

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

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What's on....

Still to come, September

23th - 24th

Destination: Rhosneigr OOD: Jerry Jago

October...

14th 10:00 End of Season Working Party:

John Wrench, House Officer

Life Jacket Clinic: Alice

Beetlestone

18:00 End of Season Party & Supper.

Bar Opens 1800 hours.

Music: The Conwys

21st 10:00 Dr Des's outboard and Inboard

14:00 winterization clinic

November...

4th 11:00 AGM & Members Forum

18:00 Bonfire Party & DIY BBQ

18th Cheap Night Out - Pie and Peas.

Quiz

December..

2nd 18:30 Annual Dinner Dance: Bulkeley

Hotel, Beaumaris

16th 18:30 Christmas Party. Bring your own food. 'Open Mic'



Fun and games at last year's End of Season Party



Commodore's Corner Paul Morton, Commodore.

At last the foreshore in front of the club was cleared to give us the promised dinghy park . It has been a long hard road, but a definite improvement.

Its difficult not to go on about the weather but we have had the misfortune of it blowing up at the weekends but we still have managed some great weekends sailing in company

The Spring Cruise went ahead under the leadership of Marie our New sailing Captain. I am sure she had a steep learning curve, but all had an exciting time! Unfortunately the summer cruise didn't go ahead due to the weather conditions. Graham on Sizzler the organising officer who did all the preparation, spent their time in Victoria Dock.

We have visited the usual places with varied wind strengths. Our new member Chris

Truman and crew have been out on most occasions and I am sure he has gained a lot of experience in the varied weather conditions and anchorages

I was most impressed with the family weekend in Llanddwyn Bay with the Larus and Davico children, they really enjoyed themselves swimming, and adults and children playing cricket. It was great to watch and of course the usual BBQ

Aerobatic Dolphins whilst going over Caernarfon bar was an extra treat although my alternator bracket decided to give up on the way but with a screw driver handle stuffed behind, it managed to stay put at lower revs. Thanks to Ed and Marg on standby we got back to the mooring.

As the season progresses we start to consider other things in the club and I am sure the Rear Commodore and the House officer and all the other officers have things to organise and they will be letting you know how you can help them.

Officers of the club also are in great demand and to keep things running we need

replacements so if you feel you could help in any way by joining the committee or putting yourself up for an office please consider it.

**Paul
Commodore**



View from the Rear Jen Barcroft , Rear Commodore



Aren't we some of the luckiest people in the world, whatever else is going on we can come here to the Menai Straits even if it's just for a weekend and be surrounded by the most beautiful scenery, Mountains and fantastic sea life, in the company of like minded friends and sometimes even sunshine.

We are now nearly at the end of the sailing season and its time to start thinking about our winter entertainment. The social committee has lost a number of very valued members either through illness or moving away. So we would ask anybody who would like to have an input into our social events to put their name forward to join the social committee or just have some suggestions.

This season we have managed to have several BBQ's mostly in the Sunshine. New BBQ's have been purchased for the forthcoming club events so we will have them for the use on BONFIRE NIGHT on the 4 November. Please come along and if you would like to bring some fireworks we will do the usual.

The Dinner dance is booked for December 2nd and we propose to have a Christmas Party on December 16th with an' Open Mic'. night. I just hope that all those people who were so keen on the idea (under the influence of dutch courage) at the family fun day at Llanddwyn island remember who they are but don't worry I have a List!!!!

On the forth coming events list we are having a revisit to Holyhead Coast Guard Station that will have limited numbers so book in early for that. Also you can see DR Des has the Hands On Engine winterization Clinic on October 21st and this year it incorporates guidance only, on inboard engine winterization. Please book in with Des or myself.

We hope to have as many talks by members about their sailing activities as possible. Jon and Maria Stanley are already booked in by request to talk about their latest adventures on

Arabella. If you feel like giving a talk yourselves about anything sailing related please do not hesitate to contact me. We look forward to seeing you all over the coming months, and don't forget your AGM and members Forum is also on the November 4th

ENJOY THE REST OF THE SEASON

Jen Barcroft. Rear Commodore



Membership Roundup Sue Beetlestone

New members

We would like to welcome two new members to the club.

