

# **the Venturer**

Newsletter of the **North West Venturers Yacht Club**

Gallows Point, Beaumaris, Anglesey, LL58 8YL

## Forthcoming Events

March 12th.

Talk by Michael Vasto and Keith Hart to tell us about the work that Trinity House does to keep us safe and informed whilst sailing, and I'm sure there will be many questions from the floor. The event will be catered by Bishopsgate, choice of Steak Pie, Chicken in White Wine Sauce and a Vegetarian option. **Numbers please by March 5 with choice of menu to [jenbarcroft@icloud.co.uk](mailto:jenbarcroft@icloud.co.uk) or 01782499564 thanks.**

April 16th.

Work Party and Start of Season social. Paintbrushes etc. are supplied so no excuses! Just bring yourselves and help spruce up the Club before the start of season party. The party fare will be simple as this will be a very busy weekend, Sausage n Mash and a veg option. Evening entertainment is music from the "Conwys" duo who have visited us before. It's our intention to hold a Who's Who competition So we need as many of you as possible to send in pictures of yourselves as youngsters for us to identify! We want lots of funnies and as usual there will be a valuable prize!!! Numbers Please.

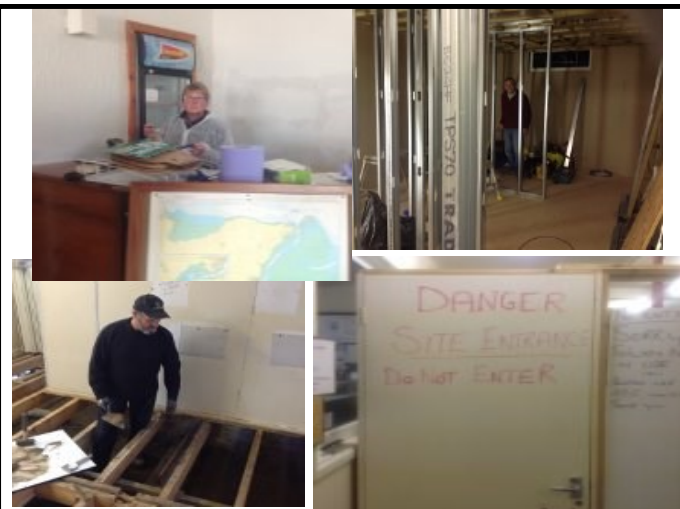
## In this edition...

***Doug Edwards Yachts***

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Des, Paul, Jen and others have put in a lot of hard work on the heads refurbishment - now in its 4th week. Thanks for all their hard work.

**Fancy some free training?** Richard Forder, our Training Officer is offering free courses on passage planning and pilotage which will be on the same days as the socials. Come along, you are never too experienced to learn new skills!

**See page 22 for details of how to participate.**

Amongst other interesting articles this issue:-

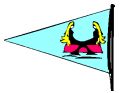
**Page 5,** 50 Club update.

**Pages 8,9 and 10,** Ireland anchorages, Sue Beetlestone.

**Pages 18,19, 20 and 21,** 2016 draft sailing programme.

**Pages 15,16 and 17,** Club cruise to The Skerries.

**Pages 22 and 23,** Yacht corrosion problems.



## Commodore's Corner

May I take this opportunity to wish you all a Happy New Year (even though it's the end of February) and to say I hope you all had your wishes come true over the festive season.

Many thanks to all of you who have renewed your membership, and just a little reminder to say that we still have numbers available in the 50 club for anyone wishing to buy one.

For those who have been to the Clubhouse in the last few weeks, you will have seen that works have started on the heads. All of the internals have been removed along with the floor boards and the very rusty steel supports which were holding the floor up.

The floor has been replaced with new timbers and insulated, as have the walls and ceiling, so we should have a much warmer and more user friendly space for all to use.

Unfortunately, we have not put underfloor heating in as this may make it just that bit too comfortable and you may not want to leave! But we are installing heaters in both heads to make your visit more ambient!

The days are numbered for the existing dinghy/outboard store as well, with this also being replaced within the next couple of weeks. The plan is to then clad this in the same materials as the clubhouse so it all blends in together, with maybe a covered way between this and the heads for a dry storage area.

Have I mentioned Yachts and sailing yet!

Right, let's put that right then!

Mike Hollingworth and the Sailing Committee have been busy sorting the years sailing out for those wishing to take part, along with some sailing in company with other local sailing clubs. Destinations have been pencilled in for the club cruises which should suit those wishing to attend, along with some informal races if you have a mind to join in.

As with every year the weather will make all the difference to the season, along with the willingness of you, the club members, to contribute and make a success of the weekend in which ever way you can. Please do remember, our club is run by its members for the members, so the more you can contribute, the better the club will be.

So here's to the 2016 season, may the weather be a bit kinder than the last few years, and the sun shine for that bit longer.

Fair winds and good sailing to you all.

Lee.

Commodore

## Vice Commodores Spot

### *De Vice.*

We are now into March and it won't be long till Easter. Hopefully I will get to see a lot of you feverishly preparing your yacht for the upcoming season. For many of you this will be your first glimpse of the 2016 draft sailing programme. What an exciting and interesting programme it is!

So what's in store for this season? To make life easy we are continuing with the previous year's layout with not only trips for the weekend in daylight but also opportunities for members to practice their night sailing skills. The night sails are marked with an "N" with a brief detail about the moon light available and if it's a clear sky the possibility of seeing the International Space Station. The key with these weekend events is communication so if you're even just remotely interested please phone or email myself, just so you're on our radar.

We are trying for three cruises this year the first being called the April Fool Cruise (2<sup>nd</sup> -8<sup>th</sup> April) run by myself and heading around Anglesey for a week including a little victualing no doubt. The Summer Cruise (July 30<sup>th</sup> – August 14<sup>th</sup>) this will hopefully set off towards the Emerald Isle again making it further than PY hopefully. This brings me nicely to our Spring Cruise (May 28<sup>th</sup> - June 11<sup>th</sup>) heading towards Whitehaven going via Derbyhaven on the Isle of Man. This will also be one of our joint cruises and will include a number of yachts from the NWCC, they intend cruising around the IOM before heading back after just a week.

Two other clubs are going to join us for a joint cruise the RWYC who have rearranged their programme to slot us in on the 9<sup>th</sup> of July in PY, those who want a prime anchoring spot might want to join our night sail option. Lastly TCSS are going to join us in Porth Wen on the 6<sup>th</sup> August for what is sure to be a great BBQ on the beach.

