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Articles Deadline :

Friday 16th February 2018
email: hello@ap-design.co.uk

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

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What's on....

February..

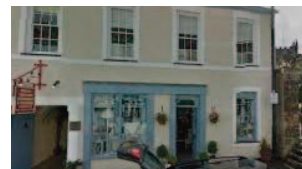
17th 19:30 **Curry Night at Megnha Tandoori Restaurant, Beaumaris.**
Book with Denise - email deniselewis1@btconnect.com

March...

3rd 19:30 **Vyv Cox Sailing Greek Waters**
18:00 *with Mediterranean style food!*

24th 10:00 **Start of Season Working Party:**
John Wrench, House Officer

18:00 **Start of Season Party & Supper.**
Bar Opens 1800 hours.
*Music: **Ken Bridges Skiffle Band***



Plans for later in the year:

Mid Summer BBQ: *at the Club House*
(date to be arranged)

13th October:
End of Season Party *with a talk by*
Jon and Maria Stanley. "Adventures
on Arabella Part II



Commodore's Corner Paul Morton, Commodore.

Happy New Year !

I can't believe its 2018

Is it me getting older or has everything decided to go quicker. I'm not going to dwell on the negatives but the positives are a bit harder to find.

So on a positive note that is not difficult to find is our New Vice Commodore, Denise, who has taken on the role but was not expected to do the Sailing Captain - we tried to get the position filled at the AGM without success. But like the star that she is, she has offered to take on the Job of producing the sailing

program and she has, and I am sure you will all agree, a very able assistant - Jerry Jago. You will probably have noticed that she has set up a sub committee which is also helping her for 2018.

Communication is my theme for this year as I said at the AGM, with a new Web Site that will be available very soon and with all the other communication media we will try and keep you all informed. Jen, the Rear Commodore, will have a few words to say on the subject as will all the other officers.

A suggestions box will be made available for any thing that you, the members, would like to see done. Please make an effort to suggest things and we will try to put them into action or explain privately why it was a silly idea!

We are still working on getting the rear of the club house tidied up and looking smarter and that will go ahead very soon. There are a few other plans to come

when that has been completed.

I am not going to say anything about the weather just keep turning up and **Communicate.**

**Paul
Commodore**



View from the Rear Jen Barcroft ,

Happy New Year to you all. I hope you have managed to escape the terrible Aussie Flue which has played havoc with so many peoples' Christmas festivities this year. It is always good to hear from old friends at this time of year, - Lesley and Steven Frazer moved to Scotland with their boat Swedman in September to a beautiful Lochside location and hope to have some good sailing in the Firth of Clyde next season, and today we have met up with John and Jenny Partington who have moved from their home in Beaumaris and are settling into their new apartment.

My request for suggestions for future Socials has not brought forward many suggestions and finding speakers is becoming very difficult, so any ideas would be gratefully received.

The Annual Dinner and Awards Presentation night was a gamble having had to cancel our usual event at the Bulkeley due to lack of numbers. However the event at the Clubhouse (or rather the Cruise!) was very well attended - the room filled to capacity and people seemed to enjoy the more relaxed atmosphere. It was very hard work, preparation taking three days and without the constant help from Lin and Des and Jackie and Frank we would have been pushed to finish in time for the first 'Passengers to be greeted by the Captain and Purser. My sincere thanks to them for all their hard work and also to Marg. and Ed who arranged all the clearing up and preparation of the room for the Committee Meeting next morning. Now we just have to decide what to do for this year and need your input as we have to decide and book very soon.

The Start of Season Party will be on **March 24** along with the start of BST.

Easter holiday is the following weekend and no doubt some brave souls will be back in the water with fresh anti foul and gleaming sails by April 1st. It is our intention to hold a Summer BBQ at the Clubhouse to slot in between the Spring and Summer Cruises if we can find a weekend when the sun is shining and the tides are rubbishy for sailing so keep an eye on the Website for the date, it may be short notice. You will be notified of all events both on the website and by Mail chimp so keep an eye on your emails etc and you won't miss any last minute arrangements.

PLEASE book in with me for any event where we provide food, it doesn't take a moment to phone in or email your intentions, just say yes please and leave your name, at present it's all guesswork and makes for sleepless nights!

No doubt many of you will be down at the Point as soon as the weather improves preparing for the new sailing season and we all really, really look forward to a good summer.

