



Edition 178 November 2017

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



We raised in **£210**
at the AGM

Big thank you to Joan
Hughston and Valery
Parsons for organising
and manning the stall.

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What's on....

December 16th

*Don't miss the Christmas Party at the Club.
Bring your own food.*

Still to come (dates to be confirmed)

- Part 2 of Michel Kaizer talk on **Marine Conservation**



- **Visit to Halen Mon Sea Salt Production Facility in Menai**
- **Dinghy expedition through Swellies at low water !!**

Look out for Confirmed dates on our Website

- **Navigation Treasure Hunt** org .by Joy Downes
- **Life Jacket check** by Alice Beetlestone from RNLI
- **Proposed visit to Outside Venue** eg Olive and Ouzo or Tapas

March 3

Vyv Cox**Sailing in Greek Waters**

March 24

Work Party and Start of Season Party

next issue: January 2018

Articles Deadline :

Friday 12th January 2018

email: hello@ap-design.co.uk

The Spring Cruise - 26th May 2017

Marie Lawrenson

The spring cruise set out as a night passage through the Swellies on Friday 26th May. As always the bridges at Menai were spectacular with their many lights reflecting on a glassy sea. Hwyl Dda, Osprey and Ocean Mood were taking part in the entire two week adventure with Milford Haven as the ultimate destination, and were accompanied from the start by Sizzler and Mood Indigo.

There was a show of strength with a great club turnout for the Saturday night at Abermenai with Spindrift 111, Crystal and Chinook. Sadly the weather was unkind that night but it didn't stop the crew of Crystal from undertaking an epic dinghy ride or from having a morning dip. Surprisingly, Mood Indigo went missing during the night due to the notoriously unreliable holding in the channel and we were relieved that they managed to find a safe passage to Y Felinheli for the remainder of the night.

Sunday saw the three spring cruise boats safely past Bardsey Sound and into Aberdaron for a well earned meal at The



little shy that day.

Lower Fishguard is a pretty harbour which has a choice of visitor moorings that almost dry and have a tendency for the thick floating ropes to roam between twin keels making departure a little tricky. It's a good job we weren't in a hurry to leave as Ocean Mood was trapped in this situation for about an hour before getting free, with the help of Ed and Margaret. For better shelter we rafted up on the wall and enjoyed a few drinks in the sailing club. The staff and members welcome visitors and offer shower facilities for a small donation.

Ship and a settled night at anchor. The passage from there to Lower Fishguard took just 10 hours of really great sailing, although the sun was a

For the fin keelers there is shelter at anchor just a short distance out. In a swell or rougher conditions I'd recommend anchoring there rather than using the visitor buoys even for bilge keelers as we experienced some hard bumping at low tide on the visitor buoys. It was comforting to be able to chat on the phone to each other and know we weren't alone as it was gale force one night. One of the many benefits of sailing in company!

The next leg of the journey was through Ramsey Sound and into Solva, another very pretty harbour but only suitable if you can take the ground. Here we were all ter-





ibly defeated by Jerry 'Eric Bristow' Jago at a game of darts in the local pub. Jack Sound came next. Trying to identify the leading rocks was quite tricky but we were through in no time and around into Milford Haven to stop in the very pleasant Neyland Marina. The Milford Haven was easy to navigate safely despite the huge ships which dwarfed us as they passed.



The return journey included a stop for a BBQ lunch on the beach pontoon at Dale and a little motor onto the floating pontoon for the night. The weather was glorious for a change.

We followed Derek and Carol Asquith's timings to easily make Jack and Ramsey Sounds in one go back into Fishguard for a couple of nights to wait out the gales.

We crossed Cardigan Bay into Pwllheli on 7th June as we had a short weather window. The wind almost knocked us down at one point as it was quite gusty and we were well reefed. Dolphins put in an appearance just off St Tud's including a ginger coloured one!

We rested in the marina with the super gin palaces for a couple of days, and on seeing a short drop in wind, Hwyl Dda and Ocean Mood made a dash for it, getting back to Beaumaris in just over 10 hours. Caernarfon Bar was a challenge in force 5+ southerlies and it took some time for the blood to return to our white knuckles!

Osprey enjoyed an additional week at Pwllheli before their return the following



weekend.