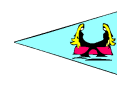
The last main and crucial event in our calendar and requires as much support as possible is a training weekend with the RNLI Beaumaris Lifeboat crew followed by a BBQ at the clubhouse with an American Independence Day theme. (Details of this weekend event will follow once finalised.)

The 2016 Sailing Programme is still a draft so if you have a burning request or fancy trying something different let me know and I'll see what can be done.

If nothing else please support your 2016 programme and join in!

Mike Hollingworth

Vice Commodore



## View from the Rear

VIEW FROM THE REAR and THE SOCIAL SECRETARY.

Well it seems an age since New Year, we hope you all had a good one- have survived the terrible gales and rain and are now thinking about the antifouling and getting ready to launch for the new Season.

The long awaited refurbishment of the heads is now into the 4th week and looking good. We are relieved that the storms seem to have passed as working all day and getting little sleep due to the noise of the wind on the hard has not been pleasant! Just one boat seems to have been affected, Irish Mist collapsed its cradle but fortunately Des and Paul were on hand to prop her up until Stan and his team arrived to sort her out and Billy now has a new cradle—no damage done.

Work on the lounge is finished, that green paint took a bit of covering, Lin, Denise and I stuck at it - thanks for the help girls - we now have new curtains and it all looks light and bright ready for the next Meetings and Socials.

By the time you read this 16 of will have visited Traeth Coch for our night of Welsh Dancing, always a good night out. March 12 is the talk from Michael Vasto and Keith Hart to tell us about the work that Trinity House does to keep us safe and informed whilst sailing, and I'm sure there will be many questions from the floor. The event will be catered by Bishopsgate, choice of Steak Pie, Chicken in White Wine Sauce and a Vegetarian option. **Numbers please by March 5 with choice of menu to [jenbarcroft@icloud.co.uk](mailto:jenbarcroft@icloud.co.uk) or 01782499564 thanks.**

Easter is early this year - the Work Party and Start of Season social are on April 16. There are lots of jobs to be done both inside and out, so help would be much appreciated. Last year we had a great turn out - just bring yourself, brushes tools etc. will be provided. The party fare will be simple as this will be a very busy weekend, Sausage n Mash and a veg option. Evening entertainment is music from the "Conwys" duo who have visited us before. It's our intention to hold a Who's Who competition So we need as many of you as possible to send in pictures of yourselves as youngsters for us to identify! We want lots of funnies and as usual there will be a valuable prize!!!

We look forward to seeing many of you on March 12. Thanks to all who have called in to help out at the Club Room - yes even the President! And our best wishes to those members who are having health problems at present, we do think about you and wish you well.

Jen Barcroft....Social Committee"

## Members News - can you help a good cause?

**Marion Bamford**, who is an outport member, sailing in Scotland at present, is going to undergo a leap of faith - a 10,000ft parachute jump on Saturday 12<sup>th</sup> March 2016 with all donations going to Alzheimer's Research.

If anybody would like to sponsor Marion in her fundraising, they can do so at [www.virginmoneygiving.com/giving](http://www.virginmoneygiving.com/giving) searching Marion Bamford as the recipient.

## Club Policy and 50 Club news

### EQUALITY POLICY STATEMENT

**North West Venturers' Yacht Club** recognises that discrimination and victimisation is unacceptable.

It is the aim of the Club to ensure that no member receives less favourable facilities, benefits, or treatment (either directly or indirectly) on grounds of age, disability, gender / gender reassignment, marriage / civil partnership, pregnancy / maternity, race, religion or belief, sex, or sexual orientation.

The Club opposes all forms of unlawful and unfair discrimination or victimisation and to that end, the purpose of this policy is to provide equality and fairness for all our members.

All members will be treated under our Constitution fairly and with respect.

#### 50 CLUB UPDATE

For those who have been members of the 50 club over the past twelve months, a big thank you for doing so. Since our last Venturer was published, two draws have been held and our winners are as follows: -

##### Dec 2015

1 <sup>st</sup> Prize	No 44	Tim and Davina Downes on Zygo
2 <sup>nd</sup> Prize	No 17	Jerry and Denise on Ocean Mood
3 <sup>rd</sup> Prize	No 31	Nigel Morton

##### Jan 2016

1 <sup>st</sup> Prize	No 01	Paul and Jen on Snowbird
2 <sup>nd</sup> Prize	No 17	Jerry and Denise on Ocean Mood
3 <sup>rd</sup> Prize	No 31	Nigel Morton

This month is the last month for those of you who renewed in February last year and I have sent renewals out via email (where possible) or by letter for those who have advised that they have problems accessing their email. As in previous years, the cost will be £50 which entitles you to 14 draws (12 monthly draws and a one off prize of £150 for the start and end of season party draws) and you can pay for this either via internet banking (which we would prefer) or via cheque or cash. As a last resort, we can accept Paypal although the administration costs from Paypal are not insignificant! The renewal letter will provide more details of how to make payment. If you have any queries, please do not hesitate to contact me and I will do my best to help.

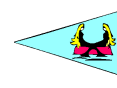
We also have the following numbers available for immediate purchase: -

**3, 8, 14, 15, 16, 18, 32, 34, 35, 38, 40, 46 and 48**

If one of these is your lucky number, why don't you purchase it and help to support your club?

Joy Bennett

50 Club Promotor



## Obituary Ken Coles - The Rev Mark Coles.

James Kenneth Coles, a much loved brother, husband, father, grandfather, uncle and friend, was born on the 20<sup>th</sup> of April 1936. He was the second of three boys, to James and Edith Coles of 14 Wycombe Avenue, Manchester. Ken had an older brother David, and a much younger brother and sailing partner John.

Ken was a choirboy at St Clement's Church. Ken was also a member of Boys' Brigade, and the Sea Cadets. Ken's father bought an ex-RAF WW2 life raft complete with sail. This was attached to shore by a line so that Ken and David could safely venture out from shore. On completing his formal education aged 15, he began an indentured apprenticeship as a bookbinder with Chorlton and Knowles in Manchester.

Ken worked at Withy Grove, which housed the presses for the Manchester Evening News, the Chronicle, and the book printing side of the business. Ken was foreman in book printing. His claim to fame was being in charge of the first print run of 'Lady Chatterley's Lover' on 2 November 1960 immediately following the 'not guilty' verdict at the famous obscenity law trial.

