

The Crow's Nest



An all-round up to date view of the MYC

March 2011 Bulletin

Issue 11

Officers:- **President:-** Wendy Ponsford, **Commodore:-** Arthur Williams, **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, **Bosun:** John Smith

Inside this Issue:

Commodore's Report- Nightmares-Great River Race- Training-100Club Membership -Rear-Commodore's Report-Adult Sailing--Courses-Race Winners-Compound Interest 3- Diary Dates-Rules of the Road- For Sale

A Message from the Commodore

Arthur Williams.

It's now over six months since I returned from a visit to Poland to find that I had been elected Commodore of Merioneth Yacht Club at the AGM held when I was away. I had of course agreed that my name could be put forward, but it was still rather a shock to find that I had been elected. A shock, but also an honour and a privilege.

Firstly then, a little bit about myself for those who don't know me. I joined the Yacht Club a few years ago as a rower. I've been a member of the Management Committee for four years now, and have been Captain of the Rowing Section and latterly Chairman of the Rowing Section. Originally from Aberdaron, I have been involved in boating and sailing since before I can remember, in Aberdaron Bay, Abersoch and Pwllheli. To add even more salt to the story, so to speak, my ancestry can be traced back to 18th Century farmers and fishermen on Bardsey Island. I am very proud to have been elected Commodore, but am aware that the club faces a very difficult period on and off the water. There are Harbour problems that need to be addressed, and the economic climate is to say the least not conducive to the success of a small club like ours. The Committee have produced a Development Plan for the future, which is now available on the club's web-site. Please take time to read and consider it.

Despite the difficult times, socially the Club continues to provide a pleasant and

welcoming atmosphere for members, guests and visitors in the bar and dining room. Suppers, Bingo Nights, Quizzes and Music Nights are regularly arranged. I would urge members to continue to enjoy and support these events. The Club's economic well being depends in part on the income derived from these evenings. Again thank you as members for your continued support for the Club, and for giving me the privilege of being Commodore.

Diolch yn fawr iawn i'r holl aelodau am barhau i gefnogi'r Clwb a'i weithgareddau, ac am yr anrhydedd a'r fraint o gael bod yn Gomodor.

A Message from the Outgoing Commodore

John Haddon

2010 has been an eventful one for the club in many ways, the most significant being the purchase of the Compound from Gwynedd Council, at last. Many thanks to all those who helped finalise the deal, those who purchase bonds and members of the 100 Club.

As you know, Paul, our steward is back with us after a long illness and it is good to be getting back to normal.

We were promised a barbeque summer yet again. I think the met office has a strange sense of humour, but there we go. We have managed more of the sailing programme this year, but more of that later. The Junior Sailing has again done well, under the guidance of Denis and Steve, with some good sailors coming on. Thanks to all who have helped.

The Rowers have been to London again and competed in some of the races up and down the coast.

The Social team under Nina Huntley have been very busy again-if you haven't been to some of the events, give them a try- they are really good.

John Smith, our Bosun, has been working nothing short but miracles in the Compound, as you will all know. The Club owes him a great Thank You.

Another massive thanks to Ray who has sorted out the Compound electrics and also to Gordon Parker for taking on the job of RYA Principal.

Thanks must also go to all of the Management Committee, for their tireless work and enthusiasm.

Vice Commodore's Report

By The Vice Commodore

We have had a moderately busy year on the social front. We have had excellent support for some of the dinners but not for others, which I don't understand why.

I wish to thank everyone who has done the suppers and everyone who has helped throughout the year.

A couple of events to mention, the Christmas Dinner in the club was an excellent night and really well attended and the Three Peaks was a success with lots of compliments on the food and hospitality.

The Quizzes and Bingo nights are still going strong and I would like to say a big thank you to Linda for all that she does.

Treasurer's Report

By John Puddle

The year 2009/10 was an exacting year in a period of severe economic downturn, not helped by the dreadful weather over the holiday months July, August and September.

We benefited from two acquisitions: Firstly the Compound bought from Gwynedd Council for £65,000. The sale of Bonds by Wendy had a fantastic response and brought the mortgage down to £55,000 over a period of 15 years.

