



the Venturer

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

Events

- Sat 22nd Feb 2014** **Course / EGM / February Social**
09:00 First Aid Course
17:30 EGM
18:00 Bar opens, Winter social, food provided, 2 talks on cruising in warmer climes
- Sun 23rd Feb 2014** **Possible additional First Aid course - if you wish to join the course, please call Richard Forder before 8th Feb 0774 500 8338**
- Sat 22nd March 2014** **March Social**
18:00 Bar opens, Winter social, food provided, 4 short talks on first ports of call from Anglesey
- Sat 19th April** **Working Party**
Scratch Cruise until Monday – see Web Site Event Notice Board.
- 26th/27th April** Scratch Cruise – see Web Site Event Notice Board.

What's inside?

**Notice of
General Meeting
see Page 6**

**Door code change
see card enclosed**

**Draft Sailing Programme
see Page 7**

Commodore's Corner

Welcome to the first Venturer of 2014, and my first Commodore's Corner.

I hope you have had a good time over the festive holidays, and back into the swing of things again. By the time you read this we will be well into February, and we should all be thinking of making a start on the of the list of works we pencilled in at the end of last season, you did do one didn't you?

As you will see, we have a very active Vice and Rear Commodore this year, so we can all look forward to some changes within the club, and I'm sure they will be for the better.

Please make a note of the events coming up this month, as some are very important, and require you to raise your hand in agreement, or not, as the case may be.

It's nice to see the building works on the new units has come to an end for now, and I notice last weekend that we have a new yacht broker in the old fishing tackle shop, so that should be handy for those wishing to trade up or down with their yachts, and on that note, I called in to have a look at the new bait/fishing tackle shop just before the new year, very impressive indeed, no excuses for the lack of fish on the BBQ now.

So here's to the weather improving, which is a bit hard at the moment, rain and strong winds are forecast for all weekend again (1st Feb) we seem to be getting low after low at the moment, but the winds are something else, talk about being rocked to sleep, but as always, the sun is only just around the corner, as is the sailing season and the North West Venturers doing what they do best, sailing off to some secluded bay and having a good BBQ with like minded people for excellent company.

*Lee Downes
Commodore*

VCDC

Whilst the evenings are still dark you can detect that the days are getting longer, and in a few weeks Daffodils and Crocus's will begin to appear – as will more and more Venturers working on their yachts as our thoughts turn to the forthcoming season. The Sailing Sub Committee (SSC), particularly Mike Hollingworth (Sailing Captain) have been working on the 2014 Sailing Programme since early December, and a draft copy is contained elsewhere within The Venturer.

We have taken on board some of the comments and suggestions made by members in the November Members Forum, which we hope will encourage even more members to venture out with the Club, whether it be around Anglesey or farther afield. The programme is still draft, and any comments or further suggestions need to be made by the 21st February to any member of the SSC, when a final version will be agreed and published.

The SSC comprises of myself (Vice Commodore), Mike Hollingworth (Sailing Captain), Mike Butterfield (Racing and Handicapping Coordinator), Mick Green, Dave Priest and Richard Forder.

We have 3 cruises planned this year – a Spring cruise to the East Irish Sea taking in ports of call including Liverpool, Whitehaven, Maryport, Kirkcudbright and of course the Isle of Man. The summer cruise starting late July is to Southern Ireland, and there will be a number of potential destinations to appeal to the varying requirements of members, so whether you want a relaxing gentle fortnight with sightseeing, or a full on sailing expedition then come and join us. There is a further cruise planned in August, taking in all of the anchorages around Anglesey – so there should be something for everyone. It's unlikely that the Cruise dates will change, but if you need to book holidays now then please contact either Mike H or myself to double check dates.

One of the suggestions made at the member's forum was allocating OOD's closer to the actual weekend events. Rather than asking members to be OOD's months ahead of the actual weekend, we are drawing up a list of those happy to be OOD's and getting there preferred locations, and will then ask for a commitment closer to the event so The Venturer can communicate who the OOD is to members. We hope that will help in getting every weekend covered with an OOD. **There is a list in the clubhouse – please enter your name and tick the locations you would prefer to volunteer for.**

As usual we will be running 5 or 6 cruiser races as part of the normal weekend destinations for those who wish to test their sailing skills against others. The racing programme is 'front end loaded' with reserve dates later in the program to allow for weather interruptions to the programme to try and ensure we complete as many races as possible.

Expect to see more use of virtual way points as turning marks outside of the Strait in an effort to ensure that abilities on all points of sail are covered. Mike Butterfield is our Racing and Handicap Coordinator, and will be giving a short talk in the Clubhouse on Good Friday afternoon about racing in general and with the Venturers, so if you have a handicapping question I expect to see you there!

