



the Venturer

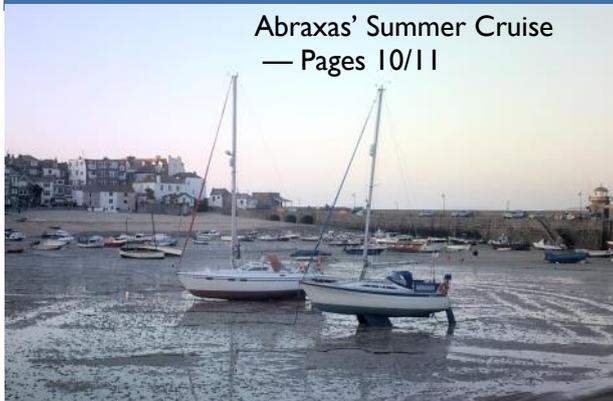
Newsletter of the **North West Venturers Yacht Club**
 Gallows Point, Beaumaris, Anglesey, LL58 8YL

Forthcoming Events

- Sat 13th December** First Aid course in Club House
 18:00 Christmas Party at the Club House
- Sat 31st Jan 2015** RYA Day Skipper/Yachtmaster Theory in Club House
 18:00 Winter Social Event – **David Rainsbury**
 (Cruising to Norway)
- Sat/Sun 14th & 15th February 2015** RYA Day Skipper/Yachtmaster Theory in Club House
- Sat 28th February** RYA Day Skipper/Yachtmaster Theory in Club House
 18:00 Winter Social Event - Cruising Scotland – **John and Maria Stanley**
- Sat/Sun 14th & 15th March 2015** RYA Day Skipper/Yachtmaster Theory in Club House
- Sat 28th March** 18:00 Winter Social Event - details tbc



In this edition...



Abraxas' Summer Cruise
 — Pages 10/11

Reminder

Subscriptions due soon

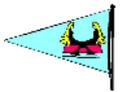
*** See Page 14 ***



The annual Dinner Dance was held at the Bulkeley on 22nd November.

For more details of that, including the raffles sponsors, the winners of the racing trophies, cruising and achievement trophies, see pages 6 and 7.

Left: 'Several' trophies were awarded to Ocean Mood (Jerry Jago and Denise Lewis). Details on pages 6 & 7.



Commodore's Corner

It's that time of year again, Christmas is looming and the turkey is getting fat as they say.....

Hopefully all of the winterising of engines and draining of water systems is done for the year before the cold weather sets in.

For those who attended the AGM and Forum, a very big thank you for attending - for those who didn't, the club redevelopment was the main focus after the club's accounts which were approved by members.

It seems we will need planning permission to go ahead with the proposed works which involves extending the heads and building the new dinghy store, so this may involve a short delay but on a positive note it was decided, after in-depth discussions, to go with option two on the heads design.

The members Forum also had the following discussed.

1. Should we have a destination for every weekend, along with an Officer of the Day?
 - It was agreed to keep a weekly destination and OOD in the sailing program.
2. Should we have some form of music at the winter socials?
 - This will be passed over to a social sub committee to see what costs need to be covered.
3. How long the talks should be and how many in one night?

- This has already been covered by the Vice Commodore with more details later.

4. Do we need to extend the bar licence to 24:00 hrs ?

Please do remember.....

The North West Ventures Yacht Club is a club run by its members, for its members, our membership includes a wide selection of people, all with different ideas on what they would like to see and do, so if you have good ideas, please step forward and let your committee know, better still, get involved by joining a sub committee to make things happen. (And yes, We still need a **Sailing Captain** for next year....)

As with all things, sailing is now more affordable to a far wider range of people, and my thoughts on this is it can only be a good thing for all those involved, we just have to make sure the club changes with it, to cater for all.

May I also say a big "thank you" to the outgoing members of the committee for all of their hard work:- Derek Lumb, John Lomas, Denise Lewis, Mark Suffield and finally, Edward Hopkinson as the editor of the *Venturer*, (this should be Ed's last edition).

May I close this by wishing you all a very Happy Christmas and Peaceful New Year. May Santa bring you all the goodies for your boat that you dream of and may 2015 bring you the weather and good sailing that you all deserve.

*Lee Downes
Commodore*

Clubhouse Redevelopment - many hands make light work....

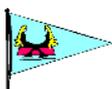
At the Members Forum in November, requests for help and assistance were made and there was an excellent response. Many members not present may also wish to offer to assist. The basic premise is that there will be small teams of people looking into specific parts of the project, as well as the main Development Sub Committee. There will probably be an element of DIY to some of the activities, so just offers of help with wheelbarrows, saws, screwdrivers paintbrushes or tea making will be greatly appreciated.

The key areas are:

- Heads
- Dinghy Store
- Finance
- Resources (inc. offers of labour) and
- the main Development Committee itself.

Please make contact with any Flag Officer in the next couple of weeks if you can offer ideas, help and assistance.

*Dave Clough
Vice Commodore*



View from the Rear

Now that most of us are out of the water on the hard standing, except for a lucky few are still in the water able to take advantage of those crisp dry winter days, I find myself reflecting on the sailing season just past. I am now in charge of putting together a sailing programme for the next year in 5 weeks!!! The Venturers have always prided themselves on a full and interesting Sailing Programme. This has become the envy of many sailing clubs far and wide. We cannot continue this tradition without willing volunteers who are the focal point each weekend.