It was our first long cruise on Hwyl Dda and we returned feeling very elated at how well it had gone. Our confidence has grown significantly and we're keen to get back to more adventures next season.

Cruising with other club boats has been great and I would recommend it to anyone. Not only is it social, it's a great opportunity to learn from each other and to know support is close by should you need it.

Thanks to Derek and Carol for sharing their vast knowledge of this route and to our great holiday companions for making the whole trip fun from start to finish.



Commodore's Corner **Paul Morton, Commodore.**

The AGM has passed and I would like to thank all the people who attended and gave their opinions at the Members Forum, as I said at the meeting it is important that you come and listen to us, hold us to account and give us constructive advice at the Members Forum.

I felt both meetings went very well no buns were thrown. Some people spoke too much and others not enough, but the main theme shone through.

Unfortunately a few special people are missing this year, some have retired from sailing or left the area. They will be sadly

missed none more than our ex President John Partington and his lovely wife, Jenny.

And now another year to look forward to. Still busy as we have the cladding and Galley to deal with at the Club. But this year it is my main aim to improve the club's communication.

With a new Team, we hope to improve on the Web site, Venturer, and all other communication tools but so far as the Venturer is concerned we need your help to give us articles from your sailing experiences. Vice Commodore Denise Jago will be monitoring and if necessary chasing any write ups that will enhance the publications.

It leaves me with the great pleasure of thanking the team of Officers and Management Committee who have helped me through my 1st year as Commodore and especially to Joy Downes keeping me on the straight and very narrow path. We will have a

few new Committee Members for the forthcoming year and hopefully we will try and put forward some new ideas.

Everything is in place in the Club to carry on in its solid tradition but things and people do move on as I have said before. It is up to you, the members, and with us the committee. Let's keep communicating to get the best from what we have, which is **A Great Club !**

Hope to see you all at the forthcoming events so I can wish you all a Merry Christmas and a Happy New Year

**Paul
Commodore**

Vice Commodore's Contribution Mike Butterfield

This is my last report as your Vice Commodore as there is a new incumbent next year. I was not as up with the ways of the Club as I would have liked, in that I did not have an offshore so had not entered the races or cruises. This did leave me at a disadvantage, but the Sailing Captain put together the program and managed it and she has my thanks for this.

I was disappointed that the weather this year did not allow any of the races to be completed. I stood there at my PC on a few occasions waiting for results, as I usually work out the handicaps. On the note of handicaps, if you want a handicap for your boat, ask me for a details sheet (pmbutterfield@msn.com) so I can get a handicap ready for you to compete in the 2018 season. Racing can be fun. One of the interesting races not run by the club but for which the NWVYC have a trophy is the Round Anglesey Race starting and finishing in Menai Bridge. I can remember up to five club boats in this event but no entries at all last year. Why not form a group to plan to do this event it will be in

early August, but the date has not been fixed yet.

I did try to get together a list of actions the Club could take to promote itself. I was not able to sit with the Development Committee to go over this and plan for the future, but it is something the Club needs to do.

Membership appears flat or falling, and we need to address this in some fashion. It is difficult as with the Club's focus on "Cruising" it eliminates the casual sailor and of course all motor craft. How in this sector to find some growth, when the cost of boating is high, and of course not helped by the Bank of Mum and Dad being asked to help children with deposits etc. Without more cruising boats (preferably based in Beaumaris) it is hard to see where growth will come from. It has been mentioned to me (and this will be divisive) that the club's name is itself problematical, as the title "Ventures" confuses people when they search the internet, and of course, it is North West when we are in Wales!

I have been a member of a number of other yacht clubs, often for many years (some over 40) and there are usually a number of inactive members who still pay full fees or similar. In our club, once a member sells their boat, they tend to resign and the membership numbers remain the same only if the new owner then joins the club. I wonder if there is something in our existing membership structure and the club emphasis on cruising that makes the matter worse. This is worth investigating and it may be that a reform of our membership categories is overdue to address the point.

I have strayed from the usual brief of the "Vice" but some of these issues have to be addressed or considered and eliminated from the discussion so the Club can focus on a very successful 2018. I wish to new team well and you all fair wind and good sailing in 2018.

Mike Butterfield Vice Commodore
Chairman RYA Cymru Wales



View from the Rear Jen Barcroft ,

The Winter Season started off as usual with the Work Party

and unusually it rained this year, but that didn't stop those enthusiastic members who turned up to clean out cupboards, polish windows and cut the grass. Also we provided copious cups of tea and coffee for those who were outside in the cold!

