

The Crow's Nest

An all-round up to date view of the MYC

BI-Monthly Bulletin

Issue 10

September 2010

Officers:- **President:-** Wendy Ponsford, **Commodore:-** John Haddon, **Vice-Commodore:-** Nina Huntley, **Rear-Commodore:-** Bill Taylor, **Secretary:-** Salmon Williams, **Treasurer:-** John Puddle, **Membership Secretary:-** Kate Allcott, **Rowing:-** Dave Bott, **Power Boats:-** Dylan Roberts, **Junior Sailing:-** Dennis Howell. **R.Y.A. Principal** Gordon Parker

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Hurricane!-Rower's Report- Diary Dates- Training-100Club Membership -Rear-Commodore's Report-Adult Sailing--Courses-Compound Interest 2-A Sailor's Tale- For Sale

"The Perfect Storm"

Starring

Mike Roberts, Dave Nevin, Colin Stebbings, Glyn Jones & a Cast of Thousands
By Gordon and Val Parker

Unexpected Storm at Barmouth.....and beyond....."Prairie Oyster's on the Beach!!"
The sound of the phone ringing dragged me from a deep sleep as I heard my wife pick it up at the bedside. Gradually as I became aware I heard her voice sounding concerned and alarmed. What could this be at 6.00 am in the morning I thought an accident perhaps? had someone died ? it can only be bad news, as I lay there puzzled I then heard her say "Thanks Mary" we'll call you later.

It was then as Val put the phone back she turned and told me the bad news, Mike Roberts had been trying to make contact for the last hour or so but was unable to get through to me and eventually had rang Dennis Howell to check my phone number and hence the call from Mary, Dennis's wife. No I wasn't dreaming it was real , time enough to find out the worst later. We were up and dressed in minutes into the car and speeding along from Corwen to Barmouth. How had she ended up on the beach and not smashed into the bridge only 30 or so metres away from my mooring, the beach itself is strewn with rocks at the life boat end, and yet she seemed to have miraculously avoided these too. We were later to hear that winds overnight had reached almost ninety mph at times, and that the entire west coast of the UK had been blasted throughout the night. On arriving at Barmouth we were able to see Prairie Oyster lying on her side, dumped by the tide and wind both of which had receded. First glance from a distance above on the road side things didn't look too bad, but what we might find on closer inspection we couldn't tell.....On arriving at the quayside we were met by tales of boats having moved around during the night but very little serious damage seemed to have occurred. Dave Nevin and his lads had been active in checking moorings and doing all they could to make sure boat moorings were secure!. Having had an eye operation just the previous day my eye was looking a mess and on talking to Dave and also Mike

Roberts they insisted in no uncertain terms that I go home and leave things to them as presumably there was little I would be able to do!!Later that day Prairie Oyster was safely back on her mooring .I would just like to say a big thank you to Mike, Dave, Colin and Glyn (harbourmaster) for their professional seamanship and assistance in all they did around the harbour that morning.

(See page 5)

Rowers Race Again

by Dave Bott

On Sunday 13th July 2010 Mawddach rowing Club participated in their first race for two seasons. The event was held at Mochras, weather conditions were quite rough with heavy rain (some of the time)!!!

The men's "Supervets" had a good race, enjoying close competition with a team from Newquay. It was Sioned's first race as cox and she was brilliant!

The mixed team enjoyed their race and the challenge it presented. It was the first time

both Noel Bennet and John McKenzie Murdoch had raced and they thoroughly enjoyed them selves. The team are now all looking forward to their next race.

Ready to go!



Diary Dates

Quiz & Supper

Thursday 15th September

Bingo & Sandwiches

Thursday 23rd September

Quiz & Supper

Thursday 30th September

Bingo & Sandwiches

Thursday 7th October

AGM & Buffet

Saturday 9th October 7.00pm

Quiz & Supper

Thursday 14th October

Curryoke

Three Men in a Boat & Curry Supper

Saturday 16th October

Bingo & Sandwiches

Thursday 21st October

Annual Dinner & Dance

Bae Abermaw 7.00pm

Saturday 23rd October

Quiz Supper

Thursday 28th October

Training

Funding has become available through the WYA for adult training sessions. Please contact Gordon Parker (Principal) 07769817883 should you be interested. Members are requested to consider what training they wish to do i.e. safety boat courses; powerboat courses; etc

The Hundred Club

The Draw for the September winner of the Hundred was Barry Rampton who has received a cheque for £65. Congratulations to him.