As well as our RYA shore-based training courses training, new for 2014 is a Training Skills weekend that will see skippers and their crew learning new skills or enhancing existing ones such as sailing onto moorings, anchoring and anchoring under sail. Recognising that many members sail 2 up, we will also cover basic skills for dropping sails and MOB for couples.

The Beaumaris Lifeboat crew will be in attendance on the Saturday morning and Richard Forder is working on the activities for the afternoon and Sunday. We are also in discussion with the RAF liaison officer, and hope, subject to operational requirements, that Rescue 122 will also be taking part. There will be a Social with a DIY BBQ or similar in the clubhouse on the Saturday evening.

Also new for a trial year is the concept of Port Captains. With the ever increasing number of active yachts within the club (there are now over 17 south of the Bridges and another 6 in Conwy), we have Port Captains in each location to act as a focal point for club sailing activities to make sure co-ordination of departure times takes place with the OOD so we can get maximum participation in Club Weekends. They will also be able to act as a contact point though to the Membership Secretary for potential new members Dave Priest has volunteered for Conwy, and I was suggested for South of the Bridges.

I look forward to seeing you all on the water this year with NWVYC.

Dave Clough
Vice Commodore

Rear's Ravings

The sun is shining, the life rafts are back in the clubhouse after servicing and today summer doesn't seem that far away. Tomorrow we are back to gales and heavy rain so perhaps it is all an illusion.

The winter talks got off to a good start last Saturday and around 50 people turned out on a foul night to hear Derek Jones talk on crossing through the middle of Ireland in "Cloth Porridge Too", which started a transition to a canal boat. It also provided the opportunity for a get together over a drink and a bite to eat to swap ideas over summer plans, which is what the winter social events are all about.

We have re-introduced the March talk this year so we will have 3 talks this winter with the Start of Season Par-

ty on Good Friday, the 18th of April. I know it is late but in reality probably less than half of members' boats will be launched by then and by holding it on the Friday evening, there is still a 3 day weekend to go sailing if you are in the water.

The start of season working party will be on Saturday morning but the House Officer will produce a list of planned tasks in advance to enable those who want to be sailing on Saturday to do their bit during the day on Friday.

See you in February.

*Derek Lumb,
Rear Commodore*

Dave Winson

For those who are not aware, and I only found out myself 2 weeks ago, Dave passed away suddenly at Ysbyty Gwynedd, Bangor aged 68 years in June last year.

Dave provided both practical and theory training though the Club for NWWYC members, and there are many with Day Skipper, Yacht Master and First Aid qualifications gained at the club that knew him well.

He was often to be seen skippering one of the Plas Menai yachts, and would always give a cheery wave to those members he knew. He will be sadly missed by the sailing community in North Wales.

Dave Clough



Notice to Members

You can still buy charts from your Bosun's Store but they will be by special order. If you need charts NOW then go and see the guys at ABC or NYB Conwy, they have a decent stock available at RRP. If you can plan ahead a couple of weeks then you can still order from Bosun's Store and grab yourself a great discount.

Imray have **Low Stock** of the following Admiralty Leisure Folios. If you are planning on buying any of these for 2014 season let me know sooner rather than later to avoid disappointment:

- SC5609 North West Wales inc Menai Straits
- SC5611 West Coast Scotland
- SC5616 Scotland West Coast

bosun@nwvyc.org.uk

Arthur Birtwistle 1918 - 2013

In the December edition, I included a rather hastily penned notice about the death of former NWWYC Commodore Arthur Birtwistle. I realised that the brief note hardly scratched the surface of a remarkable life story, and I'm very grateful to his son Philip for sending us the following memories of his father's life.

If you would like to read more, there was a fascinating half page obituary in the Guardian on 10th January, and you can find this at:

<http://www.theguardian.com/world/2013/dec/24/arthur-birtwistle>

My father, Arthur, died at the end of November, aged 95. Both of us have shared sailing adventures from the early 60's and have been Venturers' members pretty well from the start. Arthur would not have wanted tributes, but I'm sure he would love to share some sailing stories with you all.

Prior to sailing, Arthur was a well known and respected rock climber putting up many new routes in Peak District, Lakes, and Snowdonia – he quit the serious stuff in the mid 50's and looked for a new challenge. Towards the end of the war, he was based at Fort William training commandos in mountain craft. One of the exercises was sailing a whaler round the coast in winter and then ice climbing Ben Nevis via observatory ridge (as you do)... I think Arthur decided then that the sailing bit might be his future direction, particularly as he also had a keen interest in navigation following desert operations and reconnaissance work in WW2.

