



the Venturer

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

Forthcoming Events

28th/29th June	Red Wharf Bay (Social at Traeth Coch SC)	OOD Pauline Hughes (Trisala Too)
5th/6th July	Llanddwyn Island (Swellies night passage)	OOD John Hull (Safari)
12th/13th July	Porth Wen (Fishing competition, BBQ, bonfire)	OOD Paul Morton (Mood Indigo)
19th/20 July	Victoria Dock: Evening Social at Caernarfon Sailing Club – Fish and Chip Supper with Welsh Dancing	OOD Ed Hopkinson (Osprey)
26th/27th July	Porth Dinllaen <i>Round Anglesey Race</i>	OOD Des Founds (Stargazer) Club OOD Dave Clough (Sarico)
2nd/3rd Aug	Rhoscolyn Start of 2 week summer cruise (Southern Ireland)	(OOD tba) OOD Dave Clough (Sarico)
9th/10th Aug	Abermenai	
16th/17th Aug	Anglesey Exploration Week.	OoD Mike Hollingworth – Chinook

RNLI Training Day 21st June

Thanks to Richard Forder, and to the Beaumaris RNLI, a training day was held in the Straights last Saturday. On the Friday evening there was a short briefing session, and then on the Saturday, the lifeboat crew involved Club members in exercises to demonstrate recovering a real person from the water, and transferring people between yacht and lifeboat.

Thanks are also due to Stewart MacKellar for some super action photos of the event - some of which are shown here (all can be seen on the NWWYC Facebook site)

In the evening, some 50 plus members attended the DIY BBQ at the clubhouse to enjoy the sunshine and clear blue skies. Thanks to all for making it such a success, particularly the galley slaves and those who ran the bar.



Note: Last copy date for next edition 20th August - but don't let that stop you sending articles in earlier 😊



Commodore's Corner

Once again the year seems to be rushing past, we are now well into June and July is fast approaching. Those with their yachts on the water have been having some good sails, although a bit to windy at times, with three yachts going on the mini cruise which took in the Isle of Man, N Ireland and the Firth of Clyde, So well done to all. All but one of the races have not been run due to adverse weather so we've some catching up to do if trophies are to be awarded this year.

You will all have noticed that the retaining wall at the west end of the clubhouse has been rebuilt and replaced by a rather substantial concrete wall and handrail - well done to ABC regarding the high standard of works which are ongoing for our benefit. On that note, a list of works are well on the way to being drawn up for your approval regarding the club house redevelopment, which is being directed initially at the heads and a new dinghy store, along with double glazing to the front of the galley area.

The saga of the septic tank is still ongoing but we now have an option to link up with ABC's new tank, subject to approval and costs, so that may be an alternative option instead of repairing our old one if it suites us best. So sorry it's a bit of a drawn out process, but we try our best to spend the club money wisely and to everyone's benefit.

You will see in this issue that Joy Bennett has kindly taken on the 50 club, so be prepared to take on a number and the best of luck if you do.

I think that's it for now and I'm looking forward to our main summer cruise - hopefully the wind will blow fair for us and our destination of Southern Ireland will come to fruition, along with all the sights to be seen along the way. So fair winds and good sailing to all.

*Lee Downes
Commodore*

VCDC

We are well into the sailing season now – this article comes from the Kiel Canal where I am currently crewing on board Nightsong (Derek and Jean Lumbs new yacht) on the delivery trip from Estonia back to East Anglia along with Derek, John Stanley and John Lomas. Lack of wind, fog and bright sunshine so far – long may the latter continue.

The club weekend cruises have been well attended, and only 2 weekends have so far been called off due to the weather – long may that continue. 3 races have been cancelled – we formally have 2 of them re-scheduled (Astrador and Walton Shield), with the Seamint possibly taking place the same weekend.

You will see that some of the weekends are lacking an OoD – whilst one will almost certainly appear, it would be good to see more members coming forward and volunteering for the events with no OoD – the OoD matrix is in the club house and on the web site, or just contact Mike Hollingworth or myself.

Elsewhere in this Venturer you will find some more details on the 2 Club Summer Cruises, the re-scheduled rac-

es, and the social at Victoria Dock where we hope all those that float, those that are not yet afloat, or those who don't float at all nowadays will join us.

See you on the water.

*Dave Clough
Vice Commodore*

Septic Tank Appeal !!

Not sure how many of you find a Septic Tank very appealing :-) but ...

Were you involved in the replacement of the Septic Tank roof back in the 70's (?) when it was changed from sleepers to a steel and concrete roof?

If so please contact Dave Clough as you may be able to shed light on a query about its design that is relevant to the redevelopment of the clubhouse.

19th July – Social at Caernarfon Sailing Club, Victoria Dock.

Caernarfon Sailing Club have kindly allowed us to use their clubhouse for a Fish and Chip supper and an evening of Welsh Dancing. Those that went to the Traeth Coch social earlier in the year will have witnessed the fun and entertainment provided, and we have booked the same group.

In terms of arrangements, it's fairly relaxed – no need to book, but an indication of whether you are coming or not and if you require Fish and Chips would be useful as clearly some prior notification has to be given to the Fish and Chip shop who are providing the food.

If you don't fancy Fish then that not a problem either – so long as I know, and if you want something else other than Fish and Chip type food then feel free, but you will

need to make you own take-away arrangements or eat before you arrive – CSC have no galley facilities.

The Bar at CSC should be opening about 18:00, with the final food orders being taken until about 18:45, and then the food served from about 19:00 onwards. The dancing will start once everyone has eaten and is ready – and I understand it will finish when we finally collapse due to exhaustion.

For those sailing there Victoria Dock will be aware of our plans, and will try and ensure we are all rafted up together. Note that Ed Hopkinson is the OoD for the actual sailing activity to Victoria Dock and back.

