



the Venturer

Newsletter of the **North West Venturers Yacht Club**
Gallows Point, Beaumaris, Anglesey, LL58 8YL

Events

3rd November 2012	Bonfire Night. DIY BBQ etc etc — OOD Alison Pattinson
4th November 2012	AGM followed by..... MEMBERS FORUM
24 November 2012	ANNUAL DINNER DANCE — Bulkeley Hotel, Beaumaris

AGM AGENDA

Revised Notice
See pages 4-5 (centre pages)

Reminder: Please don't forget the annual [Photo Competition](#). Just bring along those photos of what you've been doing and where you've been to this season. Dinner Dance.

View from the Rear (and on the front page too!)

Working Party & End of Season Party

It was a busy weekend on Gallows Point. A beautiful, high pressure, sunny Saturday meant that Venturers were out in force at the Working Party organised by Ralph and Mary Pierce, or were hauling out their boats or were wishing that their boats were still afloat to catch such a lovely day! By the end of the morning, the clubhouse and surrounds were washed and wiped, scrubbed and scraped, repaired and refurbished, painted and polished! Many thanks.

We had our own version of Master Chef going on in the galley before triumphantly serving nearly eighty delicious roast meals followed by, probably, the best selection of desserts seen this season! My grateful thanks to ALL the galley and catering help; you know who you are. Keep up the good work please!

A gleaming array of Racing Trophies were presented by the Commodore and Vice to the lucky winners; considering the poor summer weather, it's amazing that the races all went ahead. And there are still ten more trophies to be presented at the Dinner Dance....could one have your name on it?

It was good to share our party with several committee members from the Royal Welsh Yacht Club and to strengthen our links with the club at the other end of the Straits. Any problems we may have with our clubhouse pale into insignificance compared with the difficulties facing RWYC with a listed building in a World Heritage Site!

Continued overleaf.....



Round the Island? Or maybe not.
The story from Ian Banks on Page 2.



View from the Rear (contd)

Our next social event is the Bonfire BBQ on Saturday 3rd November; Des Founds, our resident Fire Builder, will provide us with our annual pyre. Bring your own fireworks and food to BBQ on the club's large BBQ. Bar open as usual.

Don't forget our last social event of the year, the Dinner Dance is rapidly approaching! Come along and celebrate. DJ or lounge suit, long or short dresses, wellies or boat shoes ; whatever you like! Book on line, download a form or use the form mailed with this Venturer.

And remember, "The gods do not deduct from a man's allotted life span, his days spent sailing."

*Alison Pattinson
Rear Commodore*

50 Club End of Season Draw

On Saturday 6th October, the big End of Season draw was made for the 50 Club.

The winner was number 42, and the winners of the £150 prize were Alison and Colin Pattinson.

Debbie Cassidy

Not so Round Anglesey - Saturday 4th August

The Round Anglesey Race started well at 11:30 with Sarico in second position in it's class (3) going through the Swellies between the two Menai Bridges. Thereafter the race began to unravel some as the weather (or lack of it) took hold.

I started off dressed in full weather gear of Gortex waterproofs and fleeces as rain showers swept in, but about 5 hours later was down to T shirt and shorts as we passed through Caernarfon Bar. By then the wind had dropped to almost nothing and the sun was beating down very hotly. At one point (this being a sail-only race), we had to drop the anchor and then watch as we 'sailed past' some yachts, as they drifted backwards in the strong tidal current. A couple of Dolphins also surfaced at this time to have a laugh look. Needless to say this prolific wildlife photographer missed this blip opportunity and his only pictures were of their splashed re-entry.

Detente (class 3), Juniper (class 1), Papagena and Olimillo (both class 4) were the other club yachts participating, with Detente the ones to beat, they having won before. We also proved that Sigma 33c's drift faster than a J 109, overtaking Juniper just past Dinorwic.

