

The Venturer

Magazine of the North West Venturers Yacht Club

Issue 183. January 2019



Incorporation of the North West Venturers Yacht Club

by Mike Butterfield

I did speak on this at the recent AGM, but for those who were not there or may be confused here is some more information.

The Club need do nothing, but the management have voted to go ahead with a potential incorporation. This cannot be done without a vote of the membership, but all can now be prepared.

Why do it?

There are three real reasons:-

1. **The club will be able to hold property, and enter into contracts in its own name.**
2. **As an incorporated company is considered in Law to have its own legal identity it can sue or be sued in its own name, and**
3. **Member's personal liability for debts of the club will be limited.**

The first is very useful for the completion of the new lease the club seeks, and will mean we do not have to use trustees who will need to be changed (with attendant cost) many times during the period of the lease.

We had court proceedings recently when the committee were all sued in their own names, which they did not like, and which would not happen after incorporation.

What do we need to do?

There will need to be two main documents prepared:-

- **New Articles of Association**
- **Club Rules**

The Articles form the company, and the rules effectively replicate the current constitution. So nothing in the management of the club, as previously agreed, changes.

I will be working on the documents in the coming months (at no cost to the Club) and they will be presented to the management committee to approve. The Club Rules will need to be considered by the membership.

The Company can be formed without affecting the club, and this the management committee intend to do.

We will need to seek clearance from HMRC for the transfer, and the RYA have a draft letter to facilitate this.

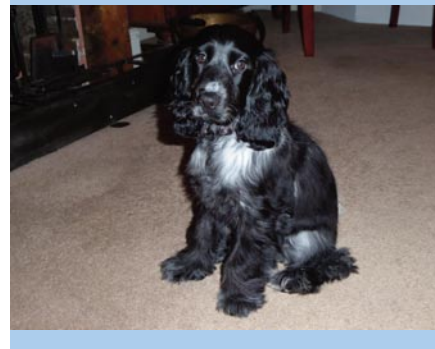
In due course (probably this next AGM) the members will be asked to pass a resolution to transfer the club's assets and undertakings to the new company with effect from a suitable date (probably year end).

I hope this helps but any clarification can be sought by contacting me directly (see Yearbook).



Contents

Incorporation of the North West Venturers Yacht Club	FP
Bosun's Blog	6
Commodore's Corner	5
Dr. Mike Roberts : [name of talk]	6
Membership Matters	4
NWVYC Training 2019	5
Tales from a Seadog	3-4
Still Social	5
How Things Work 4	7-8
What's on.	see below
50 Club in End Notes	8



Notes from the Editor

Welcome to the all new 'Magazine for members of the North West Venturers.

I hope you like the new format. Please let me know what you think. I am happy to incorporate your ideas and requests. This magazine is for you!

Why the new look?

You will know that Yacht Clubs like ours are struggling to keep members and attract new ones. This is a fantastic club, with a core of committee members who work hard to make it so.

But that's not enough to attract new members which will secure its future. So this is my small contribution to bring *The Venturer* up to date and impress (hopefully) outsiders that we are a Club that is worth joining and supporting.

I need your help!

All magazines need good photography and that's what I am really short of. I would love to have a library of images of club boats so if you are happy for me to use them at my discretion please, please send me your photos!

I am also short of photos of the many lovely anchorages, ports and harbours we visit both on the island and afar. So please send your images to:

venturer@nwvyc.co.uk

PS. Thought you might like to be introduced to Jasper (above). He has much to learn to fill the paws of our wonderful seafaring Oscar.

What's on!

16th February 2019

NATIONAL COASTWATCH INSTITUTION

An entirely voluntary service, the NCI now has over 150 stations around the coast. Gerard Trelford, Station Manager at Point Lynas will talk about his work in general and how the organisation might cooperate more closely with NWVYC.

Hosted by Jen B

16th March 2019

CRUISING IRELAND in Mentor

SUE and GRAHAM BEETLESTONE will regale us with stories of their sail around the coast of Ireland
Saint Patrick's day celebration with Irish Stew.

Hosted by Sue B

6th April 2019

WORK PARTY and START of SEASON

Catering by Bishopsgate Hotel,
Early booking with Denise please

Hosted by Denise Jago

End of Season dates to be published in next Venturer and on Website

Members Notices

Irish Mist is going to the Med

Bill McCloskey is looking for club members who would like to join him to cruise either whole or part of Irish Mist's trip to the Mediterrean.

