



# the Venturer

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Articles Deadline :

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email: [hello@ap-design.co.uk](mailto:hello@ap-design.co.uk)

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

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## What's on....

*July...*

**30th - 12 Aug**

**Beaumaris Menai Strait Regatta**

*August...*

**3rd  
Round  
Anglesey Race**



- 11th Moelfre Lifeboat Day**  
**14-15th Mona Anglesey Agricultural Show**  
**22nd Menai Bridge Seafood Festival**

**17-23rd Mona Anglesey Marine Week**

**26-27th Rhyl Air Show**

**31st Holyhead Ring of Fire Marathon**

*Plans for later in the year:*

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

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



## Commodore's Corner Paul Morton

I suppose you may have noticed the work that has been done on the clubhouse

over the winter months by Lee and his assistants Des and myself. The cladding, the fascias and gutters replaced and doesn't it look good.

As Commodore I have a different approach than some being a practical person I tend to focus on the practical matters that are needed to keep the club in good order. But I do understand that other commodores have had a different approach and it needs to be like that so it covers the diverse range of matters that are required to run our club.

Myself and my Crew don't do the long passages in Mood Indigo unlike some of the past Commodores and in some ways may be frowned upon. But Jen and I are quite content to do local cruises and now being retired we don't have to stick to just

weekends but choose the better weather. That said we always enjoy the weekend sailing programme with the BBQ's and company of other members and given the better weather there have been some crackers!

Now that the long awaited web site is up and running we have attracted new enquires and membership interest but we still need to tweak and add content. Also we need members to expand on their comments with regard to their sailing intentions for the weekend programme. Although the facility is there in the members area we still need to make some adjustments to make it more obvious and that is what we are working on at the moment.

The Venturer I know is long awaited but so far as I was concerned the year book took priority so any Venturer articles no matter how small and your exploits and sometimes mishaps would be very well received and don't forget your sailing logs and the children's logs for the End of Year Prize giving.

With regard to The Spring Cruise many people did their own thing so a mass invasion of a far flung island didn't happen. People still sailed and went to various places to suit themselves. It's sometimes hard on the designated OOD when they have worked on a plan that is not supported but at least you're sailing.

New members are being signed in and with Bilge keelers making a small but very important come back in the bay I will look forward to more Friday night get togethers in the Club House

This year is running on and we will have changes to the Committee in November at the AGM. So nominations for the committee roles needs to be thought about. Posts are voted on a yearly basis you are entitled to put yourself forward and the membership will vote on it so please think about it we always need you !!

**Paul  
Commodore**



## View from the Rear Jen Barcroft

Who could believe that after all the complaining we did throughout all the rain and

then Beast from the East and well below zero temperature during the first months of the year, we would now be basking in glorious sunshine for weeks-yes weeks on end! No complaints please and some of us are just old enough to remember 1976! The cladding work went ahead despite the terrible cold and wind and we did have to cancel a social event due to the weather but fortunately there was no damage to the Club house despite the very high tides and wind.

My request in the last Venturer for ideas regarding talks or entertainment fell on stoney ground with only one response which unfortunately proved to be too costly. On the other hand people really seemed to enjoy the evening where we all got together just to chat and catch up with friends we hadn't seen for ages..well

since Christmas anyway. The number of people who turned up and the bar takings seemed to prove the point

Due to the very early Easter the Work Party and Start of Season Party were held in March. Too early for grass cutting but as always we had lots of willing helpers and everyone "set too" to clean windows and paintwork and any debris from the cladding etc.

The Club looks fantastic in its new coat! Thanks to everyone for all the hard work involved in awful conditions and to all who came along to the Work party. In the evening we ate sausages cooked on the BBQ with mashed potato. While we had a committee meeting the next morning the BBQ cleaning fairies came along, You know who you are - thank you so much.

Moving on, the End of Season Party will be on October 13th when we will have a talk from Jon and Maria Stanley about their continued sail around GB on ARABELLA, with plenty of pictures I'm sure.

Your Clubs AGM will be on November 3rd with the Bonfire in the evening and we will need plenty of volunteers to build the bonfire in the afternoon.

Once again I am asking you for your views. The DINNER DANCE this year is booked at the Victoria Hotel in Menai Bridge on NOVEMBER 17th. Last year only 28 booked in so the decision was made with much regret to cancel and we held an informal party at the Club instead and managed to squeeze in 44 So what is it to be?

