

Venturer

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



Thank you to all club members who supported our local branch of RNLI by the purchase of merchandise on the morning of our AGM last month. A big "thank you" also goes to Joan Hughston who organised this and manned the stall on behalf of the RNLI – in excess of £150 was taken on the day.

Forthcoming Events

January 9th. The first event of the New Year will be a talk by Derek & Jean Lumb on the continued voyage on Nightsong, with in house catering by the Social Committee.

February 20th. Join Traeth Coch S C at their Welsh Dance Night.

March 12th. We have a visit from Keith Hart of Trinity House to tell us about their work & this will be catered by Bishopsgate :- please let us know if you are intending to come by the 2nd March

April 16th The Start of Season Party is scheduled for with the Official Opening of the new Heads!

In this edition...

50 Club update. **Page 3.**

Do you need a training course? **Then see page 5.**

News from the 2015 AGM and Dinner Dance. **Page 6.**

Social report . **Page 8.**

The loss (almost) of yacht Daisy. **Pages 8 and 9.**

Pictures of sailing awards from the Dinner Dance. **Pages 10 to 13.**

Welcome to our new President. **Page 13.**

Ever thought of taking a Yachtmaster Certificate Course? See pages 14 and 15.

The second part of "Tumblers" voyage to Portugal and Spain. **Pages 16 to 18 .**

Reminder of Membership renewals 2016 season. Page 19.

Dean Mulligans "Chinook" log. **Pages 20 and 21.**

Ben and James Creasy's log of "Davico's" cruise. **Pages 22 and 23.**

Presentation to our retiring President. **Page 24.**



Happy Christmas to all our readers. Don't forget, a news letter is only as good as the articles, pictures and stories sent in by members, Any copy you think will be of interest to other members please send to:-

"editor@nwvyc.org.uk"





Commodore's Corner

I suppose it's time to wish all of you a big Ho Ho and be merry over Christmas, but then maybe not.....its just that bit too early, ba, humbug.

But on the brighter side you could start your list of things required for next season to make sailing that bit more enjoyable, auto helm, chart plotter, sails, VHF radio along with many more things I'm sure.

But then you could go to minimal sailing. If like me, that would be just new glasses to read the charts with!!!

On that note I still have a passion to sail around our fair Isle in a Wayfarer Dinghy just to say I have done it, roll on South Stack, Carmel head and Point Lynas, oh, and a good wet suit to boot.

For those who attended the dinner dance at the Bulkeley, what a great night was had by all. The food was excellent along with Georgie Start who had more on the dance floor than I have ever seen before, but the highlight of the night was, of course, saying farewell to John Partington not for good, but as the clubs President of the last 10 years.

John was presented with some crystal cut wine glasses, engraved with Ebb and Flo and in a lovely presentation box and of course, a new woolly jumper with the clubs logo on.

So once again may I say a big thank you to John and Jenny for all they have contributed to the club over the years and long may you continue to enjoy our club socials.

Works to the heads will at last be started in the first week of February, along with a DECORATING Party for the meeting room, but more on this from Paul Morton.

Once again we have forecasts for a cold winter, but then they say this most years, so keep warm and have a good festive season however you like to spend it.

The crew of Avalon and Zygo will be on a road trip on the bikes through Spain and Portugal in the SUN (please) so here's to new adventures however they are undertaken.

Have a good one and see you all next year.

Lee.

Commodore.

Notes from the Vice

De Vice

As we are all aware 2015 is drawing to a close and 2016 is just around the corner. Believe it or not it is only about 15 weeks till launch time again or as Josh told me this evening "15 weeks till he gets to antifoul in the rain, wind or snow". I am sure like myself you have a list as long as your arm of jobs you need to do, projects you would like to do and things that no matter what just get pushed to the bottom of the list.

While you ponder over a brew please have a moment and think about next year's sailing season. Your club needs you, more importantly the 2016 programme needs you!!!

So whether you found a magical anchorage, have a burning desire to go somewhere or hear of an interesting event please let me know. The tide times for next year will be available on the website shortly to help inspire the budding navigators, all I ask is you base your hull speed on four knots and presume it is a beautiful sunny day with the wind blowing a constant force 4. After last year's season anything is possible, so do not be afraid to come up with something radical.

I hope you all enjoy a wonderful Christmas and New Year and look forward to seeing everyone at Derek & Jeans Round Britain Talk on the 9th January.

Mike Hollingworth

Vice Commodore

50 Club Update

There have been three draws since we last went to press and the results are as follow: -

September

1st Prize No 41 Don Marshall £50.00

2nd Prize No 31 Nigel Morton £20.00

3rd Prize No 42 Colin and Alison Pattinson £15.00

October

1st Prize No 41 Don Marshall £50.00

2nd Prize No 26 UNSOLD £20.00

3rd Prize No 39 John and Jan on Whispered Secret £15.00

November

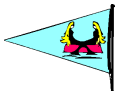
1st Prize No 12 Jerry and Denise on Ocean Mood £50.00

2nd Prize No 07 Joy on Avalon £20.00

3rd Prize No 39 Mij and Trevor on Hindsight £15.00

As per my usual note, we do still have numbers available for purchase – please contact me directly if you wish to join. They make an ideal Christmas present which lasts throughout the year!

Joy Bennett



OBITUARY - DAVE BASKEYFIELD

Dave Baskeyfield

The following obituary has been kindly provided by Dave Astbury from Hawkwind who has known Dave for more than forty years.

"I first met Dave in the 60's when I believe he worked in the ceramic industry. He had been a member of the north staffs mountaineering club before I met him as a fellow member of the Valkyrie climbing club based in Stoke and where later he would meet Marie.



He always enjoyed his excursions, both summer and winter into the Welsh mountains, the Lakeland fells and when time allowed the Scottish highlands, of which he loved the mountains of Torridon and the Cuillins of Skye. Closer to home, rock climbing for a day or a summer evening on the crags of the peak district, the gritstone climbs of the Roaches would have been his favourite. He very much enjoyed and contributed to both the banter and the humour that was part of the climbing scene of that period.

Dave or 'Basky' as he was known to his mates was a very kind and gentle guy, always great company in the hills and in the pub with his pipe and most probably a couple of Mackeson's. He would love to sit round a table listening to others or him himself telling tales of 'daring do' or epic encounters in the hills - of which each generally grew with embellishment on its retelling.