For more details, contact Bill on 01782 871406
or email billysboat2015@gmail.com

Missing Outboard

One of our members is missing an Outboard from his space in the Dinghy Store. **It is a BF 2.3 hp Honda with the name "Kaminga" on it.** There are quite a number of this type of outboard in the store so it could easily have been removed by mistake. If you own one of these engines please can you check that you have the right one.

Sue Beetlestone

Tales from a Sea Dog

by Richard Forder



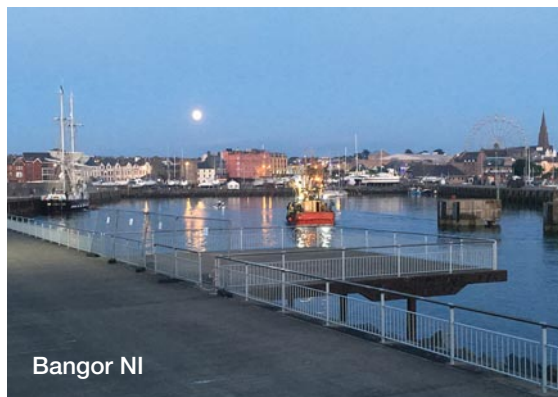
My name is Charlie and I have been sailing with Richard for a few years. This year we had planned to sail to Scotland via Isle of Man and Northern Ireland. We were due to set off on Monday 7 May but due to an embarrassing incident between me and some fisherman's bait we had to delay for a few weeks. *But that's another story.*

Monday 28 May 2018, Conwy to Port Erin

On Monday 28 May I was ready to go. At 7 am I was taken for a quick walk around the back of the boatyard at Conwy Marina. At this time, it was a little bit foggy in the river, but it was due to clear. By 9 am the fog had cleared, the boat was ready and we were motoring down the channel out to Conwy Bay. Initially the wind was a light north-easterly. As the day went on the wind built until the first reef was put in to maintain a comfortable passage. Now, I like sailing in light winds and sunny weather when I can stretch out in the sun. But when there is a bit of wave action, I find it difficult to keep a grip on the teak and fibreglass cockpit seats. I have devised a strategy. I try to sit on Richard's lap, which he finds challenging when he is helming, or I wedge myself between the steering pedestal and the side of the cockpit.

By late afternoon we were making good progress. Through the haze we could make out North Wales but not the Isle of Man. At 5 pm I was given a bowl of my food in lots of water. I tend not to drink too much water when sailing for obvious reasons. Richard heated up a tin of Irish Stew for his meal.

It was not until we were about 12 nm from the Isle of Man that we could make out the island through the haze. By this time the wind had decreased and backed around to the North. In order to make through Calf Sound with the last of a fair tide we motor sailed for the last few hours. At 9.20 pm we made a rapid transit of the Sound with about 3kts of tide helping. The sun was just on the horizon as we exited the sound and headed north for Port Erin. Once we pick up the transit for Port Erin Bay, we followed it in. There were already quite a few yachts anchored in the bay. The visitor mooring was still free, so we picked it up. By this time the sun had set and it was getting dark. Richard disappeared to the bow and laid out some artificial grass. He then put my lead on and took me to the bow. I sat there and looked at the scene in the gathering gloom. We stood there for a while. I'm not sure what he wanted me to do!



Tuesday 29 May 2018, Port Erin to Bangor NI.

After a settled night on the mooring, we were up at 0630. Richard dropped the tender off the back of the boat and set up the outboard. I was fitted with my lifejacket. Don't know why I have to wear one because I am a brilliant swimmer but Richard insists. We motored around the pier and onto the beach. By this time I really needed to get ashore. As soon as the tender grounded on the beach I was out and doing my business, what a relief. I was able to stretch my legs with a good run through the shallow water. After about half an hour we returned to the boat for breakfast.