Email me with your views, and soon please. We need to know what you want.

My thanks as always to all those who have helped with food preparation and all that goes along with it.

Enjoy the rest of this beautiful weather while we can.

Happy sunny sailing.

**Jen  
Rear Commodore**

## Stranger on the Shore Paul Morton

On 1st of March 2018 I was at Gallows Point to work on the Club House. It was very cold and very windy and after finishing as the day light was fading I walked back to my boat via the beach and stopped to look out to sea. The waves were building and the wind was howling, I knew it was going to be a higher tide in the morning and I was concerned that given the forecast the club may suffer from the ferocity of the storm at high water.

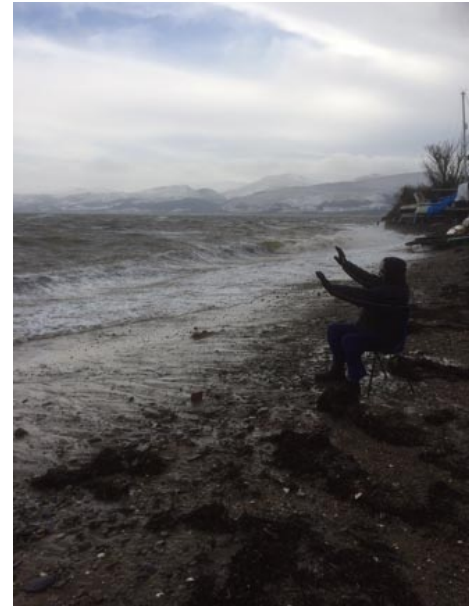
It was then as I turned to carry on walking that a figure appeared almost from nowhere dressed in dark clothes and not sure what to make of this sudden appearance I put my hand up and said Hi its cold tonight isn't it? The stranger looked away towards the sea and in the wind all I heard was a muffled, "Aye and it'll get worse " then it walked away into the night leaving me feeling cold .

That night although we had a lot of work to do the next day I didn't sleep well and all I could think of was the warning, It'll get worse!

I got up early as the dawn was rising and went down again to the beach to walk along and to see how the sea state was I turned the corner to walk back along the beach the figure was there again but this time sitting, hands aloft towards the sea and as I approached the person who I couldn't recognise other than he or she appeared to be the one from last night, rose from a seat, folded it up and walked past me muttering "she will calm now." I looked around to see if any body else was around and looking back the figure had gone.

That day as the tide came up to high water the waves reached the top of the shore line, but the ferocity had gone! Who could that figure be I wonder !!!

**Paul Morton**  
1st April 2018



## A couple of Southern clubs Richard Adams

Gwyneth and I have just spent a week at Barton on Sea, at the western end of the Solent. We didn't sail there, I hasten to add, but during our wanderings I decided to call on a couple of local sailing clubs.

This began when I spotted the quite palatial clubhouse (see photo) of the Royal Solent YC at Yarmouth on the Isle of Wight. It looked pretty daunting, but I decided to rely on my NWVYC membership card and go in. A very friendly receptionist said I was welcome to use the clubhouse – bar, restaurant etc. I'd foolishly had lunch already so settled for a few minutes on the terrace scanning the Solent, and a wander round their very upmarket facility. They have 3 full time staff, can you believe: a Secretary (chief operations officer in effect) and two reception/admin staff. All very friendly: we swapped info about boats, activities and events. No snobbery at all, which was good to discover. But I didn't dare look at the membership fees!

Two days later we went to Keyhaven on the mainland, and found the Hurst Castle SC's clubhouse – a wooden pavilion, very

nice and perched up high with a view over the anchorage. They mainly do dinghies, but have some cruisers among them too. People were very friendly, made us tea, and again we swapped info. Amongst other things, they have a great learning programme for children, using members' dinghies. Like us, most of the things they've achieved, e.g. building the clubhouse, they've done themselves.

I realised rather too late that we could have spent most of the week checking out clubs! But next time... It was very rewarding to experience how friendly and welcoming the members of other clubs were despite our arriving by land rather than sea), but perhaps I shouldn't have been surprised – they're just like NWVYC.

**Richard Adams**



## How Things Work - 3 - DOMESTIC WATER SUPPLY Vyv Cox

On the face of it there is not much content to the domestic water systems on a yacht, just a tank, a pump, some hose and a tap. But of course there is far more to it than that.