Come 5pm the chance of getting round Anglesey in under 24 hours was very remote, so Skipper Dave abandoned the race and dropped anchor in a nice little smugglers cove at Llanddwyn Island - where I was at last granted permission to fish and managed to catch a small Red Gurnard on a spinner (returned unharmed). A lovely dinner of Chicken curry pre-cooked by Dave's kind wife Georgina, and then a wait for tides to allow us to motor back to where we had started the morning in Victoria Dock, Caernarfon. We ended the race at 10:00 over 12

hours after setting off, with a cool beer in Sarico's cockpit.

Detente plugged on, but were just past Cemaes before retiring when the tide turned (again) and they returned clockwise back over the bar.

Of the 20 yachts who started, only 3 made it across the finish line within the 24 hour time limit, with the 'fastest' taking 23 hours 20 minutes, the longest 23 hours and 39 minutes. Congratulations to Papagena who won class 4 by virtue of being the only finisher within the time limit.

I am writing this back home in Beaumaris now. A great days sail, but feeling quite deadbeat, and really glad to be back in my nice warm comfy bed.

Ian Banks

Plans for Summer Cruise 2013

We're not waiting for those dozy days between Christmas and New Year to start reading the holiday brochures. We'd like to get members ideas and hopes for summer 2013 now. So here's some dates to think about:

- ⇒ Mini cruise, 25th May to the 2nd June or the 9th for those wishing to do two weeks, most probably to the Isle of Man with the Seamint Trophy.
- ⇒ Summer cruise, 20th July to the 4th Aug - destination????
- ⇒ Round Anglesey Yacht Race, 3rd Aug
- ⇒ Menai Regatta, from the 5th Aug to the 18th Aug

Destinations for cruises to be discussed in the forum after the AGM.

Offshore Wind - Celtic Array project

Whatever we think of the economic arguments for the development of offshore wind power, this is certain to have a significant impact on the seascape of the Irish Sea in the coming years, just as onshore windpower is changing the landscape - very often the cause of great controversy.

There are concerns that the development would exclude access to huge areas of the Irish Sea, and could threaten the viability of ferry services to the Isle of Man - not to mention the visual impact of up to 440 turbines.

However, it's not all a 'done deal'. A consultation process is now underway and it is important for all who have a stake in the future of the area to keep well informed and contribute to this process.

The Club is geographically well placed to work alongside RYA in its efforts to mitigate the potential effects of these developments.

The background

Centrica and Danish energy company DONG Energy have formed a joint venture (Celtic Array Limited) to develop offshore wind farms in the Irish Sea Zone.

The announcement in March 2012 was one of four steps taken in the last few months. The others are the publication of the Zonal Appraisal and Planning (ZAP) report, the naming of the first project – Rhiannon Wind Farm - and the submission of the wind farm's offshore scoping report to the Planning Inspectorate on 6 July.

The ZAP report and Rhiannon Wind Farm

A 2 year period of appraisal culminated in the publication of a ZAP report (April 2012), identifying 3 Potential Development Areas within which Celtic Array considers offshore wind farm development may be feasible.

The first project for Celtic Array has been identified

in the South East Potential Development Area and named Rhiannon Wind Farm because of its proximity to Wales (Rhiannon being a prominent figure in Welsh Celtic mythology).