Good Venturing. Jen



NWVYC Membership Renewals

Thank you to all of you who have paid your 2018 Membership subscriptions and Dinghy Store fees for 2018 promptly.

For those of you who haven't paid yet, these fees are now overdue and we would be grateful if you can pay your subscription.

You can pay your subscription by BACS or cheque.

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.

Email - 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

	2018 Subscription after 31.12.2017	Subs by PayPal after 31.12.2017
Family	£135	£140
Single	£98	£102
Outport	£70	£72.50
U25	£35	£36.50
Anchor	£20	£21.00

Dinghy Store fees are £52
Outboard storage only is £26

Brian Finney

Ralph Morris

I am very sorry to say that we have lost Brian Finney.

Brian had a great sense of humour, Brian had a great heart. We still don't know whether it was his heart that gave out on 5th December 2017 because a cause of death has yet to be established. And he was only 83½ years old.

Typical of the man! Keeping us all guessing!

On the Tuesday morning he drove into the Peak District, unstrapped his bike and set off for a constitutional. A following motorist saw him fall off. The Rescue

Brian Finney

Ralph Morris

services pulled out all the stops but we had lost one of the most generous men I have known.

Never a committee man, he preferred to support the Club by helping with individual problems. When I was taken ill in the middle of epoxying the hull, it was Brian who finished the job.

When a Dinner Dance went pear-shaped, it was Brian (not un-supported by Sandra) who ensured it went off without a hitch. He was one of a number of Club members who sold, distributed and chased the money for Cruising Anglesey. His unsung

efforts put many thousands of pounds into Club coffers.

His encouragement of Sandra played a large part in her becoming the Club's first lady Commodore. Soon after that, they relocated Alanah of Gigha (a classic Super Sovereign 35) to Brittany, spending summers cruising the French coast and meeting up with fellow Club members, over there for a visit.

"Do we have to go even further South to get away from you lot?", I remember Brian asking me in La Roche Bernard: which meant "Can you come over for a

meal tonight?"

You had to understand Brian's humour.

His funeral took place on 9th January at Macclesfield Crematorium.

Ralph Morris



Sad News: Nancy Morton 1933-2018

It is with regret that we write to inform you of the passing of Nancy Morton, Georgina Clough's dear mother and wife of Nigel, in the early hours of the 25th January after a long battle with dementia. Nancy was never very much of a sailor,

(she never liked getting her hair wet) but she was a proud supporter of our club and was very happy pottering about on the Point, walking her various dogs, looking for stones on the beach or even digging up old bottles that were added to her collection – Georgina and Nigel still have some these even now. Nancy was always happy talking to people and generally enjoying the view, watching Nigel and Georgina float about on the

straits on their little boat Georgie Girl. Nancy is sadly missed.

Nancy's funeral will be taking place on Wednesday 7th February at 12:30pm at St Mary's, Church Lane, Nether Alderley Cheshire, SK10 4TW

All are welcome. Flowers or donations to the Guide Dogs for the Blind please.

Meteorology

A **4-hour** workshop which will cover –

- **Sources of weather forecasts**
- **Interpretation of forecasts and their impact on passage planning**
- **Weather patterns associated with pressure and frontal systems**
- **Coastal influences on wind**
- **Fog**
- **Use of Barometer as a forecasting aid**

This workshop will be suitable for beginners and those wanting to brush up on their knowledge.

Cost - none

Rules of the Road

A 4-hour workshop to develop a basic knowledge of International Regulations for Preventing Collisions at Sea. The workshop will cover –

- **Order of Priority, who gives way to who**
- **Identification of priority, day shapes and lights**
- **Steering and sailing rules**

This workshop will be suitable for beginners and those wanting to brush up on their knowledge.

Cost - none

Passage Planning

A **4-hour** workshop which will cover –

- **actors to consider when making a passage plan**
- **Sources of information**
- **Reference will be made to passages around the local area**

This workshop will be suitable for beginners and those wanting to brush up on their knowledge.

Cost - none

Richard Forder Training Workshops

Outline of 3 short workshops for the start of 2018

RYA COURSE:

Essential Navigation and Seamanship

An intensive weekend course, 16 hours. Sat 9-5, Sun 9-5

The course offers an introduction to navigation and safety awareness for new or inexperienced skippers and crew, and those wanting to refresh their skills.

