

Commodore's Corner (contd)

gotiations with ABC for a new rental agreement so we will keep you posted on progress here.

I am writing this from a pontoon in Victoria Dock, with 10 other Venturer boats present for the trip as well as a number of boats in residence here. The club has very close ties to the Royal Welsh yacht club and a warm welcome was given to us in the club bar last night. I think a few of us appreciate the late start to today!

I hope you all had a great season and look forward to seeing you at the winter events.

Glen Warburton

Genesis and Ocean Mood at Porth Eilean.



Vice Pudding

Now approaching the end of the sailing season we are at last enjoying some fine sunshine. The last few club cruises have been under blue sky which has made for a pleasant change albeit a bit late. Talk of lifting out dates and jobs to be done now seems to be the main topic, rather than the sailing and it makes me realise just how short our sailing season actually is!

With Autumn now upon us it will soon be time to focus on our winter events. Fast approaching is the working and end of season parties. I am sure Ralph will have plenty of jobs for us to do on the club house and Alison will arrange fine fayre for the evening do.

It is at the end of season party where we are hoping to present many of our racing trophies. If in the event that our engravers cannot complete for us on time, I do hope you will be forgiving and allow us to re-possess the trophy for a short while so we can get your name on it! Either way, please come along and help make this day and evening its usual success. I for one am looking forward to catching up with many of our members who have been away for the summer.

As many of our boats have been on cruises over the summer, I am hoping we will receive log reports so that we will be able to present the Commodores Cup and the Kioni Cup for senior and junior logs, both of which were not awarded last year. Also up for grabs are our cruising trophies, if you know of anyone who you think deserves an award for their sailing achievements, please do not hesitate to nominate them by either letting myself, Glen or Bob know so we can give consideration.

For the **Rock Trophy**, Paul Mountford being the previous winner will have the honour of deciding whom he thinks fit to receive it. If you know of any incidents involving a club member (where no one was hurt or damage done), you can contact Paul and tell all in complete confidence!! Although it's the trophy no one really wants to own, it's all meant to be in good humour and a bit of fun, so please do not take it too seriously.

I would like to thank all members who have contributed to the sailing programme this year either as OOD or just joining in. For me personally being Vice Commodore has been an experience and a learning curve in which I have been 'taught plenty'!

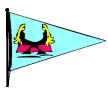
Chris Hynes
Vice Commodore

NWVYC TROPHY RECALL



The 2012 trophy presentations will soon be upon us and we need to recall all trophies in time for engraving for this year's winners.

If you are one of last year's lucky winners and are currently in possession of a trophy, could you kindly return it to the club house in a clean condition as soon as possible and advise Christine (vice.commodore@nwvyc.org.uk) that you have done so.



View from the Rear

This time the view is very much from the rear . We're looking back to the February Social which fell just between the February and April Venturer editions . So, in order to thank all those who contributed to (and indeed attended) the event, it's only fair to print it now - even if somewhat belatedly.

February 2012

The spring-like weather over the weekend was in sharp contrast to the last gathering of Venturers in the dark days of January. Like Moley in "Wind in the Willows", members are coming out of hibernation and starting to fettle their boats.

The clubhouse saw a great deal of comings and goings as members clinched 10% reduction deals at ABC and, in the afternoon, a lucky group of twenty Venturers, picked out of a souwester, visited Holyhead Coastguard station and the RNLI station. This included tours of the Inshore D Class lifeboat and the state-of-the art Severn Class vessel.

Both visits were thoroughly enjoyable and I learnt a great deal. Our hosts were extremely welcoming and would be happy to see other Venturers visit both the Coastguard and the RNLI stations; remember the RNLI station is frequently open to the public. I came away from the visits with a clear message that both agencies would rather hear from leisure boaters too soon rather than too late; as we all know problems in small boats can quickly escalate. As Barry the Coastguard said ..its their job to look after us.