Rob Hayes comes from Macclesfield who sails a 28 ft Colvic Countess called **Misty Isle**.

Sarah Crawford who sails a 31 ft Elizabethan called **Tacita**.

If you meet Rob or Sarah in the clubhouse I'm sure you will make them welcome. We look forward to seeing them out on the water and at some of the club winter events.

Susie Oulton

Our dear friend Susie Oulton passed away peacefully on 8th July 2017 at Walton Hospital after a short illness. Susie leaves behind, her loving husband Brian, her two sons Nicolas and Barry and their families, and countless friends who are all missing her.

Susie had always been an active person enjoying skiing, tennis and sailing with Brian on

Nauta, in her role as navigator. Although Susie had a serious leg and back injury after a skiing accident some years ago she selflessly gave of her time to many organisations, serving on the committee at the Oval Ski Club and in various supporting roles at the Royal Welsh Yacht Club and the North West Venturers.

Susie went about this work in a very quiet and unassuming manner. Despite being in pain and discomfort she never once complained and supported Brian in all his endeavours. Indeed Susie's greatest happiness and pride was of her family - of Brian her husband and her two sons and their families.

Those who knew Susie will have many fond memories of her. We shall remember her with great affection as a good friend and a kind and generous person. Since Nauta has been based in Victoria Dock we have enjoyed many a culinary evening hosted on board by Susie. She made everyone feel completely at ease and nobody went without good food and drink.

Susie will be sadly missed by all who knew her and she will always be in our memory.

The funeral took place on Monday 21 August 2017 at Landican Cemetery on the Wirral. RIP.

Dave and Maura, Yacht Elise.

We have a number of members who have been undergoing treatment or been in hospital recently and would ask you to keep them in your thoughts: -

Chris Hughes,
Pauline Hughes,
Gordon Rutter,
Vyv Cox,
Richard Forder
Shirley Dwyer

If you've been missed off the list, please accept our apologies.

Best wishes to you all for a full and speedy recovery back to health.

Moelfre and Dulas 3rd June Lee and Joy Downes

The crew of Avalon opted to be OOD for this weekend, and yes, it was once again forecast to be a bit on the windy side, but luckily from the South West so it would be sheltered whilst at anchor.

Crews out this weekend were our Commodore and Rear Commodore on Mood Indigo, please stand to attention..... Good Knews with Paul and Sue and Caretta with Tim and Davina.

With a nice start time of 08.30 and the arrival of M I and G K into the bay, it was time to cast off and head out towards Puffin, then on to Moelfre for lunch.

We all went through 10ft and Dinmor under full sail except GK who were under Genoa alone, but were soon setting about reefing as we headed out into Red Wharf Bay with the wind force increasing.

After a lively sail, it was time to set the anchor in Moelfre for some lunch but within 5 minutes of coming to rest, it was all stations go with an imminent launch of the life boat, so out with the phone to take a video of the proceeding, and very good it was too.

I posted the video to Facebook, and later had a notification that Anglesey Social Media wanted to use it as well, not a problem:-)

After a quick pint in the Kinmel Arms, followed by an expensive "small" ice cream, it was time to cast off and make our way to Dulas. We picked a small sandy beach to the left of the Bay to set the anchor, and then went ashore for the BBQ, we had the beach to ourselves along with a cracking BBQ, followed by a lovely sunset to round a great day off.

After we had returned to our boats, we were treated to a dolphin display around the anchored boats.

Sunday was forecast to be windier than the Saturday, so Mood Indigo set off back for the Straits on the turn of the tide, followed shortly after by Caretta and Good Knews, Avalon went out to catch some of the elusive Mackerel, but alas, elusive they were.....even as we drifted past the fishing boats at Lynas, eight or so fishermen eagerly awaiting the next tug of a bite, seagulls diving in all around us catching the white bait, dolphins playing with the fish in the swirling waters... another day maybe.