After racing Herons and Fireflies on Rudyard and Budworth, he went 'large', and commissioned the build of a 16 ft plywood Wavecrest called Cimba – his first cruising yacht! Well, it was a complete disaster, initially. The boat was unsafe, and one winter's day, whilst fitting out on Winsford Flash, over she went whilst at anchor, mast stuck in mud. I watched from the shore as my brother, Pete, was trapped in the cabin and Arthur was trying to kick his waders off and rescue him. It all ended OK and, since then, AVS has meant a lot to us and Arthur never sailed in waders again. Pete, meanwhile, never really sailed again.

Cimba was trailed home, lead ingots were bolted to the centreboard case, and the 'tree trunk' of a mast was replaced with a nice light alloy one. She was now a really tough little cruiser. Cimba went on to do amazing things, featuring in The Venturer a number of times with her Scottish cruise round Arran and Bute, and a gale torn

week on the Orwell and Walton Backwaters. It's difficult to appreciate now what cruising in a 16 foot boat was like but digging out the original log books – here's a flavour...

Thurs 29th July, 1965. Anchored in Kirby Creek. 20 fathoms of nylon rope out in 6ft water. 50mph gusts. Too exposed at high tide and too muddy at low tide to get ashore. 2 days on board. Had to move as getting blown on to mud as wind veers. Stores running low.

Wed 1st Sept, 1966. Anchored in Glen Caladh. Rowed ashore and walked to Tignabruic to find a phone box, victuals, fuel, and post a letter to the office. Local petrol seems to be diluted with water and the Seagull doesn't like it.

The Venturers was young and progressive and was one of the earliest Clubs to introduce training programmes. Arthur became the first training officer and was so successful that the RYA despatched Bob Bond to study his methods which contributed to the formulation of the RYA syllabus we are now familiar with.

Cimba was sold in 1967 and her replacement was an Alacrity named Min, after the tea clipper.

In 1969, Minella was built in Hertfordshire, and launched at Port Dinorwic after her first navigational 'error' transported her over the Llanberis Pass instead of via Bangor. This was before she even touched the water. Minella was a Trintella 29 and was named by adding 'ella' to all the kit previously labelled 'Min'. Minella's maiden voyage was a rough night passage to Arklow, and whilst I lay off watch listening to Neil Armstrong landing on the moon, Arthur was caked in salt spray punching the little Sabb diesel into a vicious head wind round the Arklow banks. That night a club boat hit a rock on the Irish coast and was lucky to make it to Arklow to be hauled out. Meanwhile, the other crew, Uncle Ron, had jumped ship and got the ferry home from Dublin.

In 1971, in company with Timbatoo and the Halle family, we set off for Brittany. No GPS remember, but also no VHF either, so basically we just lived somewhere in a great big triangle carefully pencilled on the chart ... (I called it the 'uncertainty principle', and it certainly made for nerve racking landfalls). Bernard Halle and Arthur were masters at morse code on aldis lamps and we kept together for 2 nights down to Penzance when we lost each other. Minella had gone into Penzance and Timbatoo into Newlyn. A local diver had seen both boats and got us back together in a pub in Newlyn where he told us he was salvage diving on the Torrey Canyon that had gone down that year ... he was upset because somebody

Arthur Birtwistle 1918 - 2013 (contd)

had taken the bronze prop before the official salvage even started! In L'Aberwrach we got in with a boisterous crowd which culminated with Arthur inviting a few back for drinks and a sing song on Minella's resident guitar. (that was the first and last time we heard a French version of Fiddlers Green). Minella was always a bit low on freeboard, but with 28 people on board it had to be a record? After a great cruise in Brittany, we headed back via Scilly, anchoring in New Grimsby, which I think was Arthur's favourite spot (when it was actually just an 'anchorage'). Meanwhile, an 'enemy' fleet of small plywood French yachts had courageously followed us across in a SW6, and in due course Arthur had disappeared ashore with a Frenchman and a bottle of vin-ordinaire to help 'interpret' with the locals. The end result was the Frenchies negotiating to buy a whole sheep to BBQ on the beach opposite Hangmans Island and very nice it was too.

In the mid 70's, Arthur, George Driver and Ken Unsworth produced Parts 1 and 2 of what is now the 'Cruising Anglesey' pilot by Ralph Morris, a few keels being scraped in its making. And it was Arthur's excellent photo of the Swellies on the year's Lowest Astronomical Tide that graced the cover of the pilot for a long time.

In 1979 Minella and Sinbad found themselves as the first Club boats to reach St Kilda sailing from the Straits. (Arthur's great friends, Dick Partington and Brian Jones, had beaten him to it, but had trailed the Fairey Atalanta up to Scotland first still pretty amazing). On the way out to Sound of Harris, Arthur recalls passing a power boat with a madman on the foredeck dancing a jig in yellow wellies ... turned out to be Billy Connolly - Arthur had never heard of him!

Arthur had Minella for 13 years and cruised her extensively. She stayed in the Club for a long time afterwards with subsequent owners becoming firm friends.

Arthur became Commodore in 1978/9 and had moved moorings to Holyhead. In the meantime, I had bought Recherche, a Nich 26, on the next mooring. Arthur sailed in the week, as he was retired, and myself at weekends, so, in 1982 we decided to sell both and we bought Nightwing, a Sovereign 32, between us (the name came from terns flying in the loom of the stern nav light on night passages). What a great move that was. We instantly doubled our cruising area per holiday with Arthur and his pals taking Nightwing out and we would bring her home. The bonus for us was that Arthur's meticulous log had as much about the best restau-

rants and hostelryes as it did about navigation. In those years Nightwing was seen in the north of Scotland, Bantry Bay, Morbihan, IOW, Channel Is, all generally 5 or 6 week joint cruises. Around this time Arthur also slotted in a couple of 2 week cruises as a watch officer on the Malcolm Miller, an experience that he rated highly.

In 1991, when Arthur was 73, we set off for Galicia. The plan was Plymouth to Bayona, explore the Rias in detail as far back as Cedeira, and then across to Galway and back to Plymouth via Scilly. Arthur navigated across Biscay (very impressive in poor vis, with a Decca reading 'don't trust me, I don't really know where I am') non stop to Bayona and we had a memorable cruise exploring the Spanish coast and hardly seeing another yacht. 200 miles out of Cedeira, heading for Ireland, it was very rough and close winded. Arthur picked up the midnight shipping, NW 9/10 in Shannon. We had a conference round the saloon table and decided that Breton culture was similar to Gaelic, and thus bore away for Concarneau and the French coast. It was a great decision and we had a thoroughly enjoyable cruise up the west and north Brittany coast, round to the Channel Islands, and home.

In 1995, Arthur became the second President of the Club and he continued to sail until most of his crewing pals had swallowed the anchor. He then joined my wife Lyn, grandson Tom, and myself for more modest adventures out of our base in Plymouth. Arthur was last out on the water with my family and his wife Elizabeth, just 3 years ago, on a wet blustery day on the Tamar.

Nightwing still wears the NWVYC colours out of Sutton Harbour, Plymouth. So if any of you are down that way, pop along and see if anyone's on board.

Philip Birtwistle



Notice to Members

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bosun@nwvyc.org.uk

Notice of General Meeting

NOTICE OF GENERAL MEETING

TO BE HELD AT THE NORTH WEST VENTURERS YACHT CLUB CLUBHOUSE ON
22nd FEBRUARY 2014 at 1730 hrs

The meeting has been called by the Main Committee to consider two items of business:-

1. Re-submission of the Club accounts for consideration of member's approval following the rejection of the accounts at the last General Meeting in November 2013. A copy of the new accounts will be posted in the Clubhouse two weeks prior to the above meeting as per the requirements of the Club's Constitution. Copies will be available for scrutiny at the General Meeting. A copy will be posted on the Club's website.
2. Committee will be seeking member's approval for expenditure in the region of £15,000 from the Club's reserves for the proposed replacement of the sewage system. Other planned expenditure regarding the refurbishment of the toilets and showers and future plans for the phased improvement of the Clubhouse will be discussed at the General Meeting.

John Lomas
Honorary Secretary, NWWYC
31.01.14

Winter Sailing

One of the advantages in being in a Marina and not hauling out over the winter is that the opportunity to go sailing remains open throughout the year (as well as saving a few pounds in winter storage). I was always a little jealous of those yachts I saw from Gallows Point drifting down the Strait on a frosty winter morning whilst I toiled on the hard. Not wishing Sarico's keel to grow roots, we have made a positive effort to get out of the Dock, and so far aren't making a bad job of it, although Georgina is occasionally turning down the opportunity in favour of a centrally heated house.

The winter gate times are limited to daylight hours, which means destinations are either over Caernarfon Bar (neaps) or north through the Swellies (Springs). So far we have done a very early start to get to Plas Newydd before the tide turned and back (35 knots of apparent wind on the way back!), and with Ray Wilton a month ago almost to Gallows Point, and then this last weekend with Steve and Sarah, Sarico got to B10 in Beaumaris Bay (Swellies 1 hour early going north, 30

minutes late going South).

All have been characterised by very little use of the engine due to the strength of the wind – both Swellies passages have been done under sail albeit with engine ticking over in neutral just in case. I've also learnt that when using the autopilot not to go as close to the shore as under manual helming because when it decides to play up / wind shifts mid tack you don't have the manoeuvring room – Sarico's keel had all the barnacles removed 6 weeks ago just off Port Dinorwic. So far no gentle ghosting under cruising chute, but its been some excellent sailing, and the thermals / gloves/ pullovers are getting good use.

Dave Clough
Dec 2013

Draft Sailing Programme 2014

All Times are LOCAL::Spring/Neap Range 6.0/3.2

	Start	Destination	Dover		Notes and Social Events	
			am	pm		
April						
	05	Scratch	0318	4.7	1542	<i>Beaumaris to Caernarfon rowing race</i>
	06		0402	3.9	1631	
	12	Scratch	0454	4.4	1720	
	13		0540	4.8	1803	
	18		0118	5.8	1337	Start of Season Party Bar Opens 1800
	19	1140 Llanddwyn Island	0156	5.7	1418	Working Party 1000
	20	Rhoscolyn/PY	0240	5.2	1506	
	21	RTM	0331	4.6	1604	
	26	1015 Moelfre	0429	4.9	1701	Enjoy a coastal walk
	27	RTM	0538	5.4	1802	
May						
	03	1140 Porth Dinllea	0218	5.3	1438	South about Anglesey <i>Trilogy Trophy P</i>
	04	Holyhead	0255	4.8	1518	<i>Walton Shield P</i>
	05	RTM	0336	4.2	1602	<i>Astrador Cup P</i>
	10	Dulas	0839	3.6	2059	155th Anniversary of the Royal Charter Ship Wreck
	11		0927	4.1	2143	
	17	1040 Pen y Parc	0102	6.0	1325	Cocktail Competition
	18	RTM	0146	5.8	1412	
	24	0845 Liverpool?	0829	4.2	2048	Start of the Mini Cruise (One Week?) – NW England <i>Seamint Trophy P</i>
	25		0930	4.6	2147	
	26		1022	5.0	2238	
	31	1230 Conway	0122	5.5	1341	Evening in Conway <i>North Wales Boat Show/Visit NWCC</i>
June						
	01	RTM	0159	5.3	1418	Return of the Mini Cruise
	07	1015 Abermenai	0644	3.6	1906	Low water slack passage <i>Three Peaks Yacht Race</i>
	08	RTM	0747	3.9	2006	
	14	TBC Beaumaris		6.1	1230	Training Weekend including RNLI (Briefing Friday Night)
	15	RTM	0051	6.2	1316	Host the Beaumaris RNLI Crew
	21	0730 Conway via Moelfre	0635	4.4	1856	Lunch at Moelfre <i>Irene Goodwin Race</i>
	22	RTM	0751	4.3	2011	
	28	1045 Red Wharf Bay	0028	5.4	1245	Visit Traeth Coch S.C.
	29	RTM	0104	4.4	1322	
July						
	05	0130 Llanddwyn Island	0423	3.8	1653	Swellies Night Passage with John Hull?
	06	RTM	0521	3.7	1757	
	12	1215 Porth Eilean	1132	5.9	2354	Fishing Competition BBQ and a Bonfire <i>James Berry Trophy P</i>
	13	RTM	1220	6.3		
	19	1430 Victoria Doc/Abermenai	0454	4.9	1717	Victualing/Family Weekend <i>Barn Dance/ Caernarfon Festival</i>
	20	RTM	0555	4.2	1818	
	26	0850 Porth Dinllea	1151	5.2		Start of Summer Cruise(Two weeks) – Southern Ireland
	27		0012	5.3	1226	
Aug						
	02	1250 Rhoscolyn	0302	4.8	1524	Moelfre Jazz Festival / Beaumaris Lifeboat Day
	03	RTM	0340	4.4	1607	
	09	0740 Abermenai	1032	5.3	2257	Kite Competition Return of the Summer Cruise
	10	RTM	1122	6.0	2346	
	16	Porth Dinllea/Moelfre	0333	5.6	1555	Start of Anglesey Exploration (One week) <i>reserve Trilogy Trophy P</i>
	17	RTM	0423	4.8	1646	
	23	1110 Holyhead	1503	4.6	2319	North about Anglesey meet the Traditional Gaff Riggers <i>reserve Astrador Cup P</i>
	24	Llanddwyn	1130	5.1	2350	<i>reserve Walton Shield P</i>
	25	RTM	1202	5.3		
	30	1510 Cemaes	0201	5.3	1419	Enjoy the Setting Sun <i>Menai Bridge Seafood Festival</i>
	31	RTM	0231	5.1	1453	
Sept						
	06	1000 Moelfre via Cemlyn	0926	4.6	2155	<i>reserve James Berry P</i>
	07	RTM	1020	5.4	2247	
	13	TBC Regatta Weekend	0221	6.2	1443	Hosting TCSC and RWYC <i>Firth Trophy P</i>
	14		0305	5.4	1527	<i>Sprint Race P</i>
	20	1010 Traeth Bychan	0938	3.8	2214	Dinghy Race off the beach
	21	RTM	1024	4.6	2251	
	27	1040 Victoria Dock	0107	5.6	1323	Visit RWYC
	28	RTM	0135	5.5	1353	
Oct						
	04					Working Party 1000 End of Season Party Bar opens 1800
Nov						

If you have any comments or suggestions on this draft programme, please speak to any member of the Sailing Sub-Committee by 21st February.

