

souls with a reminder of how satisfying it is to master a tippy and responsive small craft. You never know, you might also learn something about proper sail trimming and instinctive helming and, if unlucky, how to right a boat without tons of lead on its keel!

Other than sailing, it's time now to think ahead to our AGM and Members Forum on Sunday 6th November (note the new date). How about putting your name forward to join the Management Committee? With a number of officers either retiring or changing places we do need some new blood on the committee so, why not you? Contact Ralph Morris – Hon Secretary – to find out how to go about it.

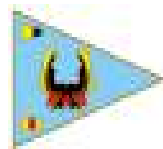
That's it folks.

Paul Mountford

Dinner Dance - Photo Competition

Don't forget to bring along your photos to the Dinner Dance, to enter them in the Photo Competition, and to renew memories of an exciting year's venturing for us all.

The theme is Action and Mood from the Venturers' 50th Year - which gives a pretty wide scope!



NWVYC 50th Anniversary Year

Rear View

The sailing season is now over (and wasn't it a poor one!), so too we are coming to the end of our 50th Anniversary year and my reign as Rear Commodore. ☹

My final task is the planning and organisation of the prize giving dinner and dance, this year being held at the Tre-Ysgawen Hall Country Hotel on Saturday 12th November. I am hoping the event will be at least as successful as the sail past back in May and am therefore hoping that we have a record turnout. (No pressure then!) For our new members and those who have never been to one of our dinners before, if tradition follows, this promises to be a fine evening of excellent food, good company, music and dance. Not an oil skin or pair of wellies will be in sight, you may even have trouble recognising your fellow members as this is the only event in the year when we get to don our finery and heels (and that's just the men!). In case you are not already aware, please note these key points:

Double Rooms - £110 – book direct on 01248 7505750
Dinner - £35.00 per head

Transport to and from the hotel available for £6.00 per head (numbers will be limited) – pick up points are Gallows Point and the Bulkeley Hotel – time to be confirmed. Please indicate if this is required and pay at time of booking.

If you have any special dietary requirements, please let me know so I can inform the hotel and arrange alternative food for you.

If you would like to sit with someone in particular, please indicate this when booking. I will try and accommodate everyone where possible but cannot make firm promises!

If all has gone to plan you will find a **booking form enclosed with this magazine.** There are also facilities for you to book and pay on the website – just follow the links. Final numbers will need to be with me by the beginning of November so, don't put it off, **BOOK NOW** if you haven't already done so. Please do not hesitate to contact me direct if you have any queries.

Finally, I would like to say a great big thank you, in particular to the social committee who have been key to the success of all our social events, and also to all our members who have given their support to me over the last two years – I personally have had a BALL!!!

One last thing.....I am sure you will want to join me in wishing well and supporting our 2012 Rear Commodore – yet to be elected, but whoever you are (Alison Pattinson being the only volunteer so far!),
GOOD LUCK

Chris Hynes – Rear Commodore

NWVYC '50' Club draws

September

1st – N.W.V.Y.C. - £50

2nd – Ed and Margaret Hopkinson - £20

3rd – David and Pam White - £15

End of Season Party Mega Draw

Don Marshall £150

Training Courses

The good news is that since the last Venturer, quite a lot of members have put their names down for one or more of the courses. The bad news is that they are spread across all the courses! A VHF course was planned for October, but we didn't quite make the numbers. Yachtmaster (Ocean) will be going ahead soon.

Now that the winter is closing in on us maybe more of you will feel like extending your skills. If so, just drop me a line, via email or the website. If you have already added your name to a list, there's no need to repeat the exercise.

- **Essential Navigation & Seamanship:** If you are new to it all, then 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. It 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 - 3 weekends. The cost, including RYA certificate is in the region of £250.
- **Coastal Skipper/Yachtmaster Theory:** You need to have had a bit of experience as a skipper for this course, including a couple of night passages and time as the skipper. It extends the basics of the Day Skipper course, taking 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), will involve some homework and exercises the brain. (circa £300)
- **VHF:** Everyone who sails regularly should have a Short Range VHF certificate. In fact it is a legal requirement if you operate one. If your certificate dates from before 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 course teaches you how your engine works, how to keep it healthy by using basic checks and maintenance procedures, and how to get it started again in the event of a breakdown. It's a one day course and is limited to six members – thus pushing the cost up to 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. (About £50)
- **First Aid at Sea:** One day duration, valid for 3 years, at around £50, including the course booklet and RYA certificate. (About £50)
- **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 - and you need to provide a written statement that you are fit to spend 2 hours in a pool. (circa £100) (*Ed: very well worth it - see report of previous course in March 2011 Venturer*)
- **Yachtmaster (Ocean):** For the cruising yachtsman who's got it all! Position fixing by the sun & stars, ocean currents, routes and climates. (£250 - ish).

