and published.

Minutes of the last meeting are available from the Club's website. Members should print off their own copies as only a small number of paper copies will be available at the meeting

PHOTOGRAPHY COMPETITION!

Have you taken some fabulous photos this summer?

Do you want to win the Competition at the Dinner Dance?

If the answer is YES, then bring your photo or photos to the Dinner Dance!



Winfarthing in Scotland 2013

With hopes of good weather, the better weather seeming to be in the north, we planned to get out onto the west coast of Scotland via the Crinan Canal. We'd had previous attempts at this before but were always thwarted by bad weather at the west end and lack of time to deal with it.

This year the heat wave struck in June and coincided with my six days off between shift patterns. With just a couple of days extra leave added on, I realised I had a good chance of getting the boat to a marina on the Clyde ahead of our main holiday in July/August. If I could do that then the west coast of Scotland would seem entirely feasible. It was all a bit sudden but too good an opportunity to miss.

So on a blazing sunny Saturday morning, with ten knots max wind forecast, I left the mooring in Beaumaris heading for our old friend, Castletown. It was a good crossing but the ten knots of wind turned into twenty five and Winfarthing bounced her way across. Our old friends and previous Winfarthing owners, Paul and Karline were already there so I texted ahead to give adequate warning of my arrival. I arrived early and waited on the buoy outside of the harbour for Paul to let me know when there was enough water in the harbour. I was glad to get in, the buoy is notoriously rolly.

It was great see P & K and there was even a bottle of wine and a hot meal waiting for me. To my surprise, another familiar boat and crew, Derek and Carol (Abraxas) were tucked up in the inner harbour. I planned one rest day and had a lovely day mooching around, had a pint with everyone and another meal on-board Detente. Another Castletown regular boat came in and we were joined by Clive and Barbara from Porth Penrhyn. We'd all had a lovely time the summer before watching the tin bath race in Castletown so it was a pleasant little reunion.

The following day I really needed to head for Peel ready for my crossing to Portpatrick. So with some reluctance I was waved off from Castletown and motored around to Peel. I was struck by how fantastic it was to have friends on other boats, to meet up with them in faraway places and how well they looked after each other. There is a growing club of Castletown enthusiasts and its quite special to be there and find others 'in port' as well.

Peel looked gorgeous in the hot sunshine from the visitors buoy. I stayed outside on the buoy overnight so that I could depart in the morning at the best tidal time without being locked behind the flap gate of the marina.

Carol had bought some 'special' mackerel lures cheap from somewhere and with fish leaping all around me I thought I'd try them out. An hour later, no fish on Winfarthing. Now you can catch mackerel with a bent pin they say, but not with Carol's lures. I had to text her and remonstrate but the return text accused me of being a lousy fisherman!

The next day and off towards Portpatrick, significant because then I would be in Scotland which always feels like a significant landmark. I have a navigation program on my laptop which given the right information, works out the tidal streams and tells the optimum departure time and course to steer. I diligently obeyed it and for the first time didn't do it manually as well. It had never been far out so I trusted it.

As I got closer and closer to the whirly bits on the chart off the Mull of Galloway, I sensed something not quite right. I shouldn't be anywhere near these overfalls and I kept thinking the ebb from the Solway Firth is going to shove me away fast and it'll all be OK. It seems the computer program had got it wrong, or more likely I'd given it the wrong info but the end result was straight through the overfalls. I was lucky, there was little wind and it was all quite benign. If it had been a windy day it could have been a different story. There's a lesson in this somewhere.

On the plus side, I saw the Mull from much closer than ever before. Arriving at Portpatrick I was surprised to find I had a choice of berths, it was quite empty. Not for long though, other boats soon arrived and the usual rafting was sorted out. I don't mind admitting, and I'm sure I'm not the only one, but I hate being rafted to or having to do it to someone else.

I was lucky this day though, club boat Sapphire turned up alongside me with Jill and Joe on-board. It's much better when you know the people on the boat intimately attached to your own and even better if they are nice people who invite you for a beer. They were also headed for the Clyde and my plan to sail next to Lamlash on Arran soon became a joint plan.

The next morning we set off, motoring through the misty sunlight about a mile off the coast. Very soon there was no coast as we entered very thick fog. I felt a little too close to the rocks that I couldn't see and with radar on, I moved out to put myself further off shore. Nearing Corsewall Point things were no better and a decision had to be made whether to carry on or go into Loch Ryan.

Several large blips on the radar indicated ferries headed from Northern Ireland into the Loch. I didn't really fancy navigating the Loch, in fog with ferries around me. A breeze had sprung up and it seemed better to me to hoist sail and carry on to Arran hoping the fog would blow away. A quick call to Sapphire and it was agreed that was what we would do.

A couple of miles later the fog thinned and we could even see Ailsa Craig in the far distance. I sailed in close to Ailsa for a good look and arrived into Lamash about 7pm. There are visitors moorings for hire at about ten pounds a night and I decided on a nice rest day and some walking so paid for two nights. Sapphire carried on the next day towards the Kyles and with time in hand, I had a leisurely day of walking, a beer or two and enjoyed the sunshine.