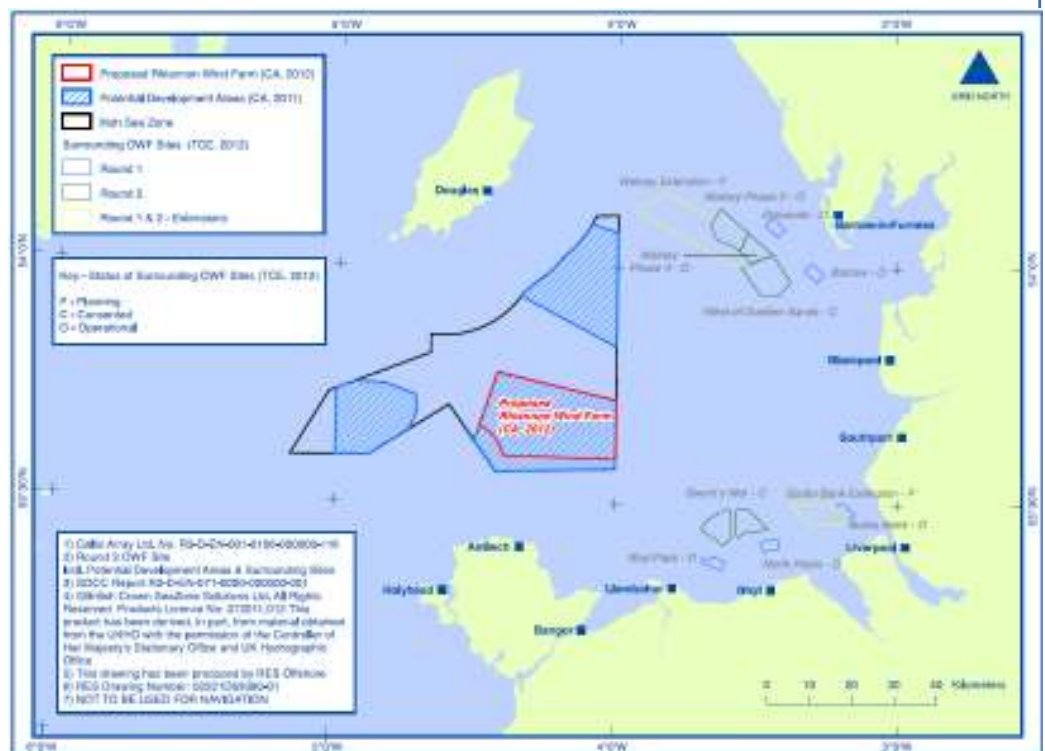
The North East Potential Development Area will be the second project to be progressed later. The ZAP report was circulated to stakeholders and deposited in libraries in North Wales and the Isle of Man at the beginning of April. It is available on www.celticarray.com.

The consultation process consists of 3 stages, and is due to start in late autumn this year. It will be supported by a Community Consultation Document, and public exhibitions in place in several locations including Anglesey and the Isle of Man.

Dates and venues will be published nearer the time, locally and on the above website.

The submission of Rhiannon Wind Farm's offshore scoping report to the Planning Inspectorate in July to obtain its opinion on the potential effects that should be tackled in the Environmental Impact Assessment marks the first step in the consenting process. The document is available at www.celticarray.com.

Readers may also be interested to view the Anglesey Against Wind Turbines web site (www.aawt.org.uk) focussed on the onshore wind farm developments.



North West Venturer Yacht Club

Notice of the 51st Annual General Meeting

will be held in the Clubhouse on Sunday 4th November 2012 at 11.00 hrs.
**THIS NOTICE REPLACES THE ONE SENT OUT IN THE SEPTEMBER 2012
 ISSUE OF THE VENTURER**

AGENDA

1. Apologies for absence
2. Approval of Minutes of the 50th AGM
3. Commodore's Report
4. Vice-Commodore's Report
5. Rear-Commodore's Report
6. Hon. Treasurer's Report
7. Approval of Hon. Treasurer's Report
8. Election of Officers
9. Election of Committee members
10. Amendments to Subscription rates
11. Proposals to change the Constitution

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 2013.

Position	Nominee	Proposer	Seconder
<i>Commodore</i>	Glen Warburton	Paul Morton	Ken Hancock
<i>Vice-Commodore</i>	Lee Downes	Glen Warburton	John Lomas
<i>Rear-Commodore</i>	Alison Pattinson	John Bowles	Susan Bowles
<i>Hon. Sailing Captain</i>	Mike Hollingworth	Denise Lewis	Glen Warburton
<i>Hon. Secretary</i>	John Lomas	Derek Lumb	Dave Clough
<i>Hon. Treasurer</i>	David Whitehead	Deborah Cassidy	John Lomas
<i>Hon. Membership Sec.</i>	Denise Lewis	Jerry Jago	Jen Barcroft
<i>Hon. House Officer</i>	Ralph Pierce	Derek Asquith	Georgina Clough
<i>Bosun</i>	VACANCY		
<i>Committee Members</i>	Mark Suffield	John Hull	John Lomas
	Mike Butterfield	Glen Warburton	Alison Pattinson
	Richard Forder	Steve Maclean	Rick Smith
	VACANCY x 2		