Another good weekend in the season of the North West Venturers Yacht Club.

Well done all who attended and looking forward to our next outing.



Revvng diesel engines

Viv Cox

The service life of yacht diesel engines differs considerably from that of their apparently similar cousins, the automotive engine.

Whereas cars typically accelerate using a large proportion of their available rev range through 4, 5 or 6 gears, yachts accelerate slowly in a single gear to perhaps little more than half of their rev range, where they may remain unchanged for many hours. Alternatively, they may be used to propel the boat out of the marina, barely reaching their working temperature before being turned off to let the sails do their work. The result of both can be that partially burnt fuel and oil deposits accumulate downstream of the combustion chamber on valves and exhaust ports.

Worse things happen when the hot exhaust gases meet relatively cool water in the exhaust manifold. The sudden change in temperature in combination with fairly slow-moving gases at moderate revs can lead to deposits of carbon and calcified salts in the manifold that, in the worst cases, can almost totally block it, with dire effects on engine performance. Although many small industrial engines such as generators and compressors may run almost constantly for months on end at medium revs, none have this potentially damaging combination of hot gas and seawater in the manifold. This is why the marine leisure engine can suffer so many problems that occur

to no other types, giving them a well-deserved reputation for short lifetimes.

But is this always true? Heavily used yacht engines, a good example being flotilla lead boats that spend every day of a long season motoring fast from one destination to the next, may survive lifetimes of 15000 hours with no more than average maintenance and still be in reasonable condition, whereas lightly used yacht engines may be in need of overhaul at a fraction of that life. It is often said that yacht engines 'rust out before they wear out' and there is a lot of truth there where weekend yachts are concerned. Salts deposited in the manifold are corrosive, generating the longer-term problem of metal loss and ultimately the formation of holes that allows water and exhaust gases into the boat.

So why do heavily used yacht engines last for years when cossetted ones fail early? The answer is that most diesel engines, and marine ones in particular, perform far better when they are heavily loaded. Many diesel car owners report that their vehicle seems to start and run better after a lengthy motorway run. My local MOT garage insists that I warm my engine up fully, preferably with a good uphill climb that is relatively easily done where I live, to ensure that the vehicle passes the smoke test. One ybw.com poster had his car fail the test but pass after taking it for a good

blast along the bypass.

Yacht engines benefit even more from this treatment, which is advised by most manufacturers. The Volvo 2030 manual recommends running at 400 rpm below the engine maximum of 3400 rpm. For most boats this would result in excessive fuel consumption and is thus not complied with. Yanmar take a more pragmatic approach in the manuals for their GM and YM 1, 2 and 3 cylinder engines, stating 'When operating the engine at low speed for long periods of time, race the engine once every 2 hours. With the gear in neutral, accelerate from the low speed position to the high speed position and repeat this process about 5 times. This is done to clean out carbon from the cylinders and the fuel injection valve. Neglecting to race the engine will result in poor exhaust colour and reduce engine performance.

If possible, periodically operate the engine at near maximum rpm while underway. This will generate higher exhaust temperatures, which will help clean out hard carbon deposits, maintaining engine performance and prolonging the life of the engine.'

Many years ago several boats from my Anglesey-based club were intending to make the Fastnet Rock their target for a summer cruise. A Bukh 20 owner friend of mine rang Bukh UK to ask if he needed to take any

particular precautions before going, as he expected to motor quite hard during the cruise. He was told that these engines are designed and tested to deliver full power at maximum revs for 56 hours non-stop.

Having established the beneficial effects of maximum speed running, what is the best procedure to follow? When we kept our boat in inland Holland we would often sail at sea, returning to the Stellendam sea lock. The half hour run back to our base at Hellevoetsluis was ideal for burning off our exhaust system, particularly after a long motoring session. From my normal cruising revs of about 2000 rpm I increased fairly slowly to the maximum the engine could manage, maybe 3500 rpm, resulting in copious clouds of black smoke from the exhaust and a huge bow wave. Within five minutes or so the smoke would die down and disappear, revs would increase a little more and the engine would sound sweeter. Having now carried out the procedure many times I would say that is a typical observation. As the deposits that form during moderate running burn off at high power they do not burn completely, so produce smoke. After a while they are all burnt off and smoking stops.