Ken had a number of hobbies, and had been very sporty in his younger years, these included tennis and cycling. He also took up amateur wrestling in the early 1960s at the Lancashire Police HQ, Stretford.

Ken married his beloved wife Kath on the 28<sup>th</sup> of March 1959 at Hooley Hill Methodist Church Audenshaw, sadly Kath passed away in the September of 2014. Their only son Mark, was born in 1965, and family holidays were on Anglesey, with Ken sailing his boats, that got bigger and bigger.

Ken's love for sailing, took off in about 1976, and he was for many years a committee member at Red Wharf Bay SC and the NW Venturers where he was also House Officer and Rear Commodore. He was also a member of Holyhead Sailing Club and a Royal Yachting Association Committee member (cruising) representing Anglesey. Ken made many great friends sailing over the years, and numerous escapades with John, sailing their much loved yacht Seraph, followed by Shogun.

Ken has owned numerous cars over the years, be it for business or for pleasure, and often, more than one at a time; at present, he had a Rover, a long wheel base Jaguar, and a BMW convertible, as well as 2 electric bikes!! At one time, there was even a motorbike.

Ken, did lots of DIY, joinery, decorating etc, be it in the home, helping his son Mark and the family, as well as at Guide Bridge Theatre or at the boat club.

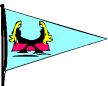
Ken doted on his much loved grandchildren, Naomi and Jacob. There have been many happy times spent together, Kath passing on her love of drama and music to Naomi, and Ken's love of cars to Jacob, who now works as a mechanic.

Ken Coles, was a gentleman, a family man, a man who was a real character, and whose smile and antics did not wane with the years. He will be greatly missed by family and friends alike.

In memory of my dad, promoted to Glory on the 11<sup>th</sup> of January 2016.

The Rev Mark Coles



**Obituary Ken Coles - Ralph Morris and Alan Hollingworth.**

Ken joined us in 1979. Prior to this he had been a member at Traeth Coch S C, but following an introduction through Vic Donnelly he realised that his interest in cruising rather than racing was better served by membership of the NWVYC and he moved "Seraph" his Westerly 25 to a club mooring in the bay and took an increasing interest in the Venturers and in his own words "enjoying the Clubs activities, especially cruising in good company". Some years later he bought "Shogun" a Newbridge Pioneer Pilot.

He joined the committee and very soon became House Officer, keeping the Clubhouse in good repair. Later he became Rear Commodore. It was during his time in office that the Club first started to study the options for a new clubhouse.

His enthusiasm quickly saw him taking other roles in the Club and for many years he was a major link between the "Anglesey pilot" and chandleries. Both sales revenue and advertising income went directly to NWVYC and Ken's job was to make sure shelves were full, adverts were placed and bills were paid. In this latter role a previous incarnation as a bailiff was most useful. His efforts saw several thousand pounds added to Club coffers.

As part of his research into changes for the pilot he became very involved in the various schemes for marine conservation areas, some of which would have spelled the end to sailing in the Menai Strait, had they been enacted. He took the fight to the conservationists by representing North Wales' cruising clubs on the Welsh Yachting Association's committee. His determination played no small part in keeping our waters open.

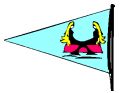


In recent years, looking after his wife, Kath (always supportive but never a sailor) and his own health took him away from extra-curricular activities. Nevertheless he and brother John could still be seen out in "Shogun" until only a couple of years ago when they decided their sailing days were over.

Rumour has it that, at the end, he was thinking about buying another boat!

Ralph Morris and Alan Hollingworth, friends.

RIP.



## Irelands Anchorages

### Irelands Anchorages

In the summer of 2015 Mentor, her intrepid skipper and crew set out to see if we could get to the west coast of Ireland ....and maybe further! This article is about just a few of the memorable west coast anchorages on our circumnavigation which included:

1583 miles travelled

43 anchorages

4 Harbours

9 Marinas or pontoons

If you want to hear about the sailing on the west coast of Ireland I'm not the person to talk to; most of that aspect of our trip has now merged into a jumbled memory of relentless struggles with the weather and the sea conditions in what turned out to be the worst sailing season for (some say) 40 years. What I really enjoy about cruising though, are the times in picturesque, peaceful anchorages, sheltered harbours; or those other times ashore exploring new places or revisiting old favourites. Both of us had previously only paid brief visits to Ireland so as well as new waters for us it was new ground too.

Our crossing from Ramsey Sound to Rosslare had been uneventful apart from the demise (as we neared the Irish coast) of the depth sounder. Our journey along the south coast was a saga of sourcing, procuring and fitting a replacement so it wasn't until we left Youghal, having fitted the new sounder that we started to make more definite plans for getting around "the far side". Having done a major restock and a large load of laundry in Crosshaven we were ready to see how far we could get!

Leaving Crosshaven we anchored for a night at Oysterhaven then another night at Rabbit Island near Union Hall. From there we were undecided whether to head into Baltimore or to go on to Crookhaven, however, the wind was light and the sea conditions kind so we decided to take a look at Cape Clear

Island. Both the wind direction and the lack of space in the North Harbour led us to opt to go into the South Harbour.

### South Harbour, Cape Clear Island

South Harbour is a small inlet on the south coast of the island, open to the south, mainly good shelter but it is rather susceptible to wind and swell from SE round to SW. There is a small quay and ample space to anchor, especially when you are the only boat there! On shore the harbour is overlooked by a camp of yurts and by the island holiday hostel. We used it as the base for our assault on the Fastnet Rock.



### Derrinane Bay

Derrinane is a small, very well sheltered anchorage with a very narrow entrance which can be tricky when there is much of a swell. Unfortunately, there were many more moorings than we had expected and we



## Irelands Anchorages con't.

did have difficulty finding a space to anchor. Luckily once we had anchored we then managed to get a line to one of the unused moorings to help keep us from swinging onto the rocks. Ashore there is a small rescue station and the local pub is close by. At holiday times the bay is busy with small motor leisure craft and is used as a passage anchorage by yachts. It is, however, very pretty with wild rocky sides as well as a sandy beach.