### **Start with the tank.**

These come in all shapes, sizes and materials that include flexible Hypalon or butyl elastomers, GRP built into the boat, high molecular weight polyethylene, stainless steel and no doubt others. All require a means of filling that is secure and all rigid ones also require a vent to allow air to replace water that is pumped out. Flexible bags collapse as this happens. At some stage they will all need to be cleaned, so an inspection hatch is useful, and rigid ones need some means of determining their contents, either a mechanical float gauge, a manometer or an electronic level gauge and meter. Ideally the water will be removed from the top of the tank, normal on a boat as the tank is low in the hull, but not always and never with flexible bag tanks.

Hoses have traditionally been blue and

red flexible PVC, sometimes with an insert of another material to eliminate the taste that can occur but more modern yachts are fitted with semi-rigid plastic pipe with push together fittings.

Next comes the pump, either a positive displacement type in pressurised water systems or perhaps a submersible type as is almost universal in caravans and motorhomes. In this case the taps contain micro-switches that turn on the pump when they are opened. Pressurised systems are more usual on yachts and the rest of this article concentrates on them. Positive displacement pumps will prime (i.e. draw in water when dry) to a height of several metres, if they fail to do so there is either a blockage or air is entering the suction side. It is important that a strainer is placed upstream of the pump to protect it from debris that may be present in the tank. Without one, small particles that may enter with the water will lodge between the valve and its seat and are most annoying, as they cause the pump to run endlessly and can usually only be removed by dismantling. The

pump itself, coming in a variety of sizes to suit the boat's requirements, was described in the last issue of Cruising but an important additional part is the pressure switch that usually forms a component of it. This is commonly set at 2 Bar, 28 psi, at which pressure the electricity supply to the pump is cut off. The supply of water from the pump turns on whenever a tap is opened and stops when the tap is closed again. The noise of the pump can be tedious when this happens, so an accumulator is added to the system immediately after the pump to act as a reservoir for pressurised water and thus reduce the period for which the pump runs. The accumulator is a closed vessel, usually with pressurised air on one side of a rubber membrane and water on the other, although some do not have the membrane, in which case they must be mounted vertically. Air pressure can be adjusted using a bicycle pump on a Schrader valve, instructions with the accumulator usually suggesting that the pressure in the air side needs to be measured to match the pressure switch in the pump. I have developed the following



method that is quick and simple, giving excellent performance:

Let all the air out of the accumulator by depressing the central pin in the Schrader valve.

Turn on a tap and check by listening that the pump runs continuously.

Now pump air into the accumulator and listen to the water pump. It will begin to run intermittently as the air pressure increases.

The period for which it runs will gradually reduce until the air pressure exceeds the set pressure on the pump, when it will start to increase again.

Slowly let air out of the Schrader valve again until lowest rate of pump operation is reached.

The air pressure in the accumulator now matches the set pressure of the pump.

At some point after the accumulator the supply divides to supply both hot and cold water. Cold water is typically filtered, using either a charcoal filter that

removes most of the taste of chlorinated water, or a considerably more expensive General Ecology type that is claimed to remove most contaminants from the water. From here water is led to the cold tap(s), although the General Ecology filter comes with its own small-bore tap that can be used for drinking water with the bulk water remaining unfiltered.

Water for the hot circuit goes to the calorifier, a closed tank that can be heated by engine coolant or electric immersion heater, and sometimes additionally by a separate diesel fired heater. Water enters the calorifier at the bottom, heated water rising naturally to the top, where it is drawn off. In horizontal calorifiers the hot water is normally drawn off via an internal pipe placed at the top and in this case it is important to ensure that its orientation is correct. Engine coolant heats the water via a coil of copper pipe that normally lasts for many years but it is important to ensure that antifreeze in the engine is kept fresh, as the coil can sometimes corrode. Also, the immersion heater is usually composed of different metals and will have an anode to protect them: it is important that this be checked and renewed occasionally.

As the temperature of water in the calorifier increases it will expand. The increased volume is accommodated by the accumulator but sometimes, if the T-piece at the separation of the hot and cold systems is close to the calorifier inlet, the result can be hot water delivered by the cold tap. This can be avoided by adding a non-return valve at the calorifier inlet and in this case a second accumulator may be needed between the calorifier and the hot tap(s). The calorifier is fitted with a pressure relief valve (PRV) that lifts in case of over-pressure. The relief valve should be rated higher than the delivery set pressure of the pump but in some cases this is ignored by the makers with the result that hot water constantly makes its way to the bilge. Also, over time it can happen that salts find their way between the seats of the relief valve, with the same result. Relief valves are not an expensive item and should be replaced if they give trouble.