If we had not bought the Compound, the annual rent would have increased from £2,000 to £6,200 per annum.

The difference between the last year's rent and the mortgage is significant at approximately £247.00 per month.

Secondly we purchased another safety boat, which is a necessity especially for the children's sailing and it has proved it's worth. This purchase was made by a matching grant making our outlay £3,000. Bar purchases have risen by £4,000 this year with spirits and beers rising between 5%-10%. Although bar sales increased the

profit margins went down from 72% to 65%.

On expenditure there was an overall rise in costs, but wages, heating and lighting were reduced. Overall we made a net profit of £846.

We are now a club that is asset rich but relatively cash poor.

Finally could I implore any member wishing to join the 100 Club, which has been running since May 2010, to come on board as early as possible. At the moment there are approximately 40 members who generate money for the MYC for a significant monthly prize that will increase with more subscribers.

Nightmare in Portmadoc.

By The Rear Commodore

Ann and I have spent a week on the boat in July the first since we sold!! 'Bad mistake', our cottage on the rock around 10 years ago. We never go far, can't see the point. There are so many nice places very close and if you go a long way you are forever worrying about getting back.

Perhaps that's why Howard only ventures within a half-mile radius of the perch!!!

We have had some lovely times usually staying at Llanbedrog, Portmadoc,

Abersoch, or Aberdovey. Never in Pwllheli or Aberystwyth, 'I was born in Yorkshire'.

Last year we had a lovely time swimming at Llanbedrog at six in the morning. This year we planned a similar venture

combining Portmadoc and Llanbedrog, but had no idea of what we were going to be

faced with. We left Barmouth on Monday 12th July headed for Llanbedrog, but it

was clear when we were close to Mochros that the wind direction was going to be no

good for anchoring at Llanbedrog so we headed for Portmadoc. Had a lovely couple

of days Ann shopping at Pyramids and me talking to the Engine Drivers of the

Ffestiniog Railway. We woke up on Thursday and did much the same in the

day and went in the Yacht club at 9.00pm, after Fish and Chips on the quay. The

weather forecast was for Gales in the Irish sea but looking on the many forecasts you

tend to get on the net this the gales were forecast around Milford Haven, only 5's

and 6's around Tremadog Bay. We could see the boat from the club, and at

11.00pm, the boat looked OK,. At 11.30, Bob who runs the club said "I don't want

to worry you but the barometer is showing the air pressure is dropping very fast, and

your boat looks very high on the wall with an hour to go to High Tide, and suggest

you go and have a look". As we walked back we could feel the wind strengthening

a, and the boat was very high on the wall, but the fenders were holding us off the wall. Around midnight the wind started to really strengthen and the water was starting to spill over the top of the harbour wall. At first we were able to hold it off, and with high tide approaching I thought we would be OK. High Tide past but the wind kept strengthening and the water kept rising and at this time above my ankles, and the wind really came through, and with gusts, loose boats started to come up the estuary. Chris Haywood who lives next to the yacht club came to help, and got some scaffold planks from his garage, which we used to fend the boat off by standing behind the railings on the raised Harbour level, and to try and stop the boat banging against a large metal ring fitted close to the top of the wall which was there from the old days. Criccieth life boat crew brought the inshore lifeboat by road and launched in Portmadoc, to try and sort out the boats that were coming loose and banging into all the boats on the trots, one small power boat came in with the jetty still attached. Four of the crew helped me fend off my boat but the water still rising and the gusts getting stronger, with the boat from time to time nearly on its side on top of the wall, I could hear the metal ring banging and grinding away at the fibre glass. I was really worried that she was going to sink, I could see a couple of holes above the water line, but was not sure what it was like below the waterline. The tide finally peaked around 2.30pm, that's 2 hours after high tide and over a metre above the spring tide level. The gusts of wind, which peaked at over 85mph, receded and the boat started to settle back on the wall. It was now safe to go onboard, and luckily the boat was dry. As I came out Ann was speaking to a gentleman adjusting my fenders, who introduced himself as 'Barry Davies'. I was absolutely knackered by now, and after taking all my wet clothes off went to sleep. I woke to find it was not a nightmare and to see so many damaged boats of it all and press reporters. I shall never forget that day, and only now after 20 years sailing do I now realise what a storm is really like. It reminded me of the old 'Hammer' movies with people behind the scenes chucking buckets of water over you

Saturday 25th September, 2010

The Great London River Race took place on Saturday 25th September, 2010. The race is 22 miles long and M.Y.C. was represented by two teams of the Celtic

rowers. The teams had a long journey towing the boats to London on the Friday before the race and then erecting their tents and camp before a very cold nights sleep!!!