As to why Yanmar recommend racing the engine in neutral with no load other than the alternator, this is my guess. Air flow is constant in a diesel, unlike a gasoline engine. Engine speed is controlled by the amount of fuel injected but it takes a lot less fuel to get an unloaded engine to maximum revs than a

loaded one. So the air/fuel mixture unloaded is oxygen-rich, which gives more opportunity for carbon on valves, rings, etc. to be burnt to CO₂.

I know of a number of yacht owners who requested yards to have a look at their engines that were not performing as well as previously. They were told to leave the boat for attention. The standard solution is to motor flat out to a convenient marker a mile or two away, and back. Problem solved, bill for £100 presented. Owner delighted with rejuvenated engine.



Engine problems or poor performance are most unwanted in narrow waterways such as the Corinth Canal



Volvo manifold Perforation of the cast iron manifold due to corrosive salts.



Long motoring days in the Mediterranean should be addressed by short periods of flat-out motoring

◀ *In long canal voyages such as the Canal du Midi the engine will run at low output for days on end. Deposit accumulation in the exhaust passages can be guaranteed.*

Cemaes Bay 17-18th June 2017

Lee Downes

The programme destination for this weekend was Rhoscolyn, but with the forecasted winds of F4 / F5 from the South West, it was decided to go North to Cemaes Bay, which in turn made it an early start. The weather forecast was cloudy with bright spells for Saturday but glorious sun all day Sunday.

So, with BBQ's packed, Ocean Mood, Crystal and Caretta arrived at the club house on Friday evening looking forward to a good weekend - a time to depart was set for 07.00. Pearl had been in touch to say he would meet us in Cemaes Bay probably on the afternoon tide from Conwy.



Friday night was uneventful with a good nights sleep which saw Caretta's crew waking at 05.45 due to the glorious sunshine.

After a cuppa and breakfast it was noted Ocean Mood and Crystal were also up and about so after a chat on the VHF we decided to go at 06.30. Unfortunately, this left Good Knews behind who didn't have their radio on and had not told me they were coming!



Once out through 10ft and Dinmor, the wind filled in with a good sail for all up to Cemaes Bay, reefs in the sails (except Crystal) and smiling faces all around. Pearl radios to say that he had come out and would be joining us earlier than planned.

On our arrival, there were already four yachts anchored which made it a bit tight for another four yachts, but we all settled in along with Pearl who arrived about an hour later and very nice it was to meet up with Richard and Charlie again.

Some crews went ashore and radioed back to say that there wasn't a breath of wind on the beach although it was still blowing out in the anchorage.

Once back on board, a fishing competition between GK and Crystal went into full swing along with plenty of banter to keep them busy for the next half hour or so. Many dogfish were landed but nothing much else!

Sunday morning was as promised, Sunny with no wind, Caretta's crew went ashore for a walk along the cliffs to the power station, other crews walked dogs or stopped on board. A time of 10.30 was set for going out to the



Skerries, which was going to be a first for GK and Crystal - I think we were all looking forward to going to this wonderful lagoon to see the wildlife again.

All made it safely into the Lagoon via the West Gully and tied onto the RNLI mooring. There were some 15 to 20 canoeists who were already ashore.

A quick bite of lunch and some photos were followed by OM going ashore, Joy and I were on a mission to see if there was enough water in the North Gully for us to leave by this passage. After rowing across in the dinghy, it seemed that a passage was possible

so long as we kept a submerged rock to port and then turned to port to miss rocks on the starboard side.

After rounding the crews up, it was follow my leader through the N Gully, where we had a least depth of 2m under Caretta, which draws 1.5m.

We had a late return to the mooring of 18.30 ish, but all in all it had been a great weekend.

