

# The Venturer

North West Venturers Yacht Club



**The Newsletter of the North West Venturers Yacht Club Ltd (NWVYC Ltd)**

**Gallows Point, Beaumaris, Anglesey. LL58 8YL**

## Commodores Report

Hello everyone and welcome to another Venturer Newsletter.

The sailing season this year seems to have got off to a slow start with many boats launching later than usual. Those that were in the water managed to join in a few weekend cruises to our favourite anchorages of Llanddwyn and Porthdinllaen, with the obligatory bbq and social get together on the beach.

Although the weather generally has been pretty good, some of the weekends saw excessively strong winds and members chose to spend another weekend in the garden instead.

The usual Spring cruise in company didn't attract much interest but a few members managed to get to the Isle of Man individually for the TT and berthed in Peel and Douglas marinas.

The planned Summer Cruise also failed to attract any interest with members choosing to 'do their own thing' instead.

A few long standing members have decided to 'Swallow the Anchor' and sell their boats but I hope they will continue to support the club and join in our social events. Luckily, we have had a succession of new member applications and I look forward to welcoming them all in due course out on the water.

Roy Connolly's excellent promotional video of the club, which has been shared far and wide has generated a huge amount of interest and positive comments. It can be viewed from the following link <https://YouTube.be/KaV8hOu3s10>.

Saturday 30th July 2022, saw the Royal Welsh Yacht Club celebrate their 175th anniversary with a formal dinner dance at the Celtic Royal Hotel. I went along to represent our club as did many other commodores from surrounding yacht clubs. It was a very enjoyable night and funds raised are to be donated to the RNLI.

Our 60th anniversary of the formation of the club was last year during the Covid lockdown so we were unable to celebrate it. The committee did consider celebrating it this year but after careful consideration have decided to save the celebrations until next year, which is the 60th anniversary of the opening of the clubhouse. It is hoped that by then, the after effects of Covid and the reluctance of members to mix socially will have waned enough to make it a worthwhile event.

Several of the Officers on the Board of Directors (Committee), including myself have been in post for 3 years and as per the rules of the club must stand down at the AGM in November.

Report Continued overleaf

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We desperately need volunteers to take over these roles to ensure the smooth running of the club. The club cannot function without the hard work and dedication of the Board of Directors (Committee) and we need members to step up and take their turn. All of the retiring Officers have offered to mentor, coach or assist anyone who volunteers, so do not be put off by the job description. You will be offered as much support as you need.

Please contact me or one of the other Directors if you would like to help your club.

And finally, please make every effort to join in the weekend cruises and get back to what we have missed for the last couple of years - sailing in good company around the beautiful waters of North Wales.

On another subject I have been tidying up the Dinghy store to assist the Membership Secretary in allocating spaces for dinghies and outboards and have identified all except the two pictured below. If any member can assist in identifying the owner then please get in touch with me.



If these cannot be identified then they may be offered for sale at a members bring and buy day at the Committees discretion.



**Andy Stevenson. Commodore.**

## Rear Commodores Report

Reece and I are still without a boat in home waters, but we have enjoyed reading about your adventures during this year's sailing season, which so far has seen some very mixed weather. We did manage our 2 weeks in June aboard Southern Comfort, our boat share, based in Nidri on Lefkada with blue skies and fair winds. We've also had a lovely sail with Sarah Crawford aboard Tacita, her Elizabethan 31. Despite Sarah's many and varied sailing experiences in waters at home and abroad this was her first passage through the Swellies, so it was pretty special.

It hardly seems any time at all since our Start of Season Party which was held on Saturday March 26<sup>th</sup> following a successful Essential Maintenance and Working Party. It was good to see some of our new members there too. The numbers were slightly down on pre-covid socials with 34 booked in. 28 attended as we had a few last-minute cancellations, some due to the dreaded Covid! I really enjoyed preparing the dishes in our galley and our dessert table had some delicious contributions as always. The help I had in preparing the food and setting up the tables, complete with vases of Welsh daffodils, was greatly appreciated.