### Inishvickillane, Blasket Isles



Inishvickillane is reputed to be the westernmost anchorage in Europe and Graham was keen to round the Great Foze Rock which is the rock beyond it. The anchorage is small and well sheltered from the Atlantic swell (we later heard tell of a mooring in the middle of it but we didn't find any trace of it). We rounded the Foze Rock and approached the anchorage through a narrow sound at the apex of a right angle formed by Inishvickillane and Inishabro, the neighbouring island.

It is a very atmospheric place to spend the night, close to the cliffs with puffins and other seabirds feeding very close to the

boat. When Graham went out to check on our position in the night he disturbed two Manx Shearwaters who had bedded down in the cockpit.

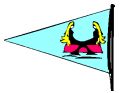
### Inishbofin, County Galway

You must go to Inishbofin! We had been told this almost everywhere we had been since Crosshaven. Inishbofin is indeed a delightful anchorage but anchoring space is limited by moorings and ferry access so we were grateful we had got there early. It also pays to have updated the pilot information you have as the entrance to the harbour has rock close on either side and two prominent pillars which look like leading marks but aren't! The pub ashore is renowned for its music and there is plenty to see on the island including the ruins of Cromwellian Barracks at the harbour entrance.



### Kildavnet, Achill Island

The southern end of Achill Sound is guarded by a narrow twisting channel. The anchoring area is small with poor holding as the scoured channel is almost the only option for boats that can't take the ground. There is a small pontoon in constant use by fishing boats. We anchored as recommended by the pilot



## Irelands Anchorages con't.

book close to Kildavnet Castle, one of many associated with Grace O'Malley in the west of Ireland. We



had a less than peaceful first night there as the promised force 6 south-easterly turned out to be stronger and more easterly, and that caused us to swing rather close to an adjacent fishing boat. The Achill lifeboat has its home here and we were welcomed to the lifeboat station for showers and given a lift to the shops too. We later went onto the pontoon for a short while to fill up with water.

**Port Doon, Tory Island**

This was without a doubt the most idyllic anchorage of the whole trip, partly because the weather for once was warm and sunny but also because of the surroundings. Port Doon, on the south-east end of the island is not the main anchorage on Tory Island but it boasts an impressive pier which appears to be not much used. It is open to the south-east but is well sheltered from other directions. We had the anchorage to ourselves, Graham enjoyed some fishing and both of us were fascinated by the "jellyfish soup" - the presence in the water of huge numbers of tiny jellyfish. I managed to identify number of different species though not being on jellyfish expert it's difficult to know whether all small jellyfish are tiny versions of the adults or whether they have a different appearance. We spent a peaceful night here, a somewhat rare occurrence on our voyage!



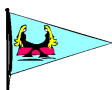
We visited so many memorable place on our way around Ireland, these are just a small number of the remotest of them however there were many others which would require much more time and space to share. There were also yet more that we missed either due to time constraints or weather conditions .....maybe next time?

### Sextant Wanted

I have long wanted to have a go at this astro-navigation stuff for which a Sextant is useful. Ideally I am looking for an Ebbco Special plastic sextant or similar in working order. Does anybody have a spare or forgotten one tucked away in the loft, garage, back of the boat store, den etc?

**Chris Jones**

**Cornish Shrimper, "Daisy". Tel 07976 344 125, email "chris.jones.ingleside@gmail.com"**



## Membership

### Membership Renewals & Member Details Updates

Thank you to those of you who have paid your 2016 membership fees.

If you haven't done it yet the details are on the website

<http://www.nwvyc.org.uk/members/RenewSubs2016.html>

In the Members Area you can also update the information we hold about you and your boat. Those of you who have renewed your membership will receive an acknowledgement together with a copy of the details we currently hold.

### Members Forum

Remember that the forum on the website is there for you to use when you need it. The latest post is from Mark Suffield who needs us all to have a rummage through our sheds.

[http://www.nwvyc.org.uk/member\\_area.html](http://www.nwvyc.org.uk/member_area.html)

### Event Notices

<http://www.nwvyc.org.uk/>

Thank you to all of you who used the event notice on the front page of the website to notify us that you were attending the January Social. It was a great help to know the numbers we were catering for.

Keep a look-out for future events!

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### Membership Matters

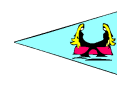
Now that we have come to end of the Membership renewal cycle it gives us an opportunity to take stock.

We welcomed new members Paul & Marie Lawrenson, Mark Rayment & Natalia Gomez, Richard & Gwyneth Adams, Alfie Wynne-Jones and Frank & Jaqui Gorse during the past year and also welcomed back Dickon Clark.

A number of members, Colin Snowden, Sue Lynsky, Harry Puttick, Malcolm Forster, Dave Baskeyfield and Ken Coles sadly are no longer with us and you will have seen some of their obituaries in the Venturer during the year. Their presence in the clubhouse and out on the water will be sadly missed.

A number of members have not renewed their memberships for various reasons such as boats moving elsewhere, family commitments, ill health or pressure of work. They are Ken & Lynda Hancock, Robert Lake, Dave & Wendy Prytherch, David & Kathy Rainsbury and Dave Clough. Some of these have worked hard for the club and made significant contributions to our continued success and we are very grateful for all their hard work.

Sue Beetlestone, Membership Secretary



## Bosun's store

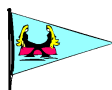


# NWVYC Bosun's Store Prices

(Prices correct as at January 2016)

All products on this page are exclusive to NWVYC members only.

CLOTHING / MISC	Member price
<b>Yacht Wear</b>	
Burgees:     - Standard;   UK manufactured	£23.00
- 50th anniversary; Chinese	£17.00
Battle Flags - be noticed!	£25.00
<b>Club Wear</b>	
V- / Crew neck (Henbury)	£36.00
Rugby Shirts	£26.00
Sweatshirts & Polo Shirt	£21.00
T-Shirts (Personalised Printed)	£10.00
<b>Head Wear</b>	
Baseball Caps	£7.00
Knitted Hats	£8.00
<b>Outer Wear</b>	
Fleece Jackets	£25.00
Body Warmers – Clearance	£15.00
Regatta Coniston (Ladies) waterproof jackets	£35.00
Henbury Oslo (Mens) waterproof jackets	£40.00
<b>Other</b>	
NWVYC Bears	£13.50
NWVYC Mugs	£5.50
Ties	£3.00
Pin Badge	£3.00
Pilot Book Bags	£6.00
Tidal Clocks	£15.00
Boat Care Products	£3.00



## Message from Graham Jones, Bosun

Hello Venturers, if you don't already know, I have taken over the running of the Bosun stores. Please find on surrounding pages, the price list covering most items we have in stock and what can be ordered. I am looking on getting an order together by the 31st march 2016, so you will have chance to order the items you require for the coming season at the club discount.

