

the *Venturer*

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

Events

50th Anniversary Year

- Sat March 12th** 50th Anniversary Social Event - A half century of Venturing, with short talks and pictures from a variety of sources. Topics to be covered will include the first summer cruise, how the clubhouse was built, Man Overboard exercises in Friars Bay in the early 80's and many more.
- Sat March 19th** VHF (DSC) RYA Course at the club house
- Sat April 9th** Working party (10:00), New Members forum (16:00) and Start of Season Party (18:00)
- Sat 16th April** Victoria Dock
- Sat 22nd April** Easter Weekend Mini Cruise Porth Dinllaen (and beyond)
- Sat 21st May** **50th Anniversary Celebrations.** Grand Parade of Sail followed by a Disco and buffet in the evening.

Commodore's Comments

The Clubhouse was looking at its best to play host to 70 plus members at our February social. The lounge was adorned with tapestries, worthy of Bayeux, sewn by members of the Venturers Sewing Circle and depicting some of our favourite haunts and a select few boats. I'm reliably informed that none of the sewing circle was actually at Hastings* in 1066 (*or for pedants – Battle before it became Battle) but surely some of their forbears were, such was the quality of the needlework passed down through countless generations!



John Goode evening - report

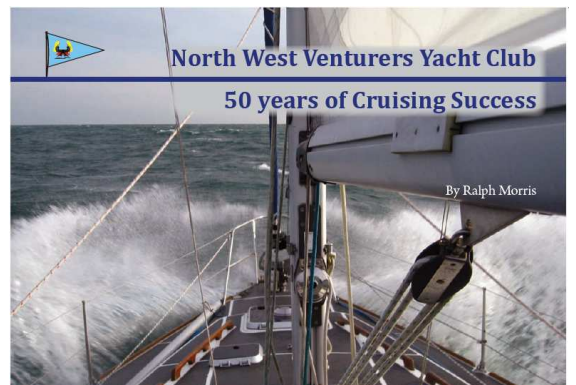
Paul Mountford's purple prose continues inside (in black and white), photo of the Tapestry on back page (in colour)

What's Inside?

Check the 2011 Sailing Programme



North West Venturers Yacht Club
50 years of Cruising Success



By Ralph Morris



50th Anniversary

A range of articles to let you know what is planned for this very special year.



* NEW *
50th
Items and
Memora-
bilia, see
Bosun's
sections

Menai Vice

Glen Warburton, Vice Commodore.

The sailing season is almost upon us - I hope everyone has got their anti-foul ready and the B&Q rollers primed for the annual slap stick. This year I may even remember to wear plastic gloves to save the endless questions at work over why I have blue hands - like I'm auditioning for Avatar.

The club has been busy this year organising the 50th events. The winter programme has been exceptionally well attended, with a great turn out for the John Goode evening with an incredible amount of food for the evening. The 'Sailing through the Decades' evening highlighted how the club used to go Scotland and beyond in far smaller and more primitive (at least technically) boats than today. Isle of Man with just a rusty compass? These days we routinely carry 4 GPS receivers without even

realising it!

All events are owed a big thank you to Christine Hynes for organising them, together with everyone else who helped - especially like the banners depicting scenes from around the coast. Not suitable for navigation I am advised!

The main event this year will be the May 21st celebrations with an organised Sail Past. I'm busy collecting names for this at the moment, so if you want to take part, book now! We'll have a big audience on shore, with various dignitaries munching strawberrries and quaffing champagne as they watch us glide past. Should be a day to remember!

*Glen Warburton
Vice Commodore*

Rear View

Chris Hynes, Rear Commodore.

So far this year the club's Social Events have seen the club house packed almost to maximum.

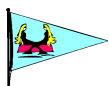
In January we had the first of our winter talks, approximately 65 members showed up to listen to Jean and Derek share the memories of their summer cruise around the East Coast. Simon and Janet followed by sharing their experiences of sailing across to France. Both talks were complemented with a slide show and somehow Simon had managed to include clips from the film 'Captain Ron'! Very funny it was, although if I were you I wouldn't ask Simon anything about navigation as he prefers Google Earth to Imray Charts! Even I know you're not supposed to do that! It was a cheap and cheerful evening, the fare was simple, bought in pies with peas or beans which went down a treat with everyone. Note to self..... do it again!

Later in January, and I'm not sure how this came about, Dave Clough arrived at the club house with a DVD of the film Captain Ron. Approximately, 15 or so members turned up, food was prepared or carry

-outs collected We all sat around one massive table and ate together. After our meal, we went into the lounge and in cinema style sat down and watched the film. If you haven't seen it before, let me tell you it's well worth watching. The bar was opened on an honesty basis and over £50 was spent!

February's Social saw its biggest turn out yet (under my remit before I stand corrected!). 73 members turned up to listen to our guest speaker John Goode who proved to be an excellent choice of entertainment. The lounge was packed with bodies which spilled into the galley all eager to hear of his





exploits at sea over his (almost) 50 years of sailing. You could almost hear a pin drop during his presentation. He had our attention 100% and his anecdotes were extremely amusing. In recognition, John was presented with a framed picture and an Anniversary book. Supper was a fine affair! The social committee presented a lavish cold buffet with enough food to fill an army (or even 2 or 3!). The bar takings were almost £400 and feedback from members has been absolutely fantastic. I am also pleased to report that much of the excess food left over from the Saturday was either consumed on Sunday for breakfast and lunch, or taken home in doggie bags for tea. Only a few salads were left over in the end so it wasn't so bad.