Derek Lumb gave a presentation on the implications for sailing to Ireland under the Schengen rules. Thank you, Derek, for making things much clearer for us. I know Reece and I are having to keep tabs on our European travel (and there is a handy online calculator which helps). John Lomas also entertained us with one of his famous nautically themed quizzes. Thank you, John for getting the 'old grey matter' working.

**Liz Andrews**

**Rear Commodore**

## House Officer Report

The building and grounds remain in a good state. We had some electrical work done in the showers earlier in the year, and members have been very good about keeping the grass in the grounds from looking like a meadow – thank you to all who have taken the initiative there. The end of season maintenance day on 8<sup>th</sup> October hasn't got a huge list (as yet!) though there are one or two areas that will need a deep clean, outside the scope of our regular cleaner's contract. I'll publish a list of jobs nearer the day.

**Richard Adams**

## Change of Club bank account.

Would all members please note that the Club has now changed to Starling bank and so all money paid in by BACS **must** go to this account.

**Starling Bank, Sort Code 60 83 71, Account no. 97850819.**

When doing a bank transfer or cheque it **must** be addressed to :-

**“North West Venturers Yacht Club Limited” or it will not be accepted.**



### Dates for your Diary

#### End of Season Essential Maintenance Day and Evening Social

Saturday 8th October

Working Party commences 10:00

Bar opens 18:00 Supper served at 19:00

Dave and Jane Warnock will give a presentation on their inspiration and progress in preparing Vida for sustainable sailing.

#### Annual General Meeting and Evening Beach Bonfire / DIY Barbecue

Saturday 5<sup>th</sup> November

#### Christmas Party and Festive Food

Date to be arranged

Further information about all these events will be sent out nearer the date

## NORTH WEST VENTURERS YACHT CLUB



### HOW IT WORKS

### HOW TO ENTER

- You pay **£50 per year** for a number
- If your number is drawn 1st, 2nd or 3rd in the last Saturday National Lottery Draw of each month, you win a prize
- Prizes are awarded in the order in which the numbers are drawn
- Prize values are **£50 (First prize)**, **£20 (Second prize)** and **£15 (Third prize)**
- A special draw will take place at the **Start & End of Season parties**, the first number drawn in that evening's National Lottery Draw wins a **prize of £150**
- Subject to availability of unallocated numbers, you may purchase more than one number

- Check your email for updates on available number then pick a number
- Email [secretary@nwvyc.org.uk](mailto:secretary@nwvyc.org.uk) with the number(s) you require
- Once you are allocated a number, pay before the 21<sup>st</sup> of that month to:  
Starling Bank account, Sort Code 60-83-71, Acc. No 97850819,  
Account Name "North West Venturers Yacht Club Limited"  
Ref. 50 Club
- Renewal is due thereafter annually on the 21<sup>st</sup> of the same month each year

Numbers available at present are :-

4,  
6,  
20,  
24,  
31,  
40,  
41,  
48.

**Members who have anything of interest that might be included in future editions of The Venturer please forward to:-**

**[editor@nwvyc.org](mailto:editor@nwvyc.org)**

***Have you ever thought about electric propulsion on your boat? Well Dave Warnock did and is in the process of converting his. You might have seen his vessel next to the Clubhouse and here is the story so far.***

When are you going to Launch?

That is one of the more common questions from Venturers members as they see us still working on Vida next to the club patio.

Our answers have changed quite a lot over the 3 years that we have now owned Vida. Although the most common answer over all that time has been "Next Year".

Our long-term goal remains to retire in 3 or 4 years from now (at around about 60 for Dave) and sail off around the world with an idea to spend about 5 years doing so. We want to visit some places that could not be considered a direct route, such as the Swedish Archipelago in the Baltic and the Norwegian Lofoten Islands (just into the Arctic Circle).