Winfarthing in Scotland 2013

Winfarthing's Scottish adventures continue from the December edition.

After the storm, we headed back down the Sound of Kerrera, bashing into the remnants of the bad weather and into the famous anchorage at a place I still can't say (and I come from Wales!), Puilladobhrain. It is a beautiful anchorage but popular. We thought we might have it to ourselves after the bad weather but there were still plenty of other yachts in there. The evening turned out lovely and a couple of miles walk took us to the Bridge across the Atlantic, and more importantly, to a lovely old inn. This anchorage is a must if you are sailing this coast but best timed away from weekends.

The next day saw us head south, working our way home. We planned to go back through the Sound of Cuan, having now worked out the correct timing. As we approached, I somehow just didn't fancy it and decided to carry on down through the Sound of Luing and through Dorus Mor to Loch Craignish and up to Ardfern Marina. It was an enjoyable sail but a bit bumpy in places, the whirling waters giving the autopilot something to think about, especially around Pladda.

Ardfern Marina is nice, a bit of a squeeze but good facilities. The chandlery is well stocked and I'd challenge you to not come out with something you never knew you needed. I now have another torch for my collection, this one having LED lights and uses next to no battery power (apparently). Carol spends a lot of time looking at these Dubarry boots and wondering why she doesn't have any. The price tag may be one reason but I also think they look like riggers boots and can't see the attraction when I could get the riggers boots for a quarter of the price. I thought I may have to give in there but managed to get away with it. If anyone has bought some and still has the box, could I have it to put the riggers boots in for Carol's birthday please.

An eight hour run the next day took us down in rain and murky conditions to Jura and its visitors moorings at Craighouse, below the distillery; again beautiful but not much there. I'd read in my paper that Brad Pitt and Angelina Jolie were on the small and select cruise vessel Hebridean Princess looking for somewhere in Scotland to get married. They had apparently been walking into small local restaurants and bringing them to a halt. As we sat aboard at Craighouse, the said ship came in and anchored in the bay. A posh RIB set off for the ship and appeared to load a couple of people and head for shore. The binoculars were glued to Carol's head for next hour

while she tried to decide if it was them or not. We'll never know but I suspect it is now fact in Bangor University.

From Jura we made the trip across the sound of the same name and around the corner to Port Ellen. The highlight for me was the Laphroaig distillery visit from which I came back walking strangely. Behind the reception is a row of bottles for sampling and I was amazed to find that you could sample as many as you liked for free, so I did. Then at the end of the tour I had to have another sample including Carol's share. I left happy and clutching a bottle of something special.

Next day Carol had to head home, the best route and timing meaning going to the other side of the island on the bus to Port Askaig. We set off quite early expecting to find plenty to do at the port. We were wrong, one pub and one shop and that's it. We had changed buses in Bowmore and visited that distillery there as well. They weren't quite as generous as the other one and only managed to come away with a miniature bottle that I paid for.

The beautiful weather was now disappearing and it was getting like last year with one low after the other and a quick dash between them. Now solo, I headed out from Islay towards Rathlin Island. The Atlantic swell in the approaches is quite frightening but seemed quite safe, Winfarthing riding up things the size of a house and descending the other side with the beam wind holding her from rolling. I was glad to get around the south side of Rathlin and head into Church Bay to wait out the next low. A new groin does a meek job of protecting the new pontoons, so new that the power supplies hadn't been connected. For the next two days the boat slid up and down the pontoon as the swell came in.

Later the same day that I arrived, another large convoy of yachts heading for a do in Londonderry arrived. They swamped the place, rafted up in threes and trying to squeeze in where there was really no space. Maybe I'm getting grumpy in my mid-life crisis but after the race and now this I was questioning whether people should be able to organise these events for so many boats. Wherever they arrive, they swamp the place and make it really difficult for the ordinary cruising boat. It's very tough at the end of a long passage to find there is no space for you at your arrival port, as many of you will have experienced at Portpatrick. Large packs of boats travelling together just exasperate the problem, in my view anyway. Rant over.

Rathlin was slightly disappointing; it doesn't quite have

Winfarthing in Scotland 2013 (contd)

the beauty of the Scottish islands. I was looking forward to walking it while I was stuck there and even bought a guide. Most of the walks seemed to be along tarmacked lanes and often when you came to a green bit, there was a 'private land, keep out or be shot' sign. A good walk however was to the south lighthouse and back along the cliffs which have been bought by the RSBP I think. It was nice to walk away from the road for a while and the views from the cliff tops are stunning. You can see across to Northern Ireland, back to Islay and across the Mull of Kintyre all at the same time.