The course covers:

- **Charts and Publications**
- **Safety**
- **Engine checks**
- **Buoyage**
- **Tidal awareness**
- **Visual and electronic navigation**
- **Pilotage**
- **Rules of the road,**
- **Anchoring,**
- **Weather forecasts**
- **Passage planning.**

The course pack includes a chart, plotter, dividers, course handbook and exercises.

Cost £50 per place

Richard Forder Training

If you would like to book a place on any of these workshops or weekend course email:
training@nwvyc.org.uk

I require a minimum of 6 places (maximum of 10) to run these workshops and weekend course.

How Things Work - 2 - PUMPS Vyv Cox

Yachts contain a surprising variety of pump designs and types intended to cope with the wide range of duties that are to be found. This article explains the two principal types and how they are used in practice.

Pump designs

Pumps can be divided into two principal types – centrifugal or positive displacement. Centrifugal pumps have a single impeller, usually connected directly to the drive, which may be a pulley running via a belt from the engine or an electric motor. Rotation of the impeller at high speed throws the fluid outwards and forward, where it is collected by the pump casing and is driven out of the discharge port.

Positive displacement pumps may be of widely differing layouts and appearance but all use a piston, diaphragm or shaped cavity to force a trapped volume of fluid into the discharge port.

Several essential differences exist between the two. The first is that centrifugal pumps are not self-priming, that is they must be full of the fluid and have a good supply of it on the suction side before they will operate. Conversely a positive displacement pump is capable of lifting a fluid if started dry. The second big difference is that when a centrifugal pump is not rotating it has no influence upon the fluid. As soon as the pump is turned off the fluid will run back through it, returning to the equilibrium level. Where it is essential that a head of water remains on the discharge side of the pump it may be necessary to install a non-return valve. Because a positive displacement pump always has valves of some sort the fluid cannot run back and head or pressure is retained on the discharge side. Another important difference is that if a valve is closed downstream a centrifugal pump will not be affected, although it will become extremely hot if run like this for some time, whereas a positive displacement pump will continue to increase the fluid pressure until something breaks, unless it

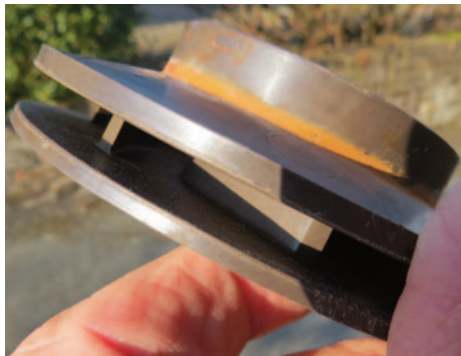
is fitted with a cut-off switch or its design takes this potential problem into account.

Centrifugal pumps on board



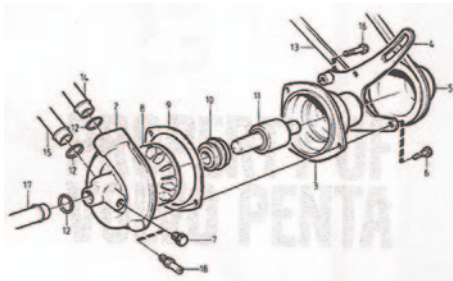
By far the most widespread use of the centrifugal pump on board is to circulate coolant in an indirectly cooled engine (and in your car engine). This is the pump driven by a belt from the crankshaft pulley, the upper one in this photograph of a Yanmar 3GM30F. (see *bottom right image page 12*).

The pump is always immersed in coolant and thus self-primers. Coolant is drawn into the centre of the impeller and discharged through a port into the cylinder head. This pump has no requirement to deliver high pressure but there is usually enough to circulate water through a calorifier, as with the two black hoses shown on the upper right of the engine.



A simple centrifugal impeller from an engine circulation pump. This impeller is of 'closed' design, having shrouds (side plates) on each side of the vanes. Most impellers for this duty are 'open', with only one shroud. This example is made in plastic but others are cast iron. Fluid enters the central eye from the top in the photograph and is thrown outwards by rotation. (see *image bottom left*).

In some cases the impeller in circulation pumps is a very simple one, as in this Volvo Penta circulation pump where the vanes are radial to the axis, rather like in a water wheel. In very small in-line or immersed pumps there may only be two vanes. (see *image below*).