After a quick dash across Anglesey, the Galley Crew then proceeded to serve up another delicious supper of ham and braised cabbage from Georgina Clough, chicken curry from Denise Lewis, lasagne from Jen Barcroft, the Commodore's Chilli and a deluxe fish pie and roasted vegetables topped with goats cheese from Sue Beetlestone.

Next, the fifty or so members applied themselves to the groaning dessert table and enjoyed a selection of cakes supplied by Central Bakery in Beaumaris as well as deserts supplied by members Jenny Partington, Margaret Hopkinson and an unknown donor!

Members who preferred a savoury finale to their meal polished off seven types of regional cheeses before all sat to listen to our guest speaker, Will Williams, from the Coastguard Agency, giving us an explanation of the Agency's history and current responsibilities. As some of us are soon about to slither out into the Bay to check our moorings, its good to know that the Coastguard have a Mud Rescue team...pity its in Rhyll!

Thanks are due to those members of the social committee who were able to help in providing yet another enjoyable event. Thanks also to Ralph Morris and Chris Hynes in organising the joint afternoon visits for members.

Alison Pattinson
Rear Commodore
alisonpattinson@aol.com

Another Big Clean-Up

Why Not

Get out those rubber gloves and help get YOUR CLUBHOUSE AND GROUNDS ready for the Winter

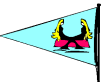
*Your Hon House Officer, Ralph Pierce,
has a long list of jobs and would appreciate all the help you can give him!*

The Date: Saturday 6th October 2012

(Kettle on at 9.00 am)

*Work will commence at 9.30 am approximately
(although you will be welcome at any time)*

ALL OFFERS OF HELP GRATEFULLY RECEIVED



Lost and Found – the “prodigal tender”

Cemaes Bay. Again! The 3rd time this year? The call for an OoD had fallen on deaf ears, tides were distinctly odd requiring a crack of dawn start to catch the ebb and a late flood for the Sunday return. There was an alternative gathering at PY returning from a summer cruise and perhaps the Olympics were still weaving their hypnotic spell and maybe the thought of Mo Farah twinkling his way to another gold was an easy alternative.

Shearwater had defected to a neighbouring regatta, the Commodores' had visitors, Abraxus had just arrived back, Derek and Carol's ears still ringing from a slog across from IoM. Was there no one to join Hywl Dda to the fleshpots of Merseyside on Sea? Step forward, Soay and master mariner, Mr “single-handed” Lomas. No Jan, no Oscar, so perhaps pleased to have some alternative company. No! Not that type of alternative!

We left our mooring at an ungodly hour that thankfully I had not had to witness for some considerable time. The breeze from the east was gentle, but approaching Puffin became very fresh and gusty kicking up a very surprising sea, considering wind with tide. We sheltered in the lee of Puffin to hoist reefed main, then chased Soay on that old favourite 330 degrees but it was like Dwain Chambers trying to catch Usain Bolt – no contest!

The wind veered south east and we hared along the north coast, arriving Camaes Central (Town Bay) at 11am where Soay had settled comfortably for the day. The hordes were already massing on the beach. Our surfeit of eggs was reduced with a two inch thick omelette. We went ashore pondering the wisdom of leaving inflatable and engine, but decided that having Malcolm's best green wellies on view would deter any interference. The afternoon passed away with a pleasant stroll around the bays headlands and a pint. We were intrigued to see the Charles Henry Ashley, a restored 1903 lifeboat putting out under loose foot lug gaff rig (or something like that!).

As afternoon passed into evening, the chefs from Hywl Dda were invited to cook on Soay in return for liquid refreshments. How we admired the cavernous spaces and comforts of a 32 footer. An oven to chef with, and accompanied by a medley of music that took us back to the heady days of our youth. Pork ratatouille emerged from somewhere. Oh! How Galley Rat would have approved. A stubby here, a gin there, a bottle of libacious wine from Hywl Dda's cellar and to John's chagrin, the last of his Talisker. Lovely evening and we barely recalled the return to Hywl Dda, let alone securing our tender.



