



the Venturer

Newsletter of the **North West Venturers Yacht Club**
Gallows Point, Beaumaris, Anglesey, LL71 8EJ

Events

50th Anniversary Year



A Merry Christmas and Happy
New Year to all our readers



- Sat 31st Dec 2011 New Year's Eve Party and Disco, with DJ Paul Kelly
- Sat 21st Jan 2012 January Winter Event. "To the Baltic with Tess"
- Sat 25th Feb Visit to Holyhead CG Ops Room. NB: max 12, first come first served!
- Sat 25th Feb Winter Event and Chandlery Discount Hour
- Sat 31st March Working Party. 2nd Chandlery Discount Hour. Start of Season Party

Commodore's Au Revoir

My term as Commodore is nearing its end. It hardly seems like six years since I became Rear Commodore, let alone two years as Commodore. During these years I've been involved with a great bunch of people on the committee and I'd like to take this opportunity to thank them all for all the hard work they've put in and for the support given to me. It's invidious to single out individuals for special praise, so I won't – we all know who they are .

Thanks too to all the "ordinary", sorry "extraordinary", members for supporting this, dare I say it, best club in and around the Straits. Whether sailing or socialising, it's the members as a whole who instil the club with its friendly and cooperative ethos of which many other clubs are, I'm sure, envious.

So, my parting thoughts are, let's continue as we have over the past 50 glorious years for the next 50 and more. Good luck and success to the new committee and flag officers as they take up their posts-they can be assured of us "ordinary" members' support.

Finally, Jen and I would like to wish you all a Very Merry Christmas and a Prosperous and Happy New Year with smooth-ish seas and fair winds from a sensible quarter when the sailing season arrives again.

Paul Mountford

What's Inside?



Golden Anniversary Dinner Dance



Annual Awards — Ocean Mood win most pots!



That's a view you don't often get ☺



More strange goings on at Scratch Social

Menai Vice

2011 was a funny old year for us Genesis subordinates.

We were delayed launching due to an unmentionable problem we had with certain pipes not making it outside. Then we spent time being distracted with our heating system – forever working for 5 minutes but then snatching defeat from the jaws of victory and condemning us to some chilly nights at anchor. Finally we got it fixed – just in time for it to become irrelevant as the better weather turned up.

Well, it turned up for a couple of weekends anyway. One of them we had a stonking sail across Red Wharf Bay. Carolyn looked up at our sail and mentioned that the battens were poking out of the leech rather more than usual. I casually, in my mindlessly optimistic way (OK, just mindless), said that after the next tack we would have to do something about it. Next tack – looked up. No battens. Surprising what a difference it makes, the leech flopping around like a flag.

A few weeks later, we had some nice new battens in our sail, marvelous. Then we noticed a problem with our gearbox – at low speeds, it would jump out of gear. Or that was my conclusion – going into astern, and back into forward would re-establish drive. It was fine for hours on end at higher revs. We ignored this problem and thought it would be OK until the end of the season, it already being July, with no major trips planned.

Shortly after, coming into Victoria Dock, we noticed that going into astern did not fix the problem – fortunately within throwing distance of Mark, on one of the pontoons. Little did we know that was to be the resting place for Genesis for the next 8 weeks.

We were given the contact details of Nigel Musgrave,

one of the coxswains on Moelfre Lifeboat, and Marine Engineer of Mor Engineering. We described the problem and he asked us if we had perhaps lost our propeller. I said no chance – it had definitely been popping in and out of gear, so the problem was with the gearbox. Obviously, you understand I am a bit of a gearbox guru. After several weeks dismantling the gearbox and doing insanely technical things to the whirly gig bits inside the sail drive (I did say I was a guru but I haven't got time to explain what all the bits are in this article), Nigel emerged from the engine bay and gave it a go. Not a lot of strain was put on the dock lines. Not as much as you would expect from a 40HP Yanmar anyway.

He asked me again – was I sure there was a propeller? He was actually offering to dive down and have a look, so I thought it better to close off that ludicrous possibility. No propeller was found.

Somehow the aluminium outer of the propeller had disengaged from its rubber giblets and the stainless internals, and had done so intermittently until it finally fell off. Fortunately, within sight of a pontoon and not Cribbin Rock.

We ordered a new propeller and Nigel went underwater again to fix on – not an easy task as there was no propeller to stop the shaft from turning. Oh, and it was under water as well.

Still – all was fixed in time for one final triumphant sail down the Strait to Beaumaris, ready for hauling out. Finally on the last Friday night we waded out at low tide after midnight (in the rain, natch) to await the early morning tide. What a year!

We are looking forward to 2012!
Glen Warburton

Rear View

Since the last Venturer was issued, all of our boats (I think) are on dry land or in marinas for the winter and the club has managed to fit in three social events, all of which I am pleased to say were very well attended.