I lost touch with 'Basky' and then about 5 years ago met him and Marie in the Venturer's club house. It was great to see he had not changed a bit (except looking very seasonable with his white beard). I was pleased to hear that his trips and adventures into the mountains had continued with Marie for many years before turning, as do many retired climbers, to the water and tinkering with boats.

Dave will be sadly missed by all who knew him.

Training Courses

NWVYC Shore based Training, winter 2015-16

The season is all but over and its time to look at training activities. At this stage the courses would be run between January and March. Please contact me by email about courses you would like. If we can not run them ourselves then hopefully we will be able to point towards a suitable course by another organisation.

If you are interested in any courses please let me know before Christmas.

Contact email – Richard Forder, training@nwvyc.org.uk

Possible courses –

RYA Day Skipper Theory

Taught over 4 weekend at the club. Cost depends on the number of participants

An introduction to Safety, Weather and Navigation.

At the end of the course you would expect to be able to plan a basic passage and carry out the navigation tasks associated with completing the planned passage.

RYA Yachtmaster/Coastal skipper Theory

Taught over 4 weekend at the club. Cost depends on the number of participants

An advanced course on Meteorology, 'Rules of the Road' and Navigation which builds on Day Skipper Theory.

At the end of the course you would be able to plan an extended coastal passage and carry out the navigation tasks associated with completing such a passage.

RYA First Aid

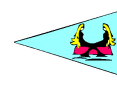
A 1 day course dealing with First Aid issues in a marine environment.

RYA Sea Survival

A 1 day course. A mix of theory and practical considering safety issues from Flares to Life rafts.

RYA Short Range Radio (VHF)

A 2 day course. A mix of theory and practical to gain a licence to use a marine VHF.



Notes from the AGM and Dinner Dance

Committee 2015/16

The following members have been elected to serve your club for the upcoming 12 months commencing on 1st December 2015: -

President	John Lomas
Commodore	Lee Downes
Vice-Commodore	Mike Hollingworth
Rear Commodore	Paul Morton
Hon. Sailing Captain	Vacancy
Hon. Secretary	Joy Bennett
Hon. Treasurer	Ed Hopkinson
Hon. Membership Secretary	Sue Beetlestone
Hon. House Officer	John Wrench
Hon. Bosun	Graham Jones
Committee Members	Mike Butterfield
	Pauline Hughes
	Christopher Hughes
	Brian Oulton
	Jenny Barcroft

A vacancy still exists for a sailing captain! Volunteers always welcome. The sailing sub-committee will be chaired by Mike Hollingworth so if you feel able to assist, please contact him directly.

Membership Renewal Fees:

Discounts apply to 2016 Subs if paid by internet bank, Cash or cheque before 31/12/15. Second column applies to Subs paid after 01/01/2016.

Family	£110	£120
Single	£80	£88
Outport	£60	£65
U25	£32.50	£35
Anchor	£16	£16

The subs for the dinghy store are £25.00 for engine only and £50.00 for a dinghy and engine. Payment of your subs can be made either via internet banking or via cheque made out to NWVYC and sent to Sue Beetlestone – if you choose to pay via Internet banking (which is what we would prefer if possible), the bank details are displayed in the member secure area on the website – please note: we have changed banks this year so please don't use last year's details as that account is now closed.

Subs can also be renewed via PayPal through the club website at a slightly higher rate which includes the PayPal commission charges levied.

Thank you for your continued support of our club. If you have any queries regarding your membership, please contact Sue Beetlestone in the first instance.

Dinner Dance Raffle 2015

Thank you once again for your most generous support to our raffle. As you are aware, the raf-

AGM and Dinner Dance continued.

the proceeds pay towards our entertainment which was provided this year by Georgie Starr who serenaded us with music for most tastes (although a request from our incoming President for Led Zep couldn't be entertained) - A big thank you goes to all of our local businesses and individuals who have donated prizes to make this such a success.

The raffle prizes and winners are as follows: -

5 Nights in Deganwy or Conwy Marina Mike Hollingworth
2 Nights in Victoria Dock, Caernarfon Lee Downes
Voucher for Bear Grylls Ribride Graham Jones
Afternoon Tea for two @ The Bulkeley Hotel Richard Zalot
£100 Voucher for N W Surveying Services Andrew Stephenson
12 Month subscription to Practical Boat Owner Paul Kelly
2016 Cruising Association Almanac & Tide Tables John Lomas
2.L Hempel Tiger antifouling from ABC Boatyard Glen and Carolyn Warburton
£25 Voucher from Megnha Tandoori, Beaumaris Keith Houghton & Jane Bellingham
2 tickets to London Boatshow 8th-17th Jan 2016 Denise Lewis
Voucher for £25 for services from The Boatshed Paul Kelly
Whisky kindly donated by Treath Coch SC Richard Zalot
Basket of Avon Goodies Brian Oulton

Without the support of businesses and individuals, this raffle would not be possible and we would urge you as individuals to continue to support local businesses where possible. Please mention that you are members of the NWVYC when patronising any of the above donors so that they appreciate that we try to support them where we can.

Sincere thanks also go to the club and committee members for donating and securing these prizes on our behalf.

UPDATE ON CUB HEADS

Heads Report

It has been arranged that the Heads refurbishment is going ahead !

The work will be done by a small team and it will be started on the 2nd of February 2016 to remove the existing sanitary ware cap off pipe work and electrics

Anybody wanting to use the club facilities will be able to use the ABC toilets and showers

We are sorry for any inconvenience but I am sure you will be unbelievably surprised that we are starting !!!

Help will be needed later for other working parties for the redecoration, but as you can probably realise a small team will be able to complete the fitting out quickly and efficiently.

Paul Morton

House officer



SOCIAL COMMITTEE

Social Committee..... LOOKING AHEAD

Taking on the Rear Commodore duties from David in July was quite a shock to the system as previously my duties extended to helping in the Galley at Socials when required & sweeping up! So it's not just a case of filling up the blue paper rolls dispenser and making sure the Tea & Coffee supplies are OK.

So where's a 'girl' to start? Well obviously with new curtains & a coat of paint in the room...which we ladies did while being closely watched by a row of gentlemen who kindly gave us instruction and pointed out where we'd missed bits! However our efforts seem to be appreciated with many comments from members on the fresh look. Along with these changes, we have a new toaster which works, & thanks to Roy Hughston a shelf to hold the Microwave which makes it much more useable, thanks Roy!