Friday had now arrived, nearly a week after I'd left but all going to plan. I set off for the crossing to the Hunterston Channel and into Largs. The sea was like a mirror with a touch of mist but nothing to worry about. Its nice like that but I always feel a little uneasy when there is not a breath of wind, paying close attention to the engine and not caring for any unusual noises from it. The old Lister beat away nicely but I couldn't help wondering how long I'd drift around for if it stopped in these conditions. I have the same feeling on crossings to the IOM. If its calm at least you know you can do it without the weather stopping you, but on the other hand, if the engine stops, it could be quite a long day. None of these things happened and I arrived in Largs for lunch time.

Marina arrivals worry me because Winfarthing does not manoeuvre well and some marinas do pack them in to tight spaces. For that reason, when I call ahead, I always ask for an easy access berth and full instructions. Something went wrong in the translation at Largs, could have been the accent.

Having wound up down a blind alley in the marina, only slightly wider than the boat, and in the wrong place, I was a little concerned. Winfarthing does not do backwards. Well she does but you can't steer her, its pot luck. I had to turn around. I felt that in turning around I had to choose from hitting the very expensive looking Fyfe 'Astoria' over from the USA, or a slightly less expensive looking Fisheries protection RIB. I pondered which one my insurer would prefer while battling with ahead and asterns to try and turn Winfarthing on a sixpence and get back out my hole. I managed it but wouldn't

like to try and do it again. Eventually making fast in the right place I sat down and realised I was absolutely soaked in sweat, the stress induced type.

Still, now mission accomplished, I began to feel quite pleased that all had gone to plan and our West coast trip now looked like a possibility in a few weeks' time. I rang Carol to tell her the good news and that I would head for home the next day on the train. She had different ideas and by ten that evening, she was on-board for the evening having driven up. We had a nice weekend and went home and back to work on the Monday with Winfarthing awaiting our return two weeks later.

Winfarthing's Scottish adventures will continue in to the next edition.....

Bob Scott
Winfarthing

For Sale: Winfarthing (drying mooring available)

Bob is selling Winfarthing in order to purchase a run down Colvic Victor 40 as a project.

Winfarthing's drying mooring at Beaumaris will also be available, as the Colvic cannot take the ground - so Bob is also looking for a deep water mooring.

Winfarthing has been in the Club for a long time and Bob would really like it if that could continue under a new owner.

For more information, contact Bob Scott



Regatta Weekend 7th/8th September

Firth Trophy – Saturday 7th September

With the added attraction of the evening's social, 5 yachts set off from the RAYC start line in some overcast conditions and headed towards B4. Olimilo and Sarico were the nearest to the line in very close quarters, so much so that Olimilo tacked away to stop us getting their wind. I have to say it was a bit of a surprise Bob being up that early, as normally he is still having breakfast at start time, so well done Bob!

With the wind being a SW, it was a run to B4, beat to B8, run to B6, beat to B7 and a run to the NWVYC line. Sari-co got herself in a couple of tangles at tacks, and no Des, we had not run aground! Helian retired, but the rest of the fleet kept pretty much together bar of course Olimilo who disappeared into the distance again, no doubt to finish his breakfast.

Position	Yacht	PY Handicap	Elapsed	Corrected	Points
1	Ocean Mood	1180	2:20:52	1:59:23	1
2	Olimilo	810	1:40:00	2:03:27	2
3	Sarico	1010	2:08:55	2:07:38	3
4	Mood Indigo	970	2:13:30	2:17:38	4
5	Helian	974		Retired	10

Sprint Trophy – Sunday 8th September

With Sarico needing to get back through the Swellies, the decision as to whether to race was left to the remaining skippers. Bob was up for it, but there wasn't a lot of enthusiasm from elsewhere – the showery rain may have had something to do with it, and possibly the effects of the Saturday night social?

Dave Clough

What Price? The cost of "Spending a Penny"

You may be aware that the Clubhouse at Gallows Point does not have the luxury of main's drainage and relies on a somewhat antiquated septic tank for its drainage requirements. What you may not be aware, is that the tank is no longer able to function as a septic tank but is only used, in reality, as a Holding Tank. Presently, this needs emptying, by a Contractor, on average 4 times a year, at a cost of around £100 per time. Hopefully this situation will be resolved when the new Clubhouse facilities have been provided.

In the meantime, now the Sailing Season is drawing to a close, no doubt many of you will be spending more time in the Clubhouse. We are aware that there are boat owners on Gallows Point who are not NWVYC members but who, habitually, use the club's facilities. Whilst the club would never turn away anyone in genuine need, can we ask you to challenge anyone who you believe is abusing the club's facilities, especially those who you suspect are not members. There is also a possibility that there will also be many more boats stored on Gallows Point this year due to the closure of the Dickies Site.

Quite possibly, it is only a small number of persons who feel that "nipping in for the odd pee" is not costing anything – but how much are they contributing to that £400+ a year pump out. When you add to that the cost of providing additional toilet paper, hot water, soap, hand dryers, etc it all adds up and – may we say – comes out of your membership fee.