Storm abated, I sailed south to Bangor Marina in one, now running short of time for getting back to work. Storm bound again in Bangor, I inadvertently found our next boat up for sale and looking sorry for herself. I didn't know it was our next boat at the time but its turned out it is.

Weather window again, I shot over to Peel arriving as the wind was strengthening for a threatened eight again. Carol re-joined have flown into the IOM for the weekend. I told her about the Colvic Victor in Bangor, expecting to be told off for even glancing at it. I was amazed to get told off for not glancing at it! To cut that story short, we now own it!

After Carol's impromptu weekend, I headed around to Castletown having made an error I'm really not proud of and should have know better. I left the marina at Peel as soon as the flap dropped and headed into the remains of the last storm down to Calf Sound. Half way there it dawned on me that in the past, and there have been many of them, I'd had to stay out on the visitors buoy because you cannot leave the marina and make the sound at the right time. Pilot out and quick calcs revealed that I had really been dumb and whilst still an hour from the sound, the tide had already turned against me. The weather was lousy and more bad due later so Port Erin didn't look like a good bet, nor did going the log way round.

I recall my good friend Paul Edgar telling me that he had once done this with a boat who swore it was possible and I hung onto his story hoping it would work for me. I recall him saying that he had to pass so close to the rocks in Calf Sound to get out of the main flow that he could almost reach out and touch them. As I approached the sound I was admittedly quite worried but time and other constraints meant I really had to try it. As I approached my speed went up not down which puzzled me. Clearly I was in a back eddy and I managed to stay in it until nearly in the narrow bit. Then the speed dropped

down to half a knot and I thought that's it, I can't push through. Bit by bit I got closer to the rocks and gradually made it to two knots forwards. It was heart stopping stuff and I seemed to be getting on top of it but the rocks seemed to be moving very, very slowly astern. In my mind, all was going to be well when I popped out the other side. Not true, it took me three hours to clear the headland and get level with Port Saint Mary with the engine flat out and all sails flying. I just scrapped into Castletown and managed to tie up before the water disappeared. What a relief, but I won't be trying it again!

Two days waiting for the weather to abate and I made a night passage to the Menai Strait and gladly went home.

Summing up, a wonderful trip to beautiful places. We used marinas a lot for comfort and facilities and to avoid bad weather. I'd like to anchor much more next time. The West Coast of Scotland is fantastic but challenging. The tidal streams flow in strange directions, often the opposite of what you expect and careful preplanning is essential. We did find it to be rather crowded for the reasons explained above which just exasperated the fact it is quite busy anyway. We were there at July/August so it was peak time, it may have been quieter outside of that period. Overall, thoroughly recommended and best done in two or more steps to the get the most out of as we did.

*Bob Scott
(Ex-)Winfarthing*

Welcome

The Venturer would like to welcome to the Club recent new members **Keith Houghton and Jane Bellingham** with boat **Juniper of Menai**.

Hope to see you at the forthcoming events, and on the water during 2014.

Ed Hopkinson
Editor

Bosun's Corner - Feb 2014

First let me introduce myself as your Bosun for 2014: Steven Maclean; my better half is Sarah, and together we sail Caroeste, an ageing Westerly Centaur. I could write more but space is short and there is too much else on offer. However, word to the wise; there will be a healthy stock of NRVYC burgees on board Caroeste and should I see any tatty looking offerings flogging in the wind I'll be over in the dingy with a new one and receipt book quicker than you can turn out the lights and hide - be warned!

Let me kick off by reminding you that all those adverts in our annual yearbook are not free. The advertisers pay for their space which in turn pays for the production of our yearbook. By placing their adverts, they not only make a clear show of support for our club but also hope it will make commercial sense. So whenever you need a product, service, something to eat, or somewhere to stay, please cast an eye over your current yearbook and consider the advertisers when you need something but please also make sure you say "I'm a Venturer" and give them a flash of Ebb & Flo on your clubwear - this makes the job of securing yearbook advertising much easier in the coming year; thanks for the support.

So what's on offer for 2014?

The Bosun's Store will be open during the club socials and is well stocked with all the usual items, all at discounted prices so make sure you take advantage of this service. If there is something you want that is not currently available then ask me and I'll see what I can do. As an example, a couple of people have asked for a waterproof 'Overboard' bag - I can supply these at 25% below list price if I can get a large enough order; they make great grab-bags and they float so drop me a mail if you want one. Perhaps you want a waterproof case for your iPhone or iPad (or equivalent) etc? yep I can get a good price on these too if we can get a decent order size. As I said, just ask and I'll see what I can do.