After breakfast the boat was prepared and the mooring was dropped. Initially there was no wind but as we cleared the bay and easterly began to build. Once out of the lee of the Isle of

Man a reef was needed but we were still heading Northwest at just under 7 knots through the water. I took up my favoured position in the gap between the wheel and the back of the cockpit. Richard continued to complain that he had nowhere to stand when helming. During the afternoon the wind eased and backed towards the north. By 5 we were motor sailing towards Donaghadee Sound with the wind almost on the nose. We entered the sound with a small

amount of tide against us but smooth water. As we exited the sound into Belfast Lough the tide against us had increased to 2-3 knots with overfalls. I took up my position around the pedestal. Richard managed to take a course which avoided the worst. We motored down the lough to Bangor Marina and were allocated a berth on E leg.

In the evening I was taken for a walk to the end of Eisenhower Pier. There was a full moon above the town and a Tall Ship in the harbour.

Wednesday was a planned rest day so I got 2 walks. The boat was given a washdown in the morning. In the afternoon I was taken for a walk in the grounds of Bangor Castle. Had a great

Tales from a Sea Dog *continued*

by Richard Forder



run, it was lovely and sunny. We ended up at the café in the walled garden. Richard had a coffee and scone and I was given a few treats. Richard had planned to move on to Glenarm on Thursday but when he took me for my morning walk the fog was so thick that we could not see across the

marina. A phone call to the harbourmaster at Glenarm confirmed that the thick fog continued north along the coast. Visibility had improved a bit by the afternoon, so I was taken for a walk along the front to Ballyholme.

Friday 1 June 2018, Bangor to Glenarm

My morning walk along the front showed much improved visibility across Belfast Lough. The plan was to leave just before 12 to make best use of the north going tide. We were half way across the lough when the fog returned. The nav lights and the radar were turned on. Richard set up his iPad in the cockpit so that he could monitor the radar and AIS. We continued to motor under autopilot keeping a good lookout. The sea was flat so I did my best to help out. Occasionally the fog cleared enough to make out the cliff of the coast. By the evening the visibility improved and there were patches of blue sky. On Saturday, Richard had planned to cross the North Channel to Scotland but there was thick fog. Our onward passage to Scotland would need to be delayed.

to be continued in our next issue.

No pressure, Richard!

Membership Matters – Sue Beetlestone

Thank you to all of you who paid your membership fees so promptly. This year has been the best so far of my tenure as Membership Secretary. It has also been made easier because so many of you now pay by BACS. If you are one of the “stragglers” who has yet to renew, I’d be very grateful if you can do so as soon as possible.

The deadline for inclusion in the Yearbook is Feb 14th.

You can pay your subscription:

- **By BACS into the club bank account**
(Sort code 09 01 28 Account No 81867052)
Please let the membership secretary know that you have made a payment and let her know the reference you used. (Boat Name is a good one!)
- **By cheque**
payable to NWVYC, posted to:
**Sue Beetlestone, 6 Monmouth Way, Boverton,
Llantwit Major, CF61 2GT**
- **By Paypal from the members area on the club website**

Please let the membership secretary know that you have made a payment.
Email - members@nwvyc.org.uk

	By BACS or cheque	By PayPal
Family	£139	£145
Single	£101	£105
Outport	£65	£68
U25	£35	£37
Anchor	£21	£22

Dinghy Store fees (including an outboard) are £52
Outboard storage only is £26

NWVYC Training 2019

– Richard Forder

RYA – Essential Navigation and Seamanship

This is a 2 day course completed over 1 weekend. There is no end of course exam.

Content -

Charts, Publications and Terms
Buoyage
Navigation
Safety
Anchoring
Tides
Electronic Navigation
Rules of the Road
Weather Forecasts
Pilotage
Passage Planning

When –

Sat 9 March 2019, 0900-1630
Sun 10 March 2019, 0900-1630

Cost -

£50 which includes a student pack
containing course notes.

Booking -

To book a place contact Richard Forder on
training@nwvyc.org.uk by Fri 22 Feb 2019

Commodore's Corner

– Paul Morton



Nights are growing longer now! Ok only just, but I am sure you are looking forward to a new sailing season.

The Vice Commodore/sailing captain, Marie has got the draft Sailing Programme out for approval and the Social Committee has arranged some of the next events. I

am working on the Advertising for the year book and the Bosun is looking at a new system for his products: so it's busy busy.

I hope you are all enjoying the re-emergence of the Venturer in Big Paper format, this goes out to every member including our Outport and Anchor members, you see we do listen to you so keep your thoughts coming and we will respond. Unfortunately it does cost but we will try to reduce costs when we can.