*Dave Clough
Vice Commodore.*

Traeth Coch facilities

Traeth Coch have offered visiting members of NWWYC reciprocal arrangements for the use of their clubs toilet, shower facilities and hot drinks, etc. when they sail in and moor up in Red Wharf Bay, irrespective of any TCSC members being available to let them in or for organised events etc.

In the past David Bridges has sometimes driven round to accommodate a few visitors, however this isn't always possible or practical. So, TCSC have installed a key safe with a spare key for the front door of the club that will allow any NWWYC members access, the bar area will be the only area locked and alarmed during the summer

season. For security reasons the key safe number will be changed each month.

However if any NWWYC members come into the bay at any time during the season and want access to the Club's facilities, then if they ring any one of the TCSC committee members they will be able to provide them with the key safe code and instructions etc. Contact any member of the NWWYC Sailing Sub Committee for the details.

The main thing to remember is to lock the door behind you and return the key to the key safe and re-scramble the code when you leave.

Castell Mawr Rock stands guard over the entrance to the moorings at Red Wharf Bay



TCSC ask that you make a small donation for the use of the showers or if you use any tea or coffee etc, - there is a donation box next to the showers and a basket next to the kettle in the kitchen.

*Dave Clough
Vice Commodore.*



Forthcoming Events

June 28th/29th – Red Wharf Bay – social with TCSC. OoD Pauline Hughes – Trisala Too.

For bilge or lifting keel yachts only, a run round into Red Wharf Bay for a social at TCSC. Fin keelers can either join in by road, or go further to Moelfre / Porth Eilian or Porth Wen, but it would be a pity to miss out on a TCSC social, which are very well attended by NWWYC.

July 5th / 6th – Llanddwyn Island – Night Passage. OoD John Hull – Safari.

John Hull is the regular OoD for this event. Departure time is after midnight, so crews can get some sleep before heading off for the Swellies. Watch the sunrise over the Lley Peninsula before dropping anchor and catching up on some sleep at Llanddwyn Island. A great confidence booster for those who haven't sailed in the dark before. Depending on weather and participating yachts views, carrying on to Porth Dinllaen or Rhoscolyn may be options.

July 12th/13th – Porth Wen – Fishing Competition. OoD – Paul Morton – Mood Indigo.

Porth Wen is one of the most sheltered anchorages on Anglesey, very difficult to access by foot with the ruined remains of the brickworks to explore. Another great BBQ and bonfire destination, with a fishing competition en route, so hopefully lots of barbecued mackerel on the beach.

July 19th/20th – Victoria Dock – Fish and Chip Supper and Welsh Dancing. OoD – Ed Hopkinson - Osprey

We have obtained the use of Caernarfon Sailing Club for this new event on the Club Calendar. Enjoy a nice sail down the Strait, perhaps some berthing practice on the pontoons at Victoria Dock before heading into CSC club-house for a fish and chip supper and an evening of Welsh Dancing. An opportunity for those who don't sail there to join us by road. See article elsewhere in this Venturer for more details.

26th/27th July - Porth Dinllaen. OoD – Des Founds - Stargazer

Round Anglesey Race – Club. OoD Dave Clough, Sarico.

Porth Dinllaen is always a popular destination, with good mud holding and a wide sandy beach, ideal for a BBQ. Timings for Caernarfon Bar and the Swellies work well. Take care when transiting the Swellies southbound as you will come across the Round Anglesey Race Fleet - it may be a good idea to make sure you are transiting just before Swellies slack.

If you have been traditionally put off competing in the RAR because of the 24 hour nature of the race, there is an alternative race this year to break at Holyhead, and then set off on Sunday morning.

2nd/3rd August - Rhoscolyn – OoD TBA

Rhoscolyn is possibly one of the best anchorages on Anglesey in northerly winds – very scenic and a nice sandy beach. Fresh Lobster available from the Holy Island Shellfish Company, a 10 minute walk from the beach (2/3rds of the way to the White Eagle Pub.

Start of 2 week Summer Cruise – Southern Ireland. OoD – Dave Clough - Sarico.

See article elsewhere in the Venturer.

9th/10th August – Abermenai. OoD TBA

This is always a popular weekend, with many Venturers recommending this as the best anchorage on the Island. BBQ and bonfire compulsory.

16th/17th August. Anglesey Exploration Week. OoD Mike Hollingworth – Chinook.

Many of us tend to pass some of the lesser known anchorage's as we circumnavigate Anglesey in a weekend. This is an opportunity to have a relaxing week exploring some delightful anchorages with relatively short passages.

23rd/24th/25th August. Anglesey Circumnavigation. OoD John Lomas – Whispered Secret.

An opportunity to circumnavigate Anglesey over the Bank Holiday weekend. The Astrador Cup and Walton Shield will be run for those so inclined.

Forthcoming Events (contd)

30th/31st August – Cemaes. OoD Ed Hopkinson - Osprey

A choice of anchorages in Cemaes Bay makes this a very flexible destination depending on actual wind strength – Lamb Island, Llanbadrig Bay or Cemaes itself. Another excellent BBQ venue with a fast run there and back with the tides.

6th/7th September – Moelfre via Cemlyn. OoD TBA

Cemlyn Bay is a nature reserve with an inland lagoon. The tides make it a sensible option to go there for lunch, and then return to Moelfre overnight for returning to moorings on Sunday.

13th/14th September – Regatta Weekend. OoD Dave Clough – Sarico.

A weekend in the Strait testing our sailing skills with some races around the cans. TCSC have been invited along, and there will be a DIY BBQ at the Club House on the Saturday evening, and of course the bar will be open from 18:00.

20th/21st September – Traeth Bychan. OoD – TBA

Another unvisited location on the Sailing Programme for a number of years this is another opportunity to explore a new anchorage for many.