The patio area has been scrubbed clean and looks immaculate, the Dinghy store was repainted and all the exterior Windows and frames were cleaned.

Delivery of the new Biffa Bin has meant that all club waste is collected on request and various members have offered to take bottles and cans to the recycling centre.

So thanks to all of you who came along to keep the Club looking tidy.

During the afternoon Alice Beetlestone from RNLI came along and we were invited to have our Life Jackets checked out, though not many people took up the offer but for those who did they learned a

great deal about checking, repacking and storing the Life Jackets. Alice was non-judgemental about some that were miles out of date and some in need of attention. She has offered to visit us again in the Spring so make sure you look out for that if you missed it last time.

In the evening we served up Jambalaya and Beef Stew made by the Catering team followed by delicious puds donated by members - many thanks as always. The music was provided by The Conwys Duo and some of us Boogied till closing time.

The Annual General Meeting followed by the Members Forum were held on Nov 4. This was your opportunity to have your say on what you expect from your club.

Later Des Founds gathered together his troop with one and a half club members, but mainly his family to build an enormous bonfire on the beach. As in previous years the Founds family organised a superb firework display with many fireworks donated by Des and members who came to join in. The big clean up on Sunday morning went well and by lunch time the BBQ had been

cleaned, ashes washed away by the tide and three large boxes of empties collected by willing helpers.

We are very sorry to have had to cancel the Dinner Dance due to lack of numbers but it will be replaced with a party at the Club, further details can be found later in the Venturer or on the Web site

Coming events in the New Year include a **talk by Vyv Cox** about his trips to Greece with photos and Greek Style food supplied by the team.

Jon and Maria Stanley will tell us about **Arabellas Adventures around Scotland.**

Please contact me with any ideas of activities for the New Year. Your input will be most welcome.

We are still awaiting confirmation of our visit to the **Coastguard Station at Holyhead** so please keep an eye on the Website for any other events we have arranged, there's always something new.

Hope you enjoy your Christmas festivities, not long now!

Best wishes to you all

Jen Barcroft. Rear Commodore

Membership Roundup Sue Beetlestone



Membership Renewal Time Renew before the end of December and get a discount!

Membership subscriptions and Dinghy Store fees for 2018 are due before the end of this month (except for those new members who have joined since the 1st September 2017).

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

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

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

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

	Entrance Fee	2018 Subscription after 31.12.2018	Discounted subs if paid by Bacs or cheque before 31.12.17	Subs by PayPal before 31st 31.12.17	Subs by PayPal after 31.12.2017
Family	£70	£135	£124	£129	£140
Single	£55	£98	£90	£93.50	£102
Outport	£50	£70	£65	£67.50	£72.50
U25	£40	£35	£32.50	£34.00	£36.50
Anchor	n/a	£20	£20	£21.00	£21.00

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

New Member News

We are very happy to welcome new members **Sue Lynch and Ronny Rostron** who are the new owners of **Skye**. Skye has a long and distinguished club history with Ken and Linda Hancock and we look forward to seeing Sue and Ronny out on the water with her. We hope they will enjoy many "Ventures" with us in the future.

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.

Shearwater's summer 2017 cruise: Ollie Snowdon

Shearwater was not spotted much in the usual home anchorages this summer - she spent the summer up in Scotland on an adventure that took her as far as the Outer Hebrides and some wonderful new sailing waters.

Phil and his girlfriend Tanuja sailed her up to Oban in July and Ollie and Phil sailed her back at the end of August. It turns out sailing there with favourable winds was easier than coming back

against them, but that's another story!

From Oban we each separately did two week trips exploring the area. Phil and Tanuja to the Outer Hebrides, and Ollie single handed to Skye and Rona. When we had to come home we left Shearwater at the very friendly Kerrera Marina opposite Oban which is easily accessible by train. If other Venturers would like to explore the area we'd recommend doing this as there is so much to explore once

north of the Mull of Kintyre that once you've made it up there the more time you have the better!

Shearwater covered more miles this season than ever before and ports of call included the Isle of Man, Arran, Oban, Kerrera, Lismore, Mull, Coll, Loch Moidart, Loch Hourn, Skye, Rona, Canna, Mingulay, Barra and Gighay. All very different and spectacular.

