

the *Venturer*

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

Forthcoming Events

- 20th/21st Sept** Cruise to Traeth Bychan, with Dinghy race off the beach
- 27th/28th Sept** Victoria Dock. OoD Dave Clough – Sarico
- 4th/5th October and 11th/12 October** Scratch Cruise
- 18th October** **Working Party : Working Party OoD – Tony Rowell**
End of Season Party: Social OoD Derek Lumb
- Sat 8th November** 10:00 Outboard Maintenance at the Club House
18:00 Club Bonfire and DIY BBQ
- Sun 9th November** AGM (am) followed by Members Forum

Sat 22nd November Dinner Dance at The Bulkeley Hotel

In this edition...



Daisy at the Commonwealth Games with Gordon MacKellar - See Pages 4 & 5



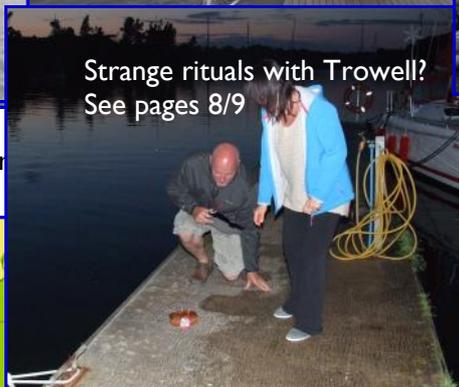
Strange rituals with Trowell?
See pages 8/9



Plus, the stories of 3 summer cruises to Ireland and Scotland

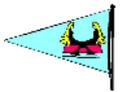


Piilotage around Seil Island with OM and Av-alon, Pages 10-12



Hindsight and Sizzler's summer cruise, see Pages 14/15

Note: Last copy date for next edition 18th Oct - but don't let that stop you sending articles in earlier 😊



Commodore's Corner

It doesn't seem more than a couple of months since I wrote "it's the first day of British Summer Time" and here I am saying it's nearing the end of the sailing season, so I hope you all had a good summer and achieved the goals you set for yourselves, be they big or small.

At the time of writing, we still have a few yachts making their way back after some prolonged cruises, so hopefully all will go well and they will make it back to their winter berths safely.

Yet again we have had unsettled weather, with the tail end of two hurricanes to contend with from America, which is not out of the norm other than the press and weather forecasters seem to make a meal of what's about to descend on us (we had next to nothing in Scotland but maybe others did?) and then of course there's the Jet Stream to contend with....

Still, back to the matters in hand - our CLUBHOUSE.... New windows :-) Septic tank :-)

New windows should be fitted within a couple of months ready for the winter...

Works to the septic tank and top are due to start imminently and we will need Volunteers to help with this work so any help that you are able to give will be greatly appreciated - at least one week's notice will be given and it is planned to do the work over a weekend so if you think you can be of assistance, your commodore would like to hear from you:-)

The end of season working party is on the 18th October, and the more the merrier, so please make a note of the date in your diaries to help out and look out for a list of works from your house officer... Following all your efforts, there will be the End of Season party where one lucky member may win £150 in the 50 Club Draw that night – there are still numbers available so dig deep and support your club.

That's all from me for now – I'm looking forward to our last few sails and then the winter socials :-)

Keep your sails full to the last....

*Lee Downes
Commodore*

Dear Reader...

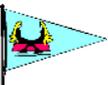
With the end of the season fast approaching, the AGM notification will be in the October edition of *Venturer*, along with nominations for the various Club positions for next year. This got me thinking... (yes the rusty cogs could almost be heard).

I see I've been editing *Venturer* since the March 2011, and over that time you've been good enough to send me a steady stream of articles reporting on many items of interest to Club Members (I hope): factual, fictional (?- see Wacky Races report in this edition), historical, hysterical as well informing us of some sad events. I'm glad I've been able to help bring most of these stories to the readers, and hope that you've enjoyed reading them.

Going into the winter and looking to next season, I feel it would be a good time to hand over the editorial responsibility to a new face. I think *Venturer* would benefit from fresh ideas, either as to content, or to the design, or both. So, if you feel you could give it a go, please contact me (editor@nwvyc.org.uk) or any of the flag officers. Don't worry about the mechanics of 'how' *Venturer* is produced - it's mostly a cut and paste job (I think my ability to do ctrl-C / ctrl-V, and use the spell checker were my chief qualifications for the role).

So, hoping to hear from you soon. Thanks very much for your help (and maybe forbearance) over the past 4 years, and keep sending those articles in.

*Ed Hopkinson
Editor*



VCDC

By the time you are reading this the last official club sailing event of the season will be upon us, although I'm sure there will be several yachts still in the water going sailing. It's been a busy season for the Venturers – usual suspects in the Baltic and Mediterranean, some have seen the Fastnet Rock, several have been up the West Coast of Scotland either sole or with others, and the Club Summer Cruise made it to several places as we ended up with 3 separate groups, and hopefully within this Venturer you will read about their voyages. Many have been happy just pottering around Anglesey, and some have had a summer's work on the hard.