The Start of Season Party went off well, we enjoyed a Supper of Wrights Pies - a Stoke on Trent favourite - mushy peas & gravy followed as always by some delicious sweets provided by the ladies. The game has been kept for people to play again at a later date....The Creasy boys were really keen to have a go.

We made a good profit on both food & bar & are getting to grips with stocking the bar...please let us know if there are any special favourites..the whiskies went down very well.

On a more serious note we intend to join Hugh Fearnley-Wittingstalls War on Waste! It is very difficult to cater for events when we have no idea how many people are coming. It would be a great help if you could let us know if you intend to be present at a Social during the previous week either by email jenbarcroft@icloud.com or by old fashioned phone on 01782499564, those who have booked in can then be sure of food, others will take Pot Luck though I'm sure we will never turn anyone away hungry, & we won't be over-catering. Many thanks for your cooperation.

The first event of the New Year will be a talk by Derek & Jean Lumb on the continued voyage on Nightsong on Jan. 9th with in house catering by the Social Committee.

In February work on the Heads will be underway but we have been invited to join Traeth Coch SC at their Welsh Dance Night on Feb 20. Always a brilliant night, but numbers soon please!

On March 12th we have a visit from Keith Hart of Trinity House to tell us about their work & this will be catered by Bishopsgate..nos by March 2 Please.

The Start of Season Party is scheduled for April 16, with the Official Opening of the new Heads! May we wish you all a VERY HAPPY Christmas, and GOOD SAILING in the months to come

Jen Barcroft. Social Committee

Daisy's story



Daisy as found, against the sea wall

Daisy's Grounding A salutatory warning about Monel seizing wire

As many of you will be aware Gordon & Chris's Cornish Shrimper "Daisy" broke her mooring on the 5th October and was damaged pounding against the sea wall. Chris tells us a bit more of what happened:-

"The boat has broken her mooring" is the text message none of us ever want to receive. We did on 5th October. It appears the mooring chain broke at a shackle mid-way down the riser chain during strong onshore winds overnight. Daisy appears to have drifted through the moorings trailing half of mooring chain, without hitting any other boats. She came to rest Port side to against concrete sea wall incurring damage to port

Daisy's' story continued.

side, rigging damage (port shroud parted) and loss of masthead light, a porthole was pushed in breaking the bolts holding the frame and she was covered in seaweed. Before the tide receded the wind veered to SW and Daisy appears to have swung round Starboard side to the sea wall.

Daisy was spotted by Paul and Marie from Hywl Dda lying against the sea wall. They contacted Gordon via Lee Downes. They were subsequently awarded the NWVYC Seamanship Award for their actions. Deserving winners and a great demonstration of the clubs spirit. Stan from Starida recovered Daisy to Gallows Point Boat Yard before the tide returned and inflicted more damage.

Gordon informed the insurers and we got over to the Gallows in the afternoon with van and trailer. Daisy was in a mess, the cockpit and cabin were full of sand & seaweed. The port side had graunched through along the chine where she had been battered against the sea wall leaving a split in the hull. The mast had been thrown against the sea wall breaking a shroud and losing the mast head light. The cabin contents had all been thrown onto the sole and into sea water. Soaked bunk cushions floating on the scum.

In the failing light we did a photo survey then lowered the mast and removed all the gear to take home for cleaning and security. We pumped remaining water out of cabin but ran out of day light to remove all the seaweed and sand. The cockpit pump was blocked with sand. We also managed to catch up with Paul and Marie and get some more of the story of the night.

The immediate cause was failure of shackle at mid point in riser chain of mooring during high winds from the exposed direction (East). Closer inspection showed the shackle had lost nearly half its thickness in the 6 months since we inspected the mooring at the start of the season. The pin was held in place by the stainless seizing wire. Further checking showed that this was Monel wire which is not stainless steel but a copper nickel alloy widely sold for seizing shackles but very different on the galvanic scale from Mild Steel. Over the six month electrolytic action had eroded through the shackle and several links either side.

After 10 weeks of surveys and contemplation the insurance company has assured us they will cover the repairs to the hull and the cost of recovery. Daisy will be spending the next few months in Gary Prichard's workshop being repaired "Better than new" and hopefully back on the water for early next season.

We have been luckier than we deserve. Despite spending the night being graunched against the sea wall and splitting the hull, Daisy was in the best place to be picked up and brought ashore. Nobody was hurt and she did not drift off and sink in the Irish Sea. We are left with a slightly more extensive winter refit than we had planned.

Thank you to Paul, Maria, Lee and Stan for their part in the recovery and to all members who have sent messages of support..

Chris Jones



Some of the devastation in Daisy's cabin.



The shackle and monel seizing wire showing the loss of section between the pin and the body of the shackle after only 6 months of electrolysis in sea water.



Dinner Dance Presentations

Right:-

Gordon accepting Commodores Cup on behalf of Chris Jones of "Daisy".



Left:-

John Lomas accepting the Whispered Secret Trophy on behalf of Dave Clough of "Sarico".



Right:-

Lee and Joy with Junkette Cup, joint winners with Sue and Graham Beetlestone.



Right:-

Jen and Paul with the Mellor Mug.



Left:-

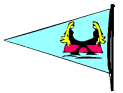
Marie and Paul Lawrenson accepting The Storm Trophy.



Right:-

Simon and Jan Quarmby accepting The Sprint Trophy.





Dinner Dance Presentations

Right:-

Jerry and Denise with The Rock Trophy.



Left:-

Josh Hollingworth with Junior Venturer Trophy.



Right:-

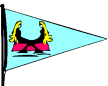
Jerry and Denise with Points Trophy.



Left:-

Jo Creasy accepting the Kuoni cup on behalf of Ben and James Creasy





OUR NEW PRESIDENT, JOHN LOMAS



John Lomas.

John is a native of Yorkshire which should explain to many of you the origins of his generous nature. His early sailing experience was as a Dinghy sailor, sailing Lasers and 505's for 20 years. Filey Sailing Club, Toddbrook Sailing Club (Whaley Bridge), Bewl Valley Sailing Club (Kent), Medway Yacht Club and Manchester Cruising Association, all preceded his membership of NWVYC, and give a clue as to where his career in education, including spells as a Headmaster and Ofsted Inspector, took him.