October 8th - End of Season Party

The Social Committee as usual excelled themselves by putting on a hot buffet of Beef Stew, Chicken Curry, Lasagne, Vegetarian Quiche and a very fancy noodle dish (which for the life of me I can't remember the name of – sorry Georgina). This followed by various Puddings and Cheese & Biscuits and all for £6.50 head. We were

entertained by the Beaumaris Shoreline Skiffle Band who, for a small fee (£100 for seven band members!), supper and a pint or two, played for a good couple of hours in the lounge. In true form, everyone entered into the spirit of things and it wasn't long before we were all having a great sing along. Around midnight the stragglers left for their beds, and Ian and I got our taxi home. My thanks to all who participated, to the social committee who did us proud and in particular Georgina, who, over the last two years has run a very clean, tidy and orderly galley.

Rear View (contd)

November 5th - Bonfire Night

I must admit I was a little worried the turn out would be on the low side as Beaumaris town had cancelled their fireworks and the RNLI cancelled their bonfire on the beach because of the state of the tide. With this in mind it was decided not to have our usual bonfire but to light braziers on the patio.

Des Founds and Mike McCluskey fashioned one full sized and two half sized braziers out of some old oil drums, then spent the rest of the afternoon chopping and sawing around 40 old pallets to feed them. As the day drew to a close the club barbecues were lit along with the braziers and members started to arrive along with the fireworks! I understand both Mike McCluskey and Don Marshall had both recently benefitted from winning the 50 club draw. Very generously they both bought a vast assortment of fireworks for our pleasure. (Talk about money going up in smoke!), these together with other members contributions meant we were able to have our own magnificent display. The braziers were a great success, everybody stayed together on the patio and I swear there must have been almost enough heat coming off them to smelt iron! The unusually clement weather and the usual Venturers support meant it was once again a very busy packed evening. Huge thanks to pyromaniacs Des & Mike for all their hard work.

November 12th – Prize Giving Dinner

This was to be the final (or so I thought) social event of our Anniversary Year. The Tre-ysgawen Hall Hotel in the midst of Anglesey was our venue, chosen for its high reputation for good food, the magnificent hall itself and the beautiful surroundings, not to mention the spa facilities on offer at a discount. The function room was very fitting for our 50th Dinner Dance, huge gold chandeliers, blue and gold banqueting chairs, even gold napkins. Of course, we carried on the theme with our

own finishing touches! Gold helium balloons at each table tied to most imaginative centre pieces of treasure chests made of gold painted coins, shells, starfish (dead ones J), pebbles, and pretend jewellery all in a little box resting in a bed of sand. We also managed to hang our 50th anniversary flags in bunting fashion together with the some of the tapestries. It really was a glorious sight. In total there were 85 people in attendance, with ten official guests from – Traeth Coch SC, Royal Welsh SC, Royal Anglesey SC, North Wales CC and the RNLI, plus other guests invited by members. The hotel did not let us down, the food was of a high standard, and I have not received any negative feedback other than that of extortionate bar prices (which I have to agree).

Following our dinner, we moved on to the trophy presentations, Helian, Ocean Mood and Olimilo hogging most if not all of the racing trophies, Sorana Bocur and Marie Stanley winning trophies for their achievements and services to the club. The ROCK TROPHY went to our Commodore Paul Mountford (again! J). Time was drawing on now so we quickly moved onto our raffle, everyone in the hope of winning one of the fantastic prizes generously donated by our advertisers and one or two other contributors. Finally, for the last couple of hours we managed to get on the dance floor and dance the night away until last orders and our transport arrived to take us home. I think I can say that a great evening was had by all. My thanks go especially to Mike and Debbie Cassidy for the table arrangements and for all of their help dressing the room.

My reign as Rear Commodore is now almost at an end and I can honestly say it has been a pleasure, I thank you all for your support over the last two years, and now look forward to 2012 when I will be serving as your Vice Commodore.