To my mind there are three parts to a successful programme: Firstly and most importantly OoD's. After the members forum it was very apparent that people wanted someone to be 'in charge' most of the weekends. So what do we mean by an OoD? Well this is set out in the Yearbook and whilst on the cold page, it may seem daunting and onerous in reality it isn't and apart from being a focal point is more or less the same preparation you would do for on a normal weekend cruise with the added bonus of meeting friends new and old. Yes its helpful if you have an understanding and knowledge of the anchorage so you can advise a club member should they require it; the large majority are old favourites and if you have been in once you are an expert. You may be asked for advice on a navigation questions put to you prior to that weekend to aide in passage planning by the less experienced and if you are uncertain there is always someone in the club to ask, that's how most of us gained that experience – even the Flag officers had a first time in Moelfre. Finally you organise the social aspect of the weekend (time for the BBQ or book a restaurant).

Do you feel that you could do that for your club? Obviously some destinations require more organising than others but you can always cut your teeth on a simpler trip. One of our younger members has already volunteered to Ood on that principle. To become an OoD all you need to do is fill out the form which some of you will have seen last year and will be available in the Club House on the Notice board and to download off the website.

Secondly destinations, we all have are favourite anchorages and sometimes we can learn something about one you have visited many times before, so if you feel you have discovered a hidden gem or something interesting about one of our local anchorages let me know and with your help we will endeavour to squeeze it in – has anybody been into Trefor recently?

Thirdly special events over the years we have tried all sorts of different ideas, some have worked, others not so. Is there anything you would really like us to include? The walk around Caernarfon's walls stood out for me, a Family Weekend and Cocktail competition always prove popular.

Finally we normally run a couple of Cruises but after last year's success and learning curve of a Week Exploring Anglesey, I intend to run this again. We discussed dates for the cruises at the members' forum and would like to offer these dates as follows:

Spring Cruise (Two Weeks) 23rd May – 7th June (Crinan Canal)

Anglesey Exploration (One Week) 23rd May - 29th May

Summer Cruise (Two Weeks) 18th July – 2nd August (Southern Ireland)

Please let me know if you are interested in any of these Cruises and the dates are agreeable to yourself. (Please do not book any holidays against the Spring and Summer Cruise dates, these will be confirmed following a consultation with all interested parties by Mid-January)

So it is up to you, I hope I can rely on your support to make a success of the 2015 Sailing Programme. It now leaves me to wish you all a Merry Christmas and a Happy New Year.

Phil Kidd

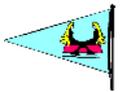
I learnt earlier this month that Phil Kidd (Mongoose) had died suddenly after a short illness.

Many members may not have know Phil – he had joined the club a few years ago, and when Sarico was on the hard at GP I spend several winter evenings enjoying his company.

I have passed on the Clubs condolences to Marjorie.

David Clough
Vice Commodore

Mike Hollingworth
Rear Commodore



Committee Roles

At the AGM Mike Hollingworth and I were elected as Rear and Vice Commodore respectively. Traditionally the Rear has taken responsibility for the social activities of the Club, and the Vice the sailing.

I have agreed to assume the responsibilities for socials within the role of Vice for 2015. Mike Hollingworth has agreed to take on the position of Rear, but assume the sailing responsibilities of the Vice, and will chair the Sailing Sub Committee. I will retain the racing responsibility within our Sailing Programme, ably supported by Mike Butterfield as our Racing and Handicapping co-ordinator.

SOCIAL COMMITTEE 2015

The club runs at least 6 social events per annum primarily out of the sailing season to provide an opportunity for members to meet and keep in touch with each other's sailing activities as part of the overall club aims and objectives.

With my new club social responsibilities, I'm looking for volunteers for the Social Sub Committee for 2015. Whilst the Rear Commodore (Vice for 2015) has responsibility for club socials, this doesn't mean that they actually do everything – organising events in the club house for 60 plus people is not something that can be done by one person – or even two or three. However, with help and support from other members in true NWVYC fashion these events can be accomplished to a high standard. So whether its organising things in advance, cooking food, or actual help on the night from serviettes to serving, your help is extremely valuable.

It's also a great way for some of our newer members to get to know everyone, and to see how we have such a great time at the club socials. So please make contact with me either in person or by telephone to find out more, or just volunteer anyway!

*Dave Clough
Vice Commodore*

Forthcoming Events

13th December. Christmas Party in the Club House.

An informal affair, with the bar opening at 18:00. There is no club catering, so feel free to bring takeaways or cook your own, or if local you could even eat at home before coming down – but then you would miss the craic of the Clubhouse. There will be party games and general fun, so if you have any ideas please bring them with you – the more that contribute the merrier it will be.

31st January. Cruising to Norway

In 2013 Dave Rainsbury went to Norway and back from Beaumaris – combining it with a honeymoon. Dave is an interesting and informative speaker, and as many of us know some of his photography is amazing. The Social Sub Committee will be providing food at about 19:00, and the bar will be opening at 18:00.

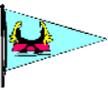
28th February. Winter Social. Cruising Scotland

It's been nearly 2 years since Arabella left the Strait for Scotland, and John and Maria will be talking about their experiences. John has indicated this may be an innovative talk, so please come along and see what he has planned. This should whet our appetites for our own Summer Cruises in 2015.

28th March - Details TBC

I've been waiting for Trinity House to confirm if one of their 'Ambassadors' would be available to give the club a talk on 500 years of Trinity House (1514 to 2014) with particular reference to our Cruising area, but their diaries are not planned ahead as far as ours. There will be an event that evening, so please make a note in your diaries and check the club web site or posters in the Club House closer to the time

*Dave Clough
Vice Commodore*



NWVYC Winter Training 2015

RYA Day Skipper/Yachtmaster Theory

4 weekends

31 Jan/ 1 Feb 2015
14/15 Feb 2015
28 Feb/ 1 March 2015
14/15 March 2015



Cost: £225-250 (depending on numbers)

Booking cut off date: 10 Jan 2015

RYA Sea Survival

1 day course, part in the classroom and part in a local swimming pool

Date – a Saturday at the end of March beginning of April

Cost: £85 - £90 (depending on numbers)

Please contact me asap if you are interested in this course. We need a minimum of 8 participants for the course to happen.