ABC Power Marine discount weekend - 22nd & 23rd February

In the past this has been run as a discount hour but its popularity causes a log jam at the till. This year ABC will be extending the NRVYC special discount of 10% over the entire weekend but please note, this is a ticket only discount! - **No ticket No discount.**

There are a few items which are not eligible for the discount but if you know what you want before hand, and do your research on competitors pricing then bring it along and the guys at ABC will try and match if not beat the price. **Roll-up roll-up and grab yourself a deal.**

Liferafts & Sails - February

Liferafts have now been returned to the clubhouse from Norwest marine, so please collect yours now if you have not already done so - it's your item and thus your responsibility.

If you've had your sails washed and stored at The Boatshed but are too shy to ask them yourself, then contact your Bosun to arrange delivery to the clubhouse. You must have settled your bill before hand or I'll be selling them back to you - or I may use them myself if they're better than mine. All payments should be direct to Stephen or Lesley at The boatshed (see 2013 yearbook for contact details).

Need some excitement?

 What about a RibRide around the island? Oh Yes, your previous Bosun Joy Bennett organised a great deal with the RibRide company to blast around Anglesey in a day. It's a great opportunity to have a close and personal peek at those anchorages you've never dared approach. Check out the poster or ask your Bosun for details - places are limited and its not to be missed at £95.

Planning a cruise for 2014 and need some charts and pilot books?

All Imray products listed on their website (www.imray.com). If you buy these through your Bosun's Store you'll get a decent discount - you won't buy cheaper. However, I don't intend to hold a stock of charts in 2014 so plan ahead and give me some notice if you want the special price. If you're in a hurry, ABC also have a stock of charts but these will be at RRP.



Bosun's Corner - Feb 2014

Your Bosun's Store already has some publications in stock including the ever popular Cruising Anglesey & Adjoining Waters, Irish Sea Pilot, Almanacs, a limited selection of charts, and some bunk side reading material. All products on the Imray website are available to order from Bosun's Store at a decent discount.

Based in Conwy?

Check out NYB at Conwy & Deganwy marinas. As a NWVYC member you'll get a 5% discount on chandlery items. Obviously you'll need to say you are a Venturer and giving a flash of Ebb & Flo always helps.

Safety Equipment



Spinlock Deckvest 170n Pro Sensor Life Jacket

Inflation System: UML Pro Sensor

Water sensitive activation system - with single point indication. Uses a compressed paper capsule.

Approvals:
CE Approved; ISO12402-3 Lifejacket; ISO12401 Deck Harness

Bosun's Store price £185.00

This is a once only, special order item so be quick - 10% deposit required to secure yours now.

I have one myself and they are very comfortable - only wish I could have bought it at these prices!

NWVYC Clubwear

The ever popular NWVYC branded clubwear not only looks smart but is hardwearing and warm. It has the added benefit of increasing awareness of NWVYC where ever you go which, as said earlier, helps us to secure the funding to publish the members handbook. The quality clubwear is only available from your Bosun's Store. We may be able to personalise it with your name, and/or yacht name if required - just ask.



Over to you

Your Bosun's Stores is here for your convenience and benefit so if there is anything else you would like to see then all you need do is ask your Bosun and I'll see what can arranged. Good weather and fair wind by special order; cheques payable to the Bosun Stores in advance - no refunds given.

The discounts are yours for the taking; you know you want it - so take advantage.

How to contact me:

- Mobile: in yearbook
- e-mail: bosun@nwvyc.org.uk
- I'll be on most if not all cruises in 2014
- In or around the clubhouse at every social event
- or ask another member of the committee (mug-shots on the clubhouse wall)

See you soon; Steve.

Winter 2013/14 Anglesey



Recent high tides have spared the clubhouse any damage, but provided some unusual views of well known spots.

To the left, Ynys Gored Goch between the bridges looks like it's only just remaining afloat! Certainly Griff Rhys Jones' recently televised visit there (Great Welsh Adventure ITV) would have been difficult today.

Below, the clubhouse became "Venturers' Island" (early December)

Door Code Change - Reminder

PLEASE NOTE.

IMPORTANT NOTICE

From the weekend of 14th February, the Club door code will change.

You will find a card with the new code in your envelope - along with this this copy of 'Venturer'.

Don't lose the card - or even throw it away by mistake!!



*Denise Lewis
Membership Sec.*



1st Feb saw a contingent of Venturers heading over to Traeth Coch Sailing Club for an evening of Welsh music and traditional dancing (+ food and drink).

Once we'd got over our reticence to make a complete fool of ourselves on the dance floor, a great time was had by all (apologies for all trampled toes!)

Many thanks to our friends at Traeth Coch for the invitation, the food, drink, music and good company. Hope to see you again later in the year.