Phil and Tanuja particularly enjoyed the



Loch Scavaig/Loch na Cuilce



Acarsaid Mhor

remoteness of Mingulay and a lovely anchorage on Gighay, although this came with challenges too, such as finding a weather window to return to Tobermorey when they had to resort to barely readable Radio 4 LW for forecasts as they had no VHF or mobile coverage (and nearly no long wave radio signal!) in the anchorage. Proper adventure!!

The pictures show some of our favourite spots - Acarsaid Mhor (Rona), the calm and relaxing Crinan Canal, and Loch na



*the calm and relaxing
Crinan Canal*

Cuilce at the end of Loch Scavaig, under the Cuillin mountains of Skye.

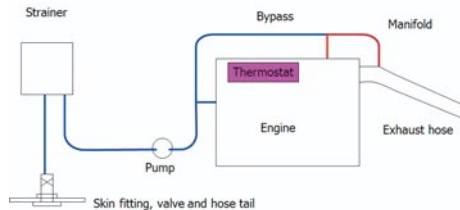
Loch Scavaig is awe inspiring! Also however a lesson in mountain winds - incredible gusts come off the mountains in anything other than really fine weather. We're sure other some other Venturers already know these spots but for those that don't we'd recommend the trip!

Ollie, Phil & Tanuja



How Things Work - 1 - RAW WATER ENGINE COOLING Vyv Cox

Raw water in this context means whatever water the boat is floating in. Water is drawn in through a skin fitting and sea-cock by a pump, normally mechanically driven by the engine but occasionally by an electric motor. If the boat has a saildrive the water normally enters some way down its leg. The water either passes into the engine's coolant passages or around the engine via a bypass, meeting again just before the exhaust manifold. Here (*diagram below*) it is used to cool the exhaust system, which can thus be made from materials that do not require to resist high exhaust gas temperatures, such as rubber and plastics.

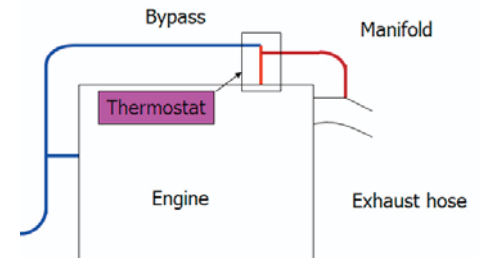


The diagram shows a typical arrangement and is the one used by Bukh and Yanmar. When the engine is started from cold the thermostat is closed whilst water driven by the pump goes around the engine via the bypass hose and enters the manifold. As the engine heats up the thermostat opens, progressively closing off the bypass and opening the flow of hot water from the engine. This begins to happen at the temperature marked on the thermostat, typically at 60 degrees Celsius or a little less. This temperature is relatively low to reduce levels of scaling inside the coolant passages, although these are inevitable to some extent.

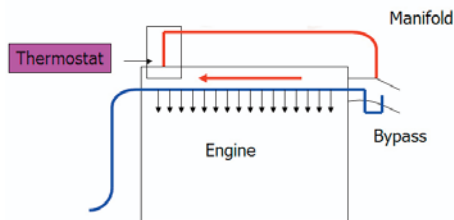


The thermostat in these two designs performs a dual function in opening the hot water flow and closing the bypass, this type of thermostat being recognisable by having an additional disc valve on its top. The disc (*middle photo below*) in this Yanmar design controls hot water leaving the engine while that on the right controls the bypass, both being on the same shaft. The engine should not be run without a thermostat in the way that it can with other designs, as the majority of water will go through the bypass and the engine may overheat.

This diagram (*diagram below*) shows the functioning of the Bukh and Yanmar systems, as described alongside the



thermostat photograph. The disc valve shown at right in the photograph would be at the top.



Volvo use a completely different method in their 2000 series engines (*diagram above*). Cold water enters the block in a perforated tube that is effectively the bypass, as it runs right through to the manifold, where it passes through three right-angled bends. These apply a small



back-pressure to the water. When the thermostat opens this pressure is relieved, water flowing into the engine via the perforations. The heated water flows through an external straight copper pipe to the manifold.