RYA First Aid

1 day first aid course

Date – TBA (end of march/start of April to suit participants)

Cost: £70 - 75 (depending on numbers)

Please contact me asap if you are interested in this course. We need a minimum of 8 participants for the course to happen.

Booking forms and further details:

Richard Forder

Email: training@nwvyc.org.uk

Dusseldorf Boat Show - Jan 17th to 25th 2015

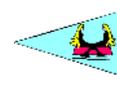


Georgina and I, generally disappointed with the London Boat Show have been debating going to the Dusseldorf for the past few years – and now we have booked to go. Its possibly the biggest Boat Show in Europe, with over 1,600 exhibitors from over 60 countries (to quote the organisers). It takes up over 16 halls, and covers all different sorts of water based activities.

We are going for the final weekend, flying out late on the Friday, and coming back late afternoon on the Monday do we can spend the Monday sightseeing in Dusseldorf. If you are interested, the flights have cost about £100 each, and a 3 star hotel (including Breakfast) near the city centre on public transport links to the airport and exhibition for 3 nights has cost about £180.

The Dusseldorf Boat Show web site (<http://www.boat-duesseldorf.com>) has all the information you about the show. If you want any further details about the hotel / flights we have booked then please contact either of us.

Georgie and David Clough



Dinner Dance 2014

The Raffle

A big "Thank you" goes out to the sponsors of the raffle prizes for our annual dinner dance last month, and to all club members who supported the raffle.

The lucky winners were as follow: -

| | | |
|---|----------------------------------|------------------|
| 5 nights in Conwy Marina | Simon Calderbank | Saltarello |
| 2 nights in Victoria Dock | Ralph & Mary Pierce | Glas-y-Dorlan |
| £60 Liverpool Arms Voucher | Jerry Jago and Denise Lewis | Ocean Mood |
| £25 Voucher for The Bishopsgate Hotel | John and Susan Bowles | Symphony |
| Sunday Lunch for Two at The Bulkeley | Ron Floyd | Avalon |
| £100 Voucher for NW Surveying Services | Andy and Jan Stephenson | Seagem |
| 12 months subscription to PBO | Derek and Jean Lumb | Nightsong |
| Afternoon Tea at Plas Rhianfa | Carol and Derek Asquith | Abraxas |
| 2015 Cruising Association Almanac | Tony Mead (NWCC) | |
| Hempel Tiger Anti Fouling | Ed and Margaret Hopkinson | Osprey |
| £200 Voucher for Doug Edwards Brokerage | Trevor and Mij Shirley | Hindsight |
| 2 Tickets for London Boatshow | Keith Houghton & Jane Bellingham | Juniper of Menai |

A total of £506 was raised from the sale of tickets so thank you once again for your support and to Steve Maclean for sourcing the raffle prizes for this event.

The Trophy Winners

Racing trophies

Trilogy Race

A time trial, with freedom to select course and start time to gain best benefit from tides. Unfortunately there were no finishers on the original race within the time limit expired (but an honourable mention for Sea Gem for perseverance. On the return leg on Sunday, the race was run from Porth Dinllaen to the Royal Welsh line, and the winner was **Daisy**.

Irene Goodwin

For this race, the normal crew must helm, and the normal skipper must crew, over a short passage (typically Beaumaris to Conwy). In June Liz Priest, Davina Downes and Katie Evans all took the helm, and the winner was **Katie Evans** on Ocean Mood.

James Berry Trophy

A race to Llys Point, with the addition of virtual GPS waypoints. A lack of wind saw many of the 8 yachts who started from Beaumaris retire – indeed only 2 made to it the finish line, and both taking around 5 hours to do it. The winner was **Ocean Mood** with Denise Lewis and Jerry Jago.

Walton Shield

Awarded to the winner of a handicap race from (typically) Holyhead to Caernarfon Bar. Run during the August Bank Holiday. The winner was **Ocean Mood** with Denise Lewis and Jerry Jago.

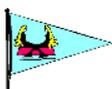
Points Trophy

Awarded to the yacht which has accumulated the fewest points from all the races in the Points Series, which is all of the aforementioned trophies bar the Irene Goodwin. A total of 11 yachts competed in one or more races throughout the season. This year's winner was (again) **Ocean Mood** with Denise Lewis and Jerry Jago.

Cruising and Achievement trophies

Storm Trophy

Awarded for a sailing achievement by a relative newcomer to sailing. This year's winner is **Sarah Smith**.



Dinner Dance 2014 (contd)

Junkette Bowl

Awarded to the yacht which cruises to the furthest point of call (from the Clubhouse) in Ireland (North or South about). This year a group of club yachts did make it to Southern Ireland as far as Kinsale. It's the thorny question of which yacht actually went farthest west – with argument as to who was berthed where against the fuelling pontoon, and whether a trip to collect fuel in a dinghy counted! So, for the first time in the Clubs history, it was awarded jointly to three club yachts – **Hunters Moon, Mistrial and Symphony**.

Mellor Mug

Awarded for maximum participation in Club events both on and off the water during a year. And the winners are **Denise Lewis and Jerry Jago**.

Commodore's Cup

This is the Club's 'top' trophy awarded to the member who submits the best Log for a cruise of 10 days duration or more. Logs may be any format - even handwritten. The judges look for cruising information (Harbour info, dangers, co-ordinates etc) rather than 'holiday' narrative. The format should also meet the SOLAS V requirements for passage planning.

The clubhouse has dozens of logs from the past decades, and they make interesting reading – it is good seamanship after all, and creates a unique record of Venturing. This year's winner is an excellent example of what a Cruising Log should be, and covers a passage from Arzal in France to Pwhelli, made by Lizbet, owned by the Morris Family – and this year's winner is **Ralph Morris**.