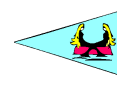
Any item from the Imray catalogue can be ordered. Here is the Imray website for your perusal.

[Imray nautical charts and books](#)

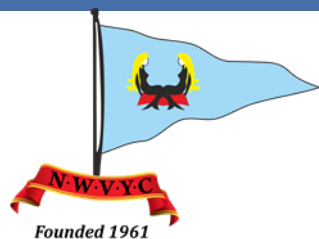
I can be contacted at [bosun@nwvyc.org.uk](mailto:bosun@nwvyc.org.uk) or text **07764404596**, Regards, Graham.

PUBLICATIONS (in stock or short order)	IMRAY List	Member price
<b>Charts</b>		
Imray C Charts	£19.00	£16.50
Admiralty Charts SC Folio	£45.00	£38.00
<b>Almanacs &amp; Pilots</b>		
Cruising Association Almanac – 2016	£35.00	£30.00
Reeds PBO Small Craft Almanac 2016	£17.99	£15.00
Reeds Nautical Almanac 2016	£45.00	£39.00
Reeds Western Almanac 2016	£35.00	£30.00
Cruising Anglesey & adjoining waters Pilot (New 8 <sup>th</sup> edition)	£27.50	£24.00
Irish Sea Pilot – Dave Rainsbury (New 2 <sup>nd</sup> edition)	£32.50	£27.50
Clyde Cruising Club – Sailing Directions (all volumes)	£25.00 - £29.00	£21.00 - £25.00
Irish Cruising Club – South/West Coast Pilot and North/East Coast Pilot	£29.95	£25.50
Cruising Ireland	£29.95	£25.50
<b>Books</b>		
UK & Ireland Circumnavigation Guide (Sam Steele)	£19.99	£16.50
Fearsome Passages – Dave Rainsbury	£15.95	£13.50
Hidden Harbours of Wales by Dag Pike	£9.95	£8.00
Lochs and Lights	£9.95	£8.00
Admiralty Tidal Stream Atlases	£10.05	£8.00
Salty Stories – Ralph Hill	n/a	£7.00
<b>Please see over for more items.</b>		





## Bosuns Store Con't



# NWVYC 2016 Summer Cruise?

you may want some of these:

## Publications (in stock or short order)

Charts	IMRAY List	Member price
Imray C Charts	£18.00	£15.00
Admiralty Charts SC Folio	£44.00	£38.00
Almanacs & Pilots	IMRAY List	Member price
Reeds PBO Small Craft Almanac 2016	£17.99	£15.00
Reeds Nautical Almanac 2016	£45.00	£39.00
Reeds Western Almanac 2016	£35.00	£30.00
CA Almanac 2016	£35.00	£30.00
Irish Sea Pilot – Dave Rainsbury <b>NEW 2<sup>nd</sup> EDITION</b>	£32.50	£27.50
Irish Cruising Club:      South/West Coast Pilot North/East Coast Pilot	£29.95	£25.50
	£29.00	£25.00
Cruising Ireland	£29.95	£25.50
Inshore Britain	£19.95	£17.00
Cruising Guide to Cork & Kerry	£27.50	£23.00
Books	IMRAY List	Member price
Reeds Handbooks (Skippers, Crew / Weather) - reference guides	£7.99 / 8.99	£6.50 / 7.50
Flip Cards (rules of the road)	£7.00	£5.50
Hidden Harbours of South West Britain by Dag Pike	£9.95	£8.00
50 ways to improve your:    Weather forecasting by Dag Pike                            Navigation	£9.99	£8.00

Check out: [www.imray.com](http://www.imray.com) for other items and availability.

## Skerries Lagoon.

26<sup>th</sup> September 2015

OoD:- Joshua Hollingworth (16)

Who would have thought given the sailing season this year that in the middle of the week prior to the 26<sup>th</sup> we would have been talking about running a club trip to the Skerries. Dad often talks about trying to push the boundaries of what the Venturers can achieve in a weekend but also says the planets need to align and the gods must smile down upon us.

It all started with a gracious high pressure moving in and settling itself right on top of the UK with no intention of moving. Every weather forecast said the same so we watched the website to see who might be coming out to play. Given the tide and the time of year Moelfre was the official destination and some members stated they were going to go for a day sail while others confirmed they'd be returning on Sunday.

The thought of a motoring round to Moelfre didn't seem very inspiring and after some discussion with the clubs Skerries expert (aka John Hull), we decided six yachts could be squeezed into the Lagoon if we anchored correctly. Funnily enough six yachts including ourselves and Safari had confirmed our intention to stay out overnight all we needed to do was to pass on the plan which included the 5am return in the dark.

We were on Chinook, Safari, Ocean Mood, Avalon, Osprey and Hwyl Da and were heading for the Skerries Lagoon. We all left at the agreed time of around 1015 motoring gentle up the Straits, with no rush and a large spring tide, some members motored the wrong side of the Wreck including ourselves. One brave Venturer even went the Landward Side of Puffin Sound Lighthouse on an exploration, yes you've guessed who, Safari gave it a go and I have the pictures to prove it.



Once through Puffin Sound the tide picked us up, we all put the auto helms on and set course for Point Lynas adjusting our SOG to align with Skerries LW Slack.

Enjoying the sun was all very nice but we still had to come up with a way to moor six yachts in the Lagoon. The plan was that Avalon and Osprey would connect to the mooring buoy, Chinook would go alongside Avalon and Ocean Mood would go alongside Osprey both of us laying a kedge towards the North entrance stopping the raft turning as the Lagoon filled. Finally Safari would go alongside Ocean Mood and Hwyl Da would go alongside us.

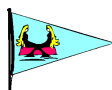
Approaching Porth Wen lay a pleasant surprise, a gentle breeze, so we set sail on a course for the entrance following the plan. We all approached the entrance with caution! All the yachts put fenders out and found suitable lines to come alongside. Avalon was already in the lagoon attached nicely to the buoy and Safari stood too inside the lagoon at the western entrance.