Once again a big thank you to all who made the weekend a great success.

Blyth Tall Ship Project - Marie Baskeyfield

Almost 200 years ago Antarctica was discovered from a ship built in the small North East town of Blyth, Northumberland.

On 19 February 1819, the Williams, under Captain William Smith, made the first sighting of land in Antarctica during a merchant trading voyage. Later in 1819, his discovery was confirmed by Captain William Henry Shirreff, a Royal Navy Officer.

The Williams was built and owned by a Captain William Smith; a man born in Seaton Sluice in 1790 and educated in Blyth, Northumberland. He was probably apprentices



The Williams II Baltic trader

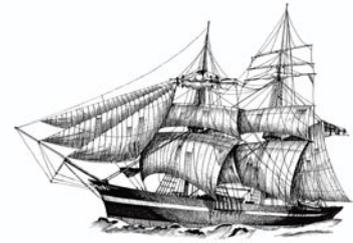
to sea at around the age of 14 and is recorded as captaining his first ship at the age of 21.

On the anniversary of this British achievement, in 2019 Skipper Clive Gray and his crew intended to recreate the original expedition with a local crew sailing her south to Cape Horn and Antarctica 200 years after the original discovery.

The Williams Expedition project has bought and is refurbishing a ship similar to the Williams (a Baltic trader, the Haabet). Refurbishment is taking place in Blyth, in almost the same location as where the original was built. She has been renamed Williams II.

Sadly, William Smith died in obscurity, never recognised for making the last continent discovery.

The expedition aims to showcase North East talent, engineering and technology on a world stage and in conjunction with Newcastle University undertake meaningful marine science as well as involving those not normally engaged in ship



The Williams Expedition
Rediscovering Antarctica

refurbishment and sailing. The plan is to sail Williams II round Britain in 2018, before setting off for Antarctica. The voyage will be over four legs, with different crew on each leg.

My tiny part in all this is not as part of the refurbishment team, nor as a sailor (sadly), but as a knitter!!! Those of you who know me know of my interest in all things woolly. Some of you may also know that I am interested in Polar exploration and anything connected with wooden sailing ships (especially Vikings!).

Skipper Gray thought it would be appropriate to provide a traditional gansey (sailor's sweater) for each crew member of the expedition. Blyth does not have a traditional gansey so two local knitters developed a pattern specifically for this expedition. The design includes contemporary local features such as the logo of the Blyth Tall Ship Project and the Northumberland flag, together with more traditional Gansey patterns such as



A typical gansey sweater

ropes, ladders, anchor and wave.

Knitters are being invited to add their name to their Gansey, on a sewn in label, so the crew member will know who made their Gansey. Crew members will be asked to contact their knitter at least twice during their leg of the voyage.

I am planing to tweak the Gansey I am knitting, to include Dave's initials. He would have been fascinated by this project, probably more so than I am. When the Gansey is complete I am hoping to take it to Blyth, a chance to visit a part of the UK I have not yet been to, and, of course, I'm hoping to actually get a close look at Williams II.

Conwy 1st July

Saturday, 1st July, 2017, the programmed trip for the club was to Moelfre, as Moelfre had been visited a few times this year, we decided to head to Conwy Marina, for a night of luxury. (25 per cent discount with your year book or membership card).

It was a late start on Saturday, Hwyl Dda, Osprey (including Simon) Good Knews and Ocean Mood left the Bay around 2.30pm. The wind was quite light in the bay, when we set off, but as we got into the channel it picked up, and we unfurled our genoas, once into Friars Bay, we quickly furled back in, with two reefs and 30k of wind, we were off at good speed, brilliant sail across the swatch, and then turned for Conwy, a following sea, and a hanky for a sail, we were still moving quickly. We had been allocated berths in the Marina, so we settled in, and then went for a meal in the recently refurbished Mulberry, which was very nice, and then back for drinks on Osprey.