THE Rock Trophy *(the Club's bottom trophy you might say :-)*

The one trophy that members strive not to win. Awarded by the current holder to the member who, in his opinion, has made the best contribution to the 'Chronicle of Collisions, Impacts, and Groundings' during the season. Last year's winner was Charles Townley - who could not be with us on the night, but by the miracles of modern technology spoke to us from afar to regale us with a seafaring rhyme with a slightly rocky ending, and pass on the coveted (?) trophy. The poem and the identity of the new winner can be found from a link on the front page of the NWVYC Website (<http://www.nwvyc.org.uk/Resources/RockTrophy.mp3>) *(but in case our technology has been sabotaged to keep a secret, you can find the poem on pages 13-14)*.

Dear Reader...

Well here we are, almost time for New Year's resolutions again. I find I have to make new resolutions rather more often than that, given that they don't usually survive much more than a week. Still, it gives a moment to look back and review.

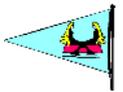
I can see that, with this edition, there will have been 23 since I took over as editor in 2011. (Yes, I know that's one short of target, sorry). So, I'd just like to thank all of you who have contributed to the magazine over that period, we certainly couldn't do it without your efforts. Also I must thank you for the appreciation that many have expressed for the results. It's been a privilege to be involved with an important aspect of the Club (please ignore anything else you might have heard me mutter to the contrary during that time :-)

So, we have a new editor, Dave Calvert who has kindly stepped up to take on the Venturer into the New Year. I trust we'll all welcome him to the role, and be as helpful to him as you have been to me, and keep on sending in those articles. In particular, can OoDs please remember to arrange for articles on Club events to be sent in, and it's great to have photos if possible too.

We'll be arranging to get the 'editor@nwvyc.org.uk' e-mail address re-configured so that it will forward all your contributions to his personal e-mail instead of mine.

So, can I wish you all a Happy Christmas, and all the best for the New Year, and hope to see you next year.

Ed Hopkinson
Osprey



Delivery run Weymouth to Menai Straits for Cecilia

A couple of years ago Jill and I decided to purchase a small boat to use in the winter, between summer visits to Greece. After some deliberation we settled on a Colvic Northerner, a 26 ft motor-sailer, as being a boat that would not be too taxing on our ageing muscles and not too cold in the depths of winter. We bought her in Weymouth, christened her Cecilia after Jill's Mum, and had her delivered by road to Milford Haven, which seemed a nicely sheltered place for winter on the water. For our first winter she remained ashore as we attacked the vast list of jobs that became apparent once we examined her closely but eventually we launched late in 2012, at this stage just as a motorboat.

It soon became clear that driving to Milford Haven from near Mold is a major expedition, never taking less than four hours and sometimes near to six. So the decision was made to transfer to the Straits, not much more than an hour from home and in an area we know and love. By the time we were ready to move there was a convenient window of weather in mid-April 2014, a week before we were due to fly to Greece. With a forecast for mid-week of south-easterlies we would have preferred to leave on

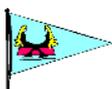
Monday but the developments currently taking place at Milford meant that there would be no locks at all on the Monday or Tuesday, so exiting on Sunday was our only option. We drove down on Friday in the camper with the spars sticking out of the back window, rigged them and bent on the sails on Saturday, added £70 worth of diesel, ate a last curry at the restaurant in the marina and departed early on Sunday morning.

Our first obstacle was Jack Sound, requiring a wait of a couple of hours, for which we anchored in Skomer south bay. There was a light to moderate north-westerly wind throughout the trip with massive spring tides, so we were expecting to rattle along on the floods. We were quickly across St Brides Bay, then headed for Fishguard. The overfalls off Strumble Head were interesting, causing the small bell that a previous owner had fitted in the wheelhouse to ring, now known as the 'overfall alarm'. Cecilia has a very rounded hull form with tiny bilge keels, so she rolls excitingly in these conditions.

However, just as darkness fell we picked up a mooring in



Cecilia, still a motor boat, at Milford Haven



Delivery run Weymouth to Menai Straits (contd)

Fishguard Harbour, where we discovered a design flaw. I had fitted a Propex heater and installed the thermostat just above the engine compartment. Running the engine for several hours had heated it so much that it would not operate, unfortunate as it was now quite chilly.

On Monday morning we set off early with some tide under us, although not as much as we had hoped and progress was a little slow. At 0900 we were called on VHF by Aberporth Range Control, who requested a 15 mile clearance of their target, which naturally was right on our course. It is to be hoped that the accuracy of these gunners improves somewhat before they are called upon to do it for real! We had to make a large diversion to westward, not in the plan as we had hoped to be further into Cardigan Bay when the ebb started. We were also to discover that Cecilia has very little directional stability in waves so that steering a compass course once out of sight of land was fraught with difficulty and our track on the plotter had a very drunken appearance.

It was not long before we began to suspect that the engine was running erratically, not entirely unexpected, as we have never cleaned out the diesel tanks. Soon the engine began to die and ultimately stopped. Fortunately we had planned for this and it was the work of just a few minutes to replace the fuel filter, completely blocked by debris from the tank, and continue onwards. This was to happen again on the journey but we had plenty of filters.

During the morning I went below to make a cup of coffee, to find that the water pump was not working. It is located low down in a forward compartment so I removed a couple of floorboards to check it. The compartment was full of water! We now know that there is quite a large leakage path where the stem timber attaches to the hull, above the water line when conditions are smooth, as they always had been in Milford Haven, but

in the present conditions leaking quite heavily. We began baling at frequent intervals, probably dumping 20 – 30 gallons overboard over the next few hours.

At about midday the tide turned against us and our progress slowed dramatically. Over the next five hours we only covered 17 miles, with Bardsey tantalisingly close to starboard. We had considered anchoring there but now believed we could reach Porth Dinllaen before dark. As we approached Bardsey Sound the flood commenced and we made a decision to go inside the Tripods overfalls, heading north close to the Lleyn Peninsula.

Crossing the flow out of Bardsey Sound, against a north-westerly force four, was quite an experience and the 'overfall alarm' bell sounded on many occasions. Conditions right up to Porth Dinllaen were quite turbulent and we were relieved to get behind the headland, picking up a mooring as close in as we dared to keep out of the swell. Once again the heater could not be persuaded to operate but we ate well and turned in early.

Tuesday morning was very quiet, almost an anti-climax, but we were very happy to receive an e-mail from Caernarfon Harbour Authority with the new buoy positions over the Bar, which we followed very easily. The last time we crossed the Bar, in 1997, the buoyed channel went a long way north, with a sharp dogleg at Llanddwyn, but in 2014 it is almost a straight line to Abermenai.

Entering the Straits for the first time in almost 17 years was a fabulous experience, in idyllic conditions of no wind, sunny conditions and clear visibility. We headed for Port Dinorwic, where we had arranged to berth in the outer dock, but in view of our leak we decided to haul out for repairs.

Vyv Cox

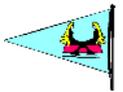
Dusseldorf Boat Show - Jan 17th to 25th 2015



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We are going for the final weekend, flying out late on the Friday, and coming back late afternoon on the Monday do we can spend the Monday sightseeing in Dusseldorf. If you are interested, the flights have cost about £100 each, and a 3 star hotel (including Breakfast) near the city centre on public transport links to the airport and exhibition for 3 nights has cost about £180. The Dusseldorf Boat Show web site has all the information you about the show (although as at the time of writing this the ticket shop for 2015 hasn't opened yet!). If you want any further details about the hotel / flights we have booked then please contact either of us.

Georgie and David Clough



Abraxas Summer Cruise 2014

Cast off Beaumaris mooring 19.25 on May 27th & motored to Menai Bridge where we picked up spare mooring for the night. Dinner on board & early night ready for the Swellies passage the following morning. Our only passage plan was to head south in very easy stages and consequently took the bridges in a flat sea at 9.15 arriving in Caernarfon River at 11.00. Dinner in Stones Restaurant and planned to cast off 29th May for Bardsey Sound at 10.00.

So far the easy stages plan was working well and we sailed to Bardsey under Genoa, arriving in Aberdaron at 17.00. Lay to anchor in very calm sea and cast off at 08.00 the following morning. Still calm and no wind so motored to Fishguard picking up one of the free moorings outside Lower Fishguard.

Left Fishguard next morning one hour before HW local but still got almost stopped at Strumble Head for half hour before the tide let us go for Ramsey Sound – should have left Fishguard half hour later. Sea state was smooth so it was possible in light airs to go south through Ramsey late and Jack Sound at the low water period. At least you can see where the rocks are.

Since we required diesel for the Bristol Channel crossing we decided to go into Milford Haven Marina. Not aware of the renovations to the lock we were surprised to find divers below and cranes working during the very brief opening period. Once in the marina it was business as usual so we were able to fuel up & change a gas bottle.

The easy stages were coming to an end as we were leaving the marina for the Dale pontoon in order to time the Bristol Channel crossing for the Padstow Harbour opening times. This is fairly critical as there is little shelter outside the harbour should you miss the gate. We were in Dale for 2 nights before a weather forecast & suitable tide coincided and we left Dale on 3rd May at 06.00. Sea state forecast slight to moderate but as usual the Bristol Channel was its usual lumpy self and we embarked on the 70 mile crossing motor sailing.

Around 08.50 a large pod of dolphins played around the boat for some time and about 10.00 Lundy Island was very clear on our port side. Arrived at Stepper Point at 1800, dropped sails & slowly motored up the Camel River. We entered outer harbour at 1900 and tied to a ladder until the harbour opened at 2000. It had been dull and cloudy all day but at 20.30 the heavens opened – first rain we had seen so far but safe in Padstow Harbour we didn't mind. We intended to spend a few days in Padstow as we were last here 4 years ago and wished to

visit the area by bus and check out the sights again.

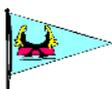
As members of The Royal Welsh Yacht Club as well as Venturers we flew the blue flag and noticed 3 other boats in the harbour also Royal Welsh members. Malcolm & Jill Henderson off Enigma were also holidaying in the area by car & called to see us on the Sat. morning on their way back to Beaumaris. While saying our good byes on the quayside Ian & Linda, Royal Welsh members, off Ocean Hobo, an Amel Santorin about 50' long, stopped and invited us to sundowners on board at 1900. We duly arrived to find they had invited the crews of the other two Royal Welsh boats in the harbour. Ocean Hobo was heading for the Caribbean on a 12 month cruise and was leaving the following morning but the remaining 3 of us continued with the pre dinner drinks before we left for Lands End via St. Ives on 11th June.

The sea was quite rough up to Trevoise Head but calmed down with light winds once we had passed the islands off the headland. We motor sailed up to 11.30 then sailed as far as Godrevy light house, motored into St. Ives at 1500 & picked up visitors buoy. The tide times for Lands End meant leaving early or late so we chose early and left the inner harbour at 0600 while we still had water and picked up a vacant mooring outside until 10.20 when we cast off. Arrived at Brisons at 13.45 and took the inshore passage at Longships via Kettles Bottom, rounded Runnel Stones 15.25 and arrived at Newlyn 1700. Gourmet meal in local restaurant and fairly early night as it was round the Lizard the next day.

Left for Falmouth 13th June with a forecast of N.W 3 or 4 slight to mod. expecting to sail across Mounts Bay and round the Lizard. At 11.40 we had only covered 3 miles so it was engine on and the tide became favourable 2 miles off Lizard Head. We were making 6.2 knots over the ground and flew round the point at 14.40 arriving at the Manacles 16.40. Wind then picked up on the nose and motored into Falmouth.