Tributes go to the Social Committee and other caterers who help ensure the success of these evenings, also to bar staff and washer-uppers. In fact,

tributes go to each and every one of you for being a part of it.

Last but definitely not least, an enormous thank you goes to Maria & John Stanley, Sue Beetlestone and Georgina Clough for the many many hours spent on the designing, creating and sewing of the magnificent drapes hung in the lounge in February. If you have not yet seen them, these pieces of artwork are absolutely stunning and will be in appearance at most if not all of this year's events.

So far so good then, only another 10 months of the anniversary year to go! Please see my separate article on up and coming events, and note we have a very special Annual Dinner Dance this year!

Chris Hynes – Rear Commodore

Training Courses

Many thanks to Malcolm Thomas who arranged an RYA Sea Survival course, which took place at Plas Menai on March 19th, with instructors Cliff Downing and Bob Jones.

The morning consisted of a classroom session, covering the theory, including the importance of safety meetings, use of EPIRBs and other electronics, and the use of flares. Sample flares were provided to familiarise ourselves with the various mechanisms.

Fortunately they were all dummies (the flares that is, not the survivors!)



The afternoon session required getting wet. Fortunately Malcolm's greeting message that the swimming pool was out-of-order, and the life raft session would be done in the Straits proved to be his little joke.

We practiced with life-jackets, then went for the world record of how many people you could get into a 6-man liferaft.

The experience of trying to climb into a liferaft in the pool showed us just how difficult it could be in the flat calm of a swimming pool, let alone in cold, rough conditions, even with the so-called help of other survivors; Margaret complained we tried to drown her in the pool of water inside the liferaft.

Lesson learned - don't fall in!





Closure of Holyhead Coastguard Station

Most members will have seen, or heard about, the proposed changes to the coastguard service. The details are fairly easily reached from the Home page of the MCGA web site (www.mcga.gov.uk). Basically they propose removing all but two full time coastguard stations, our nearest 24 hour support being in the Solent. Liverpool OR Belfast will remain open during working hours, but will close at night. Holyhead will go completely.

The Club has responded formally to this, deploring the closure plans. In addition, Commodore Paul Mountford has written to the Prime Minister, David Cameron, to Deputy Prime Minister, Nick Clegg with a similar letter to all the leaders of the other main parties at Westminster, and to his local MP and Welsh AM, with a copy printed in the Guardian. This has prompted quite a number of appreciative responses from a variety of people up and down the country.

The closing date for consultation has now been extended until **5th May 2011**.

If you want to make your voice heard on the subject,

there are a number of things which you can do as individuals:

- ◆ Sign the coastguards' own petition at <http://www.PetitionOnline.com/ukcghq/>
- ◆ Complete the MCGA consultation questionnaire.
- ◆ Contact your own MP and, if you live in Wales, your local AM. Entering your Postcode at www.parliament.uk/business/commons will give you contact details for your MP.
- ◆ Contact Mike Penning (Parliamentary Under-Secretary of State for Transport) penningm@parliament.uk
- ◆ Write to the Chief Exec. Of MCGA, alan.massey@mcga.gov.uk



Feel free to take bits from the Club response on the web site.

Evening with John Goode - Commodore's report

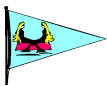
The supper provided by Christine and her merry band of caterers was sumptuous, as usual. I could list the contents of the groaning galley servery but space here precludes mention of each offering. Some of us managed to go back for second or even third platefuls without duplication on the night and there was still enough left to cater for breakfast on Sunday morning!

The main event of the evening was, of course, John Goode's talk on 50 Years of Life on the Ocean Wave. Without benefit of computer technology or even a paraffin powered Magic Lantern, John kept us all spellbound and in thrall to his tales of both ship board and shore side life.

John commenced his career at sea at just 12 years of age when he signed on to the four-masted barque, Peking, then re-named Arethusa as a sail training vessel. After Arethusa and the Winston Churchill, John decided to get qualified so went to

Merchant Navy College and then became an apprentice on coasters before going 'offshore and foreign'.

His jobs as an apprentice included things most of us would prefer not to think about such as clearing the anchor flukes of human remains as it was lifted from the estuarial mud of the Indian sub-continent's sacred rivers. His enthusiasm and competence at all things nautical was, however, soon recognised and he was elevated to Third Mate when outward bound from Montevideo. Before dropping off the Pilot and heading out into the Atlantic from the River Plate, John was asked by the Captain to rouse the Third Mate. Unfortunately, he could not be roused and John had to report to the skipper that he was dead. Fearing the ship delaying bureaucracy which would ensue if the death was divulged at that time, the skipper responded to John's news by declaring "No he's not! Not until we've dropped the pilot he isn't!" and so it was that the unfortunate officer was wrapped in the Red Ensign and consigned to the deep with due ceremony once the Pilot had gone and the ship



was again in international waters.