The thermostat housing on a Bukh DV20 engine. (*see bottom left image*) The bypass hose connects to the nozzle on the left. Water from either the bypass or the engine exits to the manifold on the right, controlled by the additional disc valve on the thermostat.

On the Volvo 2000 series the thermostat is a conventional design with only one disc valve. (*see bottom middle image*) Hot water passes from the thermostat housing, on the right, to the manifold on the left,



via a straight copper pipe. This pipe can be divided to divert hot water to a calorifier, as has been done here with the black rubber hoses. Many people make this modification themselves, although commercial versions are available.

Anodes

Internal corrosion of raw-water cooled is avoided by the fitting of zinc anodes. These are pencil types screwed to removable screwed plugs at various points on the engine, usually on the cylinder head and the cylinder water jacket. Annual replacement is necessary. Engine corrosion cannot be prevented by fitting an anode outside the boat, as seawater does not conduct electricity in the same way that a copper wire does.

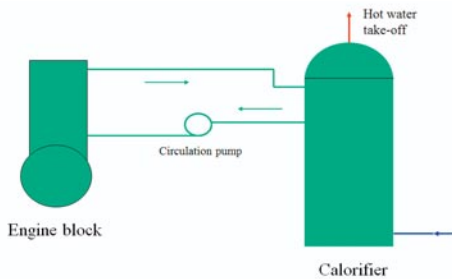


Pencil anode (*images above*) as used in Bukh and Volvo engines. Anode corroded away after one season. (*image left*)

RAW WATER ENGINE COOLING continued... Vyv Cox

Calorifiers

Adding a calorifier to a Yanmar or Bukh raw-water cooled engine is somewhat more complicated than for the Volvo. It is not possible to divert the flow of water between the thermostat housing and the manifold, as this water is a mixture of hot and bypass water, typically at only about 40 degrees C. Instead, hot water within the cooling jacket is circulated through the calorifier using an additional pump.



On both Yanmar and Bukh engines there are blank screwed plugs that can be replaced by nozzles for the hoses. A small

electric pump is used for circulation, powered from the engine start switch. Hot water from the top of the engine connects to the upper end of the heating coil in the calorifier, returning to the engine via the pump at the lower nozzle.

Problems with raw-water cooling

Salt deposition probably causes more problems than anything else. After some years of use it may become apparent that the engine is performing poorly, possibly overheating, starting poorly and emitting black smoke. All of these can be symptoms of salt deposition.



In this photograph (*see middle image*) a Volvo exhaust manifold is shown almost totally blocked by deposits. These are mainly composed of a mixture of calcium and magnesium carbonates and carbon. Mechanical removal is probably the most efficient solution, using old chisels and screwdrivers. Take care not to perforate the metal if it has been weakened by corrosion. Poor engine performance and black smoke should be solved by cleaning up the manifold.

Salt deposits tend to block crucial cooling waterways in manifolds (*image below*), as in this Bukh engine, and in the cylinder



head. Overheating can result. Probably the best way to solve this is with chemical treatment. Filling the water jacket through

the thermostat with one of a variety of acidic treatments such as Rydlyme, hydrochloric, sulphamic or phosphoric

acids have all been found to be effective.

Vyv Cox

50 CLUB UPDATE

Since our last Venturer was published, we have three four draws – September, October and our end of season party mega draw. **Our winners are as follow: -**

Sept 2017

1st	No 30	Simon on Saltarello
2nd	No 13	Ian Warren
3rd	No 21	Sue and Graham on Mentor

October 2017

1st	No 15	still available for purchase
2nd	No 42	Colin & Alison Pattinson
3rd	No 08	Mike Hollingworth

End of Season Party

1st	No 06	Chris and Pauline on Trisala-too
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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 – why not treat yourself for Christmas and get 14 chances to win throughout the year?

A bit of a change... Richard Adams

As some of you know, Gwyneth and I are a bit new to sailing (apart from my youth in dinghies) so having done some book learning and day sailing in Shoestring we thought we'd benefit from some intensive training, and so booked onto a skippered charter with tuition. The base was Oban in Argyll, sailing around the Sound of Mull, in a Dufour 455 grand large – which we knew would spoil us, if only because we'd get used to being able to stand upright in the cabin!