We all approached tepidly in the order previously agreed, VHF communications gave the all clear for each yacht and John watched over each of us ensuring a safe passage in. Rafted together we all set springs and set a loose line to the mooring buoy with Osprey & Avalon taking the main load at the Bow. We needed to set the raft straight with what would be the main current through the lagoon so we and Ocean Mood set out a kedge anchor preventing any unwanted swinging. Safe and secure at last. It was a glorious afternoon and since the Artic Turns had left and the residential students we all headed ashore for an exploration. Splitting into groups some went and had a look around the lighthouse while others explored the Island but everyone basked in what we'd achieved in the sun. As we watched the Tide pick up and saw swirls of current pass around the Island I spotted a yacht making its way across Holyhead Bay. It wasn't slack around Carmel head so we presumed they were going the long way round avoiding the overfalls. How wrong we were this Yacht had come up from Port Dinorwic and was heading straight for the Skerries.







This was a knowledgeable skipper who had obviously been before. Skilfully he negotiated the Northern entrance we watched as he literally stopped in front of a rock and manoeuvred around it. Sadly we couldn't see his face as he approached the buoy only to discover half a dozen Venturer's sitting pretty with only Jerry aboard Ocean Mood. Jerry offered assistance and they came alongside Hwyl Da. The dinghies had started floating by now so we headed back to the Yachts for our evening meals and to discuss our early departure.

After an enjoyable evening and after some debate we decided on a departure time of 0500, as OoD I shared this information with our guests from PD. They weren't planning a circumnavigation and would be leaving later to head south. The skipper set a kedge himself and this would allow us to slip out without any DRAMA. This was to be first night sailing experience so myself and Dad studied the charts together and planned our course through the cardinal marks towards Lynas. A quick check of the navigation lights, fuel level in the tank and the engine keys in the ignition ready to go we went to bed.

4am soon came around the alarm went off, this was it my first night sail. We woke with perfect night vision and we were very careful not to ruin it with any white lights. One red light in the cabin and one in the heads sufficed down below while a spot light with a red filter was left in the cockpit next to our notes and our well used tough chart. We both wore our salopettes, life jackets and harness and a thick woolly jumper after all it was September. Dad started the engine, set the lines to slip while I made a brew. Claspings a hot cup of coffee we were ready! Safari left first and in procession Hwyl Da, Chinook, Osprey & Ocean Mood. Dad put the lines & fenders away while I steered us out through the narrow passage (The one twelve hours previously I didn't want to steer through in the daylight). Following Safari we got our bearings, happily identifying all the marks, knowing our exact position as the tide started to pick us up.

A vhf call from Osprey asking for assistance a moment Ocean Mood would like to forget, Safari returned punching tide to offer assistance. We were now lead Yacht with Hwyl Da on our stern. Confirming our position again in relation to Coal Rock we ferry glided inshore and confirmed on the radio with Hwyl Da the lights and the route we'd taken. Nothing heard from John on Safari, my calculation must have been right and we settled down for the motor back.

Back at the Skerries, the peace of the early morning had been shattered as Ocean Mood (the notorious recipients of the rock trophy) grounded upon a rock in the channel. Lee off Avalon dinghied out to help. Soon floating again and on a rising tide, Ocean Mood returned to the lagoon to check all was watertight, and were once again making way.

In the distance we could see the Isle of Man while all around the lights flashed in sequence and we counted all the Venturers knowing everyone was safe. Watching as they made the turn around Coal Rock, it came time for the skipper to take a well-earned nap while the crew (Dad) steered Chinook safely towards Lynas. Rudely awakened by Dad I got my first glimpse of a sunrise at sea WOW! Mesmerised by its magnificence I know understood why Uncle John cruises in the dark. It was worth getting up at 0400 to see the sun come up and feel its heat on your skin. Something I will most certainly be doing again and something every Venturer must do at least once!!!

Joshua Hollingworth , Yacht Chinook

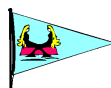


## 2016 Draft Sailing Programme

All times are LOCAL. Spring/neap range 6.0/3.2

	Start	Destination	AM	Range	PM	OoD
<b>Mar</b>						
25	0930	Caernarfon	0006	5.7	1220	
26		Porth Dinllaen	0035	5.5	1246	
27		Llanddwyn	0155	5.4	1404	
28		RTM	0213	5.1	1425	
<b>Apr</b>						
02	1700	Caernarfon	0718	3.1	1955	Mike Hollingworth
08		RTM	0004	6.7	1226	Chinook
09	1015	Llanddwyn	0047	6.8	1308	
10		RTM	0130	6.9	1353	
16		Start of Season Party	0734	3.2	2009	Paul Morton
17		RTM	0910	3.6	2126	Mood Indigo
23	1050	Conway	0038	5.5	1252	
24		RTM	0105	5.4	1318	
30	0500	Isle of Man	0445	3.5	1734	
<b>May</b>						
01			0640	3.3	1916	
02		RTM	0759	3.8	2024	
07	1100	Cemlyn	1209	6.5		
08		RTM	0030	6.6	1253	
14	0900	Caernarfon	0535	3.6	1803	
15		RTM	0647	3.3	1916	
21	1100	Cemaes	1152	5.1		
22		RTM	0006	5.3	1223	
28	0400	Isle of Man	0332	4.4	1603	
29			0432	4.0	1711	
30		RTM	0555	3.8	1831	
<b>June</b>						
04		Porth Eilean	1108	5.8	2330	
05		RTM	1156	6.1		
11	1345	Pen Y Parc	0412	4.4	1634	
12		RTM	0505	3.8	1727	
18	0830	Red Wharf Bay	1045	4.6	2259	
19		RTM	1121	4.9	2334	
25	1215	Porth Trecastell	0236	5.1	1501	
26		RTM	0322	4.9	1551	
<b>July</b>						
02	0700	Beaumaris	1005	5.2	2228	
03		RTM	1059	5.6	2322	
09	1230	Porth Dinllaen	0301	5.3	1520	
10		RTM	0344	4.9	1603	
16	0645	Abermenai	0923	3.9	2140	
17		RTM	1010	4.4	2225	

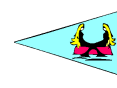




Note:- OoD 's and Destinations may change at anytime, please see the Website for the Latest Information.