27th/28th September – Victoria Dock. OoD TBA

The last official destination of the season, and an opportunity to perhaps offload gear in readiness for winter lay-up. Some of the V Dock Marina dwellers may even get out to meet you all and escort you in.

4th /5th October, and 11th/12 October – Scratch Cruise.

For those still afloat – a destination and OoD will appear via the Web Site event notice board.

18th October – Working Party – OoD Tony Rowell / End of Season Party – OoD Derek Lumb.

An opportunity for everyone to help get the clubhouse ready for the winter with some essential maintenance – hopefully for the last time on certain parts for a number of years

Summer Cruise plans 2014

This year's planned Summer Cruise is to SW Ireland, and has been planned with different objectives in mind to cater for as many members needs as possible.

For those who want a gentle fortnight holiday, there is Waterford with its Marina right in the heart of the city and its many attractions – Cathedrals, Waterford Crystal, Pubs and Restaurants, and for those wanting a full on sailing cruise there is the Fastnet Rock and Baltimore, with other equally attractive destination in-between including Kinsale and Cork.

In the club house is a poster with a montage of ideas and passage planning suggestions, but please either use the Event Notice Board on the web site or contact me directly if you are thinking of coming along.

Perhaps you would like to suggest other attractions either on the way or on the SW coast and / or express your preferences so that may I can pre-warn potential numbers to harbours and marinas.

Sarico will be departing on the Sunday morning due to a prior engagement on the Saturday, but should be able to catch you all up with a day or so.

The back-up plan in the event of forecast strong SW winds for the fortnight is to cross to Ireland, and then work our way up the East Coast via Howth / Malahide / Skerries/ Clogher Head / Carlingford / Ardglass / Strangford to Belfast, and then back via I of M.

Dave Clough

Welcome to new members

Venturer would like to give a warm welcome to the following new members:

- John Bannister (Frazzle, Parker 21)
- David Griffiths and Gill Davies
- Graham and Michele Cross (Jo-Ka, Thames Marine 26)

Hope to meet up with you all soon.

Ed Hopkinson
Editor



Sea Trials for the Caroeste (or a trip to the Gazelle) - part 1

Thanks to Steve Maclean for this account of his first trip in Caroeste, continued from the April edition.

Breakfast o'clock

I was up first and decided it was time for Tea and a Bacon and cheese-coleslaw Pitta; being paranoid meant I had to head out and turn on the gas at the bottle. "Chris, is your Chinese repeating or is that gas I can smell!" Not a problem, a quick waft around the cabin with a flat tray and a few pumps on the manual bilge pump before we start the engine and head to the clubhouse to cook up the bacon and eggs.

By the time we finally got to Beaumaris the tide was getting low and we didn't want to pick up a buoy and get stranded. Again the forecast was for increasing NW'ly to F6 but after yesterday I wasn't going to bet the family silver on it. But just in case, we decided crisps, chocolate, and water would do the trick and so pushed on for Puffin Sound and beyond. We could see the Sound from afar and with some magnification on the monocular the sea state looked a bit different to the flat calm windless conditions we had enjoyed heading down the straits. By the time we got there we'd missed slack water and at 1800 rpm progress was slow. However, although a bit of swell, the conditions were quite benign. Finally well past Puffin we hoisted the sails and gave the engine a well-deserved rest; quiet at last.

Early warning

With the lack of the promised F4/5 NW we drifted about for quite some time. "Let's fire up the iron sail, I need to be back this week!" Chris said. The ominous clicking sound when I first turned the key was quickly forgotten when the engine fired into life at the second turn of the key. Did I really hear that? No, not really but I'll check it out when back in Conwy.

We motored in the direction of the fairway buoy to make up some ground before we had a go at sailing once more. Again the wind died and we merely drifted toward the fairway buoy. Not prudent to sail/drift up the channel, we'll start the motor and head back. Click; click; clickedy sodding click click click "oh good grief"! Again I tried to sandwich the potential bad news between some good news but there was only one piece of news on offer! "Better get my coat then" Chris said, sanguine as ever.

"Not a problem, quick jiggle of the starter motor wires and we'll be on our way. Keep a steady course if you can mate, I'll be back in a tick" I said, full of optimism.

The magical hammer

Down below, the swell was exaggerated by our lack of

forward momentum but all was well in my world. However the engine had one last surprise up its sleeve for me. On removing the companionway cover, it let me have both barrels of warm diesel and exhaust infused bilge air right in the mush! At this point the wheels well and truly came off my wagon! I popped my head out for some fresh air "You ok mate; you don't look so good" Chris said. I thought it prudent for one of us to stay feeling well; unfortunately that meant another trip below for me to find the problem.

I tugged at every wire in sight hoping to find a loose connection. Click click click! By this time I had resorted to tapping the starter motor with a hammer it seemed as logical as talking to it! Nicely at first "please start", but progressively more abusive as the click click click more closely resembled LoL, or ha ha ha!

Locker diving

Ok, plan 'C'; starting handle, but which locker did I bury it in? I knew exactly in which locker it was buried in but I was in denial; seriously, did I really put it in that one; please no! Of course it had to be, it was Friday the 13th! I'm not superstitious but there is no point tempting fate. I could have been at home! Time to man-up and get the starting handle from the starboard stern locker, only accessible from inside of course (where else!), once I'd cleared everything off the bunk. It took what seemed like an hour to clear the bunk -an hour spent groping around in the humid Amazon rain forest in a winter wet-suit in the height of the hottest summer on record – you get the idea, phwaaaa. Head first down the tunnel to the locker of hope; I didn't much care what I broke now, one way or another the handle was coming out of that locker!

How many engineers does it take to start a Diesel engine with a cranking handle - more than two! It would hardly turn, a mammoth effort was required which is something I was now unable to achieve. In fact, I didn't much care anymore; I just needed to be in the fresh air and preferably on dry-motionless-land!

What would Tom do?

Back in the fresh air I managed to string together a thought, 'what would Tom do?' We have no engine; no wind. But we were towing a dinghy; had a 2.5hp outboard, and only last month TC had managed to manoeuvre a 40 foot yacht into a marina with much the same equipment (see September YM). Sadly, we'd neglected to purchase extra rations of petrol for the outboard, and towing was not really an option over this distance. In fairness we had plenty of fuel for pottering but did not

Sea Trials for the Caroeste (or a trip to the Gazelle) (contd)

anticipate a 4nm tow! We could try drifting nearer to Conwy, hoping for the expected wind to appear, and always had the option of anchoring if need be!

Fisheries patrol catch more than expected

Wikipedia states 'locating the Aegis - Greeks of the Classical age always detected that there was something alien and uncanny about the Aegis.' Indeed there was something uncanny, this was Friday 13th and the Fisheries Vessel 'Aegis', based in Conwy marina, should not have been there, or at least not at that precise time the way my luck had been going. Did I need this opportunity to be clad in bells, whistles, and be draped in flashing neon arrows to recognize it as the opportunity not to be missed! "Vessel approaching Conwy fairway, this is yacht Caroeste" and there it was, the moment all dignity evaporated much like the cooling water from our exhaust! Chris seemed quite happy coping with things whilst under tow. I seem to remember handling a couple of ropes and fenders but I don't really remember much else apart from feeling pretty rough! I don't normally suffer from seasickness and it was a surprise how quickly I became incapable. It was very difficult to focus on the task in hand although had things been desperate it may help focus the mind - but I'd rather not find out!

Prevention better than cure

Caroeste stayed rafted alongside Aegis in Conwy marina until repairs were completed. The friendly marina based mechanics Dave and Lee sauntered over at pretty short notice on the Saturday morning; tool bag in hand. They had located the problem of the clicking starter motor in no time at all – a loose bolt. Granted, it should have been a rivet but had at some point in the past been drilled out and replaced by a bolt; a rather small bolt that I had not even noticed as it was camouflaged with the oily dusty residue that dressed most of the engine as the evidence of lack of use over the last four years. Dave was clearly a well informed and skilled marine diesel mechanic but could not state exactly what was the function of this bolt, but discovered that a quick nip with a spanner had a rather binary effect on the function of the starter motor. Nip it up à thump thump thump; loosen off à click click click. Mystery almost solved. However, it seemed to have come loose as a result of excessive vibration! This itself was cured by winding down the loose engine mount bolt the half inch that it had managed to achieve in its attempt to make a break for freedom. Again, this was not easy to spot!

A little perspective

Only 24 hours previously I was ready to offer the ageing

Volvo as a gift to Neptune, or at least use it as an anchor if only I'd have had the strength (and stomach) to persuade it from its mount. However, as tempting as it is to retire the old engine and replace it with a shiny new mini-digger variant, complete with heat exchanger to provide some hot water for washing up, I wonder if I am being a little inconsiderate. Perhaps the aging Volvo deserves a little more consideration; after all, it has survived the last 36 years with unknown maintenance, suffered the abuse of saltwater, but still manages to make it in to work on a cold Monday morning – mostly! 10 seconds from cold; first crank from warm – not too bad really. Yes, the old girl deserves another chance; to live out its remaining years much like a pampered and loved family pet. But much like the owner who has been bitten by his faithful friend, I shall be very wary the next time I want to interfere with the mechanical workings of the iron sail: open the hatch; pop the kettle on and leave a little time to vent the pungent warm bilge air of despair, finish the tea and have a tentative sniff-see.

Lessons learnt

I learnt many things on this trip some of which are:

- Lockers don't need to be full;
- Difficult to access lockers are designed for cleaning materials and spare tins of antifoul!
- Starting handles belong in pride of place on the bulkhead next to the barometer and clock;
- Pessimism is a good thing, expect the worst, hope for the best, learn from everything;
- There is no shame in admitting defeat and asking for some assistance, as long as you tried to improve your situation first;
- The Gazelle is a very warm and welcoming place;
- The crew of Fisheries vessels cannot accept anything from a grateful crew, without them being sunk in paperwork - but I hope they will accept our thanks for their assistance, and a donation to the local lifeboat station as one of their crew was sporting a lifeboat crew jacket!



Steve Maclean
Caroeste



Early Summer Cruise May 27th-June 9th

The plan had been to run the Seamint Trophy race to IoM on Saturday, then continue on northwards, but the weather on the Friday and Saturday delayed the departure. Avalon unfortunately had to remain behind with bent P-bracket, leaving Ocean Mood, Sea Gem and Osprey (broken batten car lashed together with string) to set off on a perfect Sunday morning (after a very wet Saturday evening), with destination Peel. What wind there was appeared to be predictably 'on-the-nose', but we had sunshine and a flat sea for the motor north. Sea Gem being quicker, found time to attend a nearby Mayday call (turned out to be someone wondering what that red button did).

After pushing some tide through Calf Sound, we arrived early enough to beat gate closing time at a very busy Peel at the start of TT practice week, and had to settle for rafting up in the inner harbour, where we stayed for 2 nights - time to take in some of the TT practice, and for most of our clothing, still-soaked from the Saturday, to dry out.

So, on the Tuesday, we moved on north westwards, via Donaghadee Sound to Bangor N Ireland - again a flat sea and lots of work for the donkey. An overnight stop here

and on again northwards to Glenarm, just keeping ahead of the thunderclouds.

We made Glenarm a 2 night stay (Wednesday/Thursday) - so took the opportunity to catch the Antrim coast bus to Giants Causeway. Some amusing sights on the way - I might be used to seeing pink rabbits after a few drinks, but pink sheep were a new one on me. Fortunately, there was a more sober explanation - as a 'hangover' from the Giro D'Italia stage in Antrim the month before, the route was festooned with seemingly hundred of pink painted bikes, statues, and yes, even sheep.

On Friday, the choice was between pushing towards Rathlin / Gigha / Jura, or heading into the Clyde. With weather still uncertain for more than 2 days in a row, we headed across to Cambletown on Kintyre. Again a flat sea and lots of motoring to arrive at Sanda Sound as the tide should have been turning in our favour - but got that timing a bit wrong, with still 2+ knots against. I can see how you wouldn't want to be there in a wind against tide situation. 2 puffins dived out of camera range, then a small group of dolphins came to welcome us into Cambletown Loch by riding the bow wave.

The initial aim for the Saturday was to arrive at Lochranza in time to catch the last distillery tour of the day, but with a gentle southerly blowing, and the sun shining, the day was just perfect for a leisurely cruise northwards and for me a first chance to play with the cruising chute - which was a success, and very pretty! We arrived in Lochranza mid afternoon in time for Osprey to take the last visitors buoy (Sea Gem had 'saved' it for us). The evening was spent in traditional Venturers style with a BBQ (by the castle), a bonfire on the beach, followed by a stroll past the deer grazing near the beach, to the local hostelry.

With Windguru still predicting bad weather 2 or 3 days away, and a distinctly unpleasant outlook for the following weekend, it was decided to make for Troon on Sunday, as a start for the southwards journey, but we couldn't pass up on the chance to take the long way around, through the Kyles of Bute. The weather turned rather grey and misty, but still calm, and we arrived at the narrows spot on slack water. Sea Gem had chosen a lie-in that morning, and to go direct to Troon, so I was rather surprised, when, just after evading the MV Loch Dunvegan (Bute ferry) as it accelerated out from Bute towards us, I heard a very clear "Osprey, this is Sea Gem, over", from the VHF, and looking round, I could just make out Sea Gem leaving the Burnt Isles narrows and catching us fast.





Early Summer Cruise (contd)



Chance to play with the cruising chute en route to Lochranza

On the way north, and again on the return leg, we had discussed a stopover at Portpatrick, but each time, the practicalities of getting the right tide, and enough water for Sea Gem's 2.1m keel caused us to decide against, and so, after a Monday evening stopover in a very misty, drizzly Stranraer marina, we set off on a sunny Tuesday morning, and headed back across the water, this time destination Ardglass. With a south-going tide for most of the time, we made good time, and with clear weather could, as drew nearer to the Irish coast, see England (Cumbria), IoM, Scotland and Ireland. Almost at Strangford Lough, OM's impeller decided it had done enough, causing the engine to overheat and a lot of hot water to spit out. By then, the tide had turned north-going, and the breeze picked up from the north, so as we circled, we drifted north and bounced up and down a good deal.

Fortunately, Jerry soon had it fixed, and we could head into Ardglass, and up to the local chippie.

From worrying that we'd not make it home before the predicted bad weather set in at weekend, I felt we were now just 2 familiar steps from the Gazelle, and surely there must be 2 decent days left in the week. So, with a fair day predicted for Wednesday, and a good breeze promising a fast beam reach crossing, we set off for Peel. Well, it was a fast crossing, with mostly a 15 knot breeze, occasionally stronger, but as we neared the IoM, it was rather more of a broad reach, with an uncomfortable sea on the port quarter. Eventually we had to dispense with the auto-helm to limit the slalom-like turns on a roller-coaster sea.

Although had eased somewhat, the onshore breeze at Peel had piled up a disconcerting swell as we turned into the wind to drop the main. With OM regularly disappearing behind each wave, Osprey's aforementioned bit of string holding the sail to the batten car just blew away, but with the sail down after a fashion, we gratefully went to hide behind Peel's harbour wall to wait impatiently for the marina gate to open.

There was a bit of a scrum with yachts jostling to be first in - Ocean Mood won that, which was handy for Osprey, as we headed for the berth right next to OM, with a lively tail-wind driving us into the berth. It took several helping hands to take our lines, and push back on the pulpit rail, plus considerable but belated reverse thrust, and the unwitting assistance of a light fitting on the pontoon to get us settled in safely. I didn't initially understand Denise's comment about 'leaning on a lamp-post at the corner of the street' until I left the cockpit and saw we'd neatly pushed the light fitting off the top of a pontoon bollard.

There was now something of a Venturers gathering in the marina, with True Brit, and Lola Mae already there, and with the blustery wind continuing unremittingly through Wednesday evening, it seemed a brave soul who would be heading out at that time. Nevertheless, a little later, we were helping Ray Carroll get Lola Mae off the pontoon and en route southward. The rest of us waited for the 4pm gate opening on the Thursday, by which time the wind and sea were considerably quieter.

On Wednesday evening, the plan was for a gentle sail on Thursday pm round to PSM, with a Friday crossing to Anglesey, but with the forecast now predicting a quiet night Thursday/Friday, but blustery end to Friday, it was decided to return overnight non-stop. My first time



Early Summer Cruise (contd)

around the Calf of Man - well, now I know where the overfalls are, or at least we found most of them!

The voyage south then got extended by an hour or so because Osprey's genoa jammed and wouldn't reef properly, probably the aftermath of the lively weather on Wednesday. We put into the bay at PSM to investigate, but settled for winding it around the forestay, lashing it down and returning on main and engine.