Saturday morning saw the chaotic start of the race from Greenwich. Many different types of boats jostled for a good starting position at their allocated time slot and then the race commenced. The weather was very windy and quite rough at the start with 3 foot high waves washing over the boats. The crews passed many famous London landmarks along the route including H.M.S. Belfast and the Houses of Parliament, although most of these were just a blur!!

The M.Y.C. rowers consisted of a Veteran and a mixed team. They both raced very hard in the difficult weather conditions with the Vet's ta and a very enjoyable albeit wet and cold race, being proud to represent M.Y.C. at this U.K. event.

Nearly there !



Rear Commodore Report at 2010 AGM

It is the third consecutive year that the jet stream has dropped, giving us very poor summers and unpredictable winds. The strongest summer wind since records began in 1766 was recorded on 15th July damaging many boats in North and mid Wales including my own. Of course the new keen members of the last 3 years know no different, and it is them who have helped the cruiser programme for 2010 to be so successful. Those raced were The Aberdovey Race; Ladies Race; The Keith and Alan and Tom O'Mara were raced around the cans because of unpredictable weather. There There also 5 Commodore Cup races

Thanks to Dave Holborne for organising a trip to Ireland with Telia and Southern Comfort at Spring Bank Holiday week

Winners of the 2010 Trophies

Aberdovey Cup

Shamal

Tom O'Mara

Shamal

Keith & Alan Trophy

Shamal

Commodore Cup

Moody Woman

Ladie's Cup
Southern Comfort
Last Inn Cup
Moody Woman
Long Distance Cup
Prairie Oyster
Ireland Trophy

Southern Comfort/Dancing Demon



Winners with their Trophies at the Annual Dinner & Dance at Baie Abermaw, 2010. Congratulations to them all.

Cadet Sailing 2010 AGM Report

11 cadets signed up. A few extras joined for taster sessions.

20 sessions were arranged although some weekends had to be cancelled due to poor weather. Thanks to Steve and Denis for organizing the sailing and to Dave Bott and Mary Howell who took on the bulk of the safety boat cover.

We are, however, desperately short of committed helpers, and without additional assistance we may find ourselves unable to run sufficient training next year. A full week's sailing took place at the start of June and all the cadets were able to sail solo by the end of the year.

4 adult sessions were also organised with calm weather for the first weekend but a little more for weekend 2.

The good news is that funding is available to gain qualifications as either a dinghy instructor or powerboat instructor. Those who can sail a little can join us as an Assistant Instructor with training in Barmouth. We are able to train to Powerboat level 2 and Safety Boat here in Barmouth.

If you wish to become a dinghy instructor, you will need to be a competent sailor with a powerboat and first aid certificate, training would be at Plas Menai.

Compound Interest 3 By The Bosun

Key activities of the year have been:

Active "clean up" and maintenance days by members have helped to tidy the Compound and small shed, getting rid of sand and scrap. These are ongoing - currently work is gradually improving the fence.

Russ Handy has arranged CCTV coverage of the Compound to enhance security.

1. The electric supply to the BH and Compound has been refurbished and if used responsibly, should last ten years or so.
2. Most long term debts have been resolved.
3. A new "facilities management" sub-committee has been set up to progress improvements to the Club's infrastructure. A number of projects have been identified for action in the coming year. These include:

- § Improvements to the main gate,
- § Boat house storage and organisation,
- § Heating and energy consumption of the Club House,
- § Seeking ideas from Members and others for longer-term improvements to the Club House.

Courses

New equipment has been purchased to comply with the change in regulations and Radio Courses can now be arranged. If anyone wishes to avail themselves of this facility please contact Julian Kirkham, 01341250577.