**N** = Night sailing opportunity leaving on Friday or the early evening of Saturday

	<b>A Four Day Shake Down Cruise for those in the Water</b>
	<b>BST starts</b>
	<b>April Fool Cruise - A weeks cruise around Anglesey</b>
	<b>Return April Fool</b>
	<b>Working Party 1000 Start of Season Party Bar Opens 1800</b>
	<b>Dress Overall – In or Out of the water</b>
	<i>James Berry Race</i>
	<i>Seamint Trophy</i>
	<b>Bring out the <u>Twitcher</u> in you</b> <i>Trilogy Trophy</i>
	<b>LW Slack Passage to <u>Abermenai</u> then over to Caernarfon</b>
	<i>Slack 1000</i>
<b>N</b>	<b>Night Sail option - ISS visible @ 0205 &amp; 0335</b>
	<b>Start of Spring Cruise – Whitehaven via <u>Derbyhaven</u> NWCC Joint</b>
	<b>1 week available with a return journey joining the NWCC</b>
<b>N</b>	<b>Night Sail option – No Moon</b>
	<b>Return of the Spring Cruise</b>
<b>N</b>	<b>Night Sail option - Moon</b>
	<b>RNLI Training Independence Day DIY BBQ Bar Opens 1800</b>
	<b>(note Simon Bunting RNLI contact)</b>
<b>N</b>	<b>RWVYC Joint/ Night Sail option - No Moon</b> <i>Sprint Race</i>
	<b>Family Weekend</b> <b>Kite Flying Competition</b>



2016 sailing prog. con't. **All times are LOCAL. Spring/neap range 6.0/3.2**

	Start	Destination	AM	Range	PM	OoD
23	1315	Rhoscolyn	0141	5.9	1404	
24		RTM	0222	5.9	1447	
30	0900	Dulas	0850	4.3	2119	
31		RTM	0956	4.7	2224	
Aug						
06	1315	Porth Wen	0159	5.9	1416	
07		RTM	0235	5.5	1453	
13		Port Dinorwic	0744	2.9	2006	
14		RTM	0846	3.3	2107	
20	1015	Llanddwyn	0043	6.1	1304	
21		RTM	0122	6.4	1345	
27	0700	Holyhead	0711	3.5	1949	
28		Llanddwyn	0837	3.9	2115	
29		RTM	0948	4.5	2223	
Sept						
03	1115	Conway	0101	5.9	1316	
04		RTM	0134	5.7	1351	
10	1515	Caernarfon	0457	3.0	1807	
11		RTM	0704	2.7	1934	
17	1300	Moelfre	1201	6.4		
18		RTM	0021	6.6	1242	
Oct						
15		End of Season Party				Paul Morton
Nov						Mood Indigo
05		AGM / Members Forum				Joy Bennett?
Dec						
03		Dinner Dance				Paul Morton

## BOAT FOR SALE - Carretta, continued opposite

### CARETTA is for Sale

VANCOUVER 27

27' 3 Berth Cutter Rigged Sailing Yacht

Carretta has been in our possession for 8 Years and during that time has had many upgrades including:

New Engine (160hrs) 20hp Beta Marine

Complete Stern Gear including Featherstream Propeller

Complete Fuel system including 100ltr Plastic TekTank Fuel tank

Complete Exhaust system

Standing Rigging replaced 2009

New Mainsail, Sail stacking system

New Self Tailing Winches

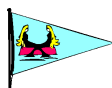
New Windlass, Anchor, Chain

New Taylors Stove

New Lavac Heads

New Weaco Fridge unit





Note:- OoD 's and Destinations may change at Anytime please see the Website for the Latest Information

**N** = Night sailing opportunity leaving on Friday or the early evening of Saturday

<b>N</b>	<b>Dinghy Race/ Night Sail option – ISS visible @0345</b>
	<b>Start of the Summer Cruise – Ireland</b>
	<b>TCSC Joint</b> <i>R.A.Y.R. Whispered Secret Trophy</i>
	<b>Moor in the old Dock entering through the lock</b>
	<b>Return of the Summer Cruise</b>
<b>R</b>	<b>North about Anglesey</b> <i>Astrador Cup</i>
	<b>Lunch at Llanddwyn &amp; head</b> <i>Walton Shield</i>
	<b>over the bar in the evening.</b>
	<b>Quiz Night</b> <b>Social at Caernarfon Sailing Club?</b>
	<b>Coastal Walk</b> <i>Firth Trophy</i>
	<b>Working Party 1000 End of Season Party Bar Opens 1800</b>
	<b>Bonfire Night D.I.Y. BBQ</b>
	<b>Bulkeley Hotel, Beaumaris</b>

## BOAT FOR SALE - Caretta

New Navigation Equipment including:

Standard Horizon 10" GPS Plotter (with UK Charts)

Garmin GPS 128 (Backup GPS)

Icon M505 DSC Radio with remote cockpit Mic

NASA AIS

NASA Navtex

Autohelm AutoPilot

New Switch Panel (circuit breaker) plus rewiring

Sterling Battery charging System for both Alternator and Shore Power

Including Cathodic protection

Sale includes 2.3m inflatable Dinghy + Honda 2.5hp outboard

YachtLegs fully Adjustable (transportable) shore cradle

Yachtlegs Beaching Legs

WindPilot auto Steering

And much more.



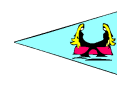
2014 Survey available on request.

Enquiries to Ray Wilton

Tel 07766212244

Email [r.j.wilton@icloud.com](mailto:r.j.wilton@icloud.com)

**Priced for Quick Sale - £15000 ono**



## NWVYC Training.

### A Free Workshop on Pilotage and Passage Planning.

We will recap and develop knowledge and skills needed for planning day cruises in the Menai Strait and Anglesey area. During the workshop we will consider what information is needed for a successful trip and sources of this information.

Please bring along your local charts, pilots and navigation equipment.

The workshop will be offered twice -

Sat. 12 March 2pm at the clubhouse

Or

Sun. 17 April 10am at the clubhouse

Both of these are on the same weekend as a social.

Interest is sure to be high so please contact out RYA Training Coordinator (Richard Forder) to book your place either by email:- [training@nwvyc.org.uk](mailto:training@nwvyc.org.uk) or by phone.

### Comments on corrosion issues

I sympathise with Gordon and Chris over the failure of their mooring and the grounding of their yacht Daisy, having also had a failure of my mooring on the Strait many years ago. I hope that the repairs will be carried out to bring the boat back to perfection (unfortunately not the case with mine, but that's another story!)