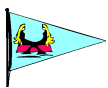
4am. Awoke for “an overboarder” to find that the tender had disappeared, wafted out to sea by a gentle south easterly easily overpowering the incoming tide. Neither of us could recall tying the tender off. So presumably we hadn't! The coastguard politely took the details. Oh, the ignominy of returning to Beaumaris and having to seek a lift ashore! Was this Rock Trophy territory again? Surely not, but the ex-commodore “has a long reach” and “flapping ears”.

Overcoming his amusement with difficulty, JL offered us the use of his tender. What a gentleman and a scholar! We gratefully accepted and took a troll around Camaes Bay, just in case!Quelle surprise! Hywl Dda's tender had washed up on the seaward side of Lamb Island. A rescue mission was launched. We clambered sharp rocks, deflated the “wandering beast” and lurched our way back to the beach head where we triumphantly displayed our recovered trophy to some admiring sea-gulls! Oh joy! Ignominy banished!

Leaving on the turn of the tide, our return trip was uneventful, motor tacking under a “barbarhaul”, (learned in the Founds school of sailing), into a strong easterly breeze which dropped progressively as we crossed Red Wharf. As ever, the easterly “on the nose” across Red Wharf was also “on the nose” as we made our way up the Straits in a sou'westerly direction! Will someone please explain this weather phenomenon to me?

Soay had made her “window” through the Swellies and arrived at Caernarfon without the need of her tender.John, thanks for generosity in lending us Soay's tender. We will return it forthwith....., providing you make no mention of our mishap!!

*Nick Lowther / Malcolm Thomas
Hywl Dda*



Port Wen Sat 1st September

The sailing programme had us scheduled for Porth Dinlaen, however, the weather forecast was for a fresh south westerly 20 to 25 knots so it made more sense to head the other way and have the wind in our favour rather than against us.

It was a lovely sunny day and we all had a lively sail across Red Wharf Bay with the wind blowing a steady 25 knots, the gusts were a little harder to contend with giving regular 30-35knots. Fortunately, the sea state was what I would describe as fairly kind and the usual dreaded spot (Lynas Point) gave us no trouble at all, in fact, the sea became more settled. All boats had fully reefed sails and genoas, even so, we reached Porth Wen after a mere three hours or thereabout, now that's what I call sailing!

Once in the bay and settled at anchor, I was pleased to see we had eleven club boats with us - Abraxas, Anemos, Dansa, Macaw, Mistral, Ocean Mood, Osprey, Tonga 11, Verity and Zygo. With the nights now drawing

in, a call for an early bbq was made and we all mustered onto the beach at around 5:30pm to cook our array of food. After eating and a few tipples, the sun had fallen and the night was getting cool so most members retired to their boats for an early night.

The wind continued through the night and unfortunately, a couple of boats had a disturbed evening having to reposition themselves in the middle of the night. I missed all this, being out for the count as usual! No harm done, just some tired faces in the morning.

Sunday dawned, the wind had dropped as promised and we all set off back. One of our boats lost engine power due to a fuel problem which resulted in a short tow until it was sorted, my thanks go to Osprey and Ocean Mood for standing by and assisting. It's actions like this that help make our club reputation what it is and make you proud to be a member!