Short of a Third Mate, John was promoted to the rank partly over the heads of others, he thought, partly to guarantee his silence over the third mates 'over sleeping' and also because of his expertise in taking mugs of hot coffee from the galley to the Master on the bridge of a rolling ship without, apparently, spilling a drop. Little did the Master realise that, for most of the voyage from the galley, half the contents of the mug were kept safe and warm in John's mouth only to return to the mug at the bridge door!

Further tales of John's advancement through the ranks and his adventures whilst serving on an odd assortment of ships followed, including shipping consignments up the Mekong labelled Limoncello in the manifest which actually turned out to be Agent Orange defoliant for the US military.

Whilst John's life at sea in those early days was interesting, what with suspect cargoes, worn out ships and threatened mutinies, so too were his shore leave adventures. Being the charmer he is, it seems that the young John was a hit with certain ladies in distant ports who took him under their wings – but best not to dwell here on all the lessons he learnt from them!

John's temporary swallowing of the anchor, after marriage to Rosie, brought out his entrepreneurial spirit as he grasped the opportunity to install 85% of the crash barriers on Britain's motorways but the call of the sea was too strong and he later returned to full time sailing when he bought Southern Sailing Sea School. Training rookie sailors, instructing and examining RYA Day, Coastal and Off-shore Skippers and fellow instructors and examiners engaged him for many years, despite his belief that practical experience and commonsense count more towards competent and respected skippers than paper qualifications! John also reminded us not to forget by lack of use the basic and traditional navigational skills, which might be all we can rely on to get us safely home when the electrics go down and the pretty coloured screen of the chart-

plotter turns black.

After giving the sailing school to his employees John moved on again, writing on seamanship and boat handling for the yachting press whilst still examining instructors and examiners. After a few years editing Sailing Today and using his editorials to campaign against ever increasing mooring charges, and the like, he has recently taken up a new interest.

Whilst still campaigning for the rights of yachtsmen and women to enjoy the relative freedom of our seas without too much bureaucratic intervention and overt commercialisation, and still examining instructors and examiners, the biggest surprise of the evening came following my interrogation of John whilst bringing him up to Beaumaris from South Wales on what he described as a scary Rally thro' Wales. The Bombshell, for that it was, was that he no longer owns a boat but has bought a caravan instead! Despite that, and having obtained his assurance that he will only clog up the roads we all use between 02:00 and 04:00 and will pull into a lay-by whenever the queue of traffic behind him numbers more than two cars or every 500 metres, whichever comes first, I think we can probably let him off this one eccentricity.

Thanks go to John for giving so freely of his time in such an entertaining way. We hope to see him again soon as our Golden Year progresses when we can entertain him, and his Rosie, without having to make him sing for his supper!

To end on a campaigning note, a la John Goode, can I remind you and all your friends and families, to sign up to the club's and the Holyhead Coastguard's petitions against the proposed, nonsensical, Coastguard Station closures. Links are on our website. The Consultation Period is fast running out!

Paul Mountford



Sailing Programme for 2011 - Lee Downes

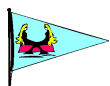
The final sailing programme is now published; shown here by your new Sailing Captain.

Key events to are highlighted in bold.

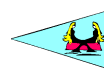
If you have any feedback, please let Lee know at email address

leedownes1@hotmail.co.uk

Date	Start		OoD	Dover		
				am	Range	pm
April						
09	10:00	Working Party/New members forum, Start of Season Party. Bar open from 18:00	Derek Asquith			
16	07:19	Victoria Dock victualling	Derek Asquith	10:28	5.5	22:47
17		RTM		11:12	5.9	23:32
22	11:56	Porth Dinllaen Mini Cruise	Bob Scott	02:27	5.8	14:49
23		Aberdaron* (watch website for any changes)		03:14	5.1	15:39
24		Porth Dinllaen, Easter Weekend		04:07	4.3	16:34
25		RTM		05:06	3.4	17:34
30	10:39	Holyhead Marina, Astrador Cup, Sail in company with NWCC	Glen Warburton	10:39	4.4	22:44
May						
01		Llanddwyn, Walton shield, sail in company with NWCC		11:04	4.7	23:19
02		RTM sail in company with NWCC		11:37	5.0	23:50
07	11:23	Pen Y Park, sail in company through the Swellies	Ray Wilton	01:44	5.0	14:06
08		RTM		02:21	4.8	14:48
14	09:11	Cemaes Bay	John Stanley	09:11	4.6	21:31
15		RTM		10:03	5.1	22:23
21	15:00	Grand Parade of Sail, 50th Celebrations in Beaumaris Bay	Paul Mountford	02:14	5.6	14:35
22	12:40	Trilogy Trophy	Lee Downes	03:00	5.1	15:22
28	08:57	Seamint Trophy, IoM; Start early summer cruise	Des Founds	09:57	3.4	21:11
30		RTM if only sailing for bank holiday	Glen Warburton	10:25	4.3	22:37
June						
04	10:32	Abermenai	John Bowles	13:22	5.3	
05		RTM		01:36	5.1	14:02
11	08:30	Moelfre, James Berry, RNLI day	Lee Downes	07:33	4.1	19:58
12		RTM		08:41	4.5	21:04
18	10:43	Llanddwyn, family weekend.	Ray Wilton	01:21	5.6	13:38
19		RTM		02:03	5.4	14:20
25	07:30	Porth Wen	Paul Morton	06:53	3.2	19:09
26		RTM		07:56	3.1	20:12