The 100 Club is almost at a standstill with no progress in increasing membership of late. This is a good chance to have a little "flutter" with great odds and help the club financially at the same time. Anyone wishing to join this club and have a chance of winning should contact John Puddle, on 01341 280 602 units are £5.

Keith and Alan Memorial Trophy.

By The Rear Commodore

All the crews met at 8.30 am on 21st Aug for this rearranged race and again decided the weather was too unpredictable for an all day race and agreed to meet again at 3.30 pm, where we picked up further interest and decided to have a short race on the evening tide. On my boat Ceriddinen with Graham Holder on tiller and vocals, and Sam Williams as second mate and trumpet. We got off to a great start but were soon overtaken by Karl on Karpily. Shamel with Martin and Katie were third round the first bouy but made what was to be a very good

tactical move using the northerly current to help them get to the outer bouy ahead of the fleet. They stayed ahead to win their third trophy this year. Moody Women skippered by Trevor Rees with Wendy as "willing" crew never really got going and both spent the next day up to their knees in mud cleaning the barnacles off her bottom.



Katie & Martin receiving the Trophy from the Rear-Commodore

Ladies Cup. Sunday 1st Aug

Navigation Cock up!!!!

I was OD for the day but without a female crew, and absolutely knacked from two nights with little sleep from a rocking boat, was invited by Martin and Kate to go out on Shamel. First over the line and after several tacks first round the first marker. Thinking this was the second bouy headed to the fairway bouy by mistake. Bex helming Southern Comfort who took the correct course completed the 2 laps to finish first. Moody Women started with too small a Genoa, but were unable to change sails because Wendy could not reach the forestay to change the sail and keep her hand on the tiller at the same time, and so ended up in the rear of the fleet.

So what did we learn today? 'Don't rely on the Rear Commodore to navigate a triangular course'

Keith & Alan--Another Perspective

By Graham Holder (The Voice)

Saturday morning the pre-race meeting, the race was deferred due to impending weather conditions and it was decided to try and get a short race on the late afternoon tide.

The 3.30pm meeting decided that the race should take place starting at 5.00pm. and now there would be 6 boats not the original 4.

Oh dear! 4.00pm rain and all boats high and dry but come 4.30pm all boats off and a start was made at 5.00pm from the outer bouy and what a good race it was. The weather improved, as did the wind making 2 laps around the cans possible.

There was a good start with some competitive racing with Shamel finally taking the chequered flag due to Katie's great seafaring knowledge.

"Ready to go about" bellows Martin "No" screams his wife, "I'm just putting the kettle on to boil" With knowledge like that it was inevitable that they would succeed.

Karl in Karpily held us up by pinching our wind at the last marker but lost out on handicap (no waterproofs) so we finished 2nd, with Bill the Boot skippering.

After a good sail what better than a super B-B-Q meal and lots of stories.

Which brings me to my final point. Bill has taken on a new crewmember this year namely, Sam, who appears to be really enjoying himself, although unused to the nautical phrases- "tighten the jib you

pillock”, “cleat it in”, “the Sat Navs not working”, “tea I sugar please Bill”

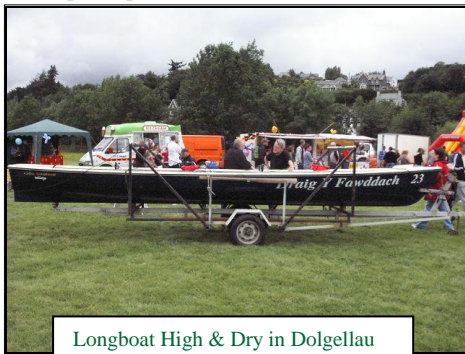
Wouldn't it be nice to see a few more shore bound sailors having a crack at sailing, like Sam. I'm sure others would be happy to give them a sail and I am confident that once tried they would enjoy the pleasure and techniques of sailing together with the glorious scenery and sea life.