Woke on Sunday to a nice morning, so made the decision to go across to Moelfre for lunch, this was a good decision, light winds in the right direction for once, saw us have a lovely sail all the way, once anchored, a few went ashore for some lunch in the Kimmel Arms, and then headed back to the bay, motor sailing.



A super weekend was had, thanks for the Company.

Denise Jago

Nightmare in the Narrows Paul Morton

Friday 26 May 20017

Have you ever been dragged out of Bed in the middle of the night to make survival decisions ?

GETTING READY IN THE SUN

Preparing for a weekend sailing and for the other Boats Start of the Spring Cruise.

After looking at the anchorages and the fact that we were a fin and all the others Bilge keelers we decided to give the Spring Cruise a miss, but we would go to PY to send them off.

The weather forecast was not great but Friday was fantastic and that evening went through the Swellies to Lyme Bay. Saturday saw a change in the weather and the destination was changed not to go over the Bar but anchor at Abermenai Pt. Unfortunately the wind was coming from the south and so far as we were concerned, and given our position it made it a uncomfortable anchorage a lot of weaving about, also given a spring tide you didn't know if you were dragging or just in the tide and wind . The Bilge Keelers were tucked in further in the bay some dried out and the ones left floating played drafts avoiding one another.



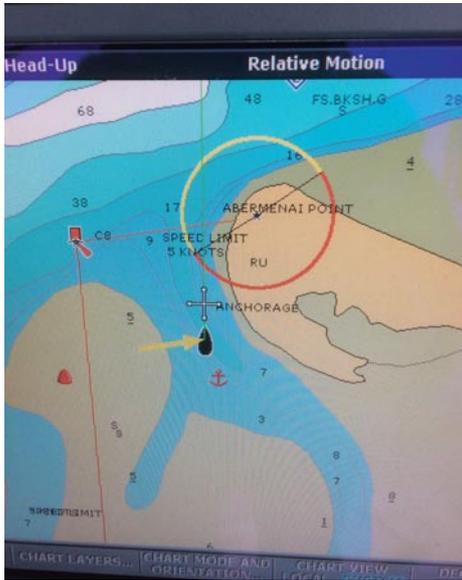
We, on the other hand, did our own-thing and with the BBQ cancelled anchor watch was the only option.

Night Fall gave us another problem when the tide changed, I got changed into my water-proofs and stayed in the cockpit with the wind.

The night was very very dark, all I had was the plotter to look at to give me a location. I was just keeping awake and at 1am I heard a noise from below thinking it was Jen making a Cupper. Next the hatch opened and I heard the noise of the anchor dragging along the bottom and so did Jen, and still in her pyjamas came up as I started the engine. She took the helm and I went forward to take the anchor up with a lot of chain out.

Given the wind and tide the boat drifted and being pitch black we had no idea where we were in relation to the beach or sand bank and by the time I got back to the helm and trying not to run aground we only had the engine ticking over. Suddenly we were hit by huge breaking sea that tossed the boat like a cork from one side to another, all I was able to do was to hold on and realising that we had gone backwards into the main stream, increased the engine speed, but well aware we may have a sand bank in front of us. We couldn't see the light on the perch and C8 wasn't lit didn't help. My plotter was going round in circles and unable to reach it other than to hold on such was the violent motion, Jen was still in her pyjamas trying to get a life jacket on and sliding up and down the cock pit floor. unable to workout why she couldn't find the clips and

Nightmare in the Narrows continued



proper straps. In her haste to get on deck in the dark she had picked up the spare life jacket with completely different fittings!

Then I heard a noise that sent adrenaline racing through my veins, it was then I realised our position. We had drifted much quicker than you could imagine in the time, and we were in the narrows of the bar going backwards though the massive wind over tide seas.

The Noise I heard was the waves crashing on

the steep sided shingle beach on the far shore and it was very close indeed.