It is important to remember that a calorifier cannot be emptied by turning on the hot tap until the pump runs dry. The calorifier remains full of water with air from the pump bubbling through it. For frost protection the calorifier must be

# How Things Work - 3 - DOMESTIC WATER SUPPLY continued Vyv Cox.

drained from the bottom, by removing the cold supply hose or using a drain tap.

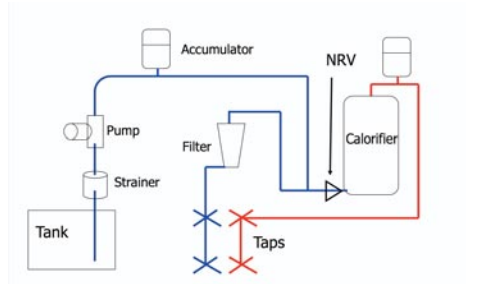


Figure 1 Typical layout of domestic water systems on yachts including a non-return valve (NRV) at the calorifier.

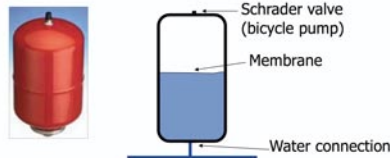


Jabsco Par-Max3. 12.8 litres/min. Will supply several taps and shower. 4 inlet valves



Jabsco Par-Max1. A smaller pump supplying 4.2 litres/min. 1 inlet valve.

Figure 2 Jabsco domestic water pumps come in several different sizes



Air pressure acts as a buffer, driving water out of the accumulator without operation of the pump. Reduces pump operation (and noise) considerably.

Figure 3 Accumulator operation



Horizontal calorifier. The yellow and black hoses supply hot water from the engine. The red hose is the hot water supply to the taps. The blue, disconnected in the photo, supplies the calorifier at left and continues to the cold taps, right. A PRV is just visible below the T for this connection, with the clear hose taking water to the bilge. Photo Dave Lovejoy.

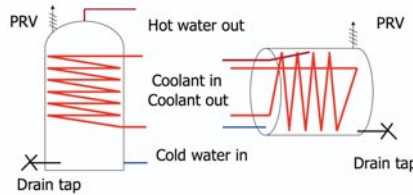


Figure 4 Horizontal and vertical calorifier designs



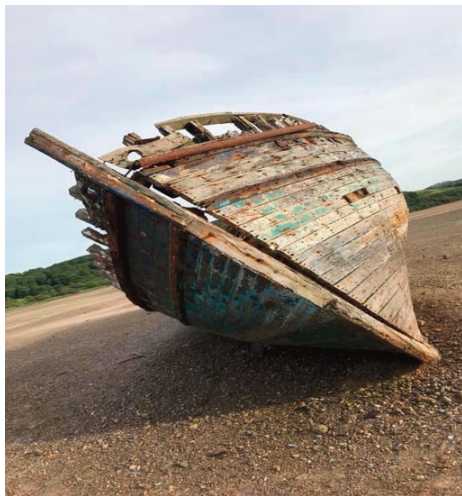


PA11031 General Ecology filtered water at left, unfiltered hot and cold at right.

**Vyv Cox**

## Treath Dulas and The Skerries – 23rd/24th June 2018 Denise Jago

With our Commodore Paul as Ood, five Venturers cast off and sailed north on Saturday morning to Treath Dulas – the right-hand side of Lligwy beach. With a “send” running into the bay, we decided to anchor on the western side of the Afon Goch estuary (in sand) and most members went ashore in the afternoon to do a reccie and explore the beach in preparation for the evening’s BBQ.



The weather was perfect when the crews of Mood Indigo, Ocean Mood, Osprey, Shoalbird and Why Knot went ashore late afternoon for a BBQ. Jerry has picked the perfect spot which allowed us to BBQ without having to haul up the dinghies as the tide rose. Once everyone was full of food, dinghies were deployed to paddle with the flood to take a closer look at the wreck of a wooden fishing boat and the marron grass which was sprouting in the sand.

Once our curiosities had been satisfied, the return trip proved to be a bit more challenging with the flood tide still running so Mood Indigo’s dinghy that had an outboard on came to the rescue and towed Ocean Mood who towed Why Knot in turn. Osprey followed with Richard from Shoalbird overtaking us all with his left, right, left rowing technique!