May we take this opportunity of reminding members that the door code is for Members' personal use and should not be disclosed to any other persons.

Whilst not wishing to make a big issue of this subject, we would ask for your vigilance in ensuring that, for the good of all our members, the Club's facilities continue to be available for Club's Members, whenever they need it.

Ralph Pierce
Hon House Officer

Bosuns Corner - July 2013

Winterising Engines

We have managed to secure a quantity of quality concentrated anti-freeze at a price of £2.50 per litre.

The downside of this fabulously priced offer is that you will have to bring your own bottle/container as we have purchased in bulk quantity! We have 40 litres available as an initial purchase with more supplies available should demand warrant it – to express an interest, please contact me via e-mail to avoid disappointment!

Life raft Servicing

Check your service due date now! I intend running the life raft servicing offer again this autumn. This has been very popular so if you are interested then please fill in your details on the club notice board in the galley area, or e-mail me directly – bosun@nwvyc.org.uk. The cost is £60 plus any consumables that are required.

Life rafts would need to be delivered by the member to the clubhouse after the AGM but before 30th November – they would then be delivered back about 3 weeks prior to the start of season party next year fully serviced. Please note that Arimar valise life rafts are not suitable for servicing (see article on life raft servicing in the August 2008 Venturer available on line via the club web site).

Sail Laundering

We intend running this this year with a laundering rate of £5.20 per kilo inclusive of VAT. The laundering instructions/information together with the sail and cover repair form are available on the notice board and the Bosuns Store section of the club web site.

Sails would need to be delivered by the member to the clubhouse after the AGM on 3rd November – they would then be delivered back about 3 weeks prior to the start of season party next year.

Please Note that this year any sails taken directly to The Boatshed will not be eligible for the NWVYC discount, nor will the club gain any commission!

If you are interested then please fill in your details on the club notice board in the galley area, or e-mail me directly – bosun@nwvyc.org.uk.

Christmas Presents

By the time you receive this there will be approximately



70 shopping days left till Christmas. Don't forget that NWVYC branded clothing makes an excellent Christmas gift, as do 2014 Almanacs. Please place orders early, as I don't intend replenishing current stocks of clothing until the new year – and remember that all Rugby, Polo and Sweat shirts now carry the 'Founded 1961' logo.

You can contact your Bosun either on **07972 736772** or via e-mail at c.joy.bennett@gmail.com

Joy Bennett
Hon Bosun

Beat that - a challenge

I hereby claim the Rock Trophy and challenge anybody to dare to dispute it.

Competition

The claimant invites all members to provide an amusing and appropriate caption to this photograph.

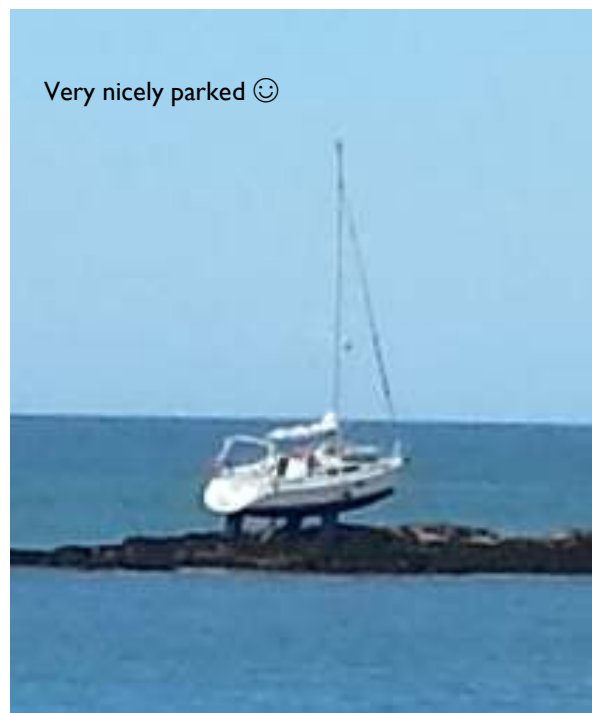
Submissions to the Hon Secretary who will be the sole judge.

A **small prize** to the winner which may come in handy for the Annual Dinner!

Photograph courtesy of (who else) Dave Clough.

(How does that man manage always to be in the right place at the right time?)

Charles Townley, "Meganza"



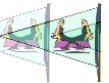


Photo Miscellany

Thanks to the crew of Sylvan for these photographs taken at Moelfre Lifeboat Day on August 10th. The panorama photo below gives some idea of just how many were on the water that day, and there were many, many watching from the beach and shore.

See also page 4 for further details of that weekend.



Welcome

The Venturer would like to give a warm welcome the following new members to NWWYC:

Roberto Vivancos and Rebeca Martinez and family, with their boat Patience



And finally, a little message from a postcard that took my eye in the Museum of Vintage Radio in Howth.

If you have a story to tell, where you've ventured this summer, what you've been up to, or you have an idea we can feature in the Venturer, photos we can publish, or how we can improve the magazine, then, as the card says, "I would like to heard from you."

Ed Hopkinson
Editor