Town marina & Pendennis were full so we went up river to Falmouth Marina. This proved a difficult entrance – very tidal and too far out of town, also expensive & diesel £1.63 per litre – never again. Left the following morning and went to the moorings in St. Mawes, much nicer, easy to dinghy ashore and £12 a night.

Now we had cleared the tricky tidal gates it was easy planning again – 20 miles to Fowey, an all states entrance with floating pontoons. We cast off St Mawes at 12.30 – another sunny day light airs and tide with us got us in Fowey at 1800 on the pontoon opposite town. We



Abraxas Summer Cruise 2014 (contd)

spent 3 nights in Fowey at a cost of £45. The restaurants in Fowey are all very good but we like 'Sams' in particular – terrific sea food menu. All this time the weather was wonderful apart from light winds leaving us to motor half the time.

We left Fowey on 18th June at 8.30 heading for the River Yealm next door to Plymouth. Tried to sail for first hour of 20 mile journey then motored until wind picked up and had a good sail for last 10 miles arriving on floating pontoon 14.45 - £14 per night. The following morning there was a good northerly so with 1 reef in the main we set off for Salcombe 15 miles away at 14.30. By 1700 the wind died and we motored the last few miles entering over the bar at low water 19.30. We were allocated V12 buoy which is quite close to the landing and were in Victoria Inn at 20.30 just in time for dinner.

Salcombe is a Mecca for yachts with chandlers, sailing clothes shops and restaurants all over the place. The place is pretty well bomb proof in nearly all weather but 'The Bag' which is further up from the town can really take almost any weather. However V12 suits us fine due to its proximity to the town and we spent 3 nights here @ £49.

We had intended going round Start Point for Brixham & Torquay & possibly even further but on our last day in Salcombe we received a phone call from home requiring our early return so instead of Brixham it was back to Fowey. LW Salcombe was 9.38 and we crossed Salcombe bar at 9.50 least depth 3.8 m. Another very sunny windless; arrived Fowey under motor at 17.40, good meal at Luggier – lobster & salad and early night.

23rd June Fowey to Falmouth 20 miles, again sunny, sea flat & little wind, sailed occasionally but mostly motored and arrived Falmouth Yacht Haven Marina in centre of town £25 per night so we spent 1 night here and dined in the Harbour View restaurant. 24th June Falmouth to Newlyn 32 miles – cast off 8.40 wind N or NE 3 to 4 failed to appear and sea state smooth. This encouraged us to take an inshore passage round the Lizard at 6 knots over the ground. Once in Mounts bay the wind picked up and we covered the last 15 miles under sail making 6.5 knots. We had an early night as the next day we intended making Padstow in one day.

Cleared Newlyn harbour on 25th June at 07.25 under full sail, forecast was NE veering E or SE 3 or 4 increasing 5, sea state smooth. At Tater Du on route to Runnelstone a container ship under tow gave us some problems as we couldn't make out which way they were going as they

kept changing course very slowly. We finally passed their stern to find we had nearly gone inside the Runnelstone buoy, corrected course in time & again went in-shore of Longships across Kettles Bottom to the Brisons.

By now we had 1 reef in the main & reduced genoa but the timing was giving us 9 hours of favourable tide. After Cape Cornwall we kept off shore heading for Trevoze Head & completed the whole journey under sail and tied up in Padstow at 17.50 very tired. After this we recovered for five days waiting for a weather window for the Bristol Channel crossing.

On the 30th June the forecast was variable going SE 3 or 4 – sea state slight and we cleared Stepper Point at 07.10 surrounded by dolphins. After passing Lundy Island the wind picked up at 1500 and we were sailing at 5.5 knots up to the Turbot Bank off Milford Haven finally arrived at the Dale pontoon at 20.45 pretty tired.

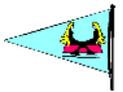
The next day we went in Milford marina to for fuel and met Dave & Wendy on their Moody 30 from Holyhead who we knew slightly from previous occasions. They had suffered a couple of mishaps and were keen to return to Holyhead. We were pleased to sail back in company so on 5th July we moored on Dale pontoon ready for Jack & Ramsey sound the following day. Cast off at 07.15 on 6th July arriving at Blackstones 09.15 pushed the last of the tide through Jack and cleared Ramsey at 10.50. No over falls at Strumble Head and both boats picked up a free visitors mooring in Lower Fishguard at 14.30.

Both boats left Fishguard the following morning at 07.30 for Aberdaron. Aberporth range was planning firing at 1400 and we just cleared the 9 mile exclusion zone in time. Arrived in Aberdaron and anchored at 1800 in the bay. Had drinks on board with Dave & Wendy and early to bed for the last lap.

Couldn't take Bardsey Sound until 12.30 on 8th July, wind N or NW 3 or 4 but once through sound increased to 5 or 6. Hard sail, wind pushing us close to land, had to put a couple of tacks in, lot of white water made it difficult to pick out Caernarfon Bar buoys and in the event cut straight to No 3 buoy. Once on the Bar the sea calmed & we finally made the river at 19.10. After dinner had a final drink in the Royal Welsh with Dave & Wendy and arrived on our own mooring next day at 19.40.

All in all a very successfully cruise with good weather and good company.

*Derek Asquith
Abraxas of Arne*



Event Write up – Sept 2014

September 13th/14th – Regatta Weekend

The Firth Trophy was planned for the Saturday. Chinook and Davico made it to the RAYC start line with very little wind about- in fact at the 14:00 start time there wasn't any, and there was only one direction they were going in – backwards with the tide. Royal Anglesey weren't faring much better, with the majority of their fleet coming in towards the Green and deploying anchors. Chinook and Davico stuck it out until 14:30 – by now Davico had won the backwards race as they were now off the Pier! The race was abandoned, and they both started engines and went towards Puffin for a spot of fishing. Well done to both of you for persevering.

There was a good turnout as usual from Traeth Coch, with at least 6 if not more yachts coming round for the BBQ and Social.

With the tides being later on Sundays, Sunday's race had been cancelled earlier in the week.

Dave Clough – OoD.

September 27th/28th – Victoria Dock



A good stiff breeze saw Genesis, Chinook and Juniper join Sarico for the run to Victoria Dock. It was a fine day, and the walking tour with Emrys Llewelyn the town Guide was enjoyed by Mike and Josh with one of Josh's friends (sorry Josh, forgotten his name), Charles and Angela, and Georgina and I. It was a very interesting walk, including access onto the town walls not open to the general public.

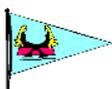
We learnt about the history of the walled town founded by Edward I. His first son, and the first Prince of Wales, was born in Caernarfon in 1284. A thousand years earlier the Romans built their fort of Segontium on the hill

above. We found out why the Black Boy is so named, about the ferry bringing workers across the Strait from Anglesey, the number of vessels using Victoria Dock at its heyday peaking at 2,500 per annum, and the plans for the extensions to the dock that would have made it 3 times its current size. There is actually an artist's impression of it in one of the shop windows within the walled town.

Emrys drew out attention to some fascinating buildings – things that you don't see unless you actually look up – next time you walk in the walled town look at those pebble dashed buildings – and then find the next building that has its original brickwork and wonder why on earth pebble dashing was introduced. Note the pink limestone used in the construction of some of the houses – brought in as ballast on slate ships. There are still discoveries going on today – the attached picture shows an exquisite shop front from over 100 years ago that was only uncovered recently. After the walk we found ourselves in the Black Boy to quench our thirst after the walk, where we were joined by Genesis and crew, and Juniper.

Dave Clough - OoD





Rock Trophy - the poem

Charles Townley

Ladies and Gentlemen, the Rock Trophy

Greetings fellow Venturers, greetings from afar,
As you dine in the Bulkeley, I'm in my ocean-side bar,
So fellow Venturer, I trust you're dining well,
Are you sitting comfortably, for I have some tales to tell.

But let's not rush, time to reflect upon the nature of this
prize which sadly I've not even seen, so I can't tell it's
size.

Is it a piece of Cambrian rock, or is it a cardinal mark?
I trust it's something bright and cheerful, not something
really stark.

Now what did I do to win this prize, what dreadful deed,
what awful sin? I ventured into Cemlyn Bay, my anchor
well prepared to lay.

I'd like to say "'twas a dark and stormy night", but no in
truth that's not strictly right. It was the middle of the
day, as we nudged in that gentle bay and the sun was
shining bright.

Tea and butties at the ready, we hoped to have a quiet
lunch, but all we did was slowly stop, with the merest
hint of crunch.

The Furlong Reef I've crossed before with not a sign of
trouble, but this time Harry bared his teeth, as I scraped
his Cambrian rubble.

So how did all this happen, how did it come to pass,
Was it just an accident, or was I really truly crass?
Was it the wind, was it the tide, or was it the rudder jam-
ming, Was it the barnacles on the prop, or was it lack of
planning? Was it too rough to stay head to wind that
took so long in the previous bay?

Or was it old age and ineptitude as I put the sails away?
Was it the transducer barnacles that accounted for our
fate? Or was it just a matter of being that little bit late?

But before I pass this trophy on, let's take time to think,
These events can happen before you've time to blink.
No doubt this will be the case in 2015 too,
So my wish to you tonight is "May your troubles be few".

Before we get too serious, I think you ought to know,
of sailors who were worse than us and suffered quite a
blow.

Let's begin with Noah. He got sponsorship from God!
And 2 years for the planning, before he got the nod.
After the Ark was loaded with animals thin and fat,
look where he managed to finish, on top of Mount Ara-
rat.

And what about Fletcher Christian, who tired of para-
dise, and poor old Bligh of the Bounty, who was cast
adrift in a trice.

Now have you heard of Louis Valesca, in a navy ship
bright and shiny, when somebody overloaded the ship
and he was dumped in the briny.

Ten days he was in the drink without food or water,
When he finally got to safety, he'd lost weight by more
than a quarter.

and then of course there's Dudley and Stephens, who's
actions changed the English law, They ate the cabin boy
Richard Parker, though I doubt they ever asked for more.
Finally there's Mary Unwin, lost her life around Lands
End, Only had her boat one day, and had no charts to
show the way.

From Falmouth up to Appledore, in miles she thought it
just 60, but the head of the local sailing school said it
was nearer 150.

Claimed she had a coastal skipper, and was well experi-
enced too, Thought one alone was quite enough, she'd
no need of crew.

And so rejecting all advice, and told that it was madness,
Off she went, till round Lands End, came the ultimate
sadness.

No Venturer would be so foolish, whether sailing day or
night, and compared to these misjudgements, makes our
problem seem quite slight.

So as we go about our cruising, let's remember who we
are. Let's venture forth, enjoy our sailing, in waters near
or seas afar.

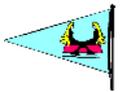
Be not afraid to seek new depths, but do your careful
planning. Make sure you know what rocks are there, or
you could be left standing.

Consider that possibility, that you might think remote,
That one day this could well be you, when you find your-
self afloat.

Now we approach the end of my tale, for this year's prize
contender, Who hit a pier, a buoy or a boat, found them-
selves no longer afloat? Or maybe just lost your tender?

And so to this year's candidates, of whom I know only a
few, Are you sitting comfortably wondering if it's you?
Many a member I have asked who might be in the
frame, but they were coy and sheepish, it was hard to
get a name.

Who must have had a real surprise, when leaving Victo-



Rock Trophy - the poem (contd)

ria Dock?