Sunday morning gave us the option of either setting off back to Beaumaris early or, with perfect conditions, going to the Skerries Lagoon for a short visit.

Shoalbird opted for a day sail to experiment with light air sailing whilst the other four yachts motor sailed to the Skerries lagoon where we managed to pick up the buoy and raft together. A trip ashore gave us the opportunity of a close up to the Arctic Terns that were nesting and the resident warden kindly came down and offered to take us to see some of the chicks.

## Early Summer Cruise on Stargazer Des Finds

Luckily, he was taller than most of us, so he was attacked and we got to view chicks which ranged from hours to days old. Within three weeks of birth, the chicks are the same size as their parents which is amazing!

After entering the lagoon by the west entrance using the transit, we exited the lagoon via the north entrance at 1400 hrs and motor sailed back to the bay arriving around 1845 hours.

Thanks to Paul and Jen on Mood Indigo for being OoD's and to Lee on Why Knot for his guidance in and out of the lagoon.



After preparing Stargazer for the cruise we left our mooring around 6am bound for Port St Mary, after a lively motor-sail we arrived safely at PSM and picked up a mooring bouy. Gem was taken ashore and a walk up the village to Lin's brothers' house, unfortunately he wasn't in but we enjoyed the walk back along the coast.

We left PSM the following morning to catch the flood tide through the Calf Sound on our way to Ardglass.

On the crossing to Ardglass Lin noticed the saloon carpet a bit wet at the edges - sole boards lifted to find quite alot of water in the bilge, Pumped dry we continued onto Ardglass. After settling down in the marina another look under the sole board revealed more salt water! Oh dear we have a leak!! All joints were checked, seacocks were checked but all joints found to be OK.

Must be from the engine bay we decided on inspection. Lin found one of the Colorifier pipes with a hole in it rubbed

against a bolt on the engine, this was replaced and we felt satisfied we had found the root of the problem.

The following day (wet and cold) we took the decision to catch a bus to town rather than push onto Bangor. A nice day was had in Downpatrick and back to Stargazer for dinner and prep to leave tomorrow.

Firing up the engine the following morning I noticed a trickle of water running out of the engine compartment. On further inspection found the water pump leaking. Would it be OK to risk it packing in on the way up to Bangor?, not worth the worry, so I decided to remove the pump and strip it down! After stripping it down it revealed a lip-seal on the main shaft was badly worn and was the cause of the problem. Internet action for most of the day to Yanmar agents revealed they only wanted to sell a complete pump at a great expense. We took the lip-seal off to find it had a code number on it. Internet again found us a bearing/seal company willing to sell just

## Stargazer Des Finds continues

the seal - yippee - at a few pound it was great news. We ordered the seal and a gasket set and awaited its arrival.

Two days later the parts were delivered to the marina, so I fitted them later on in the afternoon. Some time ago I replaced the front coverplate of the water pump with a speedseal plate with knurled bolts. I found if these were over-tightened the pump leaked. I found this after twice stripping the pump 'cos I thought I had cocked up fitting the lip seal, another lesson learnt. Ran engine for an hour - great no leaks, so tomorrow we continue to Bangor N.I.

To be continued.....

## 50 Club Update

There are still some numbers available for purchase with a chance to win in 14 draws – if your number came out first every time, you would be massively in profit to the tune of £850! As Dale Winton used to say “you’ve got to be in it to win it” and it is a complete lottery (pardon the pun) but apart from the fun of being in it, it does raise funds for our club. So if you fancy a second number to increase your chances or a flutter for the first time, please choose from the available numbers on the website and make your payment of £50 (or £52 via Paypal) before the next draw.

Since our last Venturer was published, we have held three draws – April, May and June. Our winners are as follow: -

### April 2018

1st	No 38	Dave and Moira on Elise
2nd	No 43	Shirley Dwyer
3rd	No 11	Joy on Why Knot

### May 2018

1st	No 40	<b>unsold number!</b>
2nd	No 14	Jacqui on Home Run
3rd	No 19	Brian on Nauta

### June 2018

1st	No 28	Ralph and Mary on Glas Y Doran
2nd	No 46	<b>unsold number!</b>
3rd	No 45	Mark & William on True Brit

**Many thanks to all who participate in our Lottery club and good luck in your remaining draws.**

Joy Downes