Half way across, 2 issues were puzzling me. First, whether the boat lit like a Christmas tree with red lights was passing in front of us - well, as pointed out later, radio masts which are some 25 miles away don't go anywhere :-), and secondly, why did our chart plotter repeatedly show we were on the A614 approaching Bridlington, and then flash back to showing a spot half way between IoM and Anglesey. My recorded track shows the same thing too. Consulting Sea Gem's local knowledge about Yorkshire, we decided we were still in the Irish Sea, and the plotter eventually agreed. Conspiracy theory says it must be a submarine practising electronic warfare, but... I've said too much already.

Needn't have worried about the genoa, it was very calm all the way back, a beautiful sunset, moonlit night, and

even more beautiful sunrise as we passed Lynas and crossed Red Wharf Bay. Back on moorings some time after 6am, on a flat calm sunny morning, which allowed us to sort the genoa out, pack up, and get ashore all before breakfast, very tired, but having enjoyed our trip.

Thanks to Ocean Mood and Sea Gem for the company, and for standing by when needed.

*Ed Hopkinson
Osprey*



Victoria Dock April 26th/27th

This trip was programmed as going to Moelfre for an overnight stay at anchor. However, with the strong winds forecast for Saturday night the destination was changed to Victoria Dock, Caernarfon leaving Beaumaris Bay at around 07:00.

Four boats were going; Ocean Mood, Avalon, Mood Indigo & Osprey, but on Saturday morning Osprey had problems with their starter motor (again!) and decided to stay on their mooring and try to fix it.

The three remaining boats managed to successfully negotiate the Swellies and had a pleasant sail down to Caernarfon. So pleasant in fact, Avalon suggested continuing over Caernarfon Bar for lunch in Porth Dinllaen. Ocean Mood was up for it but Mood Indigo decided to go straight into Victoria Dock to finish off a few outstanding jobs.

With the wind picking up Ocean Mood, fully reefed, had a great close reach down to Porth Dinllaen where we dropped anchor and waited for the flood tide to take us back.

The wind was getting stronger and we had a fast broad

reach back to the Bar to be faced by what looked like a wall of white water! Fortunately, Avalon had an even faster crossing and was already half way over the Bar and was kind enough to radio and let us know that it wasn't as bad as it looked. It wasn't - providing we kept to the channel there were breakers on the banks but just the white foam around us.

Avalon and Ocean Mood then joined Mood Indigo in Victoria Dock.

In the evening Verity and Davico joined us by car and we all went out and had a nice meal in Ouzo and Olives the Greek Restaurant, followed by a quick drink at the Royal Welsh.

On Sunday the three boats returned to our moorings, where Osprey, with the help of ABC Power Marine had successfully (well so far so good :-), replaced the wiring to their starter motor.

So another great & rewarding weekend over.

*Jerry Jago
Ocean Mood*

For Sale: Westerly Fulmar Fin Keel Yacht 1988 "HELIAN"



Engine: Yanmar 3YM30 30hp diesel (2006) with shaft drive to 3 bladed propeller.

Sails: Anodised aluminium mast and boom. Fractional rigged Jeckells Main and furling genoa (new 2011). Spinnaker & pole. Stainless steel standing rigging.

Batteries: Two with Sterling battery management system to ensure optimum charging.

The interior is finished in high quality joinery and the cabins are warmed by a Wallas warm air cabin heating system.

The private forward cabin has a double berth. Door between forward cabin and passage. Hanging wardrobe in passage on the starboard as well as hanging space in forward cabin to starboard. Storage under bed. Heads compartment is to port with a Jabsco marine wc and a wash basin with pressurised hot & cold water. Storage cupboards with sliding doors.

The seating within the main cabin converts into a double berth to port and single berth to starboard. Storage behind seating. Central drop leaf dining table with bottle storage in the middle.

The galley is situated at the bottom of the companion way aft and to starboard. It is well equipped with a gimballed Flavel Vanessa two burner gas cooker with oven and grill, a stainless steel sink with pressurised hot & cold fresh water, a cool box and work surface/ locker storage.

The navigation station is to port with instrument panel with volt meter, Stowe repeater wind instrument display, Garmin GPS128, NASA Clipper Navtex and Standard Horizon GX3000L DSC/VHF radio (with additional remote command microphone at the helm in the cockpit). Engine start panel in cockpit. Four drawers in chart table provide good storage.

2 x 10 kg Bruce Anchor and 50m x 8mm chain. Horizon Electric windlass. Stainless steel pulpit, pushpit, stanchions and guard wires. Stainless steel boarding ladder. Sprayhood. Hatch covers. Fenders.

Compasses. Standard Horizon CP300i Chart Plotter & Standard Horizon remote command mic, speed/ distance log, wind instrument and echo sounder. Autohelm ST4000 tiller pilot. Engine instrumentation at helm. Electric and manual bilge pumps.

Fire extinguishers. Horseshoe lifebuoy. Danbuoy.

£29,950 For more information or to view, please contact Lee on 07970 205022



Cemaes - April 19th/20th

E or NE becoming variable for a time ¼ occ 5 N of Anglesey. Smooth/slight, Fair, visibility Moderate/good. Outlook NE 4/5 backing N 5/7 then veering NE 5/6 later. Slight/moderate, faor, occ rain, visibility good occ moderate later.

With the wind direction and strength the most suitable destination was Llanbadrig Bay at Cemaes. It's not often you can sail to Puffin at 5.5 knots but this was one of them with a wind speed of around 20 knots. Ocean Mood, Mood Indigo and Sarico met up with Pearl from Conwy off Puffin Island and set off. Seas were perhaps a little lumpy for what was for some a shakedown, but Llanbadrig was very sheltered and a pleasant evening was had by all.

Because of the strong north easterlies, a decision was made to leave about an hour before low water on Sunday, in order to avoid any bad wind over tide around Lynas. Some opted to motor sail, others sailed all the way. This is the first time ever I can recall sailing at 7.5 knots across Red Wharf Bay towards Puffin on port tack all the way.