Still in the Dock, they went aground, that must have been a shock.

Who had trouble with his diesel flow when travelling Bardsey Sound?

Engine stopped, decision time, before they go aground.

Someone there's a metal bender, one year bent his prop, this year bent his generator pole while fooling in the strop.

There is you know a second bender, this one bent his bracket,

Troublesome winds around the Stacks made it hard to hack it.

One crew embarked for Porth Dinllaen, and decided to change the route,

but they got the snuffer jammed and found their prop round the chute.

So now it's time to name the name, and so my work is

done.

Whoever wins this prize tonight, will have to pass it on. Have you guessed?

It's Avalon.

Website 'Scranbag'

Just a brief reminder that the 'Scranbag' is still there on the website if you're looking to buy or sell anything sailing-related.

Note: There are some quite old entries on the Scranbag area, so if you've already got an entry on the Scranbag, please review it to make sure we keep it to current items. Thanks.

*Dave Clough
Vice Commodore*

Subscriptions Reminder for 2015

Please remember that subscriptions for 2015 fall due on 1st January, and that discounts are available if paid in full BEFORE 31st December 2014 (i.e. by 30th at the latest)

The rates, as agreed by November's AGM are:

| | Entrance fee (no change) | Current 2014 Subscription | Proposed 2015 Subscription | Discount | Nett (if paid BEFORE 31/12/14) |
|---------|--------------------------|---------------------------|----------------------------|----------|--------------------------------|
| Family | £70 | £110 | £112 | £11 | £101 |
| Single | £55 | £80 | £81 | £8 | £73 |
| U25 | £40 | £31 | £31 | £3 | £28 |
| Outport | £50 | £60 | £61 | £6 | £55 |
| Anchor | n/a | £16 | £16 | n/a | £16 |

You can pay in any of the following ways:

- By internet banking (please contact Sue Beetlestone for account details)
If you pay by internet banking, please use your surname and boatname as ID on the payment.
- using the Paypal link from the Club website (<http://www.nwvyc.org.uk/members/RenewSubsDiscount.html>)
- By cheque made out to NWWYC (please send to Sue Beetlestone)

Please note, if you pay via Paypal, the Club will incur charges for this, so **we'd prefer the Internet Banking (or cheque) option**. If you have any changes to the details held by the Club, please note relevant changes on the enclosed Membership Application form and sent to Sue Beetlestone.

Bonfire Night 2014

Well I think it went ok, Looks like it is my turn to be in the sights of the committee and about time too!

Thank you to every body who turned out. The burning material was my biggest concern but thanks to Lee ,Tim and ABC who had a yard clear up and bit from myself and others we had quite a pile in the end, but on the car park. That to be moved to the beach so another big thanks to Richard Bumpus, Denise Jago, Lin Founds and not forgetting Josh Hollingsworth & friend and others.

With the fire going well at 1830 the fire works were to be announced at 1900hrs but due to the excitement I started 10mins early to the disgust of the commodore who had a very long speech written for the opening!!!! Earlier in the evening I was not sure whether we would have fireworks to set off. But a huge thanks to the people who brought their own for the benefit of others. I was so impressed with the volume and the generosity so thanks again.

As you all know because of all the regulations we as an organisation cannot buy and set off a organised fire work display. So we are very reliant on people supplying their own and having a friends to let them off, so thanks to Demon Des and the little team of friends who sorted and set the selection of fire works off in a manner that looked almost like a proper fire work display.

The timing for which I was totally responsible, and in my view perfect. The finale of our display coincided with the start of the town display. So not only did we miss the long speech from the commodore, we also had fantastic display to look at after ours.

And not forgetting the social time we had after, these events don't just happen because they are on the Programme it relies on loads of people doing their bit as a team, so thanks to the usual NWVYC spirit that made it another memorable night.

Paul Morton

WiFi Victoria Dock



To reflect the increasing numbers of Venturers who are berthed in Victoria Dock the Club now has a trial Wi Fi connection established called 'NWVYC' thanks to Menai Marine and Island Computers. It's not a particularly strong signal, but it should be adequate for e-mail, weather information, and general web browsing. It is not intended for major downloading as it's not an unlimited connection. Those who are resident in Victoria Dock already have the password which will be changed on a regular basis. If you intend visiting then please either contact me directly for the password, or ask another NWVYC member berthed in the Dock.

If the trial is successful, then a proposal will be put to the Committee for a more permanent arrangement. Some members have already provided valuable feedback on signal strength and speed – if you can provide some more then please do so.

*Dave Clough
Victoria Dock Port Captain*

50 Club update - November 2014

We have held four draws since the last update in the Venturer, and the winners are as follow: -

| | | |
|---------------------|----------------------|--------------------|
| September | 1 st (46) | Symphony |
| | 2 nd (20) | Hon Member—no boat |
| | 3 rd (03) | Unsold |
| End of Season Party | 1 st (30) | Jaygee |
| October | 1 st (43) | Adela |
| | 2 nd (15) | Unsold |
| | 3 rd (11) | Unsold |
| November | 1 st (11) | Unsold |
| | 2 nd (42) | Alfresco |
| | 3 rd (18) | Sylvan |

Congratulations to all our winners and **please** remember that numbers are still available for you to purchase which you will hold for 12 months and have entry into 14 draws.

*Joy Bennett
Avalon*

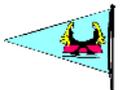


Photo Miscellany



Top Left: A scene from summer: Abraxus during a stop-over in St Ives. See Pages 10-11

Top Right: John Creasey makes himself comfortable at the top of Davico's mast.

Left and Lower Left: More pots won by Jerry and Denise (Ocean Mood). Well, as Denise reminds us, you've got to be in it to win it! Well done you two.

Lower Right: the proud joint winners of the Junket Bowl for their trip to Kinsale.