He joined NWVYC in the 90's, and his participation in club events (brought about by not being allowed to stay in the house at weekends by the former Mrs Lomas) led to him becoming Sailing Captain in 2000, Vice Commodore in 2001, and then Commodore in 2002, serving for a full 3 years. In 2013 he returned to the Club Committee as Secretary until the end of 2014.

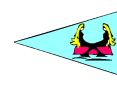
Sailing mostly single handed due to his perverse nature he has owned a range of cruisers starting with a Silhouette. He led (allegedly) the Club Summer Cruise in 2001 in Silver Apple, a Hunter Duette in which he demonstrated his navigational ability by following True Brit in what is still a legend in the Club history for distance travelled. He was



also responsible for holding most of the club racing trophies in Silver Apple, and at the end of 2001 he purchased Enigma (today still a club yacht) and continued to collect Club Silverware with monotonous regularity. In 2008 he and Jan (the current Mrs Lomas) purchased Soay, a

Sadler 32, and in 2014 Whispered Secret, a Westerly Typhoon now berthed in Victoria Dock. John and Jan moved to Anglesey in the spring of 2015, and John can often be found at club socials somewhere near or behind the bar with a drink in one hand, and his other firmly in his pocket. Renowned for his simple but effective navigation techniques: find someone who is going to the same place as you and follow them!





Chris Jones Yachtmaster Prep. Log

The 2015 Commodore's Cup was awarded to Chris Jones for his log from his Yachtmaster preparation course and exam. This article is a summary of Chris's Log.

"Yachtmaster", has a bit of a ring to it. 20 years ago I started working towards it until one of life's crash gybes put a stop to sailing for a few years. Then gradually through dinghies a Drascombe Lugger some charters and our Cornish Shrimper Daisy I was able to rebuild miles. But can a Shrimper sailor get to be a Yachtmaster? Only one way to find out... Go for it. And just for the fun of it, go somewhere new with people I did not know.

Coastal or Offshore: My lifetimes experience is above the requirements for YM Offshore but RYA seems to require the miles, days at sea and nights to all be within the last 10 years. My experience within the last 10 years would place me just above Coastal, provided boats under 20' were accepted. Chatting with a couple of YM examiners suggested that though the syllabus is the same for both levels, the level of competence expected can be markedly different. The Sailing Schools take different approaches. Storm Force suggested doing their Prep course and deciding part way through the week. Hamble set the level in advance.

Having havered, researched, procrastinated and otherwise put off making a decision for several years, in March 2015 I booked myself onto the early September Yachtmaster Coastal Preparation and Exam course at Hamble School of Yachting. Decision made, run with it. Gulp. Am I really ready?

Revision revision revision

Next step was to reread James Stevens RYA Yacht Master Handbook. Then out with the old flash cards for lights buoys, shapes and sound signals. After a few evenings playing the cards the memory started to become more reliable. Those I have seen in real life I can picture no problem, but many of the more obscure lights are rarely used in the waters I sail. Going to the Solent would sort that out.

Passage Planning

One of the key exercises in the exam is to prepare a passage plan. For Coastal this would be a coastal passage, for offshore this would be a sea crossing probably to or from France. I have a template developed from the passage planning form found in Reeds PBO Small Craft Almanac. Using this and some old pilot books I roughed out some passage plans. A copy of Tom Cunliffe's The Complete Yachtmaster, found in a second hand book shop, was like gold with Tom's thoughts on a cross channel passage plan laid out clearly and simply in his inimitable style.

The Solent is not an area I know well, so I familiarised myself with the general area using electronic charts and old pilot books.

Practice Practice Practice

Having dumped Daisy's unreliable beast of a Mariner Outboard and replaced it with a relatively "reliable" but noisy and under-powered Seagull, most of our sailing this season was under sail, including anchoring and picking up the mooring under sail. Other manoeuvres like heaving to and sailing backwards under sail were practiced under a range of conditions as was feeling our way up narrow invisible channels over the mud flats without running aground. The deck log was kept religiously and flag etiquette practiced. No long trips but lots of fun.

What to take?

My kit list has been developed over many years. Some bits of kit are old and needed replacing (my deck shoes) others are old and serviceable (my oilskin jacket, windcheater smock & wellies), none of it is remotely stylish. As my mother in law puts it I am a naturally scruffy person. Others had more up to date and stylish wardrobes. Largely down to personal taste.

The Nav Bag took more thinking about: A4 loose leaf Log file and associated notes including:- May Day card secured to the front cover, Log, Passage Planning forms, Met forms for recording and drawing out the shipping forecast, Safety Briefing Crib Card, Portsmouth, Southampton and Chichester tide curves laminated for repeated use with a chinagraph pencil, Skipper's and Navigator's Checklists drawn from years of misadventure with things going wrong and for checking boats at the start and end of charters, calculation pad for rough notes

I also took my Isis 50 Hand Bearing Compass, one that I am familiar and happy with (Used a lot), Sailing Knife (an Opinel safety knife kept in a leather sheath made from an old sailing shoe), Smart phone (so useful it is nearly essential with navigation, tidal data and access to grib and other weather forecasts.).

Final tuning

YM Examiners are renowned for being "old school" navigators shunning the convenience of electrickery and the digital revolution. The arguments are well found and the logic irrefutable. So in the last few weeks before the course I reread Mary Blewitt's 1970's classic Navigation for Yachtsmen and leafed through Dad's 1976 Reeds Nautical Almanac saved from the charity shop box. To relax, my old favourite "Sods Law of the Sea".

Preparation Week

Prep week started on the Sunday evening meeting instructor Terry (ex-army, currently "sea gipsy") and other candidates:-

* Dan; Navigator for multi-Round the Island Race winning Folkboat, who completed the Fastnet Race and RORC qualifying races as a bit of a mile builder. Looking to change career from publishing into the marine industry.

* Louise; Ex RYA development officer, currently working as mate for a yacht charter company. YM Offshore would enable her to skipper charter yachts.

* Mario; from southern Italy had recently completed the clipper race from London to Rio. Many years of Mediterranean sailing. Likes the British professional approach to yachting.

* Me, part owner of a Cornish Shrimper kept on the Menai Straits who in a good year gets in one 5 day cruise and a few day sails.