Chris Hynes
Rear Commodore



The Golden Plunger award



The Rock Trophy 'ode' - poetry at its best

AGM Members Forum

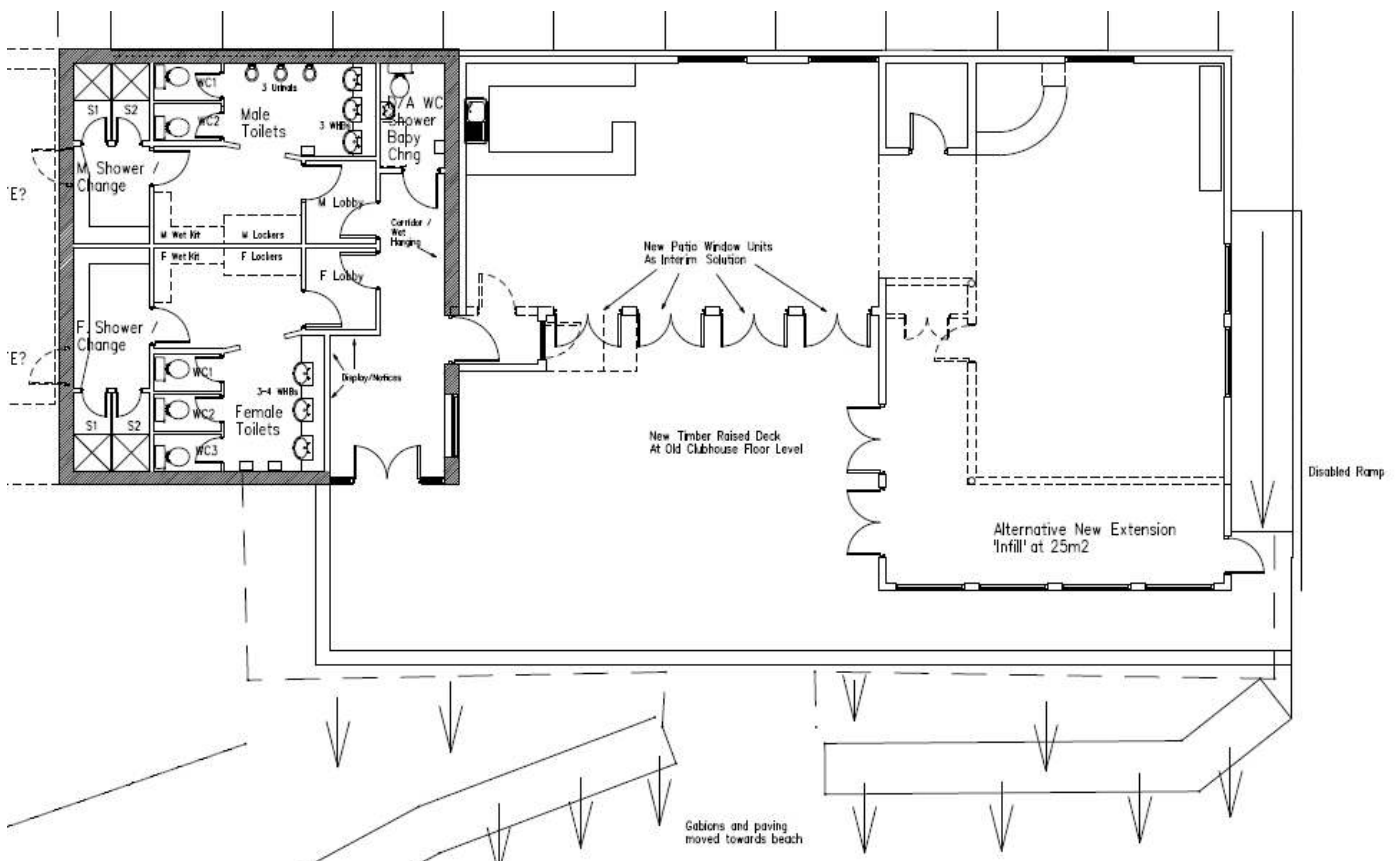
The Members' Forum discussed only two issues – the Clubhouse development and the admission owners of motor boats.

Clubhouse Development

Derek Lumb delivered a presentation on behalf of the Development sub-committee outlining its history since its creation in 2001. He then moved on to the current situation with respect to the Clubhouse. Key developments in recent times have been:

- ABC had become our landlords, replacing Anglesey County council in 2010.
 - ⇒ They are agreeable, in principle, to a 50 year lease for the Club
 - ⇒ They are agreeable to rent increases based on RPI but want a market value assessments every 9 years.
- Surveyed 2001
 - ⇒ Roof in poor state
 - ⇒ Supports for floors in Changing rooms badly corroded
 - ⇒ Otherwise largely OK
- Roof replaced 2002
- Main galley area refurbished 2002

- Current State
 - ⇒ Most windows now in need of replacement
 - ⇒ Cladding in the vicinity of the Oar Store in poor state
 - ⇒ Have been questions over the foundations in the area of bar but Derek Asquith and Derek Jones have investigated and found them to be OK.
 - ⇒ Supports for floors of the Changing Rooms are in now in a very poor condition and fairly urgent action is required.
- Investigations have shown that any new build would need:
 - ⇒ Raised floor levels to account for sea level increases. This would be ½m in 50 years, 1m over 100 years.
 - ⇒ Would need to meet current building regs including energy efficiency requirements.
 - ⇒ In response to a question, Colin Pattinson estimated that the life span of any new build should be about 50 years.
- Options had been worked up for a refurbishment, refurbishment and partial rebuild and complete rebuild with budget costs ranging from £90k to £300k+



AGM Members Forum

A Q&A session followed which covered more ground than is possible to write up in the newsletter.

A more complete write up of the meeting, together with all the current build options for the development are available for comment in the Members' Only section of the website.

The general consensus at the end of the meeting was that the preferred option, taking into account our needs, future expansion – and what we can realistically afford, is that shown in the drawing.

Motor boats

Ralph Morris explained that a few (emphasis on 'few') applications had been received from motorboat owners who the committee were minded to accept as Associate members. Gordon Rutter thought displacement motorboats were already acceptable. Ralph Morris said his understanding was that this applied only to existing Club members who were unable to continue sailing. The discussion covered the usual arguments about:

- Clause 2 of the Constitution says "sailing boats"
- We were behind the times by not accepting motorboats
- There's a big difference between displacement motorboats, speedboats and PWCs
- Using Associate membership as a means of inserting motorboaters is 'cheating'. We should either accept them or not, if necessary by changing Clause 2.
- Most members use their sail boats as motorboats for most of the time!
- Motorboat owners are as human as sailing boat owners!
- Etc!