Rowers Rambles

By Dave Bott

A few beach launches have been made of late and are proving successful. The insurance for the club's car includes Arthur to drive. This is mainly for the convenience of transporting the rowing boats when required.

Arthur reported that he had been in touch with a member of the Dolgellau Rotary Club and discussed the possibility of holding a regatta type event on the Mawddach on a Saturday in May, 2011. This would be a complex operation and would involve several



Longboat High & Dry in Dolgellau

types of crafts; i.e. kayaks; canoes and Celtic long boats. An event involving the Celtic boats would have to be sanctioned by the WSRA. Also the height of the tides would have to be taken into consideration, this being a major factor nowadays as there are movements in the sandbanks along the river and also they have become more prominent than in the past. This would result in the navigable channels being narrower and may be unsuitable for a large number of crafts to negotiate at the same time. It must be borne in mind that this is only speculative at the present time.

Dave has arranged the London trip for the Great River Race on weekend 25th. September.

The rowers also had a good day at the Hwyl yr Haf in Dolgellau introducing the onlookers to the fun of being a Celtic longboat rower. Many showed interest and it is hoped new members may come forward because of this initiative.

Courses

There are no courses scheduled at the moment but a First Aid Course has been suggested, Radio Courses will commence once new equipment has been purchased to comply with new regulations. Anyone interested in taking courses should contact :- Wendy Ponsford 01341 281 262 or 07799125592 , wendy-gwynfa@ic24.net or Graham Parker RYA Pricipal 07769817883 for further information

A flaming good B-B-Q

Club B-B-Q

This was held on August 21st with a good turnout of members, wearing the coveted Chef's Hat this year was Nick After an awful day weather wise the sun came out and for once the weather was on our side with no rain during cooking. Wendy Ponsford offered a vote of thanks to Nick and to all who had made the evening memorable especially to those who had supplied salads and desserts.



Compound Cleanup Day

By The Voice

There was a good turnout on a beautiful day, sunny and warm. The Bosun, John Smith, led the team and Chief Warden was Dave Bott A lot of work was done on the fencing, gates and cleaning up. Val dispensed from her camper van copious amounts of tea and coffee.

Afterwards there followed a superb B-B-Q cooked by that well known chef and trumpet player, Gary Roberts, The menu:- Well Done Beef burgers, Well Done Sausages, Well Done Baps and delightful onions.

Many thanks from all the workers as the food and drinks were really appreciated.

An enjoyable and very productive day

Membership

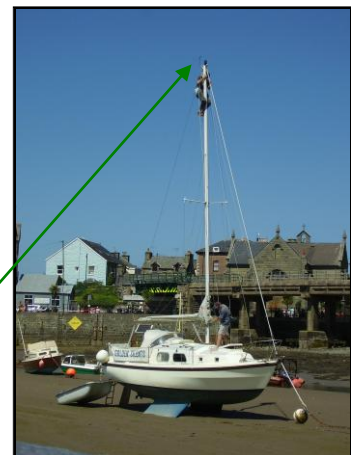
The Club is pleased to welcome recent new members, Jonathan Nicklin & family, Mr John McKenzie Murdoch, Mr P Bird & family, Mr Steve Fisher & family, Mr James O'Rourke & Mr Laurence Rowe & family. We trust that they will enjoy their time with the club and avail themselves to all the facilities it has to offer.

"Crikey Roy these seagulls are making a right mess of your coach roof"

Picture taken by Katie and Martin Allcott "Shamel", of Roy Stephenson, "Golden Silents"

They commented, "Not bad for someone in his eighties!" Title attributed to the Rear-Commodore

Roy



Compound Interest 2

By The Bosun

There are **FOUR** items of interest to report to Club Members who keep boats in the Compound.

Firstly, the new electricity supply points are almost ready subject to testing and certification. It is important that members who use the electric supply understand the limitations of the supply and the need to use the supply points responsibly. Members will need to have blue (15 Amp) 'caravan' plugs for their supply. The absolute maximum will be 15 amps per lead. This will be much less if others are using the same box. Bear in mind that one small fan heater may be 8 or 9 amps and an electric kettle may be similar. To 'hook-up' to a supply, your plug should be inserted through the circular access hole in the bottom of the box and then connected into the socket. **THE DOOR MUST THEN BE SHUT TIGHT** to prevent ingress of water and sand. When you have finished disconnect and **REMOVE** your lead again making sure the box is shut tight. Do not leave any leads connected when you are not present in the yard. If the box has no other leads into it there is a white circular cover to close the hole in the base of the box.