Nominations will be invited from the floor at the meeting for the vacant positions. Further nominations for any position on the Committee can be sent to the Hon. Sec. to be received on or before 6th October 2012. Volunteers have come forward for the vacant Hon. Bosun and one of the Committee vacancies. Both volunteers cannot be offered for election under Rule 11a of the Constitution but may be considered for co-option by the Committee.

Amendments to Subscription Rates (Agenda item 11)

The Club is faced with increasing costs and has investments that currently earn very little. We need to retain reserves for Clubhouse developments in the future. It is therefore proposed that subscriptions and Entrance Fees are increased in line with inflation, at approximately 2.5%. 2013 rates (rounded up) will therefore be :-

Proposed Subscription Levels

	Entrance Fee	Subscription	Discount	Nett (if paid by 31/12/2012)
<i>Family</i>	£67.00	£105.00	£10.00	£95.00
<i>Single</i>	£52.00	£74	£5.00	£69
<i>Under 25</i>	£41.00	£30.00	£4.00	£26.00
<i>Outport</i>	£51.00	£57.00	£4.50	£52.50
<i>Anchor</i>	£0	£15.00	£0	£15.00

Proposed change to the Constitution (Agenda item 11)

1. "The Committee recognises that the Constitution and Rules (C&R) of the NWVYC have evolved over time, with amendments being made as the result of successive AGMs and at other times alterations being made to grammar, spelling and numbering without recourse to the members at a GM. Various Hon. Secs. have also made attempts to re-phrase individual rules in order to make them more understandable. It is virtually an impossible task to track back these amendments and seek AGM's approval of them. The present Committee considers the 2012 version to be fit for purpose and appropriate to move the Club forward. The Committee therefore recommends that the Constitution and Rules as printed in the 2012 Handbook (with the alterations to be proposed at the 2012 AGM) forms the definitive version of the C&R. Due to the adoption of clause 17.1 in 2011 no part of this can now be changed without approval at AGM."

PROPOSED:- Christine Hynes (Vice Commodore). SECONDED:- Alison Pattinson (Rear Commodore)

2. Committee proposes the following changes to the C&R as published in the 2012 Handbook and requests members support these changes:-

- 11.1a: Remove 7.4 and replace with 7.6 and 7.7.
- 11.1b: as above.
- 11.1d: Replace "an Honorary Member" in the final sentence with "Honorary Membership".
- 11.1e: Remove 7.4 and replace with 7.6 and 7.7.
- 11.1h: Add "or by GM (General Meeting)" after the final reference to committee in the first sentence. Add, after the first sentence ending "... by virtue of their membership.", "A small number of motor boat owners may be admitted to associate membership at the discretion of the Committee.". Remove 7.4 and replace with 7.6 and 7.7.
- 13.1: Remove "on joining" and replace with "within one week of joining".
- 15.1: Add "Reports from Officers" as the first bullet point.
- 15.4: Add a final sentence "Where members have provided e-mail addresses such information may be delivered electronically".
- 16.1.4: Replace "8 times" with "4 times".
- 16.6: Remove "1984" and replace with "1998".

PROPOSED:- Christine Hynes (Vice Commodore). SECONDED:- Alison Pattinson (Rear Commodore)

3. Motor Boats

Following the General Meeting last year, Committee was requested to form a position on the admission of motor-boat owners to the Club. This is included in the proposed changes to the Constitution and rules above.

Members' Forum

After a short break, 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 by the Hon Secretary and will be published.