The challenge for all of us during prep week was to work with an unfamiliar crew, on an unfamiliar boat, in my case in unfamiliar waters and in Mario's case an unfamiliar language and get to a high enough standard to shine.

Over the next 5 days in glorious sunshine and in light winds we worked through a wide range of navigation and boat handling exercises in daylight and in the dark. I was able to get familiar with the layout of the Solent and see real Day Shapes and Light combinations. We were tested to our limits and made mistakes, then practiced and refined until we got it right

As a group we all went through the classic "Forming", "Storming", "Norming" and eventually "Performing" stages. The storming crisis coming on the Tuesday evening when we were all sleep deprived, demoralised with our perceived poor individual performance, lack of performance as a team and feeling distinctly sun burnt, dehydrated, tired and grumpy. It drove a much organised "normed" crew over the next couple of days, developing tight routines for each operation and checklists before we relaxed enough to perform individually and as a team through our examination.

Fastnet Dan commented that his Coastal Skipper Practical Course was easy compared with the intensity and depth of our YM Preparatory Course. However the preparatory course did exactly what it said on the tin and prepared us all for the offshore level examination. It gave us time to get to grips with an unfamiliar crew, an unfamiliar boat, in unfamiliar waters and for Mario an unfamiliar language.

The winds picked up and the skies darkened as our Exam approached.

The Exam

The Exam started on the Friday evening when our Examiner Nigel came on board. His introduction "Treat me as a demanding owner" set exactly the right tone for the exam phase. We started with a lively first sail into the night time Solent, finding an unlit buoy in the dark and anchoring within a boat length of a defined point. The exercises required planning, precise use of hand bearing compasses and a willingness to change the approach to meet the changing conditions. A night entrance into Beaulieu River in a rising gale to pick up a mooring completed the first evening. Rain hammered down over night.

In the morning our pre prepared passage plans were reviewed and a series of theory questions, half asleep I was making school boy errors trying to remember the knots equivalent of Beaufort scale for winds I would not take Daisy out in. Back up on deck the wind was gusting force 8 but the rain had eased off. Out into the Solent for day time navigation exercises, picking up Man over board kit under power and sail as the wind over tide kicked up a steep swell. A wave knocked me off my final approach but keeping things under control and going round again (successfully) was not fatal. Picking up a mooring running down wind under bare poles against the tide was a lucky break. The more I had practiced the luckier I got. Into Lymington for some pontoon bashing and a cup of tea. Then back into the Solent and on into the night for more exercises, the wind dropping all the time

In the early hours of Sunday morning we returned to the Hamble for one last round of pontoon bashing before returning to the marina to coil down and debrief.

Debrief

We all passed. I was given YM Offshore based on 20 years + records in my RYA log book and my performance during the exam. "No point in coming back in a year's time to show what you can already do".

Yachtmaster is a serious qualification and the standards are very high. It is a sobering thought that I am now considered competent to be Master of vessels up to 200 Tonnes operating up to 160 miles offshore, provided I have a First Mate who is at least Yachtmaster Coastal qualified, or to be First Mate globally. Also with a couple more short courses and a medical to do that on a commercial basis.

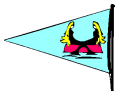
Can a Shrimper Sailor achieve Yachtmaster? Yes if they can navigate, handle a boat & manage a crew to a high standard and look as though they are enjoying it.

Would I do it again? I don't have to.

Would I recommend it to anybody else? Absolutely.

by Chris Jones

Cornish Shrimper Daisy (291)



A Cruise to Spain and Portugal in “Tumbler” (final part)

This is the second part of the story in the last Venturer, which makes me feel like a complete wimp! Ed.

From Muros we sailed to Bayona, which the log described as "another superb downwind sail in hot sunshine, followed by a social evening and a good meal". I had promised Alma that at Bayona we would leave the boat in the safe anchorage and stay a couple of nights in the lovely castle on the promontory, which is now a 'Parador'. But this was not to be, so King Carlos fell distinctly from our favour. After we had anchored under the castle, and rowed ashore, we were met by armed guards well short of the castle entrance, who informed us that all guests had been moved out as King Carlos and retinue were arriving tomorrow. Thus thwarted I decided to have a couple of days scraping and varnishing in the perfect weather. All scraping done, and the first coat of varnish just completed, two giant helicopters appeared, one carrying King Carlos and family, the other, security men. These wretched machines hovered nearby raising a huge cloud of red dust, which settled all over the wet varnish. I was to be seen leaping up and down on deck angrily shaking my fists and recalling every expletive I ever learnt, and directing it at the Spanish Royal family. It was just as well my shouts were drowned by the engines roar.

From Bayona we sailed the few miles to the Islas Cies, the nearest thing to deserted tropical islands it is possible to imagine. We spent 3 super days exploring and examining the flora and fauna and just swimming and laying, on and off some of the lovely beaches of these delightful isles.

Saturday 19th July saw us sailing south, again in warm sunshine; the 36 miles to our first Portuguese port of Viano do Castelo. This is a place to recommend, but ignore the pilot, anchor outside in the outer harbour, and row your dinghy into the inner basin. This achieves peace and quiet and saves oil stains to the topsides. The food in Northern Portugal we found cheap, very tasty, and the servings gargantuan. Frozen or fast food does not seem to have reached them - yet! The people were found to be very pro English, kind, helpful, and very excitable at times. We witnessed a spectacular fight between two neighbouring families on the quayside.

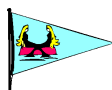
Another 35 miles took us to the port of Leixoes (LAYSHOINS), which is the port for Oporto. We opted to anchor in the outer harbour again at Leixoes rather than go on into the basin or up the river to Oporto. One of the attractions of going to Oporto was travelling by old fashioned electric train. It is not a tourist area but is a fascinating place and we stayed 6 days. It was rather like going back 35 years in a time Capsule. The people in general seemed poor but were happy, and nothing was too much trouble. Anything bought in the shops was wrapped up in that heavy shiny brown paper, unknown in England for years, and neatly tied with string. We should have liked to continue on to Lisbon, some 350 miles further on, but thoughts of the uphill passage home against wind and current decided us against.

We left “Lindisfree” to sail via the Azores to the Canaries, Where they intended to stay to winter their boat, whilst we pointed our bows homewards on Sunday July 27th.

