

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

Vice Commodores Report

I think it is fair to say that this year's sailing season has been disappointing. Apart from a spell of good weather early in the year, before many boats were launched, the rest of the season seems to have been one Low pressure system after another sweeping across the country, accompanied by strong winds and rain, especially at the weekends. A few members managed to get some mid week sailing in company early on in the season but the programmed weekend events have mainly been a washout. Luckily, a few boats managed to get to the Isle of Man individually.

I tried to take Seagem to Scotland, via the Isle of Man, for an extended cruise but after a lumpy crossing to Derby Haven and an even worse exit from there, I retreated to Port St Mary to sit out the weather for three days. The longer term forecast wasn't very encouraging and I envisaged being stuck somewhere on the Northern Ireland coast awaiting further weather windows. Crew changes would also have been more difficult. My mantra is "Enjoy not Endure" so reluctantly I decided to use the weather window to head home and had a brilliant sail to Puffin Sound in under 8 hours.

The End of Season Party is scheduled for Saturday 7th October 2023 but if the promised 'Indian Summer' appears, it may be worth delaying lift outs for a few more sailing days.

The AGM is scheduled for Saturday 4th November 2023, volunteers are needed to be on the Management Committee and fill vacant Flag Officer roles, so please consider how you can help the club and take it forward.



Andy Stevenson. Vice Commodore

Ian Warren

On Friday 23rd June 2023, the ashes of the late Ian Warren were taken on a final trip along the Menai Straits. Ian's longtime friend and ex Club member Mike Wilks, along with Philip Lockwood a relative of Ian's and part time crew member on Sea Jade, brought Ian's ashes aboard Andy Stevenson's Yacht Sea Gem for a final sail through the Swellies. They had a gentle sail under Genoa in a breezy Southerly to Menai Bridge. On the return journey through the Swellies, after a few appropriate words from Philip, Ian's ashes were deposited into the sea.



Traeth Lligwy, Anglesey ©Getty

We've all been disappointed with this season's weather and frustrated by the limited opportunities to get the cloth up for a sail and the anchors down to enjoy a night or two in one of the many beautiful anchorages around Anglesey.

Eventually, an opportunity for us to sail in company came on 2nd September. 'WhatsApp' planning commenced ahead of a motor sail north towards Dulas. It felt uplifting to be cruising in company again with Panache, Osprey, Seagem, Misty Isle, Sizzler 2 and Stargazer, who joined us for part of the trip, pushing tide up through Puffin Sound and out across Red Wharf Bay.

Andy and his crew Tim briefly attempted a cruising chute while the rest of us enjoyed bobbing along on various sail set ups. It was such a calm day that the engines had to get us to our destination in the end.

We had a quick reccy at Traeth yr Ora

Ora, a beautiful sandy beach between Lligwy and Dulas which features as a coastal walk on Countryfile.com (see map of walk) and Anglesey Hidden Gems.

This beach looks worthy of a walk from Lligwy or a longer trip in the tenders for anyone anchoring here.

As it was such a huge spring tide the fin keelers would have to drop the hook quite far out, so a channel 69 discussion lead to the decision to head to Moelfre, where we anchored amongst several other like-minded yachts. Unusually, it wasn't roly as Moelfre often can be!

In true venturer style, we met on the old (and very slippery as my bruised bottom could confirm) slipway for a delicious bbq and a good chinwag.



Map of the route for the walk in Traeth yr Ora, Anglesey



The conditions stayed calm overnight, with a most spectacular huge orange moon, and we managed a gentle sail to return to moorings the next morning. Several of us tried fishing en route but the mackerel weren't biting. We saw porpoise and a nosy seal around Puffin Sound and unusually horses having a wade on the beach outside the clubhouse. Poor Ed didn't know where to land his dinghy as they kept changing direction in front of him.

Once ashore back at Gallows Point, we felt truly blessed enjoying a cuppa with friends and taking in the spectacular scenery around the home of our perfectly located clubhouse.

How we've missed this. Let's hope we can get at least one or two more cruises before the season ends.

Fifty Club

How it works ;

You pay £50 per year for a number.

If your number is drawn 1st, 2nd or 3rd in the last National Lottery draw of the month, you win a prize.

Prizes are awarded in the order in which the numbers are drawn.

PRIZE VALUES ARE £50 (FIRST PRIZE), £29 (SECOND PRIZE) AND £15 (THIRD PRIZE) AND A SPECIAL DRAW AT THE START AND END OF SEASON PARTIES, WHICH PAYS £150 FOR THE FIRST NUMBER DRAWN IN THAT EVENINGS NATIONAL LOTTERY DRAW.

Subject to availability of unallocated numbers you may purchase more than one number.

To check which numbers are available and to apply to purchase one please email "secretary@nwyvc.org.uk"

Beware of your lack of insurance cover

A salutary tale from John Lomas

One of my least bright ideas in the autumn of 2021 was to buy another yacht. Didn't cost much (initially!). Had it transported by road up to Dinas Boatyard. A motor-sailer (LM24), long keel with added bilge plates to enable it to dry out and take the ground. Engine overheating problems with the Bukh DV20 meant 2022 was a short season. Cured, at a cost, by this year .

"Jasper" was launched in April with help from Mike Hollingsworth and put initially on Chinooks mooring in Beaumaris Bay. My "new" mooring (ex Shoestring, B99) was finally laid a week later and "Jasper" was moved onto it on 27th April by Derek Lumb and myself. I stayed on board that evening to see how the boat dried out. The answer was a 45 degree list to port. I abandoned ship.

The port-side bilge plate had sunk deeply into an unseen area of soft sand/ mud and had become, seemingly, firmly wedged. The result was that by the following afternoon the force on the bilge plate split the hull and Jasper sank (or rather it stayed where it was and was engulfed by the rising tide!).

Eventually, on 2nd May, Jasper was recovered to land by Stan Zalot.

Bad enough? It gets worse:-

The insurance companies surveyor apparently noted in his report that he thought that the hull had been insufficiency reinforced internally when the bilge plates were added. The insurers have refused to let me see his report. My own pre-purchase survey did not mention this as an issue. My policy apparently has a clause that refers to "poor workmanship" and they have used this as justification for refusing to pay for either the loss or recovery costs, claiming that the bilge plates were badly fitted. "Poor workmanship" can of course cover a host of things and provides this company (and others?) with endless excuses to avoid liability.

Matters are ongoing, but I suspect, going nowhere. I have been advised not to name the NW based, well-known and previously well-thought-of insurance company. However, if you are about to insure/ reinsure, beware. Their competitive rates come at a cost to people like me.

P.S.

1. Never ever buy anything with a Bukh engine!

2. Mooring tackle (B99) for sale, £350.

End of season party

SATURDAY 7TH OCTOBER 2023

Menu

- 1/ Roast Pork.
- 2/ Coq au vin.
- 3/ Mediterranean chick pea salad (vegetarian option).

Served with Potatoes Boulangère and roasted vegetables.

A selection of cheeses to follow.

Members intending to attend would you please indicate your choice from the menu preferably using the members WhatsApp portal.

A donation of desserts would be greatly appreciated.