I think it's fair to say it was a test of character for a cruise so early in the season, but it was an excellent sail and worth the effort.

*Dave Clough
Sarico*

Porth Dinllaen - May 3rd/4th (and Trilogy Trophy)

Sea Gem, Avalon, Sarico, Ocean Mood, Whispered Secret, Mistral, Daisy and Soay (single handed by her new owner) all set off on the Saturday for Porth Dinllaen, with 4 yachts starting the Astrador Cup. It was a beat all the way, and both Ocean Mood and Avalon retired fairly early on to motor sail. Sea Gem and Sarico stuck it out, and both managed the upwind leg (using virtual way points).

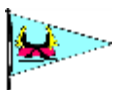
Sarico was the next to retire - even the most optimistic person who even in their wildest dreams perhaps anticipated a 30 degree wind veer admitted it was not going to happen within the time limit. However Sea Gem plugged on, and actually sailed the whole course, albeit crossing the finishing line 30 minutes outside of the time limit, but they got a blast of the finishing horn in recognition of their tenacious efforts.

With the forecast giving increasing winds on the Bank Holiday Monday, the decision was made on Sunday morning to return back to the Strait, with Avalon decoding to press on for Holyhead. The Trilogy Trophy race was run, with a finishing line of RWYC. With no upwind leg to allow yachts to make the Swellies it was a dead run to Caernarfon Bar, and then a broad reach across the bar before another run to the RWYC line. Sarico got her cruising chute up, and with assistance from her crew it was noted that the chute has been flown the wrong way round since 2006. You never stop learning do you?

Congratulations to Daisy, perhaps the slowest yacht in the club on handicap, who, favoured by the downwind run, won the race!

*Dave Clough
Sarico*

Race	Trilogy Trophy						
Yacht Name	Start	Finish	Elapsed	Total Seconds	Handicap	Corrected	Rank
Daisy	09:21:00	12:14:00	02:53:00	10380	1365	7604	1
Ocean Mood	09:13:38	12:00:04	02:46:26	9986	1180	8463	2
Sarico	09:42:42	11:55:00	02:12:18	9171	1010	9080	3
Sea Gem	09:30:00	12:05:00	02:35:00	9300	930	10000	4



Henri Lloyd in Beaumaris (10% discount to NWVYC members)

Roger and Catrin Newton are pleased to announce:

- the opening of The Henri Lloyd shop in Beaumaris, plus
- the brands sponsorship of the Menai straits 2014 regatta.

Henri Lloyd, the oldest British sailing clothiers, now in their 50th year, are still at the forefront of clothing research & development.

One of the first clothing manufacturer in the world to tape seams to fully waterproof garments and the first in the world to use Velcro for fastenings on clothing. Always perfecting and pushing the boundaries of fabric and garment fit and function.

As a long standing partner of Goretex together they have developed next generation of technical fabrics and Henri Lloyd have been granted worldwide exclusivity on 'Gortex Elite' innovative waterproof, breathable. stretch fabric; 20% more breathable than anything previous and 30% lighter.

We carry sailing ranges from dinghy and inshore to off-shore and ocean sailing.

The brand also stocks a full complementary range of mid layer base garments and sailing footwear and terra firma leisure wear.

Roger and Catrin, as well as spending many years working within the marine clothing industry are both commercially endorsed yacht masters who have worked and taught sailing around the world in the charter and flotilla industry, so are seasoned sailors as well as shopkeepers.

We will be pleased on production of a membership card to offer a 10% discount to all members of the NWVYC.

Many thanks and fair winds.

Henri Lloyd
46 Castle street
Beaumaris
01248 810412

PS: If Venturers are doing any evening sails during the season, and anyone is short of crew Catrin and I are happy to throw a leg over the side to help (time permitting).
 Thanks, Roger

50 CLUB UPDATE

There are still opportunities to support your club and purchase a 50 club number! Plenty of numbers still available to choose from!!

A brief reminder of the rules is as follows: -

- 1) The winning numbers are those drawn in the last Saturday National Lottery Draw of each month.
- 2) Your number entitles you to entry in 12 draws starting in the month of purchase.
- 3) The prizes are awarded in the order in which the numbers are drawn.
- 4) Prizes are valued at £50 (First), £20 (Second) and £15 (third).
- 5) A special draw will take place at the Start & End of Season parties - the first number drawn in that evening's National Lottery Draw wins a prize of £150 – Lucky winner at the April Start of Season Party was Zygo – it could be you at the End of Season party!
- 6) The proceeds from any numbers drawn which haven't been sold go to club funds.

Available numbers have been updated on the club noticeboard and will be available for purchase either via phone, email or in person on a first come first served basis – please contact me by email at c.joy.bennett@gmail.com or via phone on 07976 736772 to check availability and purchase your number.

Good Luck!

Joy Bennett (Avalon)

Polite Notice

With the limited car parking available at the clubhouse, your Commodore would like to remind club members to park, where possible, at the rear of the clubhouse when going away for a week or more. This frees up parking spaces for members who are weekend sailing to use the main car park. Your co-operation in this matter is much appreciated

Lee Downes
 Commodore

Port Wen - May 17th/18th

Taking part were Mood Indigo, Ocean Mood, Trisala Too, Osprey, Sea Gem, Avalon and Pearl.

To start with the plan was to go to Pen-y Parc, but the weather decided that it was going to be on the east side. Thing seemed a bit half hearted to start with but given the uncertainty of the wind that was understandable and it was decided by the commodore's assistant that I was going to be nominated OOD considering that I was slightly lacking in my sailing commitment to the club!!!!

The sail up and out of the sound was fine, Ocean Mood set off to the second as normal and the rest of the fleet followed on including Trisala too who took the wheels off for the trip.

After Puffin Sound the wind from the south west was lively and to console the crew every headland including Point Lynas was used to predict more sheltered conditions. We had 19 to 26 knots of wind for most of the trip to the point it did hone my reefing skills and kept a good boat speed up. Lynas was Lynas unpredictable as ever; not a big sea but confused not normal overfalls. Getting closer to shore did help.

Anyway all arrived to the shelter of Porth Wen. In the bay it wasn't as sheltered as much as I had hoped but the holding was good and everybody sorted themselves out.

Denise in her enthusiastic manner had pre organised a cocktail competition so as usual at Porth Wen we went ashore for the barbecue. The competition was judged by our commodore Lee. There were numerous categories of cocktails which just matched the number of entrants. So every body won but taste of the night went to Mood Indigo's Jen ! A good sing along was had until the frost drove us back to Sea Gem, whose boat was commandeered as a village hall. well it is the same size. where all of us boarded without permission but they were very good and supplied food and drink and warmth.

There was a very small incident on the ferrying trip. After dropping off everybody who hadn't got dinghies to Sea Gem, one person was missing. Jen was not in the place I expected her to be in fact nobody on Sea Gem had seen her.

So being surrounded by moored dinghies behind Sea Gem I proceeded to force my way out with rather to much throttle!!! With the result that instead of pushing aside the other dinghies, mine decided to short cut over the top. Not good. I was ejected at the first hurdle. Fine!

water cold but all ok until my super duper life jacket went inflated!

No chance of getting back into the dinghy and this is where I make a very serious comment...

I couldn't get near enough or stand any chance of getting back into it. The volume restricted me so much that it made it impossible. And all I could do is hold on to the dinghy as we drifted off towards the IOM. Training has taught me to stay still. water is 25 times faster at cooling your body than air, stay calm and wait for the rescue.

And this as made very calmly by Jerry who towed me back to the boat. But it was a good trial and if you need to get back into your dingy you have to be able to deflate the jacket. The jacket can then be re-inflated by mouth, But unless rescue is not possible or the sea state doesn't allow, stay as your are and don't deflate and fasten yourself to the inflatable.

Next morning the the wind had eased but still blowing 4, gusting 5 we departed back to the moorings. Some chose to motor back some doing half and half, some hugging the coast into the bay and some straight across as the sea state was challenging, but a good sailing wind in fact having reefed it was probably the best sail I have had on Mood Indigo. Talking only 2 hrs from Porth Wen to Puffin Sound.

As we approached a call from Sea Gem, who had gone ahead, warned us of the sea state in the Sound but as I approached it was calm and I wondered what he was talking about. We soon found out! With a spring tide and a 26 knot wind blowing in the opposite direction I have never seen the straights so rough with slow progress even with the tide back to the mooring.

But all boats landed safely, so thanks to every body who took part and Jerry for his calm recovery of the OOD.

Paul & Jen. Mood Indigo

Ed: Thanks for that report Paul. In fact I think the 'very small incident' you describe there gave us all cause to review our provisions and state of readiness for just that sort of minor accident. Thanks for the impromptu MoB-demonstration (but don't do it again :-)

Bosun's Corner

We're finally into the sailing season and the weather has been great so far. Of course this means that I am out on the water (more than I should be!) so if there is anything you need from the Bosun's Store then just phone or drop me a mail (details in the handbook).

Charts and Pilots

Every Bosun has their own way of running the Store. I'm a bottom line, minimum effort (for max benefit) kind of guy and keeping a stock of charts and pilots just adds to the workload. Once the current stock of charts and pilot books has been sold, these items will be by order only. Imray are very quick to deliver so you can still have your items on a weekend if I receive your order on the previous Monday; you will still get the worthwhile discounts if ordered via your Bosun's Store.

Research

Ever wondered what it's like in the Skerries Lagoon? we only have 4 places left on the round Island RibRide adventure. Once we have a full boat, we can decide what we want from the day, places to visit etc.



Check out the poster in the clubhouse or drop me a mail if you want more details - places are limited and it's not to be missed at £95. Would also make a great birthday present, if anybody has a birthday sometime soon, say June (*message received Sarah?*) ;-)

NWVYC Clubwear

It's great to see people wearing their clubwear at the clubhouse but do please remember to wear it when you're at the chandlers, pub, or anywhere that may have an association with our club. I have had a few requests for T-Shirts this year so these are now available to order - drop me a line if you'd like to see the design first (personalised with your boat name if required).



As with the Charts and Pilots all NWVYC branded items are quick to source and once the current stock has been sold I will be holding sample items only. Again, order by a Monday and it'll be at the clubhouse the following weekend, or you can have it posted to your home at extra cost to cover postage. Should you wish your new clubwear to sport your name or yacht name then this can be added FoC.

It's Sunny!

Please remember that the advertisers in our annual handbook (*looks great this year Jan*) are supporting our club and helping to keep annual membership subscriptions down by covering the cost of our yearbook, so do please remember these guys when you need a product or service.

Finally, the Bosun's Store is your store so if you have any suggestions for new product lines or services then do please drop me a line and we'll see if we can get some new discounts organised for members.

See you soon. Steve.

Steve Maclean, Caroste,
Hon Bosun

Bosun's Deal

Musto Windstopper Race Blouson

Gore Windstopper Race Middle Layer Blouson. Close fitting stretch shell with soft lining to cut wind chill and retain warmth. Made from a Gore WINDSTOPPER face fabric with a lofty microcheck backer.

Size S, M, L, XL, XXL Chest to fit 36/38, 38/40, 41/43, 44/46, 47/49

Best Amazon price £220

Special NWVYC Members price £175 - hurry, limited time offer





Early Summer Cruise - - Scotland

Lochranza Castle



Worth missing the distillery tour for



Ocean Mood takes on the Bute Ferry



Ocean Mood just before sunrise



Very tired, but almost home