*Chris Hynes
OOD Mistral*

Clubhouse and Car Park Notice

As autumn and winter are on their way, we're likely to spend more time in the Clubhouse and less on the water. With that in mind, the Committee wish to remind members of a few common sense rules:

1. Please don't park on the beach - use the Club's car park (or elsewhere on the Point if this is full)
2. All guests must be signed in.
3. If you're signing in a guest, please ensure they are aware of rules for management of the Clubhouse - especially the following items on rubbish, waste food, bottles etc.
4. **All** members are responsible for keeping the Clubhouse and adjoining area tidy. This includes:-
 - Taking ALL your rubbish home. This includes food waste, wine bottles and beer cans.
 - Removing unused items from the refrigerators
 - Not monopolising cooking facilities or storage space in refrigerators
 - Doing your own washing up and putting away ASAP.
 - Please don't leave personal items, sailing equipment, clothing or provisions scattered around the Clubhouse and obstructing seating space or work surfaces

***** Thank you. *****



Small Ads

For Sale - PBO back numbers

Due to a recent loft clear-out I have a large number of PBO's for sale dating from January 1988 up to December 2011. Mostly complete (21 copies missing from 289 published) I'd like to sell as complete (or nearly) years only - email me for a full list. Make me an offer on one or more years. Going on eBay if no-one is interested - or possibly donated to the Club Boat Jumble.

Mark Suffield (True Brit)

Girl Molly

Richard Levy (ex House Officer) is now sailing a Fisher 25 out of Chichester Harbour Marina. "Girl Molly" (Hunter Liberty 23) is for sale on the RAYC bit of Gallows Point. Girl Molly is bound to be in first class condition being a boat of Richard's, so if you know anyone.....

Sail Laundering, Sail Repairs and Liferaft Servicing

In the past, the Bosun has arranged for collection of sails and liferafts from the Clubhouse, along with a discount for members on the normal price. This service is not available this year. Sails and liferafts should not therefore be left in the Clubhouse. Members should contact the Boatshed direct (01248679939, ask to speak to Lesley) to arrange sail repairs or laundering (other contractors are available!). A small discount may be available if you ask. Liferaft servicing has in the past been done by Norwest Marine in Liverpool

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.

AGENDA

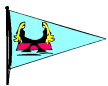
1. Apologies for absence
2. Approval of Minutes of the 50th AGM
3. Commodore's Report
4. Vice-Commodore's Report
5. Rear-Commodore's Report
6. Hon. Treasurer's Report
7. Approval of Hon. Treasurer's Report
8. Election of Officers
9. Election of Committee members
10. Award of Honorary Membership
11. Amendments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

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		
<i>Vice-Commodore</i>	VACANCY		
<i>Rear-Commodore</i>	Alison Pattinson	John Bowles	Susan Bowles
<i>Hon. Sailing Captain</i>	VACANCY		
<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

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

**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 (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 12:

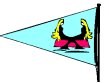
- 6.2: Add “and Training Officer” immediately after “The Editor of the Club Newsletter”.
- 11.1a: Remove 7.4 and replace with 7.6 and 7.7.
- 11.1b: as above.
- 11.1d: Replace “an Honorary Member” in the final sentence with “Honorary Membership”.
- 11.1e: Remove 7.4 and replace with 7.6 and 7.7.
- 11.1h: 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.
- 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 can be delivered electronically”.
- 16.1.4: Replace “8 times” with “4 times”.
- 16.6: Remove “1984” and replace with “1998”.

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.



Arabella's Summer Cruise 2012

At last we were able to have a few days away sailing for ourselves. Setting off with lots of wind on the nose and motored down the straits towards the bridges. Picked up a mooring outside the Islands and had tea. After some discussion decided it would be a good idea to go through the Swellies that night, as the Round Island race was the next day and we certainly did not want to get in the way.

Waking up to not a breath of wind was typical of a sailing holiday either there is too much wind or none. We waved at boats on their way to the start of the race and had a quick chat to Sarico. Our first full day was a very pleasant motor sail across a smooth sea towards Porth Dinllaen with Jon having a very successful days fishing. Settling down to a quiet evening of grilled mackerel and the thought of a drink in the pub later when the peace was shattered with a Reggae sound system blasting out music from next to the pub, this was to continue until midnight.