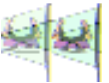
Ralph Morris



Beumaris Fireworks 5th November

Please Note: Beumaris Bonfire Committee will be holding the annual Fireworks display on **Mount Field**, near the Green at Beumaris on 5th November. Unfortunately they are unable to have a Bonfire this year as high tide is at 7:00pm and because of the tide, there is not enough beach for building or lighting a fire safely. Since the Beumaris Pier is at present closed to the public for refurbishment, it cannot be used to use it to set off the Fireworks this year and the fireworks will instead be at **Mount Field opposite Happy Valley Play area**.

The key thing about the above notice, from the point of NWVYC is that, because of the changed location of the Beumaris Fireworks Display, it won't be possible to see much of the Beumaris Fireworks Display from Gallows Point.



Clubhouse Redevelopment

As most Venturers will know, the development sub-committee, supported by various members with relevant expertise, has been working up proposals for the redevelopment of the clubhouse, driven mainly by the deteriorating condition of the floor sub-structure in the shower/wc area and the overcrowding often experienced in the clubroom during winter presentations and social events.

The members' survey, carried out earlier in the year, has provided valuable information about our use of existing facilities and priorities for the future and we would like to thank all those who participated.

In liaison with the Environment Agency, we have established the planning guidelines for accommodating possible future increases in sea-level and, with the voluntary help of member Ian Banks, who is a practising architect, we have now developed two possible schemes. Scheme A involves a phased replacement of the existing building, starting, of course, with the reconstruction of the shower/wc block whilst Scheme B involves the wholesale replacement of the building. With advice from Alan Hollingworth we are working on costings but it is already becoming clear that, even if we assume a high level of practical input from members, a complete replacement of the existing clubhouse in one go is unlikely to be affordable.

In the meantime, negotiations over our site boundary, lease, rent etc are progressing with ABC, our new landlords. We are pleased to be able to report that ABC have agreed in principle to a 50 year term which will assist us greatly in planning for the future and, in particular, in raising redevelopment finance. Currently under discussion is the basis for our future rent reviews, bearing in mind that the value of our site could increase significantly should ABC's hoped-for redevelopment of the Gallows Point area come to fruition. We are also exploring two options for the site boundary:

- a) as existing, and
- b) as existing, but extended to the high water mark.

We will, of course, keep Venturers informed of developments through these pages and perhaps the members' forum will also wish to discuss this subject on 6th November. In due course we envisage a special meeting at which we can put forward detailed proposals and seek approval to proceed from the full membership.

It is clear that when the time comes, and whatever the eventual scale of the project, there will be a need for a



major input from members, especially those with the requisite skills in project management, construction, services, decoration etc. and, when appropriate, we propose carrying out a comprehensive audit of members' skills and willingness to make a practical contribution.

In the short term, however, we would particularly welcome further assistance in working up the redevelopment proposals and in negotiating our lease and rental agreement. If any members with expertise in commercial valuation, quantity surveying, grants and funding, structural engineering or prefabricated buildings are willing to contribute, please contact Derek Lumb or myself as soon as possible.

Colin Pattinson

(On behalf of Development Sub-Committee)

Inflateable dinghy floor swaps!

During the cauffle of putting dinghies away on Sunday 31st July I have ended up with the wrong floor for my Seago 240 inflatable dinghy.

The floor I now have is approximately 1750mm long, which is 150mm(six inches) bigger than it should be, and has cutouts at the transom end.

If, when you next use your dinghy, the floor is 150mm (or six inches) too short, and has a square cut transom end, you are very likely to have mine!