There was little of the vocal opposition to motor boats which has been in evidence at previous meetings and the general feeling was that the Club should accept a limited number during 2012 and "see how it goes".

There was a strong feeling against speed boats (and by implication, PWCs). Derek Lumb, whilst saying that he believed that the forum could only 'advise' (and not 'direct') the committee, suggested that the committee should be 'advised' to accept up to five (5) **cruising** motorboats as Associate members over a 12 month period starting with existing applications.

Additionally, the committee should be asked to come forward with some recommendations for the next AGM.

These suggestions were accepted by an overwhelming majority of the members present.

Membership Renewal

Please read and check the Membership details held for you on the Club's database and help us keep the information complete and up-to-date. Any corrections can either be made using the website facility, or simply by returning the corrections to the Membership Secretary on the enclosed form.

IMPORTANT — PLEASE NOTE:

If you want to renew your membership at the REDUCED rate, you must do this BY 31st December. The easiest way to do this is via the website (go to <http://www.nwvyc.org.uk/login.html> to login and follow the links).

At the Annual General Meeting, it was confirmed that the membership rates for 2012 would be as follows:

Family:

- ⇒ Entrance fee £65.00
- ⇒ Subscription (after 31/12/11) £102.00
- ⇒ Discounted rate (to 31/12/11) £93.00

Single:

- ⇒ Entrance fee £50.00
- ⇒ Subscription (after 31/12/11) £72.50
- ⇒ Discounted rate (to 31/12/11) £67.50

Single (U25):

- ⇒ Entrance fee £40.00
- ⇒ Subscription (after 31/12/11) £29.00
- ⇒ Discounted rate (to 31/12/11) £25.00

Outport:

- ⇒ Entrance fee £50.00
- ⇒ Subscription (after 31/12/11) £56.00
- ⇒ Discounted rate (to 31/12/11) £52.00

Anchor:

- ⇒ Entrance fee (none)
- ⇒ Subscription £15.00

Dinghy Store

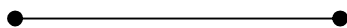
The Dinghy Store charge will increase to £35.00.
Outboard engine storage will increase to £12.00

Moorings - by Peter Brimicombe and Arthur Birtwistle**Introduction by David and Georgie Clough.**

Whilst browsing the club archive copies of The Venturer in the club house one wet and windy winter's night we found the following article. It was in The Venturer of 1969, The Venturer at that time being the Club Year Book, priced at 5 shillings. Given the number of mooring incidents we have had in the Strait over the past few years, we thought it would be a good idea to reproduce it in its original format, and so we make no apologies for the fact all of the sizes are in 'old money'. Some of the issues highlighted will however be immediately recognised by at least 3 current club members!

Thanks to both Peter and Arthur (both still club members, with Peter being a regular visitor to the club during his pre Sunday Dinner stroll) for giving the go ahead to reproduce the article, which Georgie has painstakingly re-typed from the original. Peter at the time was the Mooring Contractor on the Point, and has made the point that the swinging circles today are not as generous as they were at the time of the original article.

Given the world we now live in, neither the Club, Arthur nor Peter accept any liability should anyone decide to use any or all of the information in this article. You should take appropriate professional advice.

**MOORINGS**

BY PETER BRIMECOMBE AND ARTHUR BIRTWISTLE

In the Straits, by far the most frequently cause of damage to yachts and of total loss is a faulty mooring. The September toll is quite a regular feature when we are hit by gales up to force 9 and even 10. South easterly and Easterly gales are the worst and tend to occur either early or late in the season. In our own club, we have had a few losses and many near misses, due to moorings parting whilst one near miss was caused by a Samson post-breaking leaving the top pit attached to the bridle whilst the yacht departed in the direction of the Great Orme.

We should reckon the price of the yacht as including the prices of a suitable mooring and most important, we should reckon on the cost of keeping it suitable. After spending one two or three thousands of pounds on a yacht, it is not common sense to skimp the odd thirty quid on the mooring.

If we agree with that, then we are faced with the problem of knowing what constitutes adequate provision for

the particular yacht. The next section gives broad guidelines, which are not excessive for our particular area bearing in mind it's exposures to the East and South East, also the strong tide in the deeper parts. We have chosen the tonnages that suit the general run of the yachts in the club, and please remember that the tonnage refer to displacement or all up weight, not Thames measurements. So that for example, many 4 Tonners T.M. are 2 tons displacement and in the bilge keel classes many 5 tonners T.M. are under 2 tons displacement.