Our trip toward Bardsey Island was spent in the rain so as all good British sailors do we both sat under umbrellas. As we were approaching the sound the wind filled in and the sun came out, at last we were sailing. The conditions were perfect light winds and smooth seas we decided to have lunch at the anchorage on Bardsey Island, a really magical place. The seals that live in the bay were absolutely massive and the noise they make is deafening. Leaving after lunch we sailed across to Aberdaron, we had been in here before a great place to wait for the tide and change sails. This time we were going to relax in fact we were so relaxed we did not get off the boat just enjoyed the views and the peace.

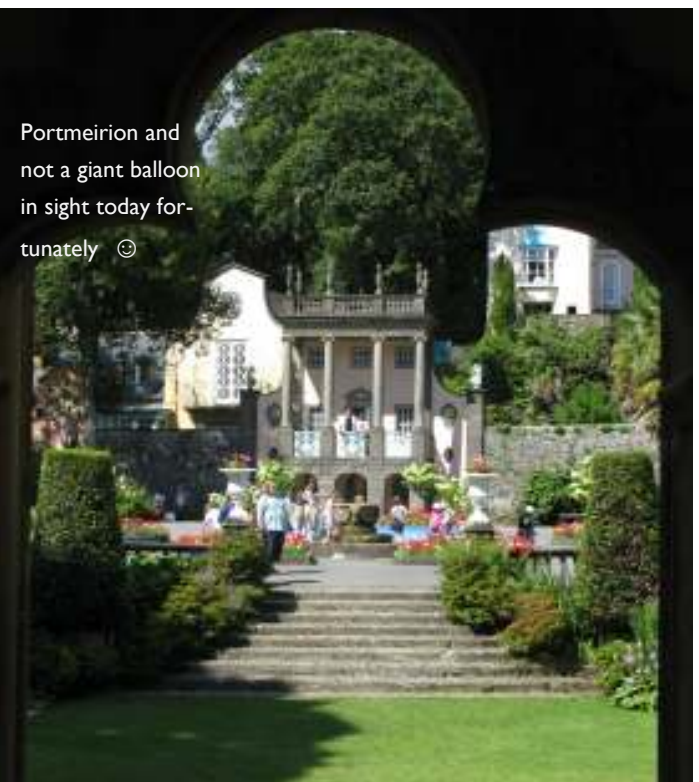
The plan was to spend our next night in Abersoch setting off Jon was in seventh heaven as the cruising chute was up and we were bowling along across a crystal sea. However all good things come to an end the wind has swung around to the south east so Abersoch was not going to be very comfortable and Pwllheli was our best option. Jon spent hours perfecting his gibing technique and I gave up fishing as the fish were not biting at all today.

Pwllheli has an interesting entrance and the people were very friendly. The showers were brilliant and the marina had also reduced its prices (still high but under £18).

After filling up with water and cleaning the boat down, we set off to Porthmadog. With a steady force 3 off the

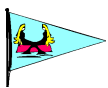
port quarter we had a brisk days sail passing beach huts and really pretty coastline with the mountains in the background.

Arriving in Porthmadog ready to go alongside the wall, the Harbourmaster cleared the crab lines, they were not happy children, and sorted us out two massive fenders to protect us from the worst of the wall. Once settled we realised that this in a beautiful place with some interesting history. It didn't take much to decide to stay for two days and explore the country side. Exploring the area on day two saw us walking over the hills to Portmeirion and enjoying a cream tea and the buildings. We walked all the way back across the beach as the tides were in our favour. The club was very friendly and we caught up with some of the Olympic events that had been going on.



Portmeirion and not a giant balloon in sight today fortunately ☺

As Arabella lifted off the bottom on day, three lines were dropped and we set off for Barmouth not too far down the coast. However today we had to motor sail all the way. This was our second visit and they had added a small pontoon at the end of the harbour wall. Motoring in slowly as we were not too sure that we would have enough water the depth gauge went down to -1 however, as luck would have it Arabella was tied up alongside a finger pontoon only minutes before the keels touched and began to sink into the mud at a slight weird angle. The club house was open but it was Bingo night so we did not stay - not really our thing.