Full power 3500rpm and bashing though the waves it took us away from that horrific sound, but we still had the problem of the finding the channel in the black night. Faint lights from Caernarfon could be seen in the distance and slowly the sea state got better but no channel lights, and in a fin on a falling spring tide it was not the best position to be in. I made a decision to keep going back to port Dinorwic but the channel buoys, including the dog leg leg red can was not lit ether, but now we were out of the tumbling sea we used the powerful torch to locate the C10 and by this time I had the plotter set up but with the buoys marked in different places but at least we had a position. But with no with light and not a lot of water under the keel we made slow progress back to a safe mooring.

It took 4 hrs to get back and the very welcome daylight was a bit late. I was going to report and complain about the state of the unlit channel but I heard that all had been fixed and C10 moved soon after.

There has been and will be every kind of advice, starting usually with "why didn't you" but given the circumstances and the pitch

black it makes things very difficult and disorientating.

Before anybody gets an idea to give us a trophy **WE DIDN'T HIT THE BOTTOM**





Signal to all members from the President.

As I sit here in the White House on Penmynydd Road, gently stroking the big red button on my desk labelled "Drop big bomb on North Korea", I was informed by the First Lady that it was about time I wrote something for the Venturer as plainly I had little else to do.

As some of you know, we (well, mostly me) sold Whispered Secret in March. She now resides in Liverpool Marina c/o her new owner, Richard Steele.

I then pondered on what to do/buy next. Early efforts were frustrated and as time went by the benefits of not owning a yacht began to become apparent. These consisted of having more money and time, less neurotic need to read every weather report going and fewer feelings of nausea and tiredness following rough passages. The downside of course was

having much more time to do all the things that sailing provided the excuse for not doing (gardening, decorating, etc.)

Last Autumn I had "googled" the name of our previous yacht "Soay". It was for sale at a price I was not prepared to pay and was in Falmouth, a mere 410 miles from the White House.

When we sold WS in March, I resurrected my interest and paid a local (Falmouth) surveyor to do a "walk round" short survey. His report was largely favourable but, alas, my subsequent generous offer was rejected.

In early May the asking price was reduced. I made an offer that to my surprise was accepted. This caused a minor panic attack which is apparently common in Yorkshire males and is associated with having to spend money.

The purchase was of course "subject to survey" and visual inspection by myself. I concluded that the best way to get to Falmouth was to drive overnight to avoid traffic. Bad idea. Night time appears to be when a whole army of roadmenders appear to dig up and close roads so they can use bigger shovels to lean on. The M6, M5 and A30 all had holdups and worse still, closures and diversions. Took hours.

Soay was hauled out, surveyed, bought and on a subsequent visit, tidied up and cleaned. Seemed the boat had done very little since 2014 except get to Falmouth from Victoria Dock after I had sold it. As a result, I have used a number of local contractors to repair and update some of the equipment that had suffered from old age and disuse.

The previous owner presumably sold Soay as he was paying well over £5,000 per year in Marina fees for a boat he rarely used (southern prices, see).

The plan is for Jan, Oscar and myself to go down to Cornwall and sail locally in early August. Dave Clough and I will then sail Soay back to Anglesey, hopefully, at the end of August.

P.S

Apologies to the Membership Secretary for the traffic related incident in Cym-y-Glo near Llanberis some weeks ago. She presumably didn't expect to be chastised about her parking by the driver of the local bus (me). Members are advised to avoid driving anywhere between Bangor and Portmadog on Wednesday and Thursdays until further notice.

PP.S.

Soay is now back in Victoria Dock c/o Dave Clough and myself. The first leg was a shortish (36 nm or so) hop from Falmouth to Newlyn which involved 5 hours of motoring and one hour of sailing in fine weather and flat sea (except for the overfalls off the Lizard. I gave the most southerly point of mainland Britain a 3 mile offing. Should have been 4).

Newlyn is not to everyones taste. If you like the smell of fish and diesel and don't mind a total lack of any facilities for yachts, fine. The village is pleasant enough, diesel is cheap and the fees are reasonable.

The second leg turned out to be Newlyn to Victoria Dock, Caernarfon, by way of 37 hours of motoring (202 nm.). We used the inshore passage around Land's End and avoided Jack Sound, Ramsey Sound and Bardsey Sound by going west of South Bishop and Bardsey Island. At a constant 2100 revs. our speed varied from under 4 knots to over 10, depending on the tide and our location.