Day 1 NW5/6 We sail west beating to windward with large Northerly swells slowing us down. Felt queasy bashing into the-swells, but felt better after a large helping of casserole.

Day 2 Still heading west until evening when after some 120 miles on 2800 we altered course to 0250 magnetic. Not much wind. Many dolphins and several storm petrels seen.

DAY 3 Wind N 3/4 warm and sunny. Co. 320° and not where we want to point. Still close hauled. Local noon put us at Lat. 42° 40'N x 100° 32'W. During my watch the stars were beautiful with the whole of the Milky Way on display and many shooting stars.



Tumbler Cont'

Day 4 Our first rain and winds from calm through SW 3 to NW 5/6 still close hauled. Spoke with Warship, "Tight Spring", who gave us a position check, which I was happy to see tallied with ours almost precisely. Just Luck no doubt! (by them? – Ed). Seas are increasing; we are in for a blow.

Day 5 Big seas as we crash to windward. 0400 the wind ceases as if someone has turned off a tap. 1000 jilling about going backwards in the south going current and 8 foot swells with much sickening rolling. Start engine for a while. Gale 8 forecast from the W to NW. Cloudy so no sights.

Day 6 Friday 1st August. This was the day when "Jester" 80 miles to the north of us was rolled over twice, dis-masted and rescued by a British freighter.

0001 altered course to broad reach from run, for safety.

0230 flying along with 2 reefs and a small jib.

0530 have taken off main. Over 5 knots with just storm jib.

0830 wind S7. Broad reaching 035° off course. Big seas.

1000 heavy cloud and rain. Alma thrown across cockpit, no damage to either! Waves of 15 feet.

1100 sun breaks through, waves to 20 feet. If I was younger I would say this is character building.

1400 wind gusting 55 knots. Still hammering away under storm jib with waves even larger.

1500 forecast WSW 9/10 decreasing 5 later.

1600 seas are just awe inspiring, "Tumbler" behaving splendidly as we thrash along on a beam reach at 5.5 knots.

1800 forecast 8/10 reducing to 6/7. Every so often we are knocked flat by a wave. It can now moderate as soon as it likes.

2000 waves up to 20/25 feet. A nasty one left 20 gallons of water in the cockpit.

2100 Several waves must be all of 40 feet. Quite terrifying. All we can do is hang on, steer, and feed and sleep as best we can, The-huge waves, covered in white phosphorescence and long streaks of luminous green foam are awe inspiring as they charge past.

Under remarks for the day, the log reads "Alma is a heroin as she takes turn about at the helm, alone in the cockpit in these quite frightening conditions".

We had to reduce our watches from 3 to 2 hours during this period. Truth to tell, the brilliant sunshine and the stars by night affected us psychologically, so that we continued to sail until the conditions were such that I would not hazard my own safety by going onto the foredeck to remove the storm jib, which at 20 square foot was too big. The days run was our best ever at 130 miles.

Day 7 produced the usual aftermaths, tiredness, reducing wind to-force 4 by midday, but with huge seas producing much rolling. A day for drying out, generally sorting out, and counting our blessings.

Day 8. lovely starlit night and it is the quarter of the moon and unusual in that the whole disc can be seen very clearly, It is also very much cooler in lat. 50.

Day 9. NW 5/6. Closehauled with two reefs in the main and the No. 2 genoa. 1400 Land Ho. on star-board bow. At the same time disaster strikes in the heads, One who shall be nameless was thrown by a wave, heavily onto the trusty "Baby Blake" which shattered all-round the base. So for the next 10 days our life was simplified by "bucket and chuck it". After inspecting the Fastnet Rock and Cape Clear Island we opted for Baltimore where we dropped anchor at 2120 after a passage of 790 miles in 8 days, 9 hours, which pleased us as it was mostly to windward (more like galeward or stormward - Ed.) We slept round the clock till midday and woke to strong winds and rain clattering onto the cabin roof.



Tumbler continued from previous page

We had 3.5 inches of rain in 18 hours with gale 9 forecast. As a result we had 2 anchors out together with a no. 26 angel weight and all 30 fathoms of chain. In fact it was to be 2 ½ days before it calmed sufficiently to be able to row ashore, when we found West Cork had been designated a disaster area. Roads and bridges were washed out and there was little in the way fresh food supplies.

From Baltimore we sailed over familiar territory, calling in at Kinsale and Crosshaven, where we visited friends in the RCYC, made on previous trips, then Ballycotton, (a useful stopover) and of course Dunmore East.

On Tuesday August 12th we were wakened by the noisy kittiwake colony on the cliff and left for home in fog that quickly became dense. We found the "Koningbeg" light vessel by the fog horn, then sailed outside everything and up the Irish Sea, picking up a buoy at Port Dinorwic at 1500 the next day. Wind had been very light and meant too much motoring for our liking.

Thursday August 14.th we passed through the Swellies on a lovely sunny day to finish what had been our best cruise ever, and covering a very leisurely (with the exception of 2 days) 2,234 miles in 76 days on board. Plans are afoot for a return to N. Spain in 1987.

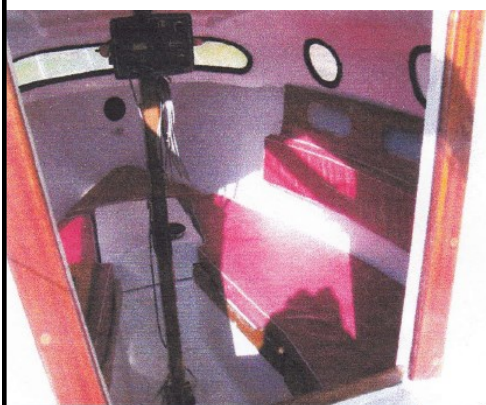
Brian & Alma.

Editors PS.