If you were either on the club outing to Porth Eilian or the Round the Island race, or simply just pottering around that weekend and put your dinghy away in the area outside of the clubhouse, approximately mid afternoon, please check your floor for fit.

Tim Downes
ZYGO. Phone: 07957618966

In the footsteps of Bob (Denmark, August 2011)

Georgina and I were very fortunate to be offered the opportunity to sail onboard *Whispered Secret* in the Baltic this August, plus it gave Derek and Jean a method for getting the car to Denmark, and more importantly to get Tess back to the UK.

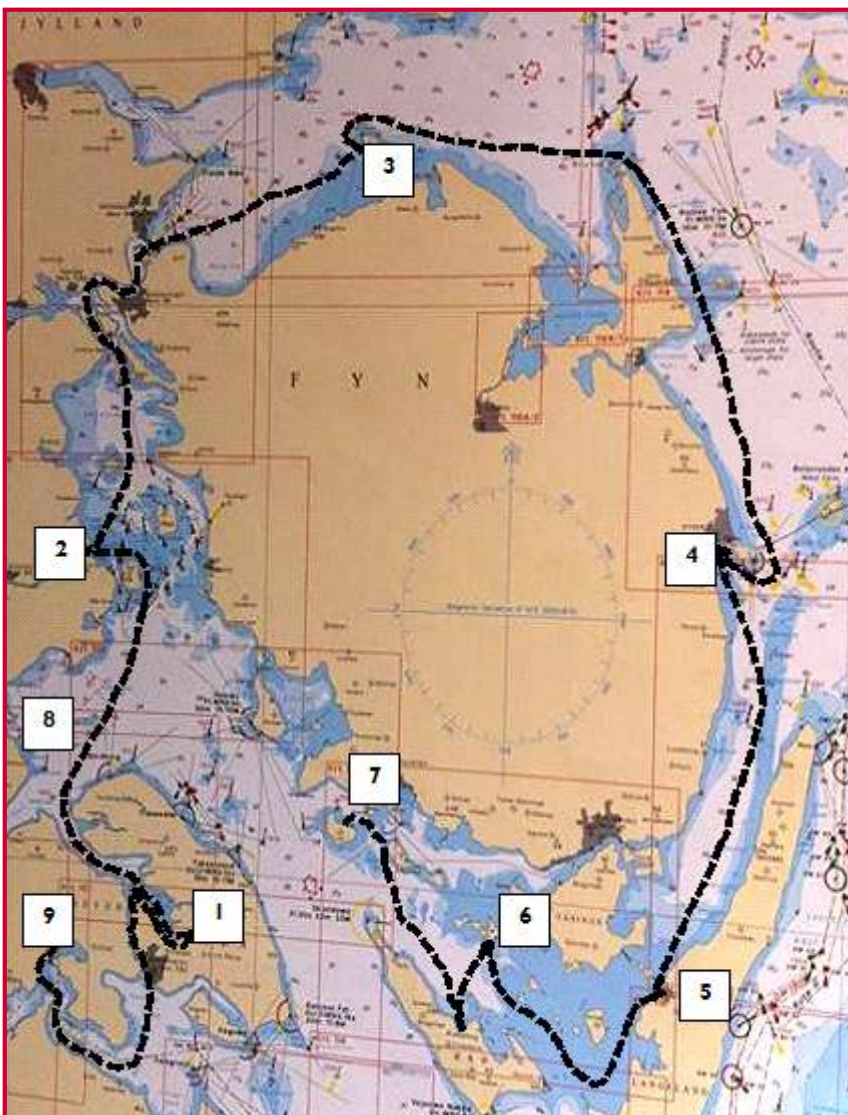
Courtesy of Virgin Trains and Anglia Railways I collected Derek’s car from East Anglia, then after staying overnight with Richard and Rosemary Mounce (ex club members, ‘Blue Rana’) who live near Ashford and a shop at Tesco to get supplies of items that were either unobtainable or relatively expensive in Denmark, I drove to Augustenborg, with Georgina flying out that evening via Copenhagen (well, next day really as she didn’t land until after midnight as the flight was 40 minutes delayed taking off from Copenhagen).