Date	Start		OoD		Dover	
				am	Range	pm
July						
02	09:37	Porth Dinllaen	Des Founds	12:30	5.5	
03		RTM		13:10	5.7	
09		Family Day at Club House	Dave Clough	05:40	4.4	18:11
10		free day		06:56	4.0	19:36
16	09:47	Pen y Park	Paul Morton	12:44	5.7	
17		RTM		01:10	5.6	13:23
30	11:31	Porth Eilian Plus round Anglesey Race	Malcolm Thomas	11:31	5.5	23:49
31				12:12	5.8	
29-31		North Wales Boat Show				
Aug						
06	13:49	Abermenai, Start of summer cruise.	Bob Scott	04:12	5.1	16:42
07		RTM		05:13	4.2	17:45
13	09:28	Porth Dinllaen	Michael Cassidy	11:51	5.5	
14		RTM		12:27	5.8	
20	12:40	Red Wharf Bay	Glen Warburton	03:09	4.6	15:22
21		RTM		03:38	4.0	15:58
27	07:33	Holyhead	John Lomas	10:26	5.0	22:47
28		Moelfre		11:09	5.7	23:29
29		RTM		11:50	5.2	
Sept						
03	12:32	Llanddwyn	Colin Pattinson	02:58	5.7	15:26
04		RTM		03:50	5.0	16:20
10	09:53	Conway, Irene Goodwin Trophy, Visit NWCC	John Stanley	10:53	5.1	23:26
11		RTM		11:30	5.5	23:58
17	11:27	Victoria Dock, visit RWYC	Derek Asquith	02:07	5.1	14:15
18		RTM		02:27	4.7	14:41
24	09:11	Porth Wen	Malcolm Thomas	09:11	4.2	21:37
25		RTM		05:59	5.2	22:23
Octo-ber						
01	10:00	Working Party and End of Season party	Derek Asquith			



NWVYC 50th Anniversary

Fifty Years of Successful Cruising

You are all no doubt aware that this year sees the celebration of the club's 50th Anniversary. Our MAJOR event of the year is:

Saturday 21st May 2011—THE GRAND PARADE OF SAIL, CELEBRATION BUFFET AND DANCE

****** Help needed to ensure the day is a success ******

We need members who can help out for an hour or two on the day (21st May). Most of the jobs are ashore, but there are some on the water.

- ♦ If you are willing to help, please add your name to the list in the Clubhouse, or email Christine Hynes (rear.commodore@nwvyc.org.uk)
- ♦ If you have a preference for one of the jobs (or something you HATE!) please tell us.

Ashore

Setting up

1. People to decorate and organise the marquee after it has been erected.
2. People to decorate and organise the Clubhouse.
3. Somebody to prepare a slide show of photos and videos of Club boats & activities over the decades, to run continuously in the lounge throughout the afternoon and early evening.

On the day

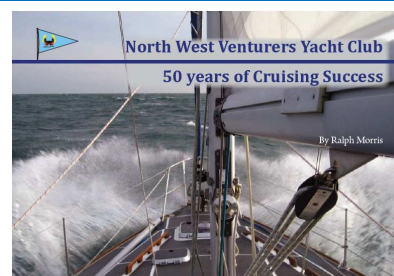
1. Car park attendants, who will also organise road signage to the Clubhouse.
2. Photographers – both still and video
3. Bar staff for both afternoon and evening.
 - ♦ Glass collectors, dish washers etc
 - ♦ Waiters to distribute fizz & refreshments to guests
4. R/T operators to liaise with the fleet.
5. Ticket collectors
 - ♦ Afternoon refreshments
 - ♦ Early evening Buffet meal
 - ♦ Evening Disco

On the water

1. We need a couple of people to man the VHF sets and maintain communications within the fleet and between the fleet and the shore.
2. Somebody who will act as 'mother hen', keeping the fleet together (one of the R/T co-ordinators will need to be on this boat) and liaising with the Beaumaris ILB.

50th Anniversary Commemorative book

The Club has produced a commemorative book, "50 years of Cruising Success", chronicling the history of the Club since it



was conceived on a cruise to the Isle of Man in 1961. It explains the original thinking behind the Club, traces its growth, tells some stories about past (and present) members and contains a small gallery of photos.

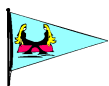
If you are interested in where the Rock Trophy came from, how early Venturers cruised to France in 18 footers or why the pilot was produced, you NEED this book. It's also a great read, in itself, and with impressive front and back cover photos will greatly enhance your bookshelf or coffee table.

To support the Club in its 50th Anniversary year, I would urge you to buy a copy, whilst stocks last, from the Bosun's Store, either online at www.nwvyc.org.uk or by mail from the Bosun.

It's priced at £18 from chandlers (we don't have an Amazon price yet) or **just £10** from the Club, through the Bosun's Store.

You don't have to confine yourself to only one copy and you can get your friends to buy one too! (ISBN 978-0-9511377-5-8).