Secondly, thanks to the efforts of Russ Handy, the CCTV security coverage of the compound is now improved with the addition of a camera controlled from the Harbour Master's Office.

Thirdly, thanks to clubs members who came on the recent 'clean-up' day, the fence and gate refurbishment is underway. Some rubbish will be removed in a mini-skip in the next few days. Please be patient while this work is completed.

Finally, there are proposals for changes to the compound storage fees and 'rules and etiquette'. These will be discussed, amended if necessary and approved at the AGM.

Irish Sea Adventure

Geoff Bolton (Juno)

Jim my recent syndicate partner in Juno has recently traded up to a Hunter Channel 32. We decided to take it for a cruise around the Irish Sea from its berth in Port Dinorwic (PD).

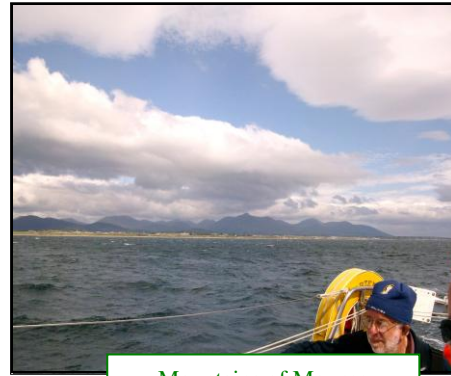
A group of four cast off from PD early on a Friday morning and headed up through the Swellies to Puffin Island and hoisted sails, we set off for Amlwch in the north of Anglesey for our first night. We were into wind and had to tack out to Point Lynas. On the way we decided to practice man overboard recovery under sail and using a pair of large fenders tied together. Needless to say the two ex dinghy instructors were perfect despite some biggish waves.

Arriving in Amlwch, we were obliged to raft up to an old Atlantic whose skipper informed us he was leaving at three a.m. in the morning and we would hear his engine and get up to let him out. Luckily he slept in until about five and after seeing away, we decided to go as well.

We cast off and motored out heading for Port St Mary IOM. Alas the light wind was on the nose and we had to motor. We saw only the Atlantic and one

other Yacht during the whole crossing. We arrived in the afternoon and tied up against the long Alfred Jetty and used the excellent shower block in the harbour master's block. During the night, I was awoken by a strange creaking sound and on popping my head out of the fore hatch I noticed we had not left sufficient slack in a spring and were hanging slightly, luckily my knife was at hand and solved that problem.

On Sunday we set off for Peel on the west coast of the island. We motored through the narrow Calf Sound at slack water and made Peel by lunchtime



we

Mountains of Mourne

refuelled and tied up in the marina. A word of warning. The marinas on the IOM are run by the Department of Transport and the fuel pump only works by a card. This card costs £5,00 plus the cost of the fuel. If you do not use all your fuel credit, there is no refund. The office only allows a small amount for heating!

Monday morning dawned with the weather forecast freshen to F7, so we decided to have a day of rest. It was frustrating as we could see the Mourne Mountains from Peel breakwater.



Concrete ship

We set off on Tuesday to a good fresh NW wind and headed for Ardglass in Northern Ireland and arrive there in the afternoon and tied up in the marina. We had excellent fish and chips in a chippy near the marina and a few beers in a very friendly pub next door.

Wednesday we had a good reach southwards past the Mourne Mountains, set the cruising chute and headed for Carlingford Lough. This waterway is quite busy with Commercial traffic and we motor sailed up the wide but twisting channel and entered Carlingford marina in the Irish Republic. The breakwater of this marina looks like an earthquake disaster with a very narrow entrance, which must be taken at an angle because of the jetty just over a boats length inside. There is an inner jetty consisting of a sunken wartime concrete ship

Which is accessed from a bolted on gantry, which is about five feet above the pontoon at low water. Carlingford also has a drying harbour where boats may anchor. The town is quite interesting with narrow streets, plenty of pubs and shops but remember to take some euros.