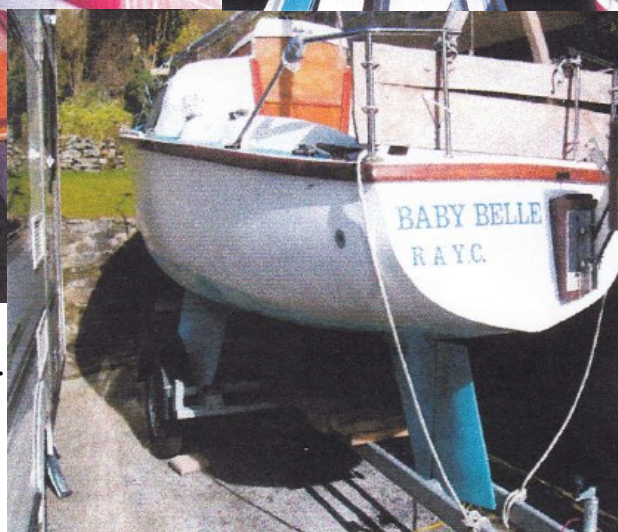
For this cruise Brian and Alma were awarded the Venturers Cup, and for their log, the Commodore's Cup. A unique double honour to the best of my knowledge. And quite right, too,

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SUBS 2016

Reminder

Membership renewals for 2016

Membership subscriptions and Dinghy Store fees will soon be due for next year (except for those new members who have joined since the 1st September 2015)

Pay before the end of December and get a discount!

You can pay your subscription by BACS, cheque or PayPal.

By **BACS** into the club bank account **Sort code 09 01 28 Account No 81867052**

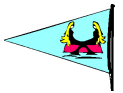
If you pay by BACS please let the membership secretary know that you have made a payment and let her know the reference you used members@nwvyc.org.uk

By **cheque** payable to NWVYC and posted to Sue Beetlestone, 6, Monmouth Way, Boverton, Llantwit Major, CF61 2GT

By **Paypal** from the members area on the club website <http://www.nwvyc.org.uk/members/RenewSubs2016.html>

	Entrance fee	2016 Subscription	Early payment Discount	Discounted Subs if paid by BACS/Cash or cheque before 31/12/15)	If paid by PayPal before 31/12/2015	If paid by PayPal after 31/12/2015
Family	£70	£120	£10	£110	£114.00	£124.00
Single	£55	£88	£8	£80	£ 83.00	£ 91.00
Outport	£50	£65	£5	£60	£ 62.50	£ 67.50
U25	£40	£35	£2.50	£32.50	£ 34.00	£ 36.50
Anchor	n/a	£16.00	n/a	£16	£ 16.75	£ 16.75

Dinghy Store fees are £50



An Unforgettable Weekend

Porth Wen August 15th – 16th

Since I was a small kid, I've always respected, in a way, any craft who can courageously voyage through brutal waves and even do it in style. Also, since I was young, I have always been passionate for an adventure. So, an interest in the mechanical, combined with a lifelong curiosity to explore, meant that when I was actually given the opportunity to sail aboard a real sailing boat I had an awesome time.

Three highlights stand out as being the best moments of the weekend. The first of these being when the boat was actually sailing.

My first exhilarating trip aboard the 'Chinook' was to the abandoned brickworks in Porth Wen. It was actually a lot of fun. The sea was quite rough that day, but this only made me enjoy the experience even more! I felt the viscous wind blow against my face and my hair; it was a wonderful moment of freedom.



On my second trip, returning to the club's harbour, the sea was much calmer – but the ride was still equally enjoyable. Because the water was friendlier that morning than it had been previously, I was allowed to steer the boat for some time. This was quite a simple task, but I still had loads of fun doing it. As the sea was calmer, I was now able to relax easier and better enjoy the slowly changing distant view.

Another highlight of the weekend was exploring the mysterious brickworks with my friend, Josh.

There was a short path leading from the buildings on top of the hill to the small beach where we had disembarked. Whilst the adults stayed on the beach and amused themselves by mingling, I followed Josh along the pathway. We came to a decrepit factory whose roof had recently caved in, further behind this there were two old brick chimneys towering above our tiny heads, there were also a group of cosy hut-like buildings scattered across the centre of the site. The whole place had a fascinating and strange atmosphere surrounding it, but this was hardly noticeable compared to the magnificent view: far below us stood the 9 anchored vessels standing strong upon the sleeping sea in the fading sunlight of late evening. Next to the mind-blowing view of the beautiful clear sea was the small group of tiny sailors, who were also enjoying a similar view to ours.

The third highlight I must mention, as it perhaps my favourite moment of all of that weekend. This is the appearance of the remarkable wildlife. Amazingly, we were lucky enough to spot a huge group of dolphins just in front of the beach where we stood in awe. They circled around the boats as they devoured the bay's fish, occasionally swimming gracefully to the surface for a short but brilliant moment. Their fair-sized hides glistened in the sunlight as the water dripped off of their slippery black skin, just before they would make an elaborate splash back into the sea. We watched them enthusiastically for some minutes until they again vanished back into the vast ocean of which they inhabit. On the way back we also came across what I'm told were porpoise, which circled a drifting fishing boat stopping them catching any tea.

As I have already said, these were only a few of the many moments of my weekend, there were many more I could write of. But one last thing I can say is that I left their club with memories of an unforgettable weekend full of beautiful places, inspiring sea life and countless friendly faces!

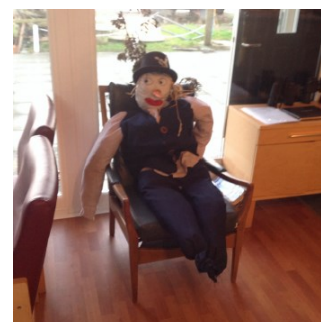
#Dean Mulligan (Crew aboard Chinook)

BONFIRE NIGHT

Burt ready for action!!!!

Bert was really eager to get started ! He was the star waiting for his stage. The preparations came together somehow. Timber arrived from various sources, it's not easy to transport and time is short. Although the task is left to a few, it slowly takes shape. Building it was started this year by Josh and his friend whilst the AGM went ahead, and others helped afterwards.

The club cannot buy fireworks due to the insurance restrictions so very kind members bring their own and help is at hand to let them off. The fire although very damp was lit and it went well. The Guy soon got his wish. Thanks Burt for the entertainment!



The usual BBQs were lit and extra goodies were supplied in the galley, Hot mulled wine, sweets and marshmallows.

Beaumaris fireworks added to our entertainment and the bar added further fuel to the night.

House officer
Paul Morton



BEN AND JAMES CREASYS' LOG

This story has been written by Ben and James Creasy with a little help from Mum and Dad!

It is an account of our family summer cruise. Dad bought us an exercise book each and made us make daily notes about our trip.