Back from the Baltic with Derek (sequel to "To the Baltic with Tess")

Whispered Secret (WS) was planning on returning to the UK at the end of this season, and after some debate about how to achieve that, including the logistics of getting Tess back into the UK through an appropriate entry point, the option of Tess coming back in the car via Calais / Dover and WS coming back with a delivery crew was taken. All that was needed was an appropriate crew for the Volvo (Tess might have sheep herding instincts, but her natural ability to drive is lacking), and one for WS. Derek and Jean (DJ) opted for the former, and after some tentative enquiries John Stanley (J), Lee Downes (L) and Dave Clough (Dc) opted for the latter. Derek (De) thought he had better come along to make sure we looked after WS.

By end January, our flights were booked – De from Heathrow (long story) and J, L and Da from Manchester. All flying into Copenhagen within 49 minutes of each other, and then a 40 minute local flight to Sonderborg which is a short taxi ride from the marina where WS lay. March saw the local flight airline go bust, with no alternative, so in June D booked train tickets.

We all flew out on Friday 31st August. L and Da taking the train from Stafford to Wilmslow, and J boarding at Crewe. Lomas taxi's met us at Wilmslow to take us to the airport. The reason for that was that the route back was different from WS's route up, and a fairly vital chart was missing – that from Holland to East Anglia. D realised this the week before, and Temporary Bosun Lomas, determined to drive sales right through to the financial year end had obtained the necessary chart from IMRAY, using the opportunity to taxi the crew to airfreight the chart out to Denmark. De has yet to receive the airfreight bill!

With a tail wind we all arrived at Copenhagen early, and met up in baggage reclaim. A short train ride to Copenhagen station saw us going into a bar for some lunch, as we had an hour and half before our train. De demonstrated his command of the Danish language by ordering 3 x Fish and Chips, and 1 Burger and Chips, with 1 x Fish and Chips arriving closely followed by 3 x Burger and Chips!

The train journey was just under four hours, but we all eagerly chatted about sailing, and putting various parts of the world and N Wales to rights. De had done us proud by booking first class tickets – just like the airfreight bill, as this article went to press no bill had been received!

As you would expect De had done a passage plan back to East Anglia some months before – a number of fairly long hops down the German and Dutch coasts, and then across. Augustenborg / Kiel Canal / Cuxhaven / Norderney / Lauersoog / East Vieland / Enkhuizen / Amsterdam / Ijmuiden / Lowestoft, with a couple of options for longer hops outside the Dutch coast should the need arise. The weather forecast looked reasonably good – the only concern that De had was fresh westerly winds when leaving the Kiel Canal – the Elbe estuary flows at a fair rate, and anything above Westerly F4 makes it 'dangerous'.

Day one saw northerly winds F2 increasing to F4, so we were close hauled out of Augstenborg, and downwind to Sonderborg and out into the far SW Baltic. The spinnaker came out, and we had just under 2 hours of playing with string, with WS moving along nicely at 7 knots plus. Into the Kiel Canal, and a short run down to an anchorage off the canal – an excellent start. Start 08:45, finish 18:30. 56 miles, sailed ~ 33 miles, engine hours 4. Locks 1. Roast Chicken and trimmings for dinner.

Up early again on Day 2. HW Cuxhaven 15:10 CET. A long motor down the Kiel Canal. It took us about an hour to clear the lock at Brunsbuttel, and out into the Elbe. The channel is very busy with commercial traffic, and you have to stay the wrong side of the main channel markers. By early evening we were into Cuxhaven Marina. Start 07:20, finish 18:50. 65 miles, engine hours 10. Locks – 1. Pork with Apricot for dinner.

Monday. HW Cuxhaven 03:23, LW Cuxhaven 10:04, HW Helgoland 14:27. Another early start (06:10) to catch the ebb on the Elbe – a flotilla of yachts leaving at roughly the same time, all line astern down the side of the channel. With little wind, (12 knots NW) we made good progress under engine / motor sailing, and sailing as we turned slightly to port down the outside of the Friesan islands. The approach into Norderney from the east was interesting – the channel moves, so both charts and plotter were of limited use as buoy spotting became a matter of aground or not! Least depth was 2.7 metres, but a dredger was hard at work as we rounded the seafront, and entered the Marina. Start 06:10, finish 17:45. 66 miles, sailed ~ 35 miles, engine hours 6. Dinner out.