On Thursday we "shot" the narrow exit into a strong tide filling against the wind. We motored the four miles in very choppy conditions and on reaching the open sea we set sail again with the cruising chute set and headed south for Howth. This was a long coastal transit in a goof breeze and we arrived in Howth late afternoon to discover a regatta was being held at the weekend and as space was tight, we had to raft up again. We were amazed that the marina bar and restaurant closed at seven o'clock and we had to walk into town for sustenance.

We rose early next day, Friday the thirteenth for the 55 mile transit to Holyhead. We left in a NW F5 with blue skies and were soon reaching along at 6 to 7 knots. We were soon to see ferries passing close by. They do alter course for you! As navigator I was happy to have the large chart plotter and radar at my command but I also keep a paper plot, just in case. About ten miles out, we were joined by a pod of about twenty porpoises, which escorted us for about half an hour.

We arrived in Holyhead during the afternoon after what we thought the best sailing day we had ever had. The beer in the sailing club was the best on the trip.

Saturday was uneventful until we reached pilots' cove and anchored to await the tide for Caernarfon bar. We discovered we had a problem with the gearbox; it was stuck in forward gear. We motored gingerly over the bar and back to PD and put Artemis to bed. An excellent trip. We later discovered the gear change cable had broken.

Disasters Minimised 15th July 2010

The club has received a letter from the Harbourmaster, Mr Glyn Jones, which detailed emergency action taken in the harbour on the night of 15th July 2010. This was the result of abnormal severe winds, reaching 87 miles per hour during the night. Several harbour users including himself and other personnel were up most of the night concerned about what was taking place within the harbour.

At dawn the following morning, it was realised that several boats in the harbour had been affected; in as much as that they had broken their moorings or dragged them by the force of the winds. It was inevitable that damage was caused.

Glyn drew up a plan of action and by mid afternoon, skippers of the affected boats had been contacted and order was regained in the harbour.

Please bear in mind that all this work, which at times proved quite challenging and dangerous was done on a voluntary basis.

It is obvious that because of the swift action taken by these volunteers much worse damage was prevented.

The President, Commodore, Officers of the Club and all those who were affected wish to thank them all for gallant efforts and quick response.

Lifting Out

Dave Nevin has said that he will be bringing out boats this week (11th-18th September), if anyone wants to be taken out.

He is not sure when the next lift will be, maybe in 2 weeks (He hopes to know at the end of this week) Otherwise it will be in the middle of October.

Please contact him about your lifting date
Dave 01341 247 702 mob 07979802751

Noson Mexicali

A touch of exotic Mexico came to the club last Saturday, 11th September with a mouth-watering Mexican feast prepared by Val Parker and Jane Roberts.

Husky Senors, and Sultry Senioritas served this veritable cacophony of mouth tingling dishes.



The evening opened with an Avocado Dip and Tortilla

Husky Senors & Sultry Senioritas

Chips, followed by tasty Chicken & salad wrapped in a Tortilla Wrap with spicy chick peas, then a not too fiery Chilli con Carne with rice and to end a sumptuous array of desserts provided by club members, Banoffee Pie, Chocolate cream & Strawberry Gateau, Lemon Meringue Pie and a Plum & Walnut Flan. All made in heaven, the price? £8.50. Where could you get a starter in a decent restaurant for that amount?

Those who attended thoroughly enjoyed themselves and it was a shame that there were not more to appreciate this wonderful meal. Wendy gave a vote of thanks to all those who had contributed to a thoroughly pleasurable evening.

Item For Sale

"MISTOFFOLEES" HUNTER HORIZON 26" **£16500**

Year: 1988 - Length: 26 (ft) Twin keel. Standing rigging replaced 2009 Yanmar 1GM10 saildrive fitted 1999. Full set instruments. Log, depth, wind. Simrad VHF/DSC, Simrad autopilot, Garmin GPS 128 Spinnaker. CQR anchor Fenders, warps boathook etc. 4 person Life raft Avon dinghy

Contact Denis Howell 01341 247553 07971 008031



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If you would prefer this newsletter in hard copy please ask.

Contact

For articles or sales please contact Barry Rampton 01341 280 398 email:-
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Bulletin Editor with any news for the October /December news sheet

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please support it when you can.**

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