Dad making us write our logs –



Date: Wednesday 22/07/2015

HW Dover: 15:44 – 6.05m

Weather: sunny/ cloudy, wind south 15 mph

Location: Caernarfon/Victoria dock

We drove from the Wirral to Victoria Dock and we helped Dad unload the car and stow everything on board, then filled the water and diesel tanks.



Date: Thursday 23/07/2015

HW Dover: 16:20 – 5.84m

Weather: sunny/ cloudy, wind south 12 mph

Location: Caernarfon/Victoria dock

We went to fishing tackle shop to buy some lures and bate, then we went to the skatepark to practice our scooter tricks.

At the Caernarfon skate park –



Date: Friday 24/07/15

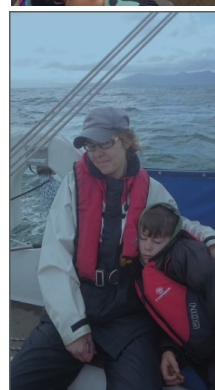
HW Dover: 17:11 – 5.6m

Weather : cloudy/showers, wind east 12 mph

Location: Caernarfon/Victoria dock

Some of our friends visited us from the Wirral. We went to the skatepark, then a restaurant for lunch. Afterwards we went to the small town bakery for more food! That evening we went to Morrisons to stock up on food for the cruise.

My friend having a bad hair day! –



Date: Saturday 25/07/15

HW Dover: 05:53 – 5.34m

Weather : sunny/cloudy, wind north west 17 mph

Location: All at sea

We left at first light for Wicklow. It was very rough and we got wet when the sea came in through the front hatch. Mum and James were feeling seasick.

James and Mum feeling poorly -

Mum

Mum and Dad decided to turn back from Ireland and head for PY as the sea was too rough for us. Even PY bay was rough so we parked Davico on the beach. By lunchtime the sun came out, the sea calmed and we had a great day. Parked at PY after stormy sail -

Ben went snorkelling –



And we went to the pub for a drink and ice cream –



Date: Sunday 26/07/15

HW Dover: 07:11 – 5.28m

Weather : rain, wind south east 18 mph gusty

Location: PY

A very rainy day, went for a long walk to the shop/cafe and got soaking wet. Played a long game of monopoly which James won.



Soaking wet drinking hot chocolate -

Date: Monday 27/07/15

HW Dover: 08:20 – 5.42m

Weather : cloudy/showers, wind south west 24 mph gusty

Location: PY

Ocean Mood and Osprey are here. We all go for a walk to the shop for an ice cream and then across the golf course. In the evening we put on a quiz for the adults on Davico. The adults did not seem to know much about Scooby Doo or the Simpsons. After an exciting quiz and a tie break question Mum won with Ed a close second.

Quiz night on Davico –



Date: Tuesday 28/07/15

HW Dover: 09:20 – 5.7m

Weather : cloudy/windy, wind west 25 mph gusting 35

Location: PY

We were woken at 4 o'clock by very strong winds and our dinghy flying in the air. One of our oars worked its way loose and was lost. Davico, Ocean Mood and Osprey were all up on anchor watch while the gale was blowing.

Ben on 5am anchor watch -

We spent the day waiting for the tide to take us back to Caenarfon. We had a long beach combing walk searching in vain for our washed up oar. We then motor sailed for about three hours, following Osprey and Ocean Mood, arriving back in Victoria Dock at about eight o'clock. We rushed to our favourite pub Wetherspoons and had a massive steak dinner with Osprey and Ocean Mood.

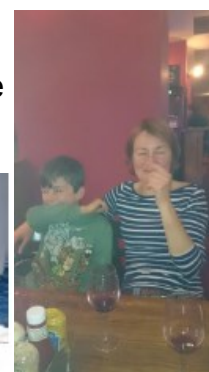
At Wetherspoons having fun –



One last twist, the next day mum tripped up while taking us to the skate park and had to go to Bangor hospital with Dad, we made the most of it drinking Coke Cola on Ocean Mood – mum doesn't normally let us drink Coke!

The trip has not put us off cruising; we even sailed to the IOM over the August Bank Holiday with Ocean Mood which we enjoyed very much.

James on watch returning from IOM -



We hope you have enjoyed our holiday Log

Ben and James





Presentation to our Retiring President, John Partington



John & Jenny and their 3 boys, joined the Venturers in 1973, with their Sailfish 18 called "Nimanoa" and then moved on to a Hunter Sonata called "Tevene". This was kept on a mooring out in Beaumaris Bay. John then sailed a Frigate 27 that he built from a bare hull—named "Gunsmoke"

John became Vice Commodore of the Yacht Club and then two years later, Commodore. After a number of seasons with Gunsmoke, it was followed by "Fiddler of Orwell", a Hustler 35. The pedigree of Fiddler was well known and soon she was sailing further afield with John and Jenny at the helm with a full family

crew. They were active racers and his son Michael in particular, was very keen on the racing, making for good tactical starts in the club races which were hotly contested with a number of boats taking part.

It was then that John returned to the Committee, (you can't keep a good man down!) and he returned this time as Sailing Captain in 1998. John has always had a strong interest in sailing which dates back to his days of day sailing in multihulls as a young man, this interest has benefited the yacht club of the years as John was keen and happy to represent us on the LBSA Committee which was an essential part of the club handicapping system.

As the new century approached, John felt that it was time to change boats once more and this saw a return to John's love of multihulls when they bought Flying Dragon, a Dragonfly 920 trimaran.



They sailed her up from Brighton and round to her mooring in Beaumaris Bay over the course of a summer, after that they sailed extensively around Anglesey with the club. However time runs too fast and in 2007 it was decided that it would be better to let Flying Dragon go to a new home and with great reluctance she was sold.

Since then however, John hasn't been bored, having been an active member of the Morgan Owners Club, going with them on rallies over the UK. Sailing is still a passion and John became Club President in 2005, after Gordon Rutter. John has been a steady hand on the tiller of the club, guiding with a light touch, providing support as and when required. Nor must we forget our very own First Lady, Jenny. John and Jenny have devoted many years to the North West Venturers Yacht Club seeing new places and making very many friends as they sail by or attend social events, and we look forward to seeing them at many more Club events in the future.



Pictured on this page John and Jenny being presented with a silver salver and a set of cut glasses in recognition of his dedication and service to the Club. Presentation by our Commodore at the 2015 Dinner Dance.