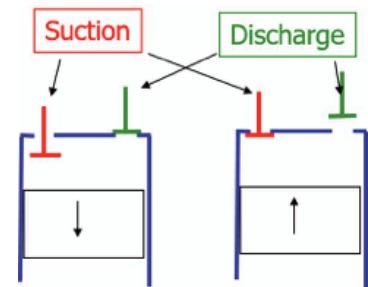
Some small bilge pumps use electrically driven centrifugal impellers that are

always open to avoid problems of clogging with debris.

The Jabsco Lite toilet uses a single centrifugal pump for both emptying and as a macerator. The eye of the open impeller forms the base of the bowl.

Positive displacement pumps.

The diagram below shows in schematic form the operation of spring-loaded suction and discharge valves. When the piston moves down the suction valve opens, allowing fluid into the cylinder. At the bottom of the stroke the piston begins to move up, the suction valve closes and the discharge valve opens. Fluid is discharged into the downstream pipework. There are many variations upon this theme, as the following examples show.



How Things Work - 2 - PUMPS continued... Vyv Cox

Positive displacement pumps on board.

The domestic water pump works on this principle with a rubber diaphragm replacing the piston. An electric motor displaces the diaphragm via a reciprocating mechanism. There may be anything between one and four discharge valves, dependent upon the flow rate of the pump. A pressure switch shuts off the electricity supply to the motor when the pressure in the discharge port reaches a pre-set value, usually 2 bar, 28 psi. Large



manual bilge pumps work in exactly the same way, operation of the handle shown in this photograph of a Whale Gusher 10 moving the diaphragm.

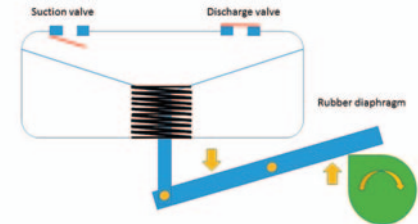
The valves may be of the flap type or tri-cuspid, similar to the joker valve of a marine toilet, to allow solid debris to pass through and be cleaned easily if necessary.



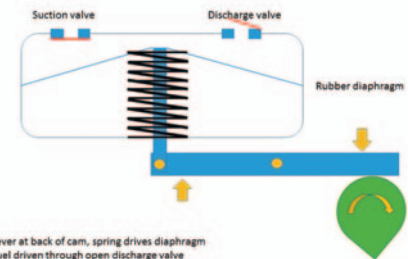
Fuel pump

An interesting design problem occurs with the fuel pump that is attached to the engine. The demand for fuel fluctuates independently of engine revolutions, which means that a directly driven diaphragm would rupture when there was no demand for fuel. This is done in a clever way, by arranging the cam and lever to operate the suction stroke, compression

of the diaphragm being done by a spring. When the injection pump does not demand fuel the diaphragm remains at the bottom of its stroke, fuel pressure holding the lever away from the cam. (See images below and bottom left of page 15)



Lever approaching top of cam, diaphragm moving down
Fuel drawn in through open suction valve
Spring compressed
Discharge valve closed

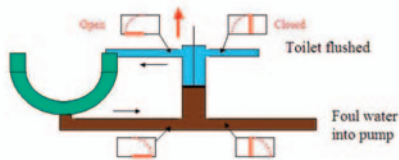


Lever at back of cam, spring drives diaphragm
Fuel driven through open discharge valve
Spring extended
Suction valve closed

Toilet pump

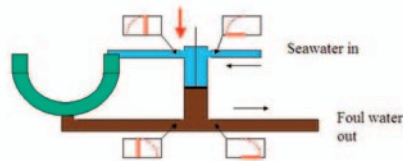
The toilet pump is a positive displacement piston type, but is double acting, simultaneously providing flush water above the piston and discharging the bowl below it. This requires two sets of valves, two rubber flap valves for flush water with a flap valve and tricuspid (joker) valve for bowl emptying.

Figure 1. Piston moving up.