The trip was mid-August (our original plan for May had to move due to my mother's illness and subsequent death) and the weather was what you might call mixed. Steve and Lesley Fraser of NWVYC had recommended the boat's owners, Sue and Stuart Layton, who live aboard and operate as a RYA training centre. Stuart is ex-army so is big on procedures and mnemonics for everything, a style well suited to bears of smallish brain and ageing memory.

Sparing you endless detail, we had a week of heavy rain showers, winds up to

7/8, sun most evenings, no vomiting even in the foulest weather, and only one partial MOB (off the pontoon of doom in Tobermory). My dignity, trousers and phone suffered, but otherwise no harm done.

We visited Lochaline twice, Tobermory twice, and Salen in Loch Sunart.

There was plenty of opportunity for us to practise manoeuvres of which we lacked sufficient experience – picking up mooring buoys, mooring at pontoons, balancing tide, wind and engine, anchoring, taking compass bearings, re-learning navigation marks, remembering rules of the road, not leaving the winch handle on the coachroof etc. etc.



We savoured the luxury of a cabin with headroom and an ensuite head, but never quite got used to putting used paper in the bin rather than the bowl... The cooking was excellent and it was great to visit small marinas, meet other sailors and

sit out with a beer most evenings. And I came away with an official Competent Crew certificate.

So although time aboard Shoestring this season has been spent on woodwork and

procrastination, we had the best sailing yet! If only I could find a way of getting more headroom...

Richard Adams



Summer Cruise - Sizzler's report: Graham Jones

4th August

The summer cruise started with a week of waiting for the weather to improve gale force winds and high seas, with a original 5 boats, a few dropped out, the others after days of waiting around, either went home or did other things around Anglesey.

The daily event of listening to any weather forecast we could get was a frustrating exercise for the week ahead, we finally got a window of opportunity, decreasing f6, so back to the boat and with much discussion, Sizzler, Elise and Larus left the confines of Victoria dock on Friday night for a departure to IOM on Saturday morning. So after a late passage thru the swellies we all picked up moorings at the Gazelle and Beaumaris area.

5th August 17

6am, Sizzler drops mooring and sets course for IOM, motor sailing through puffin sound to set a heading to Douglas. The day brought us a great sail arriving at Douglas in plenty of time. Elise and Larus soon caught us up but being much bigger and faster boats they kept us in sight at all

times. After a short wait to let the Isle of Man Steam Packer Ferry to enter, we were allowed to proceed - all three yachts made their way to the visiting pontoon to await the lowering of the Flap gate later that evening .

We stayed in Douglas for 2 days waiting again for the strong winds to go through - we all explored Douglas and the children enjoyed their adventures on the tram and railway. The night before we left we all met at the local pizza restaurant and planned the next day's passage after a very enjoyable meal .



7th August

All yachts set off as we had to be on the pontoon as they opened the flap gate early the next day - we had to be at the calf no later than 12pm for our passage through the calf of Mann on route to Ard-glass.

We arrived at Spanish head at 11.35 and had a gentle trip thru the Calf of Mann. Once we got thru the Calf we encountered some turbulent water, which Sizzler sailed thru, it wasn't until I did my log detail, that we realized we had a slight problem - water

entering the engine area. I immediately stopped the engine, but couldn't shift the problem, so our friend and extra crew member Dave steered the boat, whilst balancing on the rear of the cockpit. I opened the cockpit sole, and retrieved the offending item, and cleared the bilge pipe and pumped the remaining water away.

A series of events which started with the turbulent waters of the Calf of Mann, the tack we were on pushed water up the gas locker drain, which overflowed from the locker then entered the engine bilge, the excess water floated a 'pampers' which I kept in the bottom of the bilge to soak up oil, it then ended up getting wrapped around the prop shaft.

This event was the first time that Sizzler has ever caused us to stop and sort out a problem at sea in the 17 years we have owned her.

After sorting problem we then set sail again for Ardglass.

We were thankful that we had the company of 2 yachts who after we let them know of our problem slowed down and

with one yacht on each side we felt cradled, wrapped in their comforting protection (sailing in company has its advantages) as this could have ended up as a catastrophic event.

We finally arrived in Ardglass at 18:30. We stayed in Ardglass for the next two days awaiting another good weather window.

10 August 17

We decided to leave for Howth setting sail at 05:30. We left Elise and Larus in Ardglass. Larus was due to leave for Belfast and West Coast of Scotland, and Elise was going to go north for the next week. We had an uneventful sail and arrived in Howth for 16:30.