Arabella's Summer Cruise 2012 (contd)

Aberdovey our next port of call again required leaving as soon as we floated another day of light winds and calm seas motor sailing. For those who have not been here it really is worth the trip a beautiful place and largely unspoilt. The harbour master put out two massive fenders for us and once we had set ourselves up he took us to the local clubhouse. He showed us around - and provided us a great information pack — really helpful. Fin keel boats can visit this beautiful town as mooring are available, which seems a great arrangement.

Time was pressing and the weather looked like it was going to start changing - plus we needed to get back for a wedding.

Leaving Aberdovey, Arabella picked up her skirts and took off at a gallop making between 5 and 6 knots with very little tide in a steady force 4 from the East. The original destination was Abersoch but the wind was due to move South East over night which makes it very uncomfortable in the bay, so it was another night in Pwllheli. All the way up we were in the company of dolphins feeding but they were not interested in the photo opportunities available or wanting to play. Our average speed at the end of the day was 5 knots - would almost qualify Arabella for the Olympics!

With the wind still in the South East and due to move round to the SSW we were promised a fast sail back to PY. Little did we know what was in store for us round the corner! Progress was swift which resulting on us arriving at Hells Mouth a little early for the back eddy that helps with the passage through the sound. The result was that the engines had to go on to help push against the tide.

After passing through the sound and exiting pot city we were heading up to PY. Jon went below for a comfort break Maria remaining on the helm. Arabella was again speeding along under full sail, that was until the shout went up and a floating line appeared on the port side. Having cleared all the pots this must have been a length of discarded line. As the line started to move under the boat the air went blue and we were now sailing on the spot. Maria dashed up onto the deck and dropped the main, Jon had already put the jib away.

We were fixed to the spot and needed to take stock of the situation. Pulling in the rope still floating was never ending when it was eventually all in there was 100 M of line and two marker pots. The boat hook was used to try and pull the line above the surface but to no avail next the bread knife was attached to the boat hook to

try and cut the line underwater. With the tide running the knife was just not getting the pressure needed. This was not the place to go overboard as the tide was racing north so we called up Holyhead and told them we were firmly stuck. It was not long before the PY lifeboat was called out.

The view was great and fortunately the wind was blowing off shore although we were firmly anchored and going no where so in true British fashion the kettle was put on and we had lunch. It took over an hour for the cavalry to arrive but good to see them. Jon was concerned that they would just come and sort things out in a flash with a clever bit of kit or trick. As it turned out it was not a quick fix.



Two of the lifeboat crew joined us with the biggest boat hook and sawing knife but it failed to cut the line which was ramrod tight because of the tide. Jon suggested that the lifeboat towed us backwards to take the load off the rope, which could then be pulled to the surface and cut. The lifeboat had to really tow us firmly backwards and Arabella's stern was well down and we were at last cut free from the lobster pots that had kept us tied down for the past couple of hours.

As the prop was not clear so we could not use the engine. The lifeboat offered to tow us back to PY but with the wind as it was and due to stay we assured them that we could sail back and use the little outboard to help us onto the beach where we could sort things out at low water. The lifeboat kept us company for the next hour or so until they were happy we could make it on our own. That evening John removed the rest of the rope from our prop and the next morning we were able to pick up a mooring in the bay

Continued overleaf.....

Arabella's Summer Cruise 2012 (contd)



Now that's a secure knot - just where you don't want one.

It was great that even though this was not a life threatening situation the RNLI was able to come to our assistance. We do keep a good lookout for pots and things but that floating line certainly had our name on it and hope you enjoy the photos.

The remainder of the trip was uneventful with a mixture of sailing and motoring - getting back to Beaumaris before the north easterly hit the bay and that's another story.