Paul Mountford



Up and Coming Events

At the risk of being repetitive, this article is very much as previously published although with updates. Please do take time to read it again, as you may have some suggestions or be in a position to help.

Saturday 21st May 2011 **THE GRAND PARADE OF SAIL,** **CELEBRATION BUFFET AND DANCE**

The day starts with a Sail Past, segways into a buffet dinner and then flows into a Disco dance. All this separately managed so that members can attend just one event, any two, or all three. But we hope all members will be at Gallows Point at some time during the day.

First and foremost, in order participate in the sail past please make sure your boats are launched, and fully equipped with bunting. If you can't participate in the sailing, worry not, there will be plenty of ground activities for you to get involved in.

During the afternoon Sail Past guests from all walks of life both local and afar are being invited to witness this great spectacle. Once we have a confirmed guest list, 'proper' invitations will be sent with a timetable etc. We hope to impress them into raising the profile of the Club and by so doing help our plans for the future.

It is intended that boats participating in the Sail Past will be dressed overall (see Dave Clough for your discount flags!) though we anticipate more of a Motor Past than a sail past! Only mainsails will be raised. The boats will be in some form of formation and will be using Beaumaris Bay and the Pool to maximise visibility from the club house, where our guests will be entertained in a marquee erected on the car park.

I hope that any club members who are not taking part in the Sail Past will be able to join the guests to watch from the shore and take lots of photos for a Photographic competition. Drinks and strawberries will be available a small cost

Following the Sail Past there will be a top class hot fork buffet, catered by 'Cordon Bleu Catering, the menu, very briefly comprises the following and will come with all the usual accompaniments:

Slow Braised Beef in a Rich Red Wine Sauce

Locally caught Fish Pie

Mediterranean Vegetable Strudel

Lemon Tart Brulee

Chocolate Pavlova with Fresh Berries

Sticky Toffee Pudding with Butterscotch Sauce

All of this to be followed by an appropriately themed disco in the evening.

Keep your eye open on the website and in the club house for booking arrangements and payment facilities. The costs of the event have been broken down as follows to enable guests to pay only for the part of the day you attend.

- ◆ Strawberries and Refreshment £2.50 per head
- ◆ Evening Buffet and Disco £20.00 per head
- ◆ Disco only £5.00 per head

The timetable is looking something like this:

1430 hrs Guests and Club members arrive at Clubhouse
1500 hrs Sail Past starts from Gallows Point
1800 hrs Buffet in Clubhouse & marquee
2000 hrs Disco (with Club bar)

WATCH THE WEB SITE FOR MORE INFORMATION AS IT BECOMES AVAILABLE.

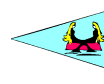
We are still in the planning stages so if you have any ideas or can offer your help, please let us know.....the sooner the better!

Other planned events are:

APRIL 9th - START OF SEASON PARTY 60'S STYLE

The usual working party (starting at around 1000 hrs – our House Officer (Derek Asquith) will fill be on hand with a list of jobs to be done. We need the Clubhouse and surroundings to be immaculate for our May event, so please make a special effort to come in the morning wearing your DIY hat.

This will be followed in the evening with a catered supper by the Bishopsgate Hotel at a cost of £7.50 per person. There will be lots of 60's music in the lounge – feel free to bring your collections! Fancy dress '60's style seems very appropriate and a small prize will be offered to both the best dressed male and female.



SATURDAY JULY 10TH – FAMIL DAY AT THE CLUB HOUSE

Poor tide times have prompted this event with Dave Clough as OOD. A day for all the family with proposed dinghy races – Le-Mans style, possible treasure hunt, apple bobbing and lots more. A DIY BBQ in the evening. Still in the planning process so again, all ideas welcome.

SATURDAY 12TH NOVEMBER – ANNUAL DINNER DANCE

Very much in the early days of planning but please note the date! It is one week earlier than usual.

This year we are hoping more members than ever will attend so in anticipation we have changed the Venue to the TRE-YSGAWEN HALL COUNTRY HOTEL - This is a very plush hotel in the centre of Anglesey which also boasts a spa and which the use of is inclusive in the room rates. As the hotel is some way from Beaumaris, Coach transfer is to hopefully be made available at cost.

The cost of the Dinner is £35.00 per head, transport to and from the hotel will be extra.

Rooms are currently being quoted at £110 per twin/Double – This rate may change (either up, or down as we near the date). If you know you will be coming and

do want to stay, please let me know so I can reserve.

There are some brochures around the club house for you to get a feel of the place and if you have any questions or special dietary needs, please let me know.

*Chris Hynes
Rear Commodore*

NWVYC 50 Club

February saw the first draw of the 50 club, using the National Lottery draw order on 26th February.

Watched live by a small crowd in the clubhouse using the clubs Wi Fi connection, the winners were:

1st – David and Pam White - £50

2nd – Roy and Joan Hughston - £20

3rd – Colin and Alison Pattinson - £15

Details of the 50 Club were in the January Venturer, and are displayed on the notice board in the galley area. 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 are mega draws for a single prize of £150 at the Start of Season and End of Season parties.