We are welcoming new members into the club who are very enthusiastic, some with sailing experience and some without but that's what our club is about. Anybody that's new to the area even with experience will benefit from being with an experienced group on the organised weekend cruises. And for those who would like to brush up on their navigation theory, we have some courses lined up. If you would like to join any courses contact Richard Forder or myself so we can get a group together.

So prepare your boats and I hope see you all at the next social.

Still Social

– Jen Barcroft

Despite the awful weather forecast thirty intrepid Venturers turned out for the Club's Christmas Party and brought with them enough food to feed an army. It was a little crowded in the galley at times but everyone seemed happy, and thanks to all the decorations (including Christmas tree and fairy lights) and our new barman Andy's enthusiastic sales approach we soon got into the party spirit and a good night was had by all. Unfortunately it was too breezy to light the Braziers and torches outside so those will have to be kept for another event.

Later in the evening the newly formed Venturers folk band struck up with a few new renditions. We finished up, once the bar had closed, with Port and a cheese board, finally getting to bed around 2 am. We were back at 10 am for a Committee meeting. So altogether a very successful weekend to start the Christmas festivities. Thank you all for your participation as always.

Due to other commitments our catering group will be rather depleted for our January event and we have had to reduce the menu to Chilli and a veg.option. Hopefully we will have more volunteers to join us for the next events. The 16th February menu will be Pie'n'peas, March - Irish Stew and the Start of Season Party will be catered by Bishops Gate.

So far nobody has come forward to take on the End of Season Party, Dinner dance and Christmas party. Similarly we are short of speakers for next winter's events so no dates have been arranged as yet.

Thank you to all those who always take on the tasks of the Socials. **More volunteers please to spread the load.**

Dr. Mike Roberts:

“Wrecks around North Wales”

by ????????



Another successful well supported evening at the NWVYC. The evening started in the usual way with members and guest socialising. A meal

was provide by the social committee before the lecture with the usual liquid refreshments.

Then the talk and video images by Dr Mike Roberts on the Wrecks around North Wales It was presented in a very informative way and it showed how the Underwater data gathered by him and his team produced amazing detail of the wrecks. This detail was then used to closely follow the scouring effects that the tidal streams around the wrecks made and changed over time this in turn is used to enable engineers to develop underwater structures that can cope with the effects of these changes whilst being anchored on the sea bed for clean energy production and other civil engineering projects.

The data is recovered with on board equipment on the Prince Madog and the smaller yellow Survey Vessel you have probably seen in the Straits. This very important work in and around our coast will help us in the fight to reduce global warming.

So thanks for Dr Mike in conjunction with Bangor university and the sponsorship that has to be provided to fund these very important projects.

After the lecture we had a long awaited trophy presentation as getting the recipients together has been a challenge

Des and Lyn Founds were awarded the Commodores Cup for the senior log

Marie and Paul Lawrenson were awarded a well deserved Venturers Trophy for their delivery of their Moody 31 from the South Coast to Beaumaris

Derek and Jean Lumb were awarded the Rose Bowl for there epic distance trips around Britain

Joy and Lee awarded the Mellor Mug for there contribution to the “on the water” weekend events

The very pleasant evening ended in more socialising that the Venturers are so famous for

Thank you every body for making it a great success.



Bosun's Blogg – Graham Jones

Sail repair

The Boatshed sailmaker has recently taken over jka sail-makers at Pwllheli. The company still maintains the unit at Dinas boatyard with a collection box for leaving, or collecting work when there is no one there. You will need to get the Access code from Steve,if you want to take advantage of the service. Phone calls to the Boatshed in Port Dinorwic (01248 679939) are transferred to the JKA number (01758 613266) in Pwllheli – or try their bright new web site (<http://www.the-boatshedwales.co.uk/>)

Club clothing

I have only a few items left in stock.

- 1 x xxl body warmer
- 1 x L rugby shirt (this one is more of a medium fit)
- 4 x 32 inch sweatshirts (xs)

Contact me directly if you wish to buy any of these items.

Later in the year, I will be looking to set up a system which will allow Club members to order club clothing directly from the manufacturer.