With that goal, the launch has been delayed by Covid (no surprise there) but also by some of the things we have discovered and some of our changing ideas. For example, we hadn't originally planned to replace the diesel engine with an electric motor before our first launch. However, when we discovered the condition of the fuel tanks and fuel pipes & valves we decided not to spend time and money refurbishing all the diesel supply especially as it would have meant removing the engine for access anyway.

In the last year, we have continued to find original 1977 items that have reached the end of their life. The coffin-sized stainless steel water tank in the bilge was one of those. The welds for the baffles and more were rusting through. That means we have been able to repurpose the bilge space for our 8 Lithium-iron Phosphate (LiFePo<sub>4</sub>) batteries (4 x 120AH and 4 x 300AH). We have built a watertight compartment for them (the bolt-down lid is the new saloon floor) as they don't need ventilation as a Lead Acid battery does.

This summer Dave had a 3 month sabbatical from work (Methodist Ministers get these every 7 years) and spent most of the time working on Vida. As well as working on the battery box we have been working on the fore cabin, the electrics, the chainplates, and the mizzen mast.

We stripped the fore cabin as the bunks were shorter than 6 foot. We now have two watertight "crash" compartments and two extra watertight bulkheads. We created a new chain locker that is nearly 2m further aft with a prototype chain chute. We will be able to have 2 single full-length bunks when it is finished.

We now have the boatyard power via a Victron Isolation Transformer and then a Victron Multiplus II (Inverter/Charger). This is ready for us to connect our batteries and solar panels.

Our rig has needed a lot of work. We had some deck cracking at the chainplates caused by poor backing plates, our chainplates (which were basically custom bronze eyebolts) had some pinking and we had worn toggles, turnbuckles (a strange mixture of bronze and stainless) and by now 10-year-old stainless wire.

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Both masts had some corrosion where fittings had not been properly electrically isolated. So we have stripped and painted both masts and we are replacing all the rigging with Dyneema (including the chain-plates). We have made good progress with this and Dave has installed both AIS and WiFi antennas on the mizzen mast (needed a conduit fitting inside the mast).

At the aft end, we had to fix some problems with the hull deck joint (damaged by davits without proper backing plates) and strengthen the mizzen mast support. We had already reconfigured the aft cabin to give us a permanent double bed with easy access via a new step and seat.

We still have quite a lot to do. Some of the larger jobs are

- To get the electric motor working we need to fit our dripless seal, new cutlass bearing, new propeller shaft, new propeller, an Aquadrive (flexible coupling), the motor mounts and all the wiring.
- once we have the mizzen up we can build our solar panel supports (4 x 215 watt & 4 x 175 watt panels)
- we have to fit the new toerail
- replace all the stanchions with taller carbon fibre tubes ( to match the solar supports)
- finish tabbing in the galley bulkhead
- prepare the main mast with new winches, new clutches, new wiring, VHF and mobile phone antennas, new lights.
- some plumbing and wiring would be a good idea.
- create new built-in water tanks from plywood and glass fibre
- finish the new cabin floor throughout.

So our focus over the next few years will be to do some sailing but continue with the refit so that we can move aboard a “finished” boat as our home with all our stuff at retirement when jobs are harder due to the lack of space.

**Dave Warnock**

## Wayfarers at the North West Venturers Yacht Club

Back in March both Rosetta and Myself took the opportunity to attend the UK Wayfarer Cruising Conference held at Rutland Yacht Club. Being Wayfarer sailors who have years of cruising experience, we recognised the similarities that we share with the NWVYC. These may include cruising in company, the odd beer and the enjoyment of a shindig or two. The event was attended by over 60 Wayfarer owners. Many of the owners have extensive experience of coastal cruising.



We were given a presenting slot to promote the NWVYC and the facilities that we can offer and encourage like minded individuals to come and discover our club and the beauty of the area we enjoy. A good number of contact forms were handed out.