.Dave Clough bosun@nwvyc.org.uk

Clubhouse Developments

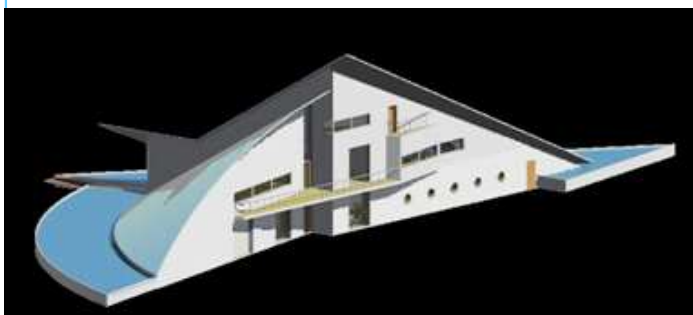
The group looking at redevelopment of the clubhouse has started work, but we need to know how members use the club facilities and what they think of them to enable us to come up with a solution in the best interests of members.

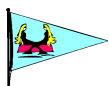
In this mailing you will find a short questionnaire on your use of the clubhouse.

It is also available on the website as a form. Please take a few moments to complete either and if you opt for the paper version, either send it to me:

Derek Lumb,
3 Bulkeley Terrace,
Beaumaris,
LL58 8AU

or drop it into the box in the clubhouse. Many Thanks.





Linda to run 10km for Cancer Research

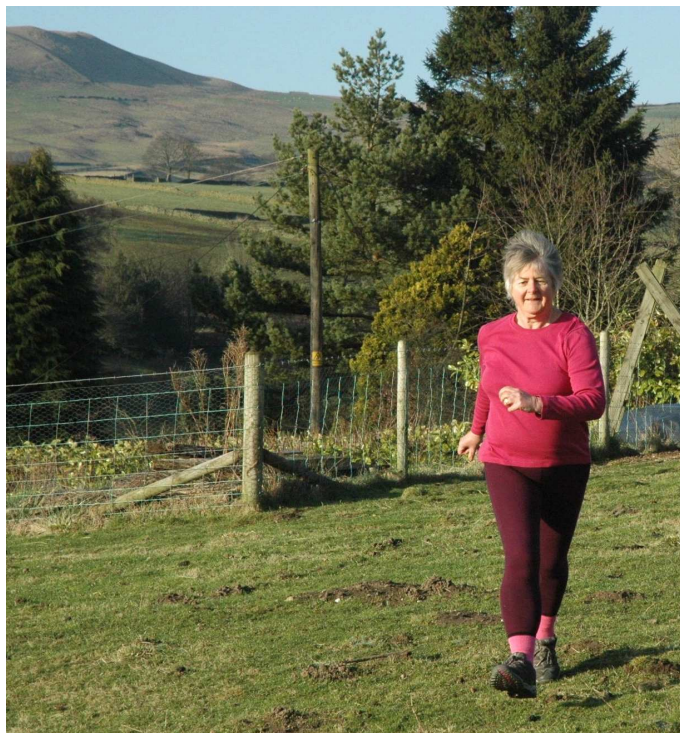
Past Commodore Linda Moss, aged 63, is to run 10km for Cancer Research UK this summer. Linda took up running as part of her slimming regime. You may have seen her running on her Beaumaris route: Gallows Point, Henllys Hall, Friars Bay and back along the sea-front to Gallows Point. "It was this relatively flat route that made me realise I could actually run all the way" says Linda "so then I tried it at home too."

Running over the steep hills around her home in the High Peak, Linda is managing to cover 8km on each run: "It was hard to keep going over the winter, through ice, snow and water up over my shoes sometimes, but I hope that as Spring comes, it will get easier. I should be able to run the full 10km by June, on the flatter terrain of the race route. But it will be difficult to keep practising while sailing...."

Linda will be running in memory of her good friend Ian Rodger, long-time editor of the Venturer and a stalwart Club member for many years, who died from cancer in 2006.

The 10km Race for Life takes place in Tatton Park, Knutsford on June 19th, immediately preceded by a 2-

minute silence for cancer victims. All Linda's sponsorship money goes directly to Cancer Research UK, the costs of entering the race are already paid by the runner. If you would like to remember Ian or another loved one by sponsoring Linda, please ring her on 01663 750913 or visit her sponsorship page at <http://www.raceforlifesporsorme.org/lindamoss0702>



Dear Reader.....

Back in January, Margaret and I were sitting unsuspectingly in the Clubhouse, when DC asked whether either of us was familiar with MS Publisher. Margaret said she had used it at school, and I knew I had a copy at home. Too late - we had volunteered to edit the Venturer.

And a very tough act it is to follow the standard set by previous editor Carolyn Warburton. I must echo the Club's thanks to her for all her hard work as editor, and on the website.

We can all look back at recent editions of Venturer on the website, but it was interesting to see a scanned image copy recently sent to me by Ralph Morris, of the January 1962 edition (Volume 1), with Commodore's letter written by Meurig Evans. There's an item in that

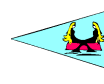
edition asking whether Venturers are likely to invest in the new-fangled walkie-talkies, but it was thought to be more important to have a good Aldis lamp for signalling! How times change.

Note to Bosun: In 1962 I could purchase a new Burgee for 16s 6d. How about a 50th anniversary offer to hold 1962 prices?