We spent a total of 9 days circumnavigating the island of Fyn – 3 nights at anchor, the remainder in the many marinas that seem to be round every corner. Many are quite small, perhaps only taking 40 or so yachts – others quite large. It’s all very flat – the highest point in Den-

mark is 175m. Similar to sailing round the west coast of Scotland without the mountains and hills, and more importantly (particularly for Georgina) no tide, so no need to be up early to catch it! The weather was good – breeze of varying strength up to 35 knots, and because of the sheltered nature of the waters and no tide it wasn’t rough. In the 8 days we did 240 miles, and of course enjoyed the excellent cuisine to be found on board *Whispered Secret*.

Georgina and Jean flew back on day 11 leaving Derek, Tess and myself 3 days to winterise *Whispered Secret*, and oversee her being hauled out and placed on her cradle prior to being tucked away in a boatshed until spring 2012.

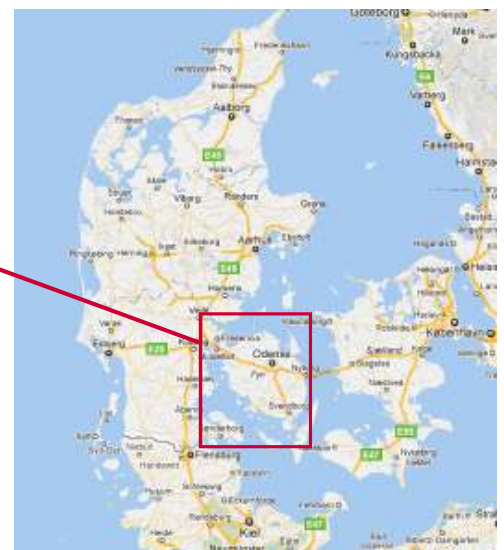
The drive back was easier as we shared the driving (well, Derek and I did as Tess just slept and showed no inclination to share her burden of the 842 miles back to Stafford). We arrived just after 20:00 having left Augustenborg at 04:00 BST.



Key to chart

- 1 – Augustenborg
- 2 - Haderslev Fjord
- 3 – Aabelo
- 4 – Nyborg
- 5 – Rudkobing
- 6 – Drejo
- 7 – Lyo – via Eroskobing
- 8 – Abenra
- 9 – Nybol Nor
- 10 - Augustenborg

Dave Clough



The 50th Annual General Meeting

will be held in the Clubhouse on
Sunday 6th November 2011 at 11.00 hrs.

AGENDA

1. Apologies for absence
2. Approval of Minutes of the 49th AGM
3. Commodore's Report
4. Vice-commodore's Report
5. Rear-commodore's Report
6. Hon. Treasurer's Report
 - 6.1 Approval of Hon. Treasurer's Report
7. Election of Officers
8. Election of Committee members
9. Award of Honorary Membership
10. Amendments to Subscription rates
11. Proposal to change the Constitution
12. Election of Honorary Auditor

Election of Club Officers and Committee

The following nominations for officers and committee members had been received four weeks before the AGM, and in accordance with the Constitution, are offered for election to the Committee of Management for the year 1st January to 31st December 2012.

Position	Nominee	Proposer	Seconder
<i>Commodore</i>	Glen Warburton	Paul Mountford	Alison Pattinson
<i>Vice-Commodore</i>	Christine Hynes	Alison Pattinson	Jen Barcroft
<i>Rear-Commodore</i>	Alison Pattinson	Jen Mountford	Christine Hynes
<i>Hon. Sailing Captain</i>	Lee Downes	Derek Asquith	Ralph Pierce
<i>Hon. Secretary</i>	Ralph Morris	Christine Hynes	Denise Lewis
<i>Hon. Treasurer</i>	Deborah Cassidy	John Bowles	Sue Bowles
<i>Hon. Membership Sec.</i>	Denise Lewis	Ian Hynes	Ralph Morris
<i>Hon. House Officer</i>	Ralph Pierce	Nigel Hackney	Shirley Dwyer
<i>Bosun</i>	Paul Kelly	David Clough	Colin Snowdon
<i>Committee Members</i>	Richard Forder	Alan Smith	Steve Maclean
	Michael Butterfield	Ralph Morris	Shirley Dwyer

Nominations will be invited from the floor for the three vacant committee positions.