DRYING MOORINGS**ONE TON DISPLACEMENT**

Anchors	2 x 30 lbs, buried or two sinkers 2 ½ feet diameter well buried.
Legs	2 x 18 feet, ½ inch chain
Swivel	¼ inch galvanised
Bridle	45 feet 5/16 th inch galvanised chain, long links fitted each end
Buoy Rope	30 feet 1 1/2 inch sisal, nylon or terylene(you can't hold thinner rope)

FOUR TONS DISPLACEMENT

Anchors	2 x 1 CWT buried deep
Legs	2 x 30 feet, 5/8 Inch Chain inch chain
Bridle	7/8 inch galvanised chain, long linked fitted each end
Buoy Rope	30 feet 2 inch sisal or 1 ½ inch, nylon or terylene

The mud in the bay is soft and a drying mooring is to be strongly recommended for bilge keel boats for many reasons, the main ones being:-

- ⇒ The mooring can regularly inspected in all it's parts with the trouble and expense of lifting it
- ⇒ Bridles last longer since they lie on the bottom for much of their life and are not subjected to wear during that time.
- ⇒ The drying mooring are generally out of the tide and yachts ride head to wind more frequently than those in the tide; also if children are aboard it is safer out of the tide should one fall overboard.
- ⇒ If it is intended to sleep aboard, mud stays still the water doesn't.
- ⇒ One can always walk ashore at low water if the sea is running too high for dinghy work.

The only disadvantage; that of being aground for part of the tide is not so serious as it might seem since the best time for leaving the moorings for must cruises is when the mud is covered.

Moorings - (contd)
DEEP WATER MOORINGS

TWO TONS DISPLACEMENT	
Anchors	2 x 1 cwt
Legs	2 x 72 feet ½ inch chain
Lower Bridle	30 feet ½ inch chain or 1 fathom more than the depth of water at low water ordinary springs
Swivel	¾ inch galvanised.
Upper Bridle	18 feet of ½ inch chain
Main Buoy	70 inch circumference spherical minimum shackled to top of bridle on 2 foot length of 3/8 inch chain
Pick up Chain	3/8 inches galvanised, 18 feet is the usual length, but it should be enough to enable a proper boson's hitch to be made round the Samson post. It is shackled to the top of the upper bridle and below the main buoy chain. This prevents chafing on the buoy.
Pick Up Buoy	8 inches on a length of 1 1/2-inch sisal. If this is longer than the pick up chain the buoy will conveniently ride away from the main buoy, but the pick up chain will twist it's self around the bridle. If shorter, twisting will not occur, but the buoy may ride closer in.

FOURS TONS DISPLACEMENT	
Anchors	2 x 1 cwt (larger does no harm)
Legs	2 x 72 feet 5/8 inch chain
Lower Bridle	30 feet 5/8 inch chain or 1 fathom more than the depth of water at low water ordinary springs
Swivel	7/8 inch galvanised.
Upper Bridle	18 feet of ½ inch chain
Main Buoy	100 inch circumference shackled as above.
Pick up Chain	3/8 inches galvanised length as above.
Pick Up Buoy	12 inches on 2-inch sisal or 1 ½ inch Nylon or Terylene. Length as described above.

Owners of single keel boats have no choice than a deep water mooring. These have disadvantages mainly connected with maintenance, but also they are further out and a large more seaworthy dinghy is need to get ashore in heavy weather.

Assuming the legs are heavy and laid properly, the main problem is wear on the bridle. The best way to deal with this is to have a lower and upper bridle with a swivel between them. The lower bridle is very heavy and is long enough to reach the surface at low water springs. The swivel is shackled to the top end of this bridle and can then inspected at low water springs. The upper bridle is shackled to the swivel and to the main buoy chain, which is large enough to support fully the total weight of both bridles. A pick up chain long enough to take aboard is

shacked to the top end of the upper bridle and carries a separate small pick up buoy on a buoy rope slightly shorter than the chain.

COMMENTS ON ALL MOORINGS

- ⇒ The weakest points are the shackles; these have an extraordinary knack of coming undone. They should be wired securely with strong galvanised or stainless wire. Better still any which done have to be undone each year should be welded links.
- ⇒ The pick up buoy should be plainly marked with the name of the yacht and maximum displacement for which the mooring is suitable. It is not unknown for Silhouette owners to find 15 ton powerboats "borrowing" the mooring. An idea common in some waters is to fix a label to the mooring when you leave it saying when you are back, this can avoid the frustration of finding someone else on your mooring.
- ⇒ Couylene and Nelson should not be used for buoy ropes unless weighted because they float, best is Nylon or Terylene. Hemp is okay if renewed each year.

MAINTENANCE

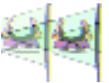
All accessible parts should be inspected as often as possible and not less frequently than once a month. The key points to look for are from the surface downwards: -

- ⇒ Buoy rope or pick up chain- wear or abrasion
- ⇒ Shackles on pick up chain, buoy rope and main buoy on deep water moorings.
- ⇒ Swivels and the shackles on them.

Parts should be replaced before they are badly worn and deep-water moorings should be lifted for inspection every three or four years if they were initially laid to the standard quoted above.

A final word about buoy ropes, particularly on drying mooring; there is quite a lot of it and often it will be used to stop the yacht. So make it strong enough to do that and not just enough to stop the yacht drifting away. This leads to the final section, namely the yacht itself.

Samson posts have been known to break and deck cleats to pull out so always have a second point of attachment. A good strong buoy rope made fast to the mast step is one way, another is to use your jib sheets if they are really strong synthetic fibres. This is done by making the end of the bridle, or the pick up chain, fast to the two sheets forward and then tightening up the sheets round their winches and cleats on both sides.



Scratch Social (3rd December)

Following the AGM and Members Forum it was agreed by an intrepid few that we would have a scratch social in the Club House on 3rd December – Christine agreed to open the bar despite having been heard to say something after the Bonfire night social along the lines of “that will be the last time I’m doing this”. Notices were put up in the Club House and on the event notice board on the web site, and catering was left to each attendee – at that time of year weather can play havoc with members attendances and so organised catering is a bit risky.

The weather was good, and so was the attendance – very nearly 30 member’s being there at the start, including our Past President Gordon Rutter and his wife Marjorie. In true Christmas spirit Paul C-K (Campbell Kelly, not Calvin Klein), Ann and Dave Clough sported Christmas Hats, and Gordon had a pullover on that looked rather like Colin Firths’ in Bridget Jones’ Diary. Dave Clough was OOD, and all had been asked to bring a party game along with them. After everyone had eaten (a combination of take-aways, cooked meals, warmed up ready meals and pies (special pies because they were black after Ian had warmed them up for an hour and half) everyone gathered in the extension for the fun and games.

It is amazing what you can do to keep a gang of nearly 30 adults amused with a pack of balloons, some large baking potatoes, a cardboard box, some spoons and some red & white hazard tape! You can try and work it out for yourself from the photos. Those who lasted the pace finished off the evening with a game of backside volleyball - girls versus the boys. Not sure who won in the end, or even what the rules were, but laughter and plenty of bodies rolling around on the floor was the result.



Thanks to all that attended and made the evening a lot of fun, and to Christine and her helpers for running the bar. Maybe that was the last time that Christine would open the bar.....



Dinghy Store

The administration and allocation of positions in the Dinghy Store has now transferred to the Membership Secretary.

A reminder that Dinghy Store fees are due by 14th February. Fees for 2012 are £35 for dinghy plus outboard, and £12 for outboard only. If anyone has not paid by 14th February their position will be offered to the next person on the waiting list. The current waiting list is as follows:

Rob and Liz Parry	21 April 2009
Nigel and Ann Hackney	02 June 2009
Bob and Carol Scott	07 July 2009
Paul Kelly & Soran Bocur	22 August 2009
Jerry Jago and Denise Lewis	30 November 2009
Ray Carroll	10 April 2010
Paul Campbell-Kelly	02 January 2011
Chris and Pauline Hughes	09 April 2011
Terry and Phil Greetham	25 April 2011
David and Janet Rose	22 May 2011
Mick and Debbie Cassidy	05 November 2011

Payments should be made to the Membership Secretary together with your subscription renewals.

If you think you should be on the list and are not, or if you wish to go on the list please contact the Membership Secretary.

Bosun's Corner

Dinner Dance Raffle Prizes

Yet again the local community came up with some excellent prizes at the Dinner Dance. Whether you wanted your hair done, lunch, your mooring maintained or your bottom power washed there was something for all. Many thanks to all those who generously donated prizes. The full list is (in no particular order):

Holyhead Marina - 2 nights berthing at Holyhead Marina – Susan Cooper.

Yachting Monthly - 12 months subscription to Yachting Monthly – Paul Gelder (Editor) – IPC Media.

Caernarfon Harbour Trust - 2 nights in Victoria Dock – Richard Jones.

ABC Powermarine - 2.5lt Cruiser Performer Anti Foul – Rupert Jones.

Beumaris Marine Services - £20 off a mooring repair – Dave Jones.

Ceri A Morus - £30 salon voucher valid across 4 Aveda salons in N Wales.

The Boatshed - £50 voucher from the Boatshed Y Felinheli for goods or services – Lesley and Stephen.

Starida Sea Services - Free Power Wash on lift out – Stan Zalot.

Tre-Ysgawen Country House Hotel and Spa - Sunday lunch for two in the Restaurant.

Practical Boat Owner - 12 months subscription to Practical Boat Owner – Sarah Norbury (Editor) – IPC Media.

Dickies of Bangor - Hand Held Wind Anemometer - Bev Jones.

IMRAY - 2012 Cruising Association Almanac and an Irish Sea Pilot - Ian Rippington.

The White Lion Hotel & Restaurant - £50 voucher for Dinner for Two - Karen and David.

Please mention NWWYC when using any of these companies – their support of NWWYC helped us to raise over £300 from the raffle.

Life raft Servicing and Sail Laundering

All sails and life rafts have now been collected from the clubhouse – my thanks to Ian Hynes and Derek Lumb who gave up their time to supervise the collection. They will be returned to the Clubhouse immediately after the March Winter Event, and should be collected by the owners. Could I please ask that members make arrangements to settle promptly upon receipt of invoices from The Boatshed / Nor West, as the club cannot claim its commission until all members' outstanding invoices have been settled.

There was an orange bag containing 3 small sails which

had been lying about in the clubhouse for a number of months. If you know who it belongs to please let me know – it has found its way to The Boatshed, and if not claimed will be disposed of. There were also 6 bags without a collection form attached – fortunately The Boatshed have recognised the sails, and have married up sails to owners.

Local Chandleries

I know I'm always going on about local chandleries, but they do provide a local service, and are open at 3.00pm on a Sunday afternoon when you need something urgently. Dulas have a decent range, Dickies are now up and running again, albeit with a much reduced range until a new building comes along, and ABC have been making improvements to their range over the past year. Unless you ask them, they won't know what we yotties buy – e.g. ABC now stock NASA wind cups on the back of a member earlier this year wanting a set. Did you know ABC now sell cable crimps singly, cable terminals, and individual drill bits for when you snap your 3mm drill which you were using because you had already snapped the 4mm one? Don't just look on the shelves – ask! They are all in a box behind the counter.

Thinking of buying off the Internet? Checked with Dickies / ABC what price they can do for you? They may not be able to match the Internet price, but they will get as close as they can, and then if it goes wrong under warranty you don't have to send it back to Inverness or Southampton. Please bear in mind that some on line sources sell product such as Anti Foul at a loss in order to gain business for other items, but won't sell you a bolt at 3.00pm on a Sunday, nor do they support the club through Discount Hours, Raffle Prizes and Flare deals (there I go again, but I feel better!).

PS – don't forget to make sure they know you are NWWYC – either mention it, or buy and wear a NWWYC Rugby Shirt or Hat when you go in!

Flares

The Club had prices in from ABC and Dickies, and for the 3rd year running, ABC have been selected as our chosen supplier. Because of the ordering / production schedules of the manufacturer, ABC had to place an order in November to get the very special prices on offer to NWWYC members. They therefore have limited availability at the special prices, but once stocks are exhausted they will still be able to supply at a discounted price that will still save you money against current Mail Order pricing. The special price stock will be available on a 'first

Bosun's Corner (contd)

come first served' basis, and ABC require a £10 deposit with order. The balance will be payable upon collection – you must collect the Flares prior to 17th March 2012.

Because of the very special pricing we have details/order forms are only available on the notice board in the clubhouse, upon request to bosun@nwvyc.org.uk or by calling Dave Clough on 01785 613161. Order early to avoid disappointment.

Chain

A reminder that final orders need to be made before the end of January.

Island Yacht and Chain Services of Shrewsbury is our chosen partner, and they will deliver to Gallows Point free of charge so long as we get sufficient orders placed. Test certificates are also available for all the mild steel chain supplied which mainly comes from France – no cheap Chinese rubbish. Stainless chain is also available, as are mild steel shackles and swivels.

How does it work? There is an un-priced price list in the clubhouse. E-mail your requirements to me at bosun@nwvyc.org.uk, and I will forward to Island Chain so they know you are a NWVYC member, and they will give a direct quote for your needs. Once we have sufficient to get free delivery to Gallows Point I will let you know. You then order directly from Island Chain, and arrange payment. The club will invoice you for 5% of your order value (inc VAT) as club commission (Island Chain's prices for NWVYC members are some 30% less than buying directly from them as an individual).

The chain offer hasn't worked well (from my administrative point of view) for the past couple of years, mainly as a result of orders coming in over an extended period of time, so please get your orders in early!

Bosuns Store on the Web Site

By the time you receive this Venturer the updated Bosun's Store pages should be up and running on the new Web Site, but as at early December they are still the old pages (and prices!) and so are not valid.

London Excel Boat Show Ticket offer – you can't buy cheaper!

6th / 15th January 2012

Your Bosun has access to discounted tickets for the London Excel Boat Show. I am offering a 'can't buy cheaper' guarantee with a ticket price of £10



each (standard price is £16 in advance, £20 on the gate). And remember, there is no booking fee to pay when ordering tickets through NWVYC, and the tickets are valid on the preview day, 6th January (normally £21 in advance, £25 on the gate).

If you intend going, it is important you purchase tickets through the club to ensure we continue to get these tickets - they are only available to a limited number of clubs, and we are very fortunate to be one of them. To obtain tickets e-mail bosun@nwvyc.org.uk or contact the Bosun by telephone .

ABC Discount Hours

Yes, plural – hours, not hour. Following the success of last year's Discount Hour, ABC have agreed to run two for us this year, which will coincide with the February and March Winter Events. Keep your eyes peeled on the Club Notice Board and on the Events Notice board on the new Web Site for full details. Extra special offers on Anti Foul will be at the February event, and Ropes at the March event in addition to the special discounts on offer.

Code Flags

Did you buy a set of code flags earlier in the year and don't foresee another immediate need for them? I may have a possible buyer – please contact me for the buyer's details.

Boat Jumbles

I've now received the 2012 Boat Jumble Calendar from the National Boat Jumble Association. The following are the 'local' Jumbles in the earlier part of the year.

Sunday 5 February 2012. West Midlands Boat Jumble. Open 10AM. The Three Counties Show Ground, MALVERN, Hereford & Worcester, WR13 6SP

Sunday 29 April 2012. Beaulieu Boat Jumble. Open 10:00. The National Motor Museum, BEAULIEU, Hampshire, SO42 7ZN.

Monday 7 May 2012. Preston Boat Jumble. Open 10:00. Near GARSTANG, Lancashire, PR3 0TB
Admission – all £3 bar Beaulieu which is £8.

I don't have a date yet for the Middlewich Jumble.

New CCC Sailing Directions series

Clyde Cruising Club Publications and IMRAY are pleased to announce the merger of the Clyde Cruising Club Sailing Directions with Martin Lawrence's Yachtsman's Pilot series. The first of these new merged editions, Firth of

Stop Press - Special Offer

Due to Bosun Boo Boo, I have a **brand new** edition of Admiralty Leisure Folio SC5601 East Devon and Dorset Coast, Exmouth to Christchurch. RRP is £44.30, price to clear from the Bosuns Store is £29.00.

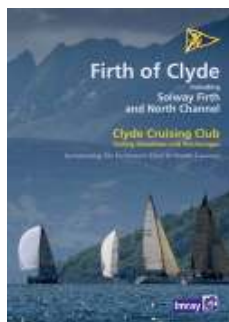
Bosun's Corner (contd)

Clyde, will be launched under the Imray imprint at the London Boat Show on 6th January 2012.

Whilst the format and many of the familiar characteristics of the CCC Directions have been retained, the content has been fully revised by the CCC editorial team. This major new edition combines text, plans and photographs from both the CCC Sailing Directions for the Firth of Clyde and Martin Lawrence's popular Yachtsman's Pilot - Clyde to Colonsay.

As before, Firth of Clyde extends beyond its titled area to the North Channel and the coast of Northern Ireland (Rathlin Island to Belfast Lough), and on the Scottish side southwards from Stranraer to Portpatrick and beyond to the Solway Firth and Cumbria. Although the Isle of Man is no longer covered, the new book includes details of the developing Glasgow Harbour area and the many new marinas that have been established on the Clyde since the last edition was published.

With a soft cover, spiral bound, A4 format, the new book is almost 50 pages longer than its predecessor. RRP will be £27.50. Updates and amendments to the new book will be posted on the CCC's website and also on www.imray.com. NWWYC members can purchase copies from the Bosun's Store at the special member's price of £22.75.



And finally

I'm handing the job of Bosun over to Paul Kelly on 1st January. After nearly 7 years as Bosun it's time for a change. I'm sure Paul will have new ideas for things to purchase and sell. No longer will you have to lurk round corners, or hide in doorways if you seem me approaching, receipt book and briefcase in hand. You are just going to have to find another excuse to avoid me!

Many thanks to all of you who have helped me directly by acting as receivers/ collectors of goods, those who bought Charts, Pilots, Almanacs, Polish, Lights, Hosepipes, Anoraks, Brushes and Grease. Thanks even to those who didn't buy anything (Paul has my list by the way) and to all of you for making the job so enjoyable – the banter, the extortion (and that was just getting money out of John Lomas for things he had genuinely bought). And thanks too for the support you have given me and therefore the club.

Bosun
December 2011.

50 Club December 2011

October

- 1st – N.W.V.Y.C. - £50
- 2nd – Ed and Margaret Hopkinson - £20
- 3rd – David and Pam White - £15

November

- 1st – Ian Warren. - £50
- 2nd – Jean Lumb - £20
- 3rd – Joe Presford and Gill Kent - £15

There are 2 more draws left in the current club, December and January.

The 50 Club is being run again in 2012 to help raise money for the redevelopment of the clubhouse. To date over £1,100 has been paid out as prizes, and the club is nearly £1,000 better off.

How does it work? You pick an available number between 1 and 49, and pay £50 for each number (there is no limit on how many numbers you can have). On the last Saturday of each month (starting in February), using the draw order from the National Lottery, prizes will be awarded as follows;

1st drawn number - £50, 2nd drawn number £20 and 3rd drawn number £15. Any number drawn not purchased by a member will be deemed to be a 'club number' and added to the club reserves. Membership lasts for 12 draws, or until end February 2012 whichever is the earlier. Your chances of winning a monthly prize are 1 in 17. There will also be a 'mega draw' made at both the start and end of season party's with a single prize at each party of £150.

Numbers are available for purchase by telephone, e-mail or in person to David Clough (who is continuing to run the 50 Club). Payment may be made in full, or by 4 instalments of £12.50 (payable by post dated cheques). Note that existing members will have first choice of numbers in the new club up until 1st January, after which numbers will be allocated on a first come first served basis. A list of available numbers will be displayed in the Club House from January.

In the event that we fail to sell sufficient numbers any monies collected will be returned. Full terms and conditions are available upon written request to the Club Treasurer or David Clough.

Photo Miscellany

End of Season Party—Beaumaris Shoreline Skiffle Band



ABC's new boat hoist lifts Hwll Dda



Golden Anniversary - Dinner Dance



Ocean Mood sweep the board (almost)



Dinner Dance - the winning team confer



Scratch Social, Dec 3rd