Maybe we can find space in future editions to look back at other things which have changed - or remained the same, since 1962. Certainly the spirit of the club seems much the same, judging by that edition.

We hope you will continue to enjoy reading the Venturer - and PLEASE do continue sending in your articles (editor@nwvyc.org.uk).

Ed and Margaret Hopkinson



Cruising the Crinan Canal

Thanks to Gill Kent for this article

One or two articles in the Venturer recently mentioned people's experience in going through the Crinan Canal in Scotland. I thought I would recount Joe's and my experience of 2009 when we went through the canal on the way to, and back from Scotland.

We decided that summer to rent a mooring in Scotland for 3 months. After some searching on the internet we found a mooring at Loch Melfort and booked it from 1st June to 30th August. Not sure how long the journey would take, we set off mid-May, first to the Isle of Man. At this point we were keeping our options open and had not decided whether to go through the canal or round the west of Kintyre. The weather would be the decider.

After being storm bound in the IOM for a few days we set off for Ireland, to Belfast Lough, then moved further up the coast to Glenarm. We had still not decided, but the weather did not look favourable for the west of Kintyre so we decided to head for Campbeltown and then to the Crinan.

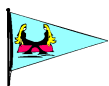
On arriving at Ardrishaig the sea lock gates were closed and we found ourselves mulling around with a number of other boats who were obviously also waiting for the gates to open. Eventually they did and we motored into the front of the lock with three other boats squashed in with us. The crew of

the boat behind us professed themselves experienced at going through the locks, although their actions did not back these claims up. It was only the instructions from a lady pilot hired by one of the boats that got us all organised and tied up correctly. It was all a bit scary. The water gushed in sending all the boats in different directions, generally towards each other, but we managed to get through without any damage. We followed the other boats to the next couple of locks and it was very much the same in each one, very stressful and hurried. There seemed to be a race to get through as fast as possible.

At this point we decided to let the others go ahead and then follow on after. We began to enjoy ourselves. The weather was beautiful, no wind and warm and sunny. The best weather since leaving Anglesey.

We'd tie up before the next lock gate, if it was closed, and both go and open the gates, then back to the boat, motor into the lock and tie up at the boat's centre cleat to the ladder that was always three quarters of the way into the lock on the same side (so we always knew which side to put the fenders). Joe would take our 2 long lines, attached to the boat forward and aft and put them over the bollards on the lock side. I would take up the slack at each end, leading the forward line back to the





cockpit and round the winch. I then untied the line to the ladder and once Joe had shut the lock gates he would open just one of the sluices.

Once the flow of water had calmed down he would open the other sluice. In the meantime I either eased off or tightened up the lines depending whether going up or down in the lock, keeping us reasonably close to the lock side but as we were alone in the lock there was no danger of hitting anyone else. If the next lock was within easy walking distance Joe would nip off to it to open the gates. Once the lock was full/empty I'd climb ashore and help prepare the next lock and open the gates to the one we were in. We'd motor into the next one and proceed in the same way.

If another boat caught us up we allowed them to go through and follow on after. This perhaps would not be possible if water levels are low but there was plenty at that time.

We had a very enjoyable, although physically tiring passage through the canal, spending 2 nights before emerging at Crinan and facing the dreaded passage through 'Dorus Mor', then a leisurely sail to Melfort.

We did buy a copy of the local tide tables in Crinan which gave the advised timing for leaving Crinan for 'Dorus Mor'. Following this we experienced very little tide.

Returning at the start of September we had a couple of crew with us. So we sent them ahead to open all the locks whilst we remained on the boat, in the rain.

Lessons Learned:

There can be a lot of turbulence when a lock is filling. It's best to open the sluices progressively.

There is little or no turbulence when a lock is emptying.

The height of tide affects the fall/rise at the sea locks, obvious really.

The local pilots will want to move boats through quickly and pack them into the locks, the quicker you're through the sooner their job is done!

There is a finite amount of water feeding the locks, if there is too much activity the operation will be



stopped until there is a sufficient head of water.

The gates are heavy and sometimes hard to start moving. Apart from this it is not hard work but with only two of us it involved a lot of walking around the locks. We found that about eight locks were enough for one day.

*Gill Kent
Sapphire*

Events elsewhere

Liverpool Yacht Club + Tranmere Sailing Club event

Tom Cunliffe (as seen on TV and at London Boat Show), columnist, RYA/MCA Yachtmaster Instructor Examiner, is giving an illustrated talk at Liverpool Marina, Monday April 18th, at 8pm.

Tickets £8 from:

V Reynolds, c/o AUTOSAVE,
69-71 Eastham Village Rd,
Eastham, Wirral,
CH62 0AN
0151 327 4979 or 07950 01994
vj.reynolds@btconnect.com



Bosun's Corner

ABC Chandlery Discount Weekend – NWVYC members only

Following the success of the Discount Hour in February, ABC



are running the deal again but over the weekend of 9th/10th April (the Start of Season Party weekend). Sales to NWVYC members of general chandlery during the weekend will have a 10% discount; and a 20% discount will be available on Hempel (Blakes) Paints, Vetus Boat Equipment and waterproofs. The discounts are unique to this weekend and are **not available at any other time**.