If you have missed any of the Day Skipper's Course which has been run at the club during the last month and wish to enrol for the next one, please contact Gordon Parker, 01490460577/07539216850.

The Hundred Club

The last winner of the Hundred was, Paul Johnson who has received a cheque for £75. Congratulations to him. The 100 Club is slowly increasing in members and 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.

££

Membership

The Club is pleased to welcome recent new members, John & Jayne Harbach, Graham Roberts, Peter Benson, Martin Parouty, Stephen Williams, Dan Cartwright & Gethin ap John.

We trust that they will enjoy their time with the club and avail themselves to all the facilities it has to offer.

Diary Dates

Quiz & Supper

Thursday 10th March

Open Mike Music Evening

Friday 11th March

If you sing or play an instrument, come along and join in

Supper at the Club

Saturday 12th March

Carrot, Orange & Coriander Soup
Lasagne, New Potatoes & Salad
Various Desserts

Time is short so Book your Table without delay

Bingo & Sandwiches

Thursday 17th March

Quiz & Supper

Thursday 24th March

Open Mike Music Evening

Friday 25th March

If you sing or play an instrument, come along and join in



Mary's Famous Steak & Kidney Pie Supper

Saturday 26th March

Bingo & Sandwiches

Thursday 31st March

Quiz & Supper

Thursday 7th April

Open Mike Music Evening

Friday 8th April.

If you sing or play an instrument, come along and join in

Bingo & Sandwiches

Thursday 14th April

Curryoke

Saturday 16th April

Curry and Singalong with the Rowers
A great night not to be missed

RNLI Quiz & Fish & Chip Supper

Thursday 21st April

Open Mike Music Evening

Friday 22nd April

If you sing or play an instrument, come along and join in



Contact

For articles or sales please contact Barry Rampton 01341 280 398 email:-
barb.barry@btopenworld.com

Bulletin Editor with any news for the next newssheet

**THE CLUB NEEDS TO BE USED
please support it when you can.**

There is no charge for inclusion here but if you are successful selling your item through the Newsletter a small donation to the Club would be very welcome.

The Rear-Commodore hopes to run a Rules of the Road Course.

If you are interested please contact him.

It is very useful to all sailors not only those who like to race.

A few Rules are printed below.

Rules of the Road

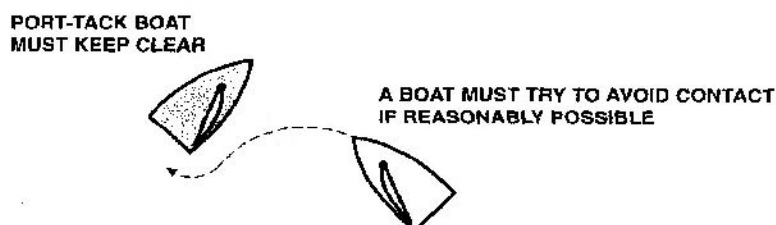
Tacking.

After a boat passes head to wind, she must keep clear of other boats until she is on a close-hauled course.



Avoiding contact.

A boat must avoid contact with another boat if reasonably possible.

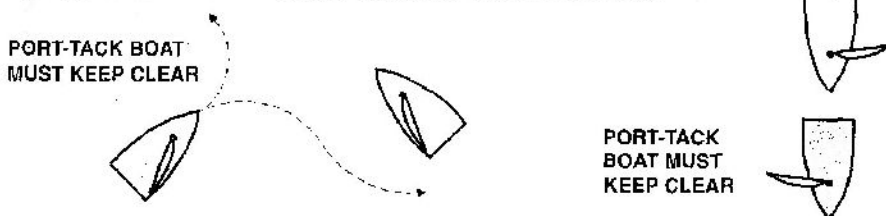


Rules 13 & 14

WHEN BOATS MEET

A boat is on the tack, starboard or port, corresponding to her windward side. A boat's windward side is the side that is towards the wind (except when running by the lee).

On opposite tacks The port-tack boat must keep clear.