However, I'm afraid I cannot agree with Chris' diagnosis of the cause of failure. Although it is correctly pointed out that Monel occupies a more cathodic position than steel in the galvanic series in seawater, this is not the whole picture. The relative size of the anode and cathode are crucial, illustrated by this example that I have used in training. Imagine sheets of metal to which a rivet is to be installed. In the first the sheet is steel into which an aluminium rivet is set, whereas the second is an aluminium sheet into which a steel rivet is placed. Both are immersed in seawater. The aluminium rivet is anodic to the steel sheet and is small by comparison, so it will corrode rapidly in trying to protect the steel from corrosion. But the steel rivet in the aluminium sheet is being protected by a very much larger anode and thus the aluminium will corrode very slowly, the steel not at all.

Returning to the failed shackle, yes the Monel wire is cathodic but it is very small in comparison. It simply cannot provide sufficient driving energy to cause a large shackle to corrode in this way. It is very difficult for me to make a diagnosis on the basis of one monochrome photograph but it appears that the shackle has suffered general corrosion. Where galvanic corrosion occurs it is normal that the anodic part is corroded to a greater extent local to the cathode, i.e. in this case the drilled hole in the pin and the area where the wire is wrapped around the 'U' of the shackle would be wasted. This appears not to be the case.

It seems to me that the shackle itself is the most likely cause of the failure, although the photograph in the Venturer of December 2015 suggests that the chain has also corroded quite badly in way of the shackle. It appears that both



## Corrosion matters con't

shackle and chain are quite light for use in an exposed mooring. I can only suggest that the size of both be increased in future, buying the best quality that can be found, for example **BS 3032 - 1958**. Some users have suggested that 'black iron' shackles bought, for example, from agricultural suppliers, last better than conventional galvanised ones but I am unable to find any definition of these. One warning, do not be tempted to use stainless steel components in a mooring as these will definitely introduce unwanted galvanic effects.

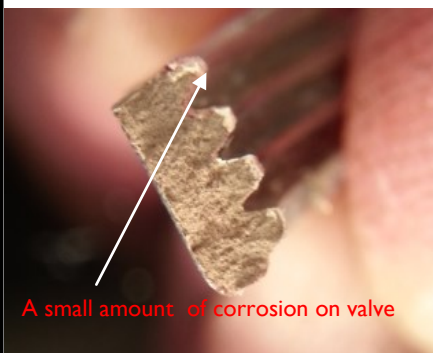
I hope this will be helpful to all mooring holders

Vyv Cox

## More notes on corrosion - just when you thought it was safe!

Following recent articles in the yachting press about inferior seacock and skin fitting materials being used in yachts I decided as Elise was on the hard for the winter, to give mine a thorough check. This would involve removing two assemblies as samples, giving them a good clean and inspection, and then assuming all the others were in the same state, continuing using the boat with them in, or fitting replacements. What I finally found was quite shocking and may be subject of concern for other boat owners. Elise is a 1989 Beneteau, and as far as I know, has the original skin fittings etc. I removed two assemblies and cleaned up and polished the

skin fittings, turning up their threaded ends in my lathe, and on inspection they looked perfect, and I must say of much thicker material than the ones you now see in chandlers. The valves looked solid and the pipe tails looked untarnished although had copper coloured areas. I had read that bronze turnings came off in curls and brass as



A small amount of corrosion on valve



Pipe tail shattered when squeezed in vice, meaning valve will also need changing

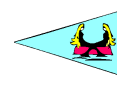
dust or chips. My fittings behaved as brass. Still not happy about the material I cut off the threaded end of a skin fitting and squashed it in the vice. After bending, it finally broke, and what I then saw under a magnifying glass amazed me. About a quarter of the metal thickness from either side had de-zincified where it was screwed into the valve (see picture on back page). Even worse when a one inch pipe tail was squeezed in the vice it shattered like glass! (again see photo on back page) and was found to be totally dezincified and pieces could be snapped by hand. I then decided to cut off the female threaded part of a ball valve and crush in the vice. This showed almost no corrosion. The amazing thing is that the ends of the badly corroded skin fittings which were either

filed or turned in my lathe looked for all purposes absolutely fine, no hint of corrosion!

If you think your boats fittings are fine, think again, and do a little destructive testing to find out. It might save your boat!

Dave Calvert, Yacht Elise



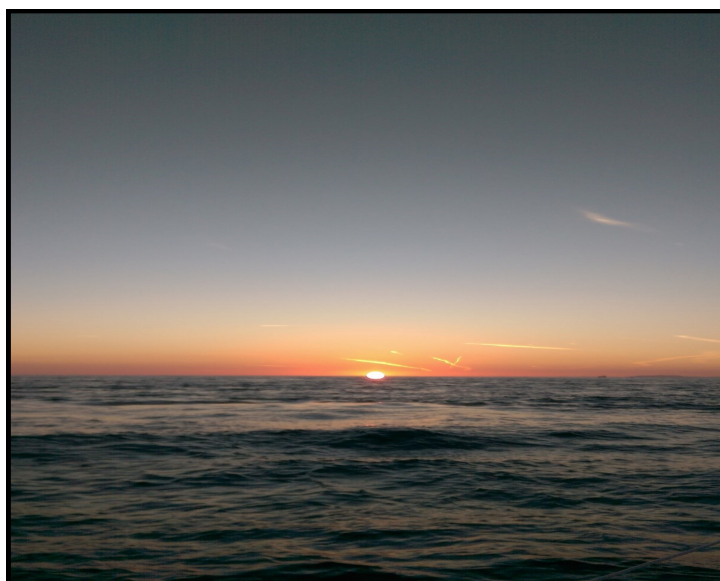


Corrosion problems! This is a close up of the threaded end of a skin fitting that was screwed into the sea cock. Although it is 25 years old and could have another few years before getting dangerous, replacing was the only option. The orange coloured material is the de-zincified material and the central material is the normal granular appearance of the brass? after being fractured. This threaded section had to be crushed in a vice to half its diameter before it cracked. The pipe tails that are of much thinner material were de-zincified right through and shattered when put in a vice.

See story on page 23.



Left and below, work continues on the heads refurbishment, just in case you want to know what's beneath your feet!



Glorious Sunrise whilst leaving The Skerries.  
See article on pages 15, 16 and 17



**Guess Who?**

Who's the  
Venturer  
practising  
their racing  
skills in a  
Topper back  
in 1988?

Answer on bottom of page 10