Following on, I was contacted by Gill and Kev Robinson who attended the conference and were sold on visiting, so, on Friday 15<sup>th</sup> July they came over to Beaumaris and launched off the beach with much help from Dave & Jane from Vida with the view to circumnavigate Anglesey. Despite the weather not being great, they still managed a sail up to Puffin Island. They stayed a couple of days before heading off for better weather in Scotland.

Wayfarer complete with tent makes for bijou accommodation.

Kev and Gill posted their adventures with the Wayfarer Association which should encourage more to visit....and maybe look to trade up to something larger. As I write, they have returned again to the NWVYC (must like the set up) and are currently on their way round Anglesey with better weather this time overnighting in the Skerries as they head around.



Wayfarer overnighting in the Skerries

Lets hope that they are the first of many who come over to discover what the NWVYC can offer and maybe tempt them to join our fantastic club.

**Dave Welling**

**Further to the Obituary to Roger Willcock published in the last edition :-**



The friends and family of the late Roger Willcock visited Beaumaris on Thursday 14th July to spread his ashes. They then attended at our clubhouse to see where Roger spent so much of his time and chat to members about their memories of him over refreshments.

Roger's older brother Peter and younger sister Juliet are centre.

**Andrew Stevenson, Commodore**

## Travelling to Ireland on your own boat

Ireland is NOT within the Schengen Area.

The Common Travel Area is a long-standing arrangement between the UK, the Crown Dependencies (Bailiwick of Jersey, Bailiwick of Guernsey and the Isle of Man) and Ireland (CTA) that pre-dates both British and Irish membership of the EU and is not dependent on it.

If you're an Irish citizen living in the UK or a British citizen living in Ireland the Common Travel Area (CTA) arrangements allow you to travel freely within the CTA.

### Cruising to Ireland

Although Ireland is in the CTA, it is also in the EU and so there are some formalities which must be observed when travelling there on your own boat. Passports are not strictly required for travel by British Nationals within the CTA but you may be asked to prove your nationality (particularly if travelling by air) and so you are advised to take your passport.

### Departing UK

You must submit a Pleasure Craft Report to Border force not less than 2 hours or more than 24 hours before departure from the UK. See [Tell Border Force and HMRC you are sailing to or from the UK ...](https://www.spcr.homeoffice.gov.uk) <https://www.spcr.homeoffice.gov.uk> for more details.

### On Arrival in Ireland

Advice from Irish Sailing is: *There is no requirement to notify Irish Customs on arrival but be ready with all your proof of ownership and of where your boat was on 31 December 2020. Fly flag Q as a courtesy and contact the harbourmaster at the first port of entry (or if there is no HM available, phone the nearest one). Harbourmasters' and Customs phone numbers are listed in Reeds Almanac and the Sailing Directions.*

### On departure from Ireland to UK

You must submit Pleasure Craft Report as described above. Note details of crew members are not required if arriving in Northern Ireland from Ireland.

### On Arrival in UK

You must fly a "Q" flag once you enter UK territorial waters (the 12 mile limit)

On arrival call National Yachtline to notify them of your arrival.

You must remain on board until given permission to leave by a Border Force officer. Note: National Yachtline is staffed by Border Force officers

## Other Regulations

The wearing of life-jackets is mandatory in the following circumstances: -

On all craft under 7m in length (unless below deck)

By all persons under 16 (unless below deck)

By anyone being towed in another craft or on skis etc.

They are not required when moored up or immediately before or after swimming from a boat which is not making way.

See <https://www.gov.ie/en/publication/c1a570-lifejackets-and-personal-flotation-devices/> for more details.

This is intended to cover short term visits only. If you keep your boat in Ireland there are VAT implications.

Pets: It is currently not practically possible to legally take a pet into Ireland on your own boat from GB. The situation of taking it via Northern Ireland is a grey area but you would need an Animal Health Certificate and tapeworm treatment administered via a Vet.

**Derek Lumb, President**