NWVYC Training - ICC

A Qualification Opportunity for Club Members

Are you a Sailor with lots of experience but no formal qualifications? The **ICC (international Certificate of Competence)** may be a useful qualification, particularly if sailing abroad or chartering. The Club is now in the position to be able to assess members for this qualification.

The ICC is the only international evidence of competence for Skippers in charge of Leisure Vessels. If you have a day skipper qualification or above, then an ICC may be obtained by sending a copy of your certificate with an application and certificate fee (free for RYA members) to the RYA. Otherwise, an assessment can be done on your own boat. For more detailed information and application forms go to <http://www.rya.org.uk/infoadvice/boatingabroad/icc/Pages/default.aspx>.

Assessment for club members

The assessment will take a day. It will be for ICC Coastal Waters (Sail). It is made up of 2 parts.

Part 1 – Oral Assessment covering: Regulations, Safety, Pilotage, Navigation

Part 2 – Practical Assessment of Boat Handling covering: Start, Departing the pontoon, Turning in a confined space under power, Securing to a Buoy, Man overboard, Handling under sail, Coming alongside a windward pontoon

For Club members there is no cost for the assessment. The RYA charge a certification fee to non RYA members, this about the same as one year's membership.

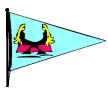
What to do next

1. Download an application form from the RYA website (address above).
2. Have a look at the form to see what is required.
3. Contact me, training@nwvyc.org.uk, to arrange for the assessment.

A useful book from RYA Publications is: RYA Code G81 ICC Handbook by Rob Gibson



Richard Forder
NWVYC Training Centre Principal



Sylvan's Summer Cruise

On the 24th July, Sylvan sailed (or motored) out of Beaumaris Bay to Abermenai. The journey is a blur now and all I can remember is I slept. We met another NWWYC boat called Sizzler in Abermenai and on shore I mastered the art of discovering old ring pulls with my metal detector.

The next day we headed for Pen y Parc, where Kate and Wills are rumoured (by Nigel) to live. They didn't come to the beach to join the party though. Yet again all that I can remember about the sail is that I finished reading my book. On the shore I found a rubber duck and an assortment of shoes. No matching pairs in a size 2, sadly. Heading back to the boat I filled my wellies with water, not wise. We saw the wreck of wreck bay - nowhere near the buoy!



Pen y Parc shoe selection

Bright and early next morning we set sail for Rhoscolyn. As we arrived we saw many windsurfers and dinghy sailors. That night we had our first nice meal (sorry Ann) at the White Eagle followed by a race on the space hoppers outside. It was a lovely still evening and we paddled around in the dinghy.

Holyhead Marina was the highlight of my trip for two reasons: Wifi (=Facebook) and showers! The sail round the stacks to get there was very bumpy though and someone forgot to take their seasickness tablets that morning, so the dodgers will need a good end of season wash at home. By popular demand (two against one, Nigel losing) we stayed another night at Holyhead, mainly because a fair was on the next day.

Nigel and I went on a ride at the fair, and we watched the war re-enactment with the sea cadets making an appearance.

I was sad to say goodbye to Holyhead but we moved on. We were going to go round to Red Wharf Bay, but in the end we made it back to Beaumaris in one go. Off



Sylvan in Wreck Bay

Carmel Head, this time it was my turn to decorate the dodgers. I can't tell you much about the sailing but I did watch two films. Safely tucked back in Beaumaris Bay, we headed for the nearest McDonalds.



Rhoscolyn

And that's our exploration round Anglesey and beyond (for the few Toy Story fans out there).

Alice Hackney
Sylvan

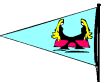


Photo miscellany



True Brit and Shearwater at Porth Wen



Wicklow, with Symphony, Alfresco, Osprey, Ocean



Sunset at Porth Dinllaen



Go west! (Howth)

Sylvan's summer cruise - see page 11