Prices shown in the Club web site will be held for 2019. Orders may be placed on the site or email

bosun@nwvyc.org.uk

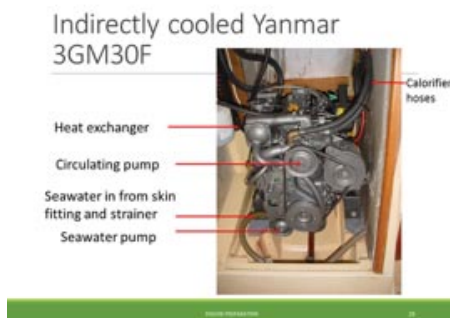
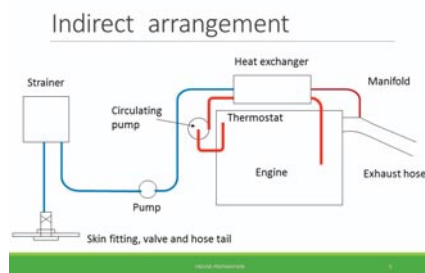
Indirectly cooled engines

– Vyv Cox

Ed's notes: This is the fourth in the series of "How things work" by our Club Member, Vyv Cox. We are lucky to be allowed to publish.

Most engines built for the leisure marine industry today are indirectly cooled as opposed to raw water cooled. Instead of seawater the coolant in the engine is a mixture of water, antifreeze and corrosion inhibitors, exactly the same as in automotive engines, the difference being that instead of being cooled by a radiator it is cooled by raw (sea) water flowing through a heat exchanger. The engine is more complex, needing an additional pump and maybe some more components but it has a number of advantages. It runs at a higher temperature, around 90C as opposed to around 60-70C for raw water engines, making it more efficient, and is free of the internal salt fouling problems that afflict raw water cooled engines. It needs no anodes to prevent corrosion, although sometimes the heat exchanger will need corrosion protection on the seawater side. In some exhaust manifold designs the salt fouling problems of the raw water cooled engine are unchanged and these require some maintenance attention.

Indirectly cooled engines use a centrifugal pump for coolant circulation, normally belt driven, along with the alternator, by the crankshaft pulley. The sea water pump is a vane type that may be driven directly from the end of the camshaft or via a separate belt by the crankshaft pulley. The types of pump used in this type of engine were discussed in Part 2 of this series.



Antifreeze

The most common form of antifreeze contains ethylene glycol as the freezing point depressor, although this is gradually being replaced by propylene glycol that is less toxic. Additionally it contains corrosion inhibitors and additives that maintain its alkalinity to prevent oxidation of the glycol to various harmful acids. Glycol based antifreezes are coloured blue, yellow or green, often fluorescent, for identification.

OAT (Organic Acid Technology) is a more recent type that is claimed to have an extended service life of five years. Typically, OAT antifreeze contains an orange dye to differentiate it from the conventional glycol-based coolants. The two types cannot be mixed and special flushing procedures are needed if changing from one to the other.

Antifreeze is sold either in concentrated form or diluted and ready to use. If diluting the concentrated form it is recommended to use de-ionised water to avoid problems with internal scaling of the engine's water passages.

Heat exchanger

The heat exchanger consists of a bundle of tubes through which the sea water passes, which itself is immersed in the coolant. In some designs the seawater passes straight through, in others it flows either twice or three times along some tubes in one direction, reversing in the end caps and flowing back once or twice as necessary. Occasional maintenance may be required to clean the tubes, either by removal of the end caps or the bundle, although the use of a good strainer upstream of the raw water pump will mostly reduce this requirement. If the vanes of the water pump break off they will often lodge at the tube sheet ahead of the tubes.

Some heat exchangers are made entirely from 300 series stainless steels, in which case they normally do not require the corrosion protection of an anode. Others have tubes made from a copper alloy, perhaps brass or aluminium brass, in which case they may require an anode that needs to be inspected and changed regularly.

The tube bundle is separated from the seawater side by either a pair of O-rings (Volvo) or end gaskets. Replacement of the O-rings can be difficult to achieve, in which case it sometimes happens that coolant escapes into the seawater or, in occasional circumstances, the reverse happens and seawater displaces coolant into the bilge. It can be difficult to understand this, as the coolant is under pressure at anything up to 12 psi whereas the seawater is nominally at atmospheric pressure, being open ended. The circumstance that leads to this situation occurs when the exhaust manifold is partially blocked by salts, which has the effect of raising the seawater pressure.