A few days stay due to more unsettled weather

12 August 17

Set sail for Holyhead 08:00, and arrived at 18:45, met up with Elise later that evening. Elise decided that the unsettled weather would not allow a pleasant stay north of Ardglass, so decided to make her way back to Holyhead. We all met up at

Holyhead sailing club for a final dinner and a few pints to celebrate arriving back to Anglesey.

The next morning we took the north coast around to Caernarfon via the Swellies. Then back to our mooring the next day, although we didn't get thru to Strangford Lough, we managed to get as close as we could due to the unsettled weather conditions throughout the few weeks we had to get to IOM, Northern and Southern Ireland and safely back to Holyhead and finally Caernarfon.

I hope that all the yachts which came with us, had an enjoyable time, and happy with the route we took. We look forward to the next cruise in company.



Summer Cruise - Elise report: David Calvert

The start date of the long awaited Summer cruise arrived with Elise sitting in her home berth in Victoria Dock fuelled up, water tanks full and with probably enough food on board to feed the whole Club. But true to form, there she stayed along with Larus and Sizzler with strong wind warnings day after day (does this remind anyone of previous Summer Cruises?). There was a weather window on the Tuesday which we decided not to risk but finally our OOD Graham Jones announced that the Saturday looked ok and that the best course of action was to leave V.D. on the Friday afternoon to wait at Beaumaris for the early morning tide, destination Douglas. Although our planned destination was to be eventually Strangford, which would normally involve going to Ireland via Port St Mary or Peel, Douglas was chosen as it looked as if the weather was due to blow up again Sunday and Monday and a destination with lots to do, seemed best.

Friday afternoon saw Sizzler on her mooring near the Gazelle, Elise on a vacant one nearby and Larus going further down



to Beaumaris to use Avalons mooring. Graham had informed us that he intended to leave at about 0630hrs Saturday to give him time to get to Douglas for the half tide gate but the thought of getting up that early and the fact that we could make the passage faster was enough for us, 0830hrs it was then! Given the time we wanted to arrive at Douglas and the light wind, we decided to motor sail, set a course and soon passed Larus the other side of Puffin, who had decided to try sailing.

No sight or sound of anyone and no yachts sighted during the passage until about one hour out of Douglas we spotted a mast on the horizon on our port quarter which turned out to be Sizzler.

After entering the inner harbour we opted for a wall berth near "The British" and Sizzler and Larus decided to have a pontoon berth in the

marina. A couple of days were spent there waiting for weather to get to Ardglass. Roberto's children were shown how to build pyramids and flip beer mats in the Douglas Sailing Club bar, and many hours were spent by them perfecting this art!

Tuesday morning was chosen to complete the passage to Ardglass, motoring down to the Calf as there was almost no wind. The tide was flowing westwards through the Calf and the normal over falls were

encountered. Full sail was set as the wind forecast to start North F5 going North West came up on cue. Less than half a mile after setting sail Sizzler seemed to have a problem, reinforced by a terse vhf call from Graham saying that they were taking on water and were cutting the engine to investigate – not the news anyone in a boat wants to hear! Larus and ourselves stood by in case help was needed as a message from Graham informed us that he was lifting the cockpit floor to try to find the source of the leak. We feared the worst. After what seemed an age the solution to the problem was relayed to us via vhf – you will have to read Grahams account of the trip to find the answer, the only clue I can give is that it involved a gas locker and a nappy!

Problem solved, a great sail was had by all, close hauled in a F5 all the way across, only taking down sails at the entrance to Ardglass. Ardglass is a pretty fishing port and the marina is sheltered from all directions although a swell can probably come in in certain conditions. Wednesday we booked a table at the Ardglass Golf Club which is billed as having the oldest clubhouse in the

universe, a superb building overlooking the sea and one could be forgiven for thinking it a snooty place where visiting yotties would not be welcome, but far from it. We were made very welcome and the food is reasonable cost and very good! Again Roberto's children continued perfecting the art of pyramid building and flipping beer mats but now with either hand! Who says kids are only happy playing electronic games?

Again the weather dictated the cruise and going further north was decided not an option as bad weather was forecast for Sunday onwards. Sizzler and Larus left

on the Thursday morning, Sizzler to Hoath and Larus, who had a five week break, headed to Bangor and all points north. Elise decided to stay and go directly to Holyhead on Saturday.