Looking again at the weather for the rest of the week that evening, the weekend looked good for crossing over, but westerly winds the following morning

Continued ...

Back from the Baltic with Derek (contd)

planned hop would have meant motoring head on. However, the wind was forecast to go NW later. Putting the 2 together, a decision was made to go late pm the following day and go through the night straight to East Vlieland, possibly further depending upon weather / wind.

Tuesday HW Dover 15:10 (CET) (4th), HW Helgoland 03:21 (5th), Wind WSW 4-5. We left Norderney about 16:00 through the west channel in a WSW4/5 wind over tide – quite bouncy, but once we were clear of the channel and turned to port it settled down (everything is relative!). By 19:15 the engine was off, and we sailed along whilst tucking into a De speciality prepared earlier in the Marina – Hungarian Chicken. With full bellies (risky given the conditions!) we went into watches – Da / J taking 22:00 till 02:00, and De/L taking 02:00 till 06:00. We romped along with a moonlit sky, and the autopilot doing a sterling job – 260 degrees all the way. The watch change came, leaving De/L with the job of taking WS through the local fishing fleet – the vessel they thought was going away from them (white plus a red) turning out to be heading straight for them with its green not working!

Daybreak saw WS entering the Vlieland channel, and the decision was made to press on – the weather was good with a fair breeze. By doing so we could go the inland route via Amsterdam, and have a couple of days in hand for the weekend crossing. We sailed across the Waddenzee, through a lock into the IJsselmeer, and onto Enkhuizen, a delightful town with a harbour marina and berthing inside the town in a canal basin. Start 16:40 (4th), finish 16:15 (5th). 121 miles, sailed ~ 105 miles, engine hours 6. Locks – 1. Dinner out.

Thursday. Wind W ½. HW not relevant. Departed 07:00 to look for diesel in marina next door – found pump, but no staff till 08:00. However on site shop had fresh warm croissants, so breakfast served! Into lock and entered the Markermeer. About 3m depth all the way across – good sail – through lock, round corner and into the Sixhaven Marina immediately opposite Central Station. Regular ferry service (every 5 minutes at peak times) to Amsterdam Station, and free. Lunch in town, then sightseeing. Evening meal on WS, then 2 crew went to discover Amsterdam at night. Start 07:00, finish 12:40. 29 miles, sailed ~ 2 hours, engine hours 4.2. Locks 2. Spicy Risotto for dinner.

Friday – found out it was the Amsterdam Boat Show, so took ferry (free) and had a look round. Not as big as Southampton, but good selection of yachts on the water. Hunters Chicken for dinner.

Saturday. HW Dover 16:57 (CET) Saturday, HW Harwich 06:44 (CET) Sunday, wind SE 2. 09:30 - left Marina in search of diesel in marina next door (again!). No diesel, no croissants either. Down canal to IJmuiden – arrived sea lock at 12:30. Located diesel in IJmuiden Marina – wasn't 100% necessary, but a sensible precaution. Left for the Deben. 1 hour out and skipper changes mind – we are going to the Orwell (Suffolk Yacht Harbour) because of issues surrounding weather mid week, and tidal heights required to get into Woodbridge Marina – leaving WS on a swinging mooring not a good idea. Motor sailed across. Almost glassy calm. At 02:00 Sunday engine off as wind had slightly increased and gone SW as forecast. Misty morning as we entered the Orwell, and were tied up by 11:00BST in glorious sunshine and clear blue skies. Start 09:30 CET (Sat) finish 11:00BST (Sun). 145 miles, sailed ~ 9 miles, engine hours 19.4. Locks 1. De's Beef Casserole for dinner Saturday night. The Haven Ports Yacht Club for dinner Sunday night.

As for the logistics of getting everyone back home – well that's complicated, and not for this story.

Dave Clough
21st September 2012.



The crew
at leisure
- Kiel
Canal

Back from the Baltic with Derek (see previous page for story)

Denmark to Germany



Look behind you!!



Leaving Norderney



Amsterdam traffic jam