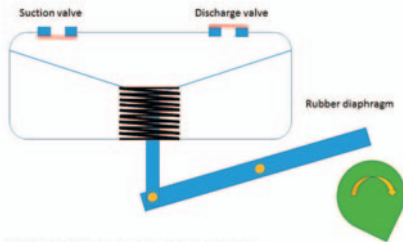


Seawater suction valve closed, seawater discharge valve open, toilet flushes
Foul water suction valve open, foul water discharge valve closed, bowl empties into pump

Figure 2. Piston moving down



Seawater suction valve open, seawater discharge valve closed, upper section of cylinder fills
Foul water suction valve closed, foul water discharge valve open, foul water discharged overboard



No fuel required by engine, cam continues to rotate
Spring remains compressed by fuel pressure, lever stays up
Suction valve closed
Discharge valve closed

Raw water pump

The raw water pump is also a positive displacement type but without valves. In this photograph the impeller rotates anticlockwise and water enters at the bottom. During rotation the shape of the rubber impeller is modified by the cam at the left side of the chamber, making the space for water bigger at the right than the left. As a space reaches the discharge

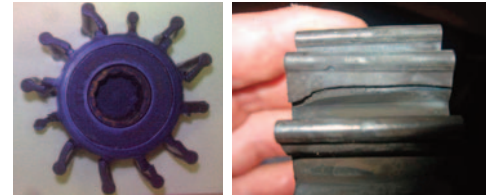
port at the top it becomes smaller due to the action of the cam, forcing water into the port. If the discharge is throttled the vanes distort, preventing over-pressure.

Impellers in raw water pumps undergo severe deformation with every revolution, which will ultimately result in splits in individual vanes. Careful inspection is required at the end of each season before the impeller is reused. Some owners discard the impeller after every season but in some cases, especially with the larger units, the impeller may continue in good condition for many years. The one shown on the left ([page 16](#)) was seven

How Things Work - 2 - PUMPS continued...

years old when it failed, most probably because it ran dry.

Vyv Cox



50 CLUB UPDATE Happy New Year!

Since our last Venturer we have held three draws – November, December and January. **Our winners are as follow: -**

November 2017

1st No 04 Jo and John on Davico
2nd No 45 Mark and William on
True Brit
3rd No 07 Joy on Caretta

December 2017

1st No 42 Colin & Alison Pattinson
2nd No 37 Lin and Des on
Stargazer
3rd No 47 Marie on Melita

January 2018

1st No 33 Graham and Noreen
on Sizzler
2nd No 43 Shirley Dwyer
3rd No 49 Joy on Why Knot

Many thanks to all of you who participate in the 50 club – my usual plea still stands - 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 to participate or have a double chance of winning by having more than one number, please contact me directly. Buying your number gives 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 for the first number drawn.

Joy Downes

The Storm Trophy



The Storm Trophy was presented to the Club in 1962 by the Vice Commodore, Storm Bate. It's to recognise a sailing achievement by a relative newcomer to sailing

Extract from the May 2016 Venturer

We welcome new members Chris and Jayne Trueman from the Wirral. They sail Crystal, a Moody 31.

Chris has owned a speed boat for 10 years, kept at Port Dinorwic but has always wanted to sail. Last year he decided it was now or never and started looking for his ideal yacht.

He found it in Crystal, a Moody 31 Mark II. He liked her lines and the accommodation she offers. He travelled down with Jayne to Poole, Dorset to see her in October last year, put in a cheeky offer and bought the yacht there and then. Crystal was transported via low loader to Gallows Point.

Chris has completed a competent crew course but would welcome advice and a helping hand from members in his first season sailing with us. Jayne will be joining Chris as soon as we get a sunny weekend with the sea 'smooth to glassy' and the wind slight for a gentle first sail. Let's hope that's very soon.

This Year

Chris with his crew Tom & Chris has been on most of the weekend cruises come Rain or Shine and usually blowing a force 5 and it just shows what some people can do having the company of other boats with local knowledge.

So this year Chris was awarded the Storm Trophy at the Annual Prize giving.



Members' Boats for Sale



“Meganza” Legend 326

(Sadly, due to old age and dry rot, - in the owner - definitely not the boat!)

Discount price to a Venturer : £37,500
(Is now on market@£39'995).

Berthed in VD Caernarfon. One owner, built to order 2002. Many extras.

32 feet, six berth, twin keel, autohelm wheel steering, with Yanmar 2GM20 diesel engine and many extras. Rigged for single handed sailing, with new halyards, sheets and in-line reefing fed to cockpit jammers and winches, it is also ideal for couples or family cruising. The arch on the stern makes this an exceptionally safe yacht where the boom

cannot drop into the cockpit; it also holds the mainsheet track, providing a large uncluttered cockpit with centre console and table. Together with the no-backstay 'B and R' rig there is ease of movement all round for boat-handling, easy access to a walk-through stern for dinghy boarding and swimming and more than ample seating.

Contact Charles on 01257 369439 or email : chas.t@pobroadband.co.uk

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