The 10% discount will cover items such as ropes, pyrotechnics, anodes, lubricants, winches, blocks, pulleys and all other deck hardware, fenders and other clothing. Yanmar engine service parts are included in the 10% discount. The discount will not apply to engines, boats, electronics or any item already reduced, but ABC will be happy to discuss your requirements and obtain the best price for you that they can offer.

If you require an item not included in the 10% discount, do your research on competitors pricing and contact ABC's chandlery prior to the weekend (making sure they know you are an NWVYC member) or bring it along at the weekend where ABC will try and match if not beat the price you have if you order it there and then.

Note that by the time of this weekend ABC will also be stocking the MUSTO clothing range.

Start making up those shopping lists! To avoid queuing for items like rope/braid you can always pre-order (by email please) – contact Robin on 01248 811 413 or nemo@abcpm.co.uk

To ensure that only NWVYC members gain access to these discount weekends, the Bosun will be issuing vouchers (they are free!) to enable you to get the discounts. Please do not embarrass ABC by turning up without a voucher. I will be at or around the clubhouse all day Saturday and Sunday – just find me to obtain a voucher.

50th Anniversary Memorabilia

Sales of Battle Flags, Tide Clocks, Commemorative Books and Pin Badges are going well. It's likely that I will be out of stock of Battle Flags and Tide Clocks by mid season, so if you are considering buying one please contact me sooner rather than later. The previously advertised price of £15 for Battle Flags was incorrect – those that have already purchased / ordered therefore have saved themselves £5, as the correct price should be £20. Apologies to those that weren't quick off the mark - not like me to undersell anything!



Code Flag sets

If you require a set of code flags for the Sail Past in May please place your order now – I will be placing a bulk order on the supplier at the **end of April**, and no further sets will be available after that time.

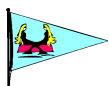
Liferafts / Sails

By the time you read this the liferafts and sails should have been returned from Nor West / The Boatshed. Could you please make sure they are collected from the clubhouse prior to Saturday 9th April so they don't get in the way of the working party / social events.

Chain

The Chain offer will close at the end of March. There wasn't a lot of take up this year, so I may decide not to run it in 2011/12.





Flares

A final reminder that flare order forms are now in the club house, and on the club web site. There are some significant savings to be made, so please complete the order forms as soon as possible to ensure availability for the start of the season. The offer will close at the end of March.



I will place an order on 31st March for delivery to the clubhouse on 9th April. **Bosuns Store price £12.50 per 300ml tub.** (Probably enough for at least 3 if not 4 seasons use).

Almanacs / Charts

Another reminder to please get any orders you have in to me as quickly as possible. Lead times for deliveries from IMRAY do take a little longer in April and May, and that combined with me perhaps not coming up the club house for the occasional weekend may mean a 3 or 4 weeks wait for delivery. Most popular items are normally in stock, but only 1 or 2 of each.

The popular Almanacs are:

PBO Small Craft – RRP £15.99. NWVYC member price £13.00

Reeds Western Almanac – RRP £26.99. NWVYC member price £22.00

Cruising Association Almanac 2011 - RRP £29.95. NWVYC member price £24.75.

Don't forget that you can obtain all Admiralty and RYA publications through the Bosun's Store at a discount as well!

Dickies Chandlery

Dickies had to cancel their discount hour for NWVYC members 3 week prior to the due date, as the concrete bases for the new temporary chandlery



were running late. By the time you read this Venturer, the new Dickies Chandlery will be open, or only a few days away from opening. Bev, the Chandlery Manager, advises that they will only have limited stocks of clothing items, as they will be primarily focussed on hardware due to space constraints until the new Chandlery building is completed

Bosuns Boat Care Range

Don't forget its coming up to that time of year again – rubbing compound, polish, cleaner, teak restorer and Express Cleaner all available - £3 each or 4 for £10.

Lanoline Grease

I have located a source of pure Lanolin Grease, ideally suited for application to propellers to prevent fouling. Imported from New Zealand, Woolube Grease is a thick, tacky grease with high load capabilities that will not wash out under most conditions, from underwater to general usage. Apply to polished propeller at least 1 week prior to launching. Melt and apply with a paintbrush for heavier protection (recommended as it's pretty thick and horrible otherwise!).



Southampton Boat Show

I know it's along way off, but the Bosun hopes to be in a position to offer a "can't buy cheaper" promise on all tickets purchased via the Club.

New Clothing item

Can't tell you what it is - all very hush hush, but all will be revealed at the Start of Season Party on 9th April!
[Ed: I trust you'll be modelling it Dave?]

Dave Clough
8th March 2011.



Sea Survival Course - but who's foot is that?



Gallows Humour

A yacht in last years round Anglesey race was sailing towards the Menai Bridge. One crewmember, on noticing a funeral procession crossing the bridge, removed his hat and stood in respectful silence until it had passed. The skipper, upon seeing his crew's action remarked, "You show a lot of respect for your fellow man."

The crewman, whilst getting back to grinding in the genoa ready for the start, replied "What do you expect, I was married to her for 30 years!"

Anon (thanks Paul)

The Tapestry (the one without the chap with an arrow in his eye)