On the same tack The boat to windward (if overlapped) or clear astern (if not overlapped) must keep clear

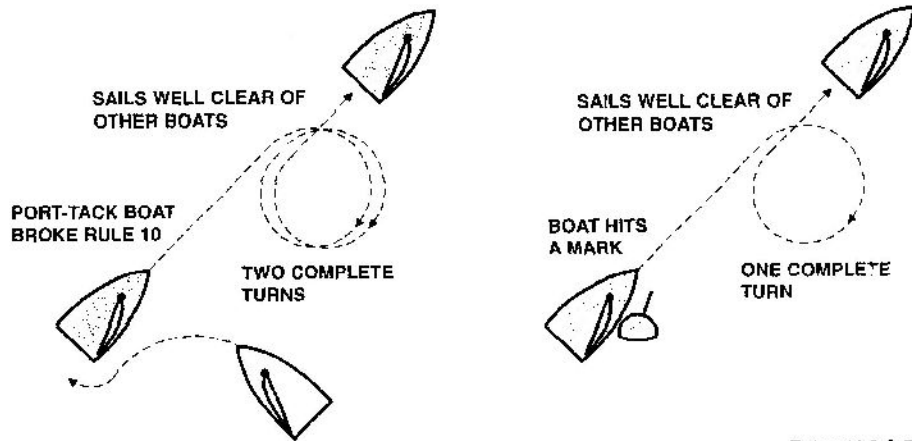


Definitions: Leeward & Windward, Tack, Starboard or Port. Part 2, rules 10, 11 and 12.

720° and 360° Penalties

When you break a 'when boats meet' rule (Part 2), you may exonerate yourself by sailing well clear of other boats as soon as possible and making two complete turns (720°) including two tacks and two gybes. When you take the penalty at or near the finishing line, you must sail completely to the course side of the line before finishing.

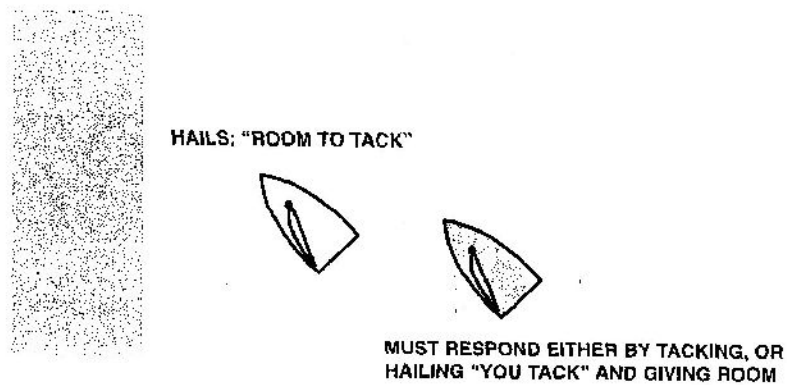
When you touch a mark, you may similarly exonerate yourself by completing one 360 turn.



Rules 44.2 & 31.1

Room to tack at an obstruction

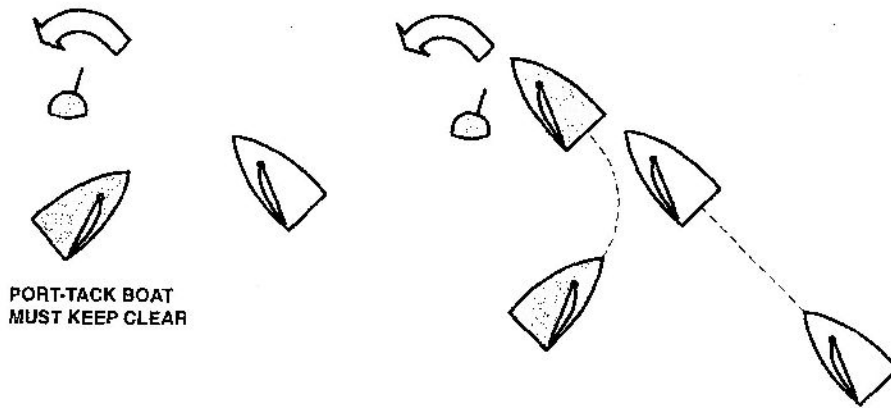
When you are close hauled and want to tack to avoid an obstruction, but cannot, you may hail for room. Before tacking you must give the hailed boat time to respond. The hailed boat must either tack as soon as possible, in which case you must also tack as soon as possible, or she must reply 'You tack', in which case you must tack as soon as possible and she must give room. This rule doesn't apply at a starting mark surrounded by navigable water when boats are starting.