One thing we realised upon our return from the Summer Cruise that we couldn't recall a single day when we went sailing without full wet weather gear on – not necessarily because of the rain, but to keep the cold away. What we did enjoy was the usual warm greeting from the locals of the harbours and Marinas we visited – in particular this year Glenarm where the Harbour Master was instrumental in finding a local fisherman who came to Sarico's aid when we realised we have a defective water pump, and provided us with full use of his workshop to repair the pump – so thanks to both Billy and Davy.

And whilst on the subject of our water pump, I'm going to beat the drum of local suppliers again. Finding the water pump dripping water upon arrival in Glenarm, I rang ABC at 17:50 on the Tuesday. Rupert answered the phone, and with the benefits of mobile e-mail and their knowledge of the Yanmar electronic catalogue (my 3GMD isn't the easiest to locate) we swapped water pump pictures and parts diagrams to identify the pump type. By 09:00 the following morning I had a quote from ABC for a new pump (don't ask the price!) and all the bits if I could find a workshop. By 11:00 the parts were ordered by ABC directly from Barrus, and arrived in Glenarm at 13:00 on the Thursday – by 17:00 everything was fixed. The local Barrus agent couldn't 100% identify the part, nor guarantee any quick delivery, although he was extremely helpful. Without ABC's proactive help, not only being there after hours and not leaving until the parts were identified, we could have been stuck in Glenarm for an extra day or two.

So the next time you can save a few pounds by buying something from a mail order outlet, give ABC a call – give them an opportunity, and then you too may be able to call upon them like we did. We lost Dickies 2 years ago – and as I always say when working on your yacht in the winter and need a M6 bolt at 14:00 on a Sunday afternoon where else are you going to go?

The Club Management Committee met in July to discuss a proposal for redeveloping the clubhouse – by the time you read this a conversation should have taken place with ABC about the content, and one piece of work (replacing and improvements to the windows in the galley and extension) should be in the process of being tendered with a view to getting it done this year. And the proposal should also have been submitted to the Council for some pre-planning advice. Want to know more? Then come along to the Members Forum in November, or even better volunteer to be in the Development Sub Committee.

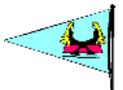
Whilst thinking of the Management Committee and volunteering, somewhere in the Venturer is a notice about Management Committee nominations. There are currently 6 members with full time jobs, 5 with some element of a part time job ranging from a couple of days a week to 5, 1 full time self-employed and 3 that are fully retired. And of all the aforementioned only 4 live within half an hour of the club. Add to that a Webmaster and you can see that running this wonderful club is something that requires a fair bit of time and effort, but many hands make light work so please consider getting involved – particularly if you are retired, have some time you wouldn't mind giving up to the Club, and even better I you live locally.

*Dave Clough
Vice Commodore*

Septic Tank Update

Members will be aware that the roof to the Septic Tank is in need of repair. Plans are afoot for getting this work done in the next few weeks. It will mean that for a period of time the drains at the club house will be out of use – no showers, toilets or sinks will be able to be used. ABC have offered their new facilities for the period of the repairs. We can't fix a date or estimate how long yet, as a lot may depend on what we find when the roof is removed. However once we have a date set we will post a notice in the Clubhouse and on the Club Web Site under 'Club Notices'. So if you are coming down to Gallops Point and might find having to use ABC's facilities or not having any washing up facilities inconvenient, please check the Club Web Site first.

Dave Clough – Vice Commodore.



Daisy's Cruise to the Commonwealth Games

Like the Welsh hiraeth; Scotland and Glasgow draws Gordon Mackellar in a way which has no English translation. The opportunity to sail Scottish waters draws us all. Was the Commonwealth Games Homecoming Flotilla the draw or just a fixed point to make all else happen?



After a few days exploring Bute and the lower Clyde, Chris and his daughter Elin were joined by Gordon on Thursday 24th July at Largs Yacht Haven. Our destination for Friday was James Watt Dock Greenock, mustering point for the Commonwealth Flotilla. First however Gordon wanted to get his car to Port Bannatyne, so with Elin asleep in the cabin, Gordon and car travelling courtesy of

MacBrayne's, Daisy and I raced for Port Bannatyne. No contest, Daisy won hands down on looks, MacBrayne's on timing. Breakfast was at the Post office café with a view up Loch Striven and the East Kyle, before we tacked up the Clyde to Greenock.



From the freedom of our cruise we were now entering the tightly organised event, with 250 other boats ranging from 72' Challenger round the world yachts, "Swan", a Lerwick Fifie, "VIC32 the last working Clyde Puffer" to "Daisy" a Cornish Shrimper and "Wee Annie" a 16' Oysterman. Miles of bunting fluttered in the gentle breeze as wine corks popped and ring cans were pulled. RIBs buzzed about officiously but unable to direct us to our berