



the Venturer

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

Events

50th Anniversary Year

Sat 9th July	Family Fun Day at clubhouse (OOD Dave Clough)
Sat 16h July	Pen y Parc (OOD Paul Morton)
Sun 17th July	RNLI Day with Helicopter 122 (<i>see comments in 'Menai Vice' on page 2</i>)
Sat 30th July	Porth Eilian (plus Round Anglesey Race)
Sat 6th Aug	Abermenai. Start of Summer Cruise.
Sat 13th Aug	Porth Dinllaen

Commodore's Comments

Well, what a great day that was! Whilst our Grand Parade of Sail turned into a Grand Walk Past there was no doubting the enthusiasm of all the skippers and crews who took part or of the invited guests and past and present members who viewed the spectacle from in front of the clubhouse.

So far as the weather went, I can only blame Vice Commodore Glen who, a few months ago, announced to the world that he had personally arranged fine weather for the day. Now, we all know that Glen is a God to many, what with his tall and handsome features and his macho image as part of the lifeboat crew, but, to the Weather Gods, he is merely a minor deity. They clearly took exception to his presumption and paid him, and us, back with winds of such strength that at one time it looked as though the marquee would do a fly past over the bay!

Anyway, weather notwithstanding, it was a great day thanks to so many people - it's almost too invidious to name any of them. However, I must say a very special thank you to Rear Commodore Christine Hynes for organising so much and taking the stress away from me and for Glen and Lee Downes for sorting out the arrangements for the Parade of Sail, which I'm sure would have been a grand sight had it happened.

Thanks too, to Ralph Morris for the book and his and Dave Clough's input into the guest lists and many other matters. Also, Alan Hollingworth for his Health & Safety advice, Alison Pattison for her help with the press and the Sewing Circle for the

continued overleaf

What's Inside?

50th anniversary reports and pictures



Early Summer Cruise to Isle of Man



tapestries. Although we didn't make use of it in the end, the Royal Anglesey Yacht Club made their launch available to us to help get Grand Paraders on and off their boats, for which we are most grateful.

Finally, thanks go to everyone else who helped in any way to make the day such a huge success and to everyone who came along to share our special day. I think we

proved that we have a club we can all be proud of, that we can adapt and improvise when necessary and have lots of fun in the process.

Well done, everyone – here's to the next 50 years!

*Paul Mountford
Commodore*

Menai Vice

The biggest thing to report is the party we had for the 50th. The barrel of beer disappeared soon after we declared the sail past a bad idea - if I had known I would have got two or three of them!

I was startled at how the weather had turned against us - when Paul, Lee and I went to check what the wind was like at the end of the Point, we could hardly stand up let alone contemplate asking people to go out to their boats and start dressing them. Maybe we can arrange another date for the sail past so at least we have some video footage. A couple of boats made it out on the day anyway, to contrast with the Walk By we did on land.

I must thank Simon Bunting and all the crew on the day for their effort in getting the lifeboat to the Point and putting on a display. The relationship we have with them must be the envy of many a yacht club.

The weather predictions appear to have gone rabid earlier this year - last year they held off until the summer cruise. Oh well, us Venturers are made of stern stuff and it doesn't seem to have stopped us going out. This determination seems to have been rewarded by sud-

denly appearing weather windows of sun and calm, as evidenced by last weekend's calm conditions anchoring at Moelfre.

The next big thing on my horizon is the RNLI day on Sunday 17th July. We've had to work around the availability of the Lifeboat and Rescue 122 - fortunately we've managed to book them both up for the Sunday. Our new Lifeboat Operations Manager has had a lot to do with that, very much appreciate his help. And of course, Simon Bunting, who will be the Lifeboat helm for the day, and has helped organise it.

Once again the crew will be called upon to give up part of their weekend for us. This day coincides with the planned cruise to Pen y Parc on the Saturday. As we can only accommodate 3 boats on the day for training, this means there is something for everyone to do. Of course, you can hang around on your boat and watch the helicopter and lifeboat buzz around if you wanted to stay in Beaumaris!

Looking forward to seeing you out on the water.

Glen Warburton

Rear View

Chris Hynes, Rear Commodore.

Hip Hip Hurray, I have lived to tell the tale of the social activities surrounding the Grand Parade of Sail, something which at times (in my mind) was in serious doubt! You need to understand that I am not a natural planner and I certainly had no idea of the amount of work that would be involved in organising such an event (just as well really, otherwise I would have probably chickened out!).

Many many months of planning went into this day and for a long time the event was such a long way off that my preparation was almost leisurely. A marquee was ordered and the caterers were booked, sparkly wine and refreshment chosen - easy! And I thought to myself that my bit was almost done. No chance! As we got

nearer and nearer the date more and more questions arose as to how we were going to execute it all. Having never done anything like this before I can tell you that at times it was a nightmare coming up with answers to questions like - How do we manage the car parking? What will we use to decorate the marquee? Who will manage the bar? What if it rains? Where will everybody sit? How will we know who's paid for what? Have we ordered enough food? One of the biggest questions was - How many people do you think will want to come? Well, how long is a piece of string! Let me tell you that at one point I did put my head in my hands in despair and say the words 'I don't know'!

The day before the event was pretty miserable - very

wet and windy, a band of volunteers were working outside – painting steps, clearing the patio, shifting furniture etc. Jenny Partington and I were decorating the marquee with balloons and dressing the tables when we noticed a large pocket of water gathering in an overhang of the main entrance. No problem there, let's get rid of it. Jenny stood underneath with a bucket and I got a broom handle to tip it out – you guessed it – the water missed the bucket and gave Jenny a right old drenching. Fortunately our President's wife has an excellent sense of humour and we both ended up doubled up with laughter. After some 9(ish) hours there was nothing more that could be done other than wait for the day itself so it was off home for an early night (preceded with a very large whiskey – medicinal of course!).

At last D Day finally arrived – I was up with the larks having not slept very well - anxiety and stress levels were off the scale at this point and I think Ian was worried I was on the verge of a nervous breakdown! The weather report was atrocious but (sorry Glen) I really couldn't allow myself to be concerned with the sailing as well as the social so I put it out of my mind, happy to let others manage this one!

By 9.30am Ian and I were in the club house which was already busy with volunteers waiting for instructions. The morning was spent making final preparations such as stocking the bar, putting the sparkly wine on ice, setting up the audio system and briefing volunteers on their roles. (The answers to many previously asked questions often becoming clear as a situation arose!). There was nothing more I could do at this stage, it was now all out of my hands so I began to relax and enjoy the day as our visitors began to arrive. How lovely it was to see old acquaintances meeting up again after many years, greeting each other like long lost friends and watching past and current members mingling with each other with such ease. Even the weather which prevented a mass sail past (with the exception of the very brave or very mad? members venturing out in that wind and those waves), did not spoil the event. Like the Venturers I know today, in true spirit, everybody made the very best of what we had available and made the most of it. The food followed in early evening and was delicious and plentiful. The one way system through the bar and galley worked really well considering the amount of people there. (Not sure who's brainwave that was!). The disco that followed in the marquee was also well attended with plenty of dancing and drinking till midnight as planned. Finally, the day came to a close, there were lots of tired faces, aching feet and bones but these were also happy faces having wit-

nessed this event so successfully coming together after much planning and organisation.

I can tell you that 170 name badges were made (a few were never claimed, mainly from late cancellations) and we also had members and guests turn up just to watch the event and purchase refreshment on the day whom I had no idea were coming and so didn't have a badge. So in all we may have seen close on 200 people pass through the club at some time of day or other.

This day could not have been more successful had we tried and I thank all of you from the bottom of my heart who volunteered to help in any way – I really couldn't have managed it without you.

Finally a couple of special mentions to :

Ian – my long suffering husband who has had to eat sleep and breathe this event with me over the many months and has somehow managed to keep me sane.

Ralph – for your IT skills and assistance, we would have all be wearing stickers otherwise

Dave C – For your practical mind and skills which kept everything at ground level and sensible

Derek L – For the video which had young and old alike spellbound (*Ed: see Bosun's corner if you want a copy*)

Chris Hynes – Rear Commodore

9th July: Family Fun Day (and more)

Events will be as inclusive as possible whether you are one of our younger members, or one of our retired members. Spectators are welcome, but expect to get involved! (and perhaps get wet). Bring as many children / grandchildren and great grandchildren as you can.

See May Venturer for full details. Picnic lunch @ 13:00, official activities will start at 14:00, and will be over by 17:30. Bar will be open from 12:00 til 15:00, & from 18:00 until late. Lunch will be a 'bring your own picnic', and in the evening the club barbeques will be lit for a DIY barbeque.

Dave Clough OOD

'THE COCKTAIL COMPETITION' will follow Dave's fun and games in the club house with judging at around 8.00pm. This should give you all plenty of time to concoct your recipes and perfect your presentations. A reminder that these can be either of the soft variety or alcoholic. This event is particularly popular with the judges (I wonder why!), so please do join in and let your imaginations run wild.

Training Courses

Nearly time for Withdrawal Symptoms?

Around about October most of us start to feel the need to get back to boating in ways other than scraping anti-fouling, polishing and burying our heads in the bilges. Extending our skills in the company of other Club members could solve the problem!

The Club is registered for almost all the RYA courses, the exception being Sea Survival – but we can offer that through other local providers. So if you want ANY RYA course, let me know and, if we get the numbers, we will run it. Our costs for each course are fixed, so cost to individuals depends on numbers – I can guarantee that it will be less expensive than a commercial course.

- ◆ **Essential Navigation & Seamanship:** If you are new to it all, this is a good place to start. It's a one day course and includes the basics of GPS, chart plotters, AIS and RADAR. Around £40 per person.
- ◆ **Day Skipper Theory:** The first of the "skipper" courses; includes the rudiments of preparation for sea, deck work, navigation, pilotage, meteorology and rules of the road, plus lots more. The course takes 5 days over 2 or 3 weekends. Cost, including the RYA certificate is in the region of £250.
- ◆ **Coastal Skipper/Yachtmaster Theory:** You need a bit of experience as a skipper for this course, including a couple of night passages and time as skipper. It extends the basics of the Day Skipper course, with Passage planning, Preparation for sea, Navigation, Pilotage, Passage making, Collision regulations, handling adverse weather conditions and emergency situations to a higher level. The course needs all of three weekends (6 days), involves some homework and exercises the brain.
- ◆ **VHF:** Everyone who sails regularly should have a Short Range VHF certificate. It is a legal requirement if you operate one. If you have a certificate from before the introduction of DSC you should really take this again as a conversion course before installing a DSC radio on the boat. It's a one day course and costs around £40 plus the lifetime licence fee of £30 (£70 in total).
- ◆ **Diesel:** This teaches you how your engine works, how to keep it healthy with basic checks and maintenance procedures, and how to get it started again in the event of a breakdown. A one day course, this is limited to six members – Cost is around £80.
- ◆ **RADAR:** How the radar set works, how its adjustments and features affect the way it works, target

definition, radar reflectors, types of radar display, radar plotting, the use of radar in navigation and collision avoidance. Yet another one day event, interpreting those circular blobs into land, rain and fast approaching ferries.

- ◆ **First Aid at Sea:** One day course, valid for 3 years, approx £50, includes course booklet + RYA certificate.
- ◆ **Sea Survival:** We arrange this course with Plas Menai – it's a day exploring all those things you hope you will never need to know!
- ◆ Last but not least, because we already have almost a full course – **Yachtmaster (Ocean)**.

I would really appreciate an email if you are interested in any of the courses to help me plan the Autumn programme.

Ralph Morris
RYA Training Centre Principal
training@nwvyc.org.uk



Committee 2012

Wot! – so soon?

Not quite yet, but we need all our members to think about the POSSIBILITY of joining the committee. During this Anniversary year, a lot of non-committee members have done a huge amount of work. It is an understatement to say that our Anniversary Day (21st May) would not have happened as it did without them.

Next year, several people, for various reasons, will no longer be available for the committee. Some have been there for so long that they feel it is time to step away, others are finding that home life is not allowing the time needed for Club work.

This year I took over the Secretary role, when Charles Townley found that his other commitments would not allow him to continue in the role – and I would very much like to hand the job over to somebody else so that I can concentrate on Training. Other officers would also like to relinquish their positions.

So please start to ask yourself whether you might be able to offer something to the Club as it enters its second 50 years.

Ralph Morris
Hon Secretary

Races Reports and Results

ASTRADOR CUP, April 30th

Only three Yachts entered the Astrador Cup this year due to the strong wind forecast, 16 to 21 kts from the N/NE gusting to 30 kts.

Sarico, Olimilo and Helian decided on Friday night that it would be wind with tide, and so should be a good sail without being too rough.

At 10:30 Sarico and Helian approached the start line of Ten Foot and Dinmore with only seconds between them and Sarico leading the way, Olimilo were late and not yet in sight.

Both Yachts had a good sail over Red Wharf Bay with Point Lynas fast approaching, all calm there as wind with tide, Amlwch next with East Mouse kept on the port side, Porth Wen was passed about 1.5nm offshore to keep the sails full, until gybing back towards Cemaes Bay. Harry Furlong's next followed by another Gybe and heading towards the Skerries with Olimilo passing on the port side doing about 12 kts (good job they started late) Helian held this course until we could gybe and head for Carmel Head and then into Holyhead Bay, allowing for the push of the tide as we went so as not to be pushed to far into Holyhead bay and the finish line.

On rounding Carmel head and the finish line in site, the wind rose to 25 kts, gusting to 31 kts, all we could do was ease the main, Sarico slowly made up some ground until coming into the bay, Olimilo were well on the way to the line, all three yachts were rounding up in the gusts and then going back on course as the wind dropped (back to 25 kts)

On crossing the finish line, I called Holyhead marina to book a berth, and so ended the first race of the year with results as follows:

1st, Helian, 12320.
2nd Sarico, 13333.
3rd Olimilo, 14488.

James Berry, 11th June

Well, what a turn out, 12 Yachts on the start line with only light winds forecast, should have been about 7 kts of wind from the SW / W, but unfortunately there were only, er, 0 to 1 knot from various directions, but to be fair, mainly SW.

Helian did the start routine with one blast at 09:55, one at 09:56, one at 09:59 and then we were off with the last blast at 10:00.

Talk about paint drying, good job the tide was with us or nobody would have past the start line for 10 minu-

ets! Genesis went straight into gear and motored over the line saying they would see us at Moelfre, Shoalbird drifted the wrong side of the first green channel marker ending his race, followed later by Ocean Mood, Arabella and Sarico, the latter under Cruising chute. Most Yachts had dropped out by the time Helian arrived at Puffin sound, leaving Dansa, who had passed through Ten Foot and Dinmore, followed later by Soay and Helian, Soay retired as still only 1 to 2 kts of wind.

Dansa called to say they had wind in the bay, so Helian slowly went on, time, 12:45, yes 12:30 and only just through Ten Foot and Dinmore.



The wind did pick up, but we had to tack to make a heading to Point Lynas, by 13:15 Helian was doing 5 to 6 kts close hauled over the ground with 11 to 13 kts of wind, at least we were going to have a decent sail, even if we didn't finish the race.

Helian called Dansa at 14:10 to ask for a finish time, but unfortunately they still had about half a mile to go, and didn't know the race had a time limit of four hours, so, well done Bernie and Shirley for getting so far, sorry about the time limit.

No Yachts finished, so the race will be rescheduled.

Lee :-)

Re-arranged Dates:

Due to Poor weather (or lack of weather at all), the following revised dates have been set:

Walton Shield, 27th August.

Trilogy Trophy, 28th August.

James Berry, 24th September

Lee Downes

First Summer Cruise & SEAMINT TROPHY

The first summer cruise was to include the Seamint trophy, but due to strong winds, it was delayed until Monday 30th May, with yachts doing a sail to Moelfre on the Saturday and back to the Moorings on the Sunday.

Monday started with Rain that looked like it would last all day, but the forecast gave it stopping by 12:00, with winds from the SW going W 3 to 4.

Yachts racing were Ocean Mood (after some early trauma with the starter motor not wanting to go anywhere!), Good Knews, Osprey and Helian, latter meeting up with True Brit in Douglas, who left from Cemaes Bay on the same day.



Osprey leading the way (briefly)

Osprey crossed the start line first at 09:42 with Ocean Mood, Good Knews and Helian crossing the line at 09:45, by 10:30 the rain had stopped, followed by the sun breaking through the clouds and the yachts making good time, as OOD I kept in contact with the other three yachts, making sure everyone was OK and there were no problems. The weather kept fine for the whole



But soon GK sweeps past

passage and it was the first time Helian had been able to sail the whole way with no motoring.

All yachts were booked in on the pontoons in Douglas on the passage over with Helian arriving first and going

on the holding pontoon, to wait for the others to arrive and help them to raft up, order of arrival were Good Knews (also Millie with Colin on board), then Osprey and Ocean Mood. The first bridge lift was booked at 20:45, but was not lifted till nearly 21:00, when we all went to our berths except GK, who had been double booked and had to raft up to another boat for the night.

Tuesday was a day of rest, except for GK, who were given another berth to go to, so we all helped with this, then went for breakfast, followed by a walk around Douglas, then off to see the bikes going around the course in the evening.

Wednesday and OM were up the mast trying to replace a damaged cruising chute halyard, GK had every sail on the boat up to see what they looked like, Helian washed the decks and Osprey were off on the bus. This was followed by OM and Helian catching the bus to Kirk Michael to meet up with John, an old friend, followed by a buffet lunch, after this we were back on the bus to Peel, where we heard somebody calling us, and there were Bernie and Shirley off Dansa, with Tony and Rita off Anemos, having a nice pint and looking forward to a meal for Tony's birthday.

John had arranged to pick us up at 17:00 to go up to the start and finish line to watch practice, followed by a walk around the paddock to see some of the famous faces from the racing world. Then on to the front in Douglas to see the live bands playing in the Bushy tent and a nice pint.



Jerry was beginning to think of this as his second home

Thursday saw Stargazer arrive and OM up the mast again with a bike chain to drop down the mast with a mouse line, ready to pull the new halyard through, worked a treat, with GK sorting reefing lines. OM, Osprey and GK went off on a horse drawn tram, and then

the electric tram to Laxey, followed by the train to the top of Snaefell, Helian were picked by John and went to Laxey, stopping at the Pavilion for tea and scones, followed by a trip to the cotton mill where there was a photo display of 100 years of the Mountain course and the TT in general.

OM, GK, Os and Stargazer retired to the sailing club for a



meal, Helian ate on board followed by all of us going down to the front to watch a band.

Friday saw me up the mast of Helian to fit a new LED tricolour and anchor light, Osprey off on the steam train, and the other crews getting ready for the 02:45 start on Saturday morning, apart from OM, who were going to take Des back with them on Sunday so they could watch the first day of racing. A table had been booked for the last days meal with all attending, with a nice surprise for me of a bottle of whiskey for looking after everyone so well, for which I thank you all again :-)

The sail back was uneventful with winds from the NNE but not enough to sail by all the way, so ended up motor sailing the rest of the way.

Race results were as follows,

1st, Helian, 30678

2nd, Ocean Mood, 31065

3rd, Good Knews, 31320

4th, Osprey, 33570

(Quote from Margaret: That can't be right - we arrived hours before OM!)

Roll on summer cruise No 2, which will be going to Strangford Lough.

Lee :-)

Moelfre 18th and 19th June

With the wind blowing S/W 4 or 5 it didn't look like we were going to make our family weekend in Llandwyn as planned. Ray on Caretta was OOD, and was holed up in Victoria Dock, so passed the OOD over to Lee. Lee called everyone on mobiles and said that it looked very much like it would be Moelfre, and that we would leave at approximately 2pm.

Mistrel and Symphony chose to go to Victoria Dock for a peaceful night and the rest of us spent the morning tootling around the straights and having a bit of fun, until it came time to leave for our destination. We saw Ed, leaping from Helian to Osprey, whilst moving, to check the mooring on Osprey and then leaping back on (very brave).

Helian, with guests from Osprey, Ed and Margaret, Genesis, Good Knews, Zygo, Jaygee with Harvey, Ploughboy Dreamer. and us on Ocean Mood, with guests including two kiddies left the straights and enjoyed a lovely sail over to Moelfre, even though it was a little too tippy for my liking, but the kids loved it.

We arrived at Moelfre, and the sun was shining Jerry took the opportunity to chill making out he was teaching the kids how to use the dinghy.

Jan, Simon and 'Harvey' from JayGee



Zygo and Good Knews' Skippers took to the fishing lines, very successfully, providing the mackerel (which was delicious) for the Barbie on the beach, Helian decided to eat at the pub, and had dinner with Jen and Paul off Mood Indigo, who had travelled by car.

We all went back to our boats and as it was forecast for the wind to blow up in the night we noticed that Plough-boy Dreamer was maybe a little close to us, so close that we were helping them with their crossword, and could even read the clues for them – hence, they decided to move, Genesis also did a bit of late night repositioning, I would imagine that maybe they were too close to the rocks.



Morning came, with glorious sunshine although it was slightly windy, we went ashore for a look around the

lifeboat station. Most of the Venturers were leaving when we got back so we pulled up the anchor and had a leisurely crossing back towards Puffin doing 6.5 knots at times, my friend, who is so much braver than me, was not impressed with the tipping up when coming out of Puffin Sound – for once I kept quiet, thinking of the kids, and did not want to frighten them, much to Jerry's disappointment, the majority vote from the crew said that we would motor back up the straights rather than tacking.



Back to the mooring, a quick tidy up, and ashore to the clubhouse, bit of banter and home – another lovely weekend with 'The Venturers'.

Denise Lewis. Ocean Mood.

Porth Wen 25th & 26th June 2011

My first time as OOD - so I was hoping for a nice easy weekends sailing with gentle winds and bright sunshine.

However, the weather forecast was far from good with both Met. Office and Wind-Guru giving generally high winds throughout the weekend with SSW 5-7 for Friday and Saturday night and some rain thrown in just to top it off.

Whilst driving to Beaumaris on Friday evening the sky was grey and it started to drizzle. We asked ourselves why we were going – we might not even be able to get onboard Ocean Mood in a 7.

We arrived at the club house at about 7:30. Still raining but at least the wind was very slight – the calm before the storm perhaps.

Symphony, Helian, Chinook and Genesis had put a post on the club web site to say they were coming along and Sue and Graham off Mentor were there and said that

they were also planning to join us.

Once onboard Ocean Mood we started to consider the options for the coming day.

What would the sea state be through Puffin Sound and off Point Lynas? We could opt to go to Moelfre instead but having been there quite a lot already this year we weren't keen on that.

Ralph's guide (Cruising Anglesey and adjoining waters) states that Port Wen is 'suitable for sitting out a southerly gale' so assuming we could get there that's where we would be heading.

We were up at 7:00 to listen to the Coast Guard weather forecast and they were still saying SSW 5-7 so no improvement there. The wind was blowing a SW 5, the sky was very grey and rain seemed imminent. We left the mooring at 8:00 hauled out the Genoa to its second reef and gingerly set off down the straights fully expecting to turn round at Puffin and head straight back.

We were followed by Lee and Tim on Zygo and Mike, Ian, Helen, Josh & Leon on Chinook. Genesis, Symphony and Mentor decided not to join us.

On getting to Puffin Sound the sea state was, surprisingly, slight – moderate.

Once through the sound we hauled up the main (2 reefs) and had a lively sail across Red Wharf bay, around Point Lynas and then finally motored into Porth Wen at about 11:30.

The rain had held off throughout so we had a great sail albeit a little lively for Denise's liking.

After a leisurely afternoon in gloomy but dry and warm weather all three boats went ashore for a BBQ. Tim and Lee bought us some freshly caught Mackerel the sun came out – a great evening.

On the Sunday we woke to bright sunshine. We planned to leave the anchorage about 2:00 so had a morning fid-



Zygo at anchor at Porth Wen

dling with a few things on the boat, a bit of fishing (caught nothing) and generally just enjoying being in such a beautiful place.

All three of us sailed back to Puffin with just Genoas it was still gusting a 6 so we all made good progress.

Back on the mooring by about 5:30, packed up, still in the sunshine and a few sunburnt faces to prove it!

A great weekend, thanks all for your company.

Jerry Jago. Ocean Mood.



Letter from Canada on the 50th Anniversary

Just recently, I was delighted to receive the following message from Ken Butler who has now moved away from our shores (by a good few lines of longitude), and I would like to share it with you.

Dear Venturers,

I would like to congratulate you on your 50th anniversary and regret that I cannot be there to take part in the celebrations - but the West coast of Canada is a long way away!

I have been associated with the club since my father Eric launched our Macwester "Ceriba" in 1965, she is listed in the 1966 Lloyds list of yachts first supplement so possibly it was 1966.

Since then I have sailed many thousands of miles as both a professional Mariner and as a yachtsman.

I look back on those early days with great fondness. Fish and chips in the clubhouse after the pub on Saturday nights, BarBQ's at Abermenai, pic-nics at the barges, trips to the Isle of Man in company with other Venturers, etc. At that time "Ceriba" was one of the largest yachts in NWVYC, but larger yachts became more evident as time passed.

I have remained in touch with events at Gallows point through the "Venturer" and am proud to say I have flown "Ebb and Flo" on my own yacht and several others in voyages in more temperate climates. I see that there are some familiar names who may remember "Ceriba" and some of the other yachts of that time.

I keep meaning to dust off some of my Log Books and put together an article or two on some of my voyages - now that I am retired, I promise myself I will do that soon.

In the meantime all my best wishes to all Venturers - you have a flourishing Club that has survived through the hard work and enthusiasm of your members .

Best regards,

Ken Butler

Ed: This reflects the kind words I've had from a number of founder Venturers about the Club (and for this magazine) - for which very many thanks.

What's in your tank? The Diesel Bug story

What does FAME mean to you? Maybe it 's the predecessor to 'X Factor', or perhaps you remember Irene Cara (Fame, 'cause I'm gonna live forever). Well, until I read a fascinating (and maybe frightening) article forwarded by Don Marshall, I'd never heard of fatty acid methyl ester.

The article was extracted, with permission, from the Spring 2011 edition of the Cruising Association's journal (called, of course, "Cruising"!). The Association has a membership of thousands and through its various committees is concerned with all aspects of cruising. One committee keeps a close eye on the many regulations affecting cruising and cruisers, and on relevant technical developments. This committee "RATS" (Regs and Tech) has been worrying about "green" varieties of marine diesel for some time. Traditional diesel ("gas oil") first of all had its sulphur content (which gives it lubricant properties) greatly lowered, because burning sulphur gives rise to sulphuric acid, which is *wickedly* "ungreen", and then it had several percent of "FAME" (fatty acid methyl ester) added. This is chemically prepared from animal or plant fats (e.g. waste cooking oil) and is therefore acceptably "green". **The trouble is that FAME is a wonderful natural food for the bugs which love to grow in your marine diesel tanks!**



Coatings of diesel bugs blocking tank outlets.

The article is unfortunately too long to reproduce in full here, but the message from the Cruising Association was that... "this fuel can, however, have a seriously detrimental effect on some marine engines. It is known to make worse the problems of 'bugs' in tanks which cause blocked filters, break-down to acids leading to engine equipment damage and leakage from older fuel component seals. The storage life of fuel with FAME is also much reduced and it may necessitate costly tank emptying over winter and even disposal of contents for many

yachts and motor vessels". The advice was that all boat owners "should ask their supplier of diesel fuel:

- What is the BS specification of the fuel?
- What is the age of the fuel?
- What is the sulphur content?
- ♦ Does it contain FAME and, if so, are any inhibiting biocides added?

Also

- In the unlikely event that a marina or fuel outlet does not know the answers, then yachtsmen should ask them to ask their own supplier, then their supplier and so on up the chain until an answer is obtained in writing.
- Fuel containing FAME should be avoided if possible.
- Do not use 'white' road diesel – there are known cases of it producing 'bugs'.
- Owner should definitely check their fuel systems and take the precautions as outlined in the diesel items in the March and June 2010 issues of 'Cruising'.

If leaving UK waters, check with your destination that the fuel specification meets location requirements."

Donald Marshall

Note: A copy of the full article is currently stored at <http://homepage.ntlworld.com/edward.hopkinson/Venturer/dieselbug.pdf>. I'll attempt to move this to the membership area of the website (<http://www.nwvyc.org.uk/Membership/Papers.aspx>) asap.

Anti-Foul Test

After 4 years of testing, Sarico is back in the water, mainly using up old tins of anti-foul from the past 4 years of testing. For those new to the club, see back copies of the Venturer – Nov 10, Nov 09, Oct 08, Oct 07 and Apr 07). You will need to view the on line copies to see the colours, or e-mail me for the original 08 and 07 articles.

For this season the black is the Bosuns Bargain from 2008 that worked really well – it's a pity I couldn't get any more. The blue is International Micron, and the red stripe is International Cruiser Uno – the first time its

'officially' on Sarico's hull, as that is what the Bosuns bargain was supposed to be.



Dave Clough

Bosun's Corner

50th Anniversary DVD

Julie Hind very kindly gave the Club a DVD of the Hinds' family holidays in the 60's and 70's converted from cine film. As a lot of their holidays were spent sailing it's a superb record of the formative years of the Club. Derek Lumb then edited the non sailing elements out, added some still photographs (past and present) and a soundtrack. It was running during the Sail Past celebrations on 21st June and was of great interest.



Well, it's now available to purchase. The price is £5, plus 75p postage and packing if you want it posted. Contact the Bosun who has stock in the Bosun's Store. There are only a limited number of copies so please order sooner rather than later.

Sailing to Ireland?

For anyone looking to go over to Ireland this summer it's worth having a look at <http://www.sail.ie/files/weatherbook.PDF>, which as well as lots of useful weather information on page 4 gives you the map of Ireland and the headlands used for the sea area forecasts. For those that have not cruised to Ireland before, the Irish Sea Area Forecasts are not static by area as they are in the UK, so you don't always get Carlingford to Carnsore Point for example – it may be one day, but the next its Fair Head to Wicklow Head, and Wicklow Head to Hook Head. Without a good understanding of where the headlands are the weather forecasts can be confusing.

New Admiralty Folio's

A new Admiralty Folio SC5616 W Coast Scotland Point of Ardnamurchan to Shiant Islands is now available, as is SC5617 Fife Ness to Inverness and the Caledonian Canal. This means that nearly the entire UK coastline is covered by Admiralty Folios – only the far north of Scotland remains 'uncharted'.

A new Edition of SC5608 Bristol Channel (3rd) is also now available. RRP on all Admiralty Folios is £44.30, NWVYC

members price £36.50. Order now to ensure availability for late July / August.

Southampton Boat Show

Don't forget the Bosun hopes to be in a position to offer a "can't buy cheaper" promise on all tickets purchased via the Club. Contact the Bosun or keep your eyes out on the Bosuns Store section of the Web Site.



Dinghy Store

There is the current 2011 listing now up in the clubhouse, and there has been some movement on the waiting list. The current waiting list is:

Tim and Davina Downes	02/01/2009
Rob and Liz Parry	21/04/2009
Nigel and Ann Hackney	02/06/2009
Bob and Carol Scott	07/07/2009
Paul Kelly and Sorana Bocur	22/08/2009
Jerry Jago and Denise Lewis	30/11/2009
Ray Carroll	10/04/2010
Paul Campbell-Kelly	02/01/2011
Chris and Pauline Hughes	09/04/2011
Terry and Phil Greetham	25/04/2011
David and Janet Rose	22/05/2011

(Ed: Apologies - list was missing from May edition due to format error)

NWVYC 50 Club

NWVYC '50' Club'

April

1st – Jean Lumb - £50

2nd – N.W.V.Y.C. - £20

3rd – Colin and Alison Pattinson - £15

May

1st – N.W.V.Y.C. - £50

2nd – Derek Lumb - £20

3rd – N.W.V.Y.C. - £15

By the time you read this the June draw will have taken place – full details in the next Venturer.

There are still some numbers left – please contact the Bosun by phone, e-mail or in person. Remember that as well as the monthly prize draws there is the mega draw for a single prize of £150 at the End of Season party.

50th Anniversary Photos



Ken and Lynda (Skye)
brave the winds



Thanks to the RNLI for a great show