Thursday all alone, we took the bus up to Downpatrick and spent most of the day in the Cathedral and the St Patrick Visitor Centre with just enough time for Maura to find an off license to purchase a bottle of Coleraine whisky! That evening was the start of the village festival with the three main pubs fielding teams to compete for a trophy in the main street which was closed to traffic. The first game was to

Right: Ardglass Marina



Summer Cruise - Elise report (continued): David Calvert



push a car a set distance against the clock, the second game was a relay race with safety helmets fitted with water containers on top, the winners were the first team to fill a large container to a mark, and the third game an obstacle race involving bmx bikes, fishing nets and various other apparatus. Half way through this game we decided on a game of our own – who could drink the most Guinness!!!

We had seen an advert in the Marina Office offering free transport to Currans Bar and Restaurant three miles out of town and that Friday night was curry

night. Enough said, we decided we would walk there and ask for a lift back. At least three miles but a nice place but the curries on offer were too mild for my liking and I told the Indian proprietor who immediately offered to make me a good hot one, result! Going back to our table I informed Maura of

my good fortune who immediately asked me to go back and change her order to the same as mine. Good food and drink and to cap it all on mentioning the long dark road the manager ran us back to the

village in his car. Another good night. Saturday motor sailed to Holyhead and met up with Graham, Noreen and Dave off Sizzler and had an enjoyable evening in the restaurant and bar and discussed our trip back to Menai the next day. Sunday motor sailed back to Caernarfon and back to reality.

Cruises rarely go to plan but they are always enjoyable because of the places visited and the people met and cruised with. Roll on the next one. **Thanks to Graham for volunteering as OOD.**

Dave and Maura Yacht Elise



Top left: Outer ponton at Ardglass

Left: Ardglass Golf Club which is billed as having the oldest clubhouse in the universe



Signal to all members from

the President.

Review: “Metals in Boats” by Vyv Cox

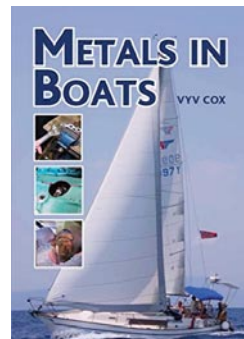
Published by Crowood February 2017
ISBN 9781785002632

With some confidence I can claim to know less than most on this subject. Vyv's book is clearly written to enrich both the ignorant reader (e.g. me) and those with some pre-existing knowledge of the subject. Vyv clearly explains what may go wrong, what to look for (through regular and meticulous inspection) and what to do about any problems found. He achieves this without instilling in the reader the feeling that every metal component aboard is about to fail, has failed already or will do so eventually (which I suppose will happen anyway given time!).

The text is easy to read, although the necessary inclusion of technical terms and

words of more than two syllables caused consternation in this particular reader. The photographs are exceptionally useful for visual learners such as myself. The graphs and tables of data will be particularly useful to the more technically minded.

For my part I was left with a greater appreciation of, for instance, the problems associated with old cast iron keels and a realisation that most of the potential problems associated with them as explained by Vyv are currently staring me in the face in Dinas Boatyard!



All in all the book is a "must have" (or at least "must read") for every serious sailer.

With just a few short weeks to Christmas there's still time to get a note off to Santa. Failing that, it's available from Amazon etc. For £16 or more. There is also a copy in the Club's library. Or should be.....?

John Lomas

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



Hunter Pilot 27 SYLVAN is (sadly) for sale: £25,000

An ideal yacht for the Welsh weather, with a choice of tiller steering for all the weeks of glorious sunshine, as well as

inside wheel steering from the deck saloon when those very occasional spots of Menai rain arrive.

- Built in 2000, factory fitted out, we have owned her from 2009.
- LOA: 8.4 m, Beam: 2.8 m, Draft: 1m
- Twin keels for sitting in snug Anglesey anchorages, yet still giving good sailing performance from the David Thomas design. See many reviews online.
- Mainsail with single-line reefing & lazyjacks; self-tacking roller-furling jib; and even a gennaker for light airs... **and more.**

**Contact Nigel & Ann Hackney,
mail@sylvandale.co.uk, 07768 870327**

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