Rule 19

On opposite tacks at a windward mark

When boats are on opposite tacks, the basic rule applies: the port tack boat must keep clear. When a boat completes a tack within the two-length zone, and the other boat is fetching the mark, she mustn't force a boat astern to sail above close-hauled to avoid her, and if the boat astern gets an inside overlap the boat that tacked must give room.



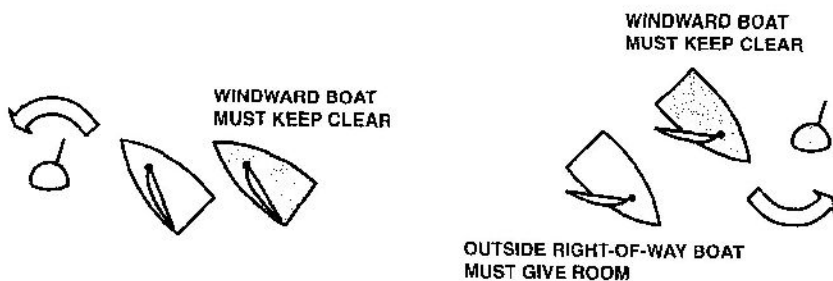
PORT-TACK BOAT
MUST KEEP CLEAR

Rules 18.1(b) and 18.3

Room at a mark or obstruction

When boats are overlapped the outside boat must give the *inside* boat room to round or pass the mark or obstruction.

If boats were overlapped when one of them reaches the two-length zone, the outside boat must continue to give room.



WINDWARD BOAT
MUST KEEP CLEAR

WINDWARD BOAT
MUST KEEP CLEAR

OUTSIDE RIGHT-OF-WAY BOAT
MUST GIVE ROOM

If a boat is clear ahead when she reaches the two-length zone, the boat clear astern must keep clear even if an overlap is established later unless the clear-ahead boat tacks.

Rules 18.2(a),(b) and (c)

Recalls

At the starting signal, your boat must be completely on the pre-start side of the starting line. If it is not, you must return and start properly, keeping clear of boats that are starting properly while you do so.

Sailing the course

You must start, pass each mark on the required side in the correct order, and finish, so that a string representing your boat's wake after starting and until finishing would, when drawn taut, lie on the required side of each mark and touch each rounding mark. You may correct any errors to comply with this rule, provided you have not already finished.

Finishing

You finish when any part of your boat, crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark (after completing any penalties you need to take as a result of breaking rules near the finishing line).

Rules 29, 28 and the definition of 'finishing'

Protesting and requesting redress

If you see an incident and think a boat has broken a rule you may protest. You must inform the boat by shouting 'Protest', at the first opportunity she can hear you. If your boat is 6 metres or longer you must also display a red flag at the first opportunity after the incident and leave it displayed for the remainder of the race. You will need to lodge the protest in writing, but you don't have to go ahead with it if you change your mind.

If you feel your finishing position has been adversely affected by an action of the race committee, or by being physically damaged by another boat that has broken a rule, you may be able to get redress (for example by being given points for an estimated finishing position). You need to apply in writing to the race committee.

SPORTSMANSHIP, FAIR SAILING and MISCONDUCT

A fundamental principle of sportsmanship is that when you break a rule you will promptly take a penalty or retire. You must play fairly. If you do not, or bring the sport into disrepute, you may be penalized severely.

HELPING THOSE IN DANGER

You must give all possible help to any person or vessel in danger.

PROPULSION

With some exceptions, you must use only the wind and water to increase, maintain or decrease your boat's speed. You may adjust the trim of sails and hull, and perform other acts of seamanship, but must not otherwise move your body to propel the boat.

Two of the exceptions are: (a) you may move your body to exaggerate the rolling that helps the boat through a tack or a gybe, provided that, immediately afterwards, your boat's speed is not greater than it would have been in the absence of the tack or gybe. (b) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy of any sail in order to begin surfing or planing, but only once for each wave or gust of wind.

'Sportsmanship and the Rules' and rules 2 and 69; rule 1.1; rule 42.