We were accompanied by dolphins throughout the first night as we crossed the Bristol Channel. In the dark, Soay's phosphorescent* wake and the phosphorescent trails left by the dolphins under a moonless, cloudless and starlit sky was memorable, as was the amount of diesel we were getting through. Despite having 20L in cans and a full tank of 70L in

Newlyn, the prospect of running out of fuel worried me unduly (and unnecessarily as it turned out!).

Among our options were Pwyhelli, Porth Dinlleen or Llanddwyn. DC suggested going straight to Victoria Dock as our timing would mean our arrival at Caernarfon Bar would be a couple of hours before HW. As this was not my idea in the first place and whats more I didn't fancy crossing the Bar in the dark (not that keen in daylight frankly), I dismissed this out-of-hand. After a slanging match I decided he probably had a point.

Once we had a phone signal just north of Bardsey, we rang Mark Shackleton who told us that if the gauge at the entrance to VD showed more than 3.6M, we could cross the flap gate at HW without it being lowered. As it turned out it read 4M and we did.

Our other problem was the Bar. DC got the latest buoy positions and their flashing sequence off "t'internet and transferred these to a chart on his iPad (no idea how he did this, ask him). The buoy lights are of course mostly very difficult to find against the shore lights and DC has the additional problem of being colour-blind and unable to tell red from green. I, on the other hand, can see the lights and their colour reasonably well but often cannot judge how far away they are at night. Knowing the sequence of the buoy lights was surprisingly useful on the basis that street and

house lights don't flash on and off. Dave spotted, I steered. We were in VD by 0030.

****I am told by Google that bioluminescence is the proper description of phosphorescence. Never let it be said you don't learn something by reading the Venturer!***

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50 CLUB UPDATE

May 2017

1st	No 39	John and Jan on Soay
2nd	No 31	available for purchase
3rd	No 41	Don Marshall

June 2017

1st	No 26	Mij and Trevor Shirley on Hindsight
2nd	No 39	John and Jan Lomas
3rd	No 42	Colin and Alison Pattinson

July 2017

1st	No 26	available for purchase
2nd	No 01	Paul & Jen Mountford
3rd	No 41	Don Marshall

August 2017

1st	No 20	Roy and Joan Hughston
2nd	No 41	Don Marshall
3rd	No 34	Simon & Rowena Calderbank

Many thanks to all of you who participate in the 50 Club – we still have numbers available which are priced at £50 each if paid by cheque or BACS or £52 if paid by PayPal (additional cost to cover the PayPal processing fee) – if you would like another number, please contact me directly.

Buying your number now will give you 12 months of draws including two super draws at the Start and End of Season Parties where there is a one off prize of £150 up for grabs.
Joy Downes

Our Committee

As our Commodore has mentioned earlier, our AGM in November may seem to be a long time away, I am taking this opportunity to invite you to think about joining our Committee either as a member or stand as an Officer. There will be vacancies this year as members will be standing down for a number of reasons and it would be good if we had a full committee for our club.

If you feel that you have the time to attend 6 committee meeting per year (as a committee member) or additional time to undertake one of the other roles, please contact the

incumbent officer for more details of the duties of the job. All posts are electable on an annual basis so don't feel that the present officer is in the post for perpetuity!

Personally, I will be standing down as Hon. Secretary (after a three-year term) to allow someone new to undertake this role. I will also be relinquishing the role of Yearbook Advertiser co-ordinator which I have thoroughly enjoyed but again, this role needs someone with new eyes and enthusiasm to optimise the advertising income for our club.

Finally, I would like to thank everyone that have helped and supported me whilst I have been Secretary – it has been challenging and

enjoyable (and a fairly steep learning curve initially) but given me a great deal of pleasure.

Also: if any member would like anything on our agenda, could they please ensure that the information reaches me by 4th October 2017 at the very latest?

Joy Downes