Item 10 (Subscriptions):

Continuing upward pressure on costs, the fact that investments continue to earn very little and the need to at least retain reserves have led to a recommendation to increase subscriptions by approximately 3½%. Anchor membership will be reduced to £15 to reflect the anticipated cost of newsletters in 2012. It is proposed that Entrance fees will be maintained at their current level. As in the past, payment on time (before 31/12/2011) will attract a discount.

Proposed Subscription Levels

	Entrance Fee	Subscription	Discount	Nett (Paid by 31/12/2011)
<i>Family</i>	£65.00	£102.00	£9.00	£93.00
<i>Single</i>	£50.00	£72.50	£5.00	£67.50
<i>Under 25</i>	£40.00	£29.00	£4.00	£25.00
<i>Outport</i>	£50.00	£56.00	£4.50	£52.00
<i>Anchor</i>	£0	£15.00	£0	£15.00

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

Proposed: Deborah Cassidy (Treasurer), Seconded: Ralph Morris (Secretary)

Item 11 (Proposed change to the Constitution):

- Insert at the beginning of Clause 17.1: “No alteration or addition shall be made to the Constitution and Rules (including changes to headings and numbering) unless approved by a General Meeting.”
- Delete “Annual” from “Annual General Meeting” in the body of the paragraph.

Proposed: Derek Lumb, Seconded: David Clough

Members' Forum

The formal AGM will be followed by the Members' Forum where members may raise any issues of interest or concern. The meeting is not structured but notes will be taken and an informal report published on the website.

Typically, topics will be raised from the floor, but if there are matters which will involve the committee, it would be appreciated if a brief outline could be emailed in advance to the secretary (secretary@nwvyc.org.uk). Alternatively, use the website Blog to post your views.

Matters already identified for discussion are:

- Plans to develop the Clubhouse.
- Proposals to allow owners of motorboats to become Associate members.

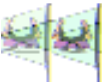
If you are unable to attend the AGM and/or Members' Forum, feel free to send your views to the Secretary, who will read them to the meeting.

Dear Reader.....

Well, this is the 5th Venturer edition that I've had my keyboard finger in. For the first couple of editions I was still figuring out how to defeat/work with the technology (I know, it's just cut and paste!) Following that came a worry that there wouldn't be enough articles, photos etc to fill the pages. Well, thanks to the contributions from so many of you, that's not been a problem. Mind you, during the sailing season, there's been an obvious topic for articles—i.e. the sailing. With the sailing over for most, the next challenge is to work out what other topics readers would like to see in their Venturer over the coming winter months.

So, please let me know what you'd like to see in the Venturer, be it sailing in the UK or journeys to far-flung parts of the globe, boat maintenance or building, cookery on board, club news and developments. Better still write something for the magazine and/or submit photos. I'm sure there's some fascinating stories out there, so whatever you're up to this autumn/winter (if decent and legal ☺), please consider sharing it with us.

Next edition of Venturer is planned for December. Closing date for articles 5th December 2011, by e-mail if possible to editor@nwvyc.org.uk.



Summer Cruise - August

Friday the 5th should have been the start of the cruise, but due to strong winds, we decided to leave on Saturday PM tide for Porth Wen, with an early start on Sunday morning for Strangford Lough. Yachts going were Osprey, Good Knews, Ocean Mood and Helian.

Sunday 7th

Alarms were set for 05:00 ready for the 05:30 departure, but Osprey's crew had been up long before then checking forecasts, and decided to stay behind - forecast was for F4-5 occ F6 from SW going W, with some showers.

On leaving the anchorage we were straight in to the top end of a F5; all crews decided to push on and make a decision after a few hours on weather to carry on, which all worked out for the best with the wind dropping to F4 within two hours and the sun making an appearance which made for a spirited sail. All three yachts kept in sight of each other for safety reasons and arrived at Portaferry, Strangford Lough, at 18:30, managed to get a pontoon berth for the night and looked forward to a well earned meal along with a couple of drinks to wash it down with.

Monday 8th

Showers were in the local B&B, but they hadn't turned the immersion on, so time for shopping and a walk around the town, followed by a shower. Next stop, Down Cruising Club, who use an old lighthouse ship as their club house. Good Knews decided to stay in Portaferry for another day,



Down Cruising Club

OM and H left at 18:30 for a bumpy wind against tide ride with OM taking the lead. On arrival at Down CC the pontoons were full and very little water under H keel with the tide starting to drop, so picked up a mooring for the night, followed by a meal and drinks on OM ☺

Tuesday 9th

Went to take pictures of light ship followed by a walk



Daft Eddy's, Down

ashore, visited a nice cafe next to DAFT EDDY'S for coffee and scones, yum yum, called in at local sail loft and bought five sail ties.

At 13:45 we set off for Quoile YC, motor sailed most of the way and then motored with no wind, keeping an eye out for all the Pladdies. GK set off from Portaferry to join us, arriving about thirty minutes after us. Very nice yacht club with all facilities, along with an honesty box to leave your berthing fees. Spent two days here due to strong wind forecast, but we were well sheltered and only had the odd shower. Denise suggested we walk to Downpatrick for supplies on Wednesday. It turned out to be about five miles on a road with no footpath, we had to get a taxi back, but it turned out well as we had a lovely Venturers' BBQ in the evening ☺

Thursday 11th

Left Quoile at 10:30 heading for Bangor, after much discussion about times to leave with one Quoile member saying we should have left a couple of hours ago to get there. As it was, going up the narrows we pushed up to three knots of tide. H studied the pilot and took the inside passage between Pladdy Lug and Bar Pladdy on leaving Strangford Lough, GK and OM left Bar Pladdy to their port side. The passage up to Bangor kept us on our toes, going inside of Butter Pladdy and S Rock, outside N Rock and through Copeland Sound. ETA was 16:00; arrived at 17:00. Very nice marina with all facilities along with plenty of places to eat, of which we all took advantage, and of course, not forgetting the Guinness ☺☺

Friday 12th

Spent the morning with showers and getting supplies, checking over the yachts and getting ready for a 12:15 departure for Glenarm. Forecast was F2-3 from SW with showers, so motor sailed most of the way. Glenarm marina was very nice with a brand new shower block

Summer Cruise - August (contd)



and office. Just as well, because Glenarm has seen better times - two pubs and nowhere to eat, not even a take away ☹️. In the end we decided to eat on board.

Saturday 13th

Usual showers and supplies with a walk around the town, topped up diesel with jerry cans. Next stop Rathlin, wind F4-5 from SW v W or NW later dropping to F3 @times drizzle then rain. Two yachts set off 1 hour before us, we left at 13:00 with another Fulmar 15 minutes later, all heading for Rathlin. Had a good passage with 15 knots of wind rounding Fair Head. The views of the sheer rock formations were absolutely stunning. Sailed nearly all the way with a ground speed up to 10 knots, with whirlpools forming, but no confused seas as such (still kept to the mainland side to avoid them though), and then made a course for Rathlin allowing for the tide.

I called Five K (the other Fulmar) on the VHF radio, who by now had tied up in Church Bay to see if there were any spaces on the pontoons. Reply was "No", but I could raft against Five K, and to keep well to port of the breakwater once in, then keep the pontoon on my port side, but close too, because of shallow water. All went to plan with only 0.1 under the Keel of H at one point.

Once rafted up it was time to help OM and then GK, who did just touch the bottom and had to have Sorana swing on the boom to free them off (that's all it took). So, all tied up and time for a pint, ETA 17:00, ATA 17:10.

Looking ashore things were a bit rowdy. Looked like a hen party and stag party mixed together and all in high spirits, so glad when the ferry came to take them back to mainland Ireland. We all decided to eat on board as the Hotel looked a bit expensive, but we did manage a couple of drinks in the pub.

Sunday 14th

08:00 start, destination, Cambeltown, Scotland. Forecast F2-3 SW going NW to NNW, motor sailed most of the way to Sanda making good time with the tide helping us, a bit to much at times, as we got pushed down more than anticipated when we looked at the tidal stream charts and set a course. We seem to have done very well with the weather, 4nm out from Strangford the mountains were covered in rain, but we only had a light shower, when on our way to Bangor the Mull of Kintyre disappeared in black storm clouds, now on our way to the Mull of Kintyre, Black Head has disappeared in dark clouds with heavy rain, but we were in the sun and sailing to Sanda, just making it through the sound before the tide turned.

Sailed on towards Cambeltown arriving at 15:00 and spaces on the fairly new pontoons booked in and paid for one night at the tourist information centre. No shower block, but we could use the leisure centre, ONLY £3-40p a go! Had a good look around the town, wet our whistles and decided where to eat our evening meal, sorted. Back to the Yachts for some fishing, Paul and Lee catching mackerel, very nice they were too, and a look around the fishing boats. Had very nice meal, one Guinness (not very nice, so back to the bitter) ☹️.

Monday 15th

More fishing for Tom and I, but no fish this time. Next job, off to the whisky shop - Cambeltown has some of the best distilleries in Scotland, along with prices of £1000 per bottle. Struggled to find the £15 jobbies - settled for a nice bottle of 15 year old Springbank single Malt at £49. (Des and Paul, no good askin', cos by the time you read this it will be gone, and very very very nice it was too - two reasons for this article being late!) ☺️.



East Loch Tarbert next, left Cambeltown at 12:00, arrived at 18:30. We sailed most of the way with good

Summer Cruise - August (contd)

wind until the end of Arran, then motor sailed for the rest. Tarbert was very nice with a narrow entrance, booked in for berths on the pontoons, but could not raise the marina office as shut, but they had put reserved notices on the pontoons for us - well, we assumed they were for us! Facilities were very good and the town very nice. Tom tried his hand at fishing again along with Paul - but no takers.

Tuesday 16th.

The day started dull and looking like rain, forecast was F2-3 from SW gusting to F7 by 16:00. Today we were to start heading back S, destination Troon, (Helian's home port before she came to Anglesey). All three yachts were untied within minutes of each other and off for 11:00 in the rain (getting used to pontoon routine by now ☺).

Sailed for the first 1.5 hours, then motor sailed for the rest, Wind mainly F2 with the sun shining on us, with dark rain clouds coming down from Ireland and going around the back of Arran.

At 16:30, with about 6nm to go, motor sailing and the autohelm on, the sails gave a slight flutter which made me look up, followed by the wind rising to 35 knots within a minute and giving all three yachts a frantic time putting their sails away. Unfortunately, GK had their mainsail torn in half, but no other damage to crews or yachts.

The rest of the passage to Troon was very lumpy with a following sea, and all crews glad to enter the harbour entrance. Troon has a very big marina, the most expensive we stopped at, but they did have excellent facilities, but not as good as OMs; Denise set to with a three course meal for six, and very nice it was too, surprising what you can do with two gas rings and an oven on a 27ft Moody. Well done Denise and Jerry (Jerry carved the chicken) ☺☺☺

Wednesday 17th

07:00 start today heading for Port Patrick, Forecast F3-4 going F2-3 W then NW. Motored most of the way with 2 hrs sailing. Had a good passage with some ferry traffic from Stranraer. Portpatrick is a nice port, but should not be entered 2hrs either side of low water. (Not all pilot books tell you this.) On entering we were greeted by Bernie and Shirley of Dansa who were also on their way back from Scotland. Had a game of putting golf, very competitive - three holes in one plus a few balls in the stream, followed by a very nice meal in the local pub.

Thursday 18th

06:00 start for Peel, I of M, all crews away on time. Dansa stayed behind to catch the PM tide. Motor-sailed all the passage due to the lack of wind. Passage past The Rhinns, Mull of Galloway, was outstanding with plenty to see, and photos of the light house on the headland. On arrival at Peel we only had a short wait for traffic to come out, and then in to the pontoons. Had a walk around the Castle, followed by a ice cream on the sea front. The weather was forecast to pick up by PM Friday until Saturday PM, so it was a fish and chip supper, one pint and an early night for the 02:30 start back to Beaumaris. A day's rest would have been good but it would mean setting off back on Sunday and work on Monday☺

Friday 19th.

02:00 ☺ yawn. All three yachts left slightly late due to not being able to raise Douglas to swing the bridge by remote control. On our way out we passed Dansa tied against the wall with Bernie giving us a wave. The sea was flat calm with all the stars out and we were heading for Calf Sound. On arrival there we had to push three knots of tide to go through, but all was good. Anglesey next with only a big tanker causing Denise some concern. Wind started to pick up at 10:00 slowly building up to a F5 by 12:30. Helian and Ocean Mood tied up at 13:40 with a very lumpy wind against tide from Puffin to Beaumaris, and Good Knews passing about 30 Minutes later.

Total distance travelled, 456.3nm, engine hours 64.8, Roll on next year ☺☺

Lee, Unofficial OOD.

Anglesey Fabrications.

Keith has been in touch with Dave Clough to advise that he is unlikely to be available in March and April due to a work commitment overseas, and most likely will be busy in February getting outstanding jobs completed.

This is a peak time of year for us sailing types in terms of getting jobs done for the new season, so if you think you may need Anglesey Fabrication's services please contact Keith now to discuss your requirements.

keith@angfab.co.uk

or
07918 718709.

<http://www.angleseyfabrication.co.uk/>

Bosun's Corner

Life raft Servicing and Sail Laundering

Check your life raft service due date now! The life raft servicing and sail laundering offers are running again this autumn. These have been very popular in the 4 years that I have run them (we had nearly a third of a ton of members sails laundered last year) so if you are interested then please fill in your details on the club notice board in the galley area or e-mail me directly - bosun@nwvyc.org.uk. I now have the costs, and will provide them to those who express an interest. The collection forms are available on the club web site in the Bosun's section, and in the clubhouse.



Life rafts and Sails must be delivered by the member to the clubhouse before 31st October. They will then be delivered back about 3 weeks prior to the start of season party next year fully serviced. Please note that Arimar valise life rafts are not suitable for servicing unless you are prepared to purchase from Norwest a 2nd hand valise / canister a size larger than your current one.

Note: This year any sails taken directly to The Boatshed will not be eligible for the NWVYC discount, nor will the club gain any commission. Fully battened main sails must be dismantled before collection.

Flares

I will be running the Flares offer again as well this year. Keep your eyes peeled for information on the notice boards, or on the Bosun's Store section of the club web site. Flare order forms should be available from December – full details in the next Venturer.

Chain

This will be the fourth year Chain, Shackles and Swivels will be available through the Bosun's Store.



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.

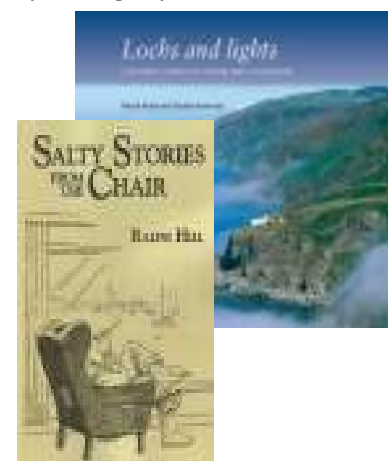
How does it work? There is an un-priced price list in the clubhouse and on the Bosun's Store section of the

club web site. Contact Island Chain quoting 'NWVYC' and they will give you a direct quote for your needs – they will check with me that you are a 2011/2 NWVYC member. 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 the orders coming in over an extended period of time, so please get your orders in early!

Christmas Presents

By the time you receive this edition of The Venturer there will be approximately 60 shopping days left till Christmas. Don't forget that NWVYC branded clothing makes an excellent Christmas gift, as do 2012 Almanacs, Tide



Clocks, Battle Flags, the books 'Salty Stories', 'Fearsome Passages' and 'Lochs and Lights' and Pin Badges. Please place orders early. I can offer a 'discrete brown bag' facility to help keep the gift a secret!

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. Prices have yet to be confirmed but I should be in a position to offer a 'can't buy cheaper' guarantee. And remember, there is no booking fee to pay when ordering tickets through NWVYC.

Details in the next Venturer, and on the Club Web site from December. It is important that if you intend going you purchase tickets through the club (which are cheaper than any other on-line offer) 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.

*Bosun
October 2011.*

More scenes from the 50th Anniversary year

Escort for Osprey en route to Porth Eilian



Late summer heatwave:
Ocean Mood and Osprey heading
to Porth Eilian



Summer cruise: en
route to Portpatrick



Who's the Birthday Boy?

End of Season party with
The Beaumaris Shoreline Skiffle



Summer Cruise: Sunrise 06:15 on 19th Aug

It's big and blue - Hwyl Dda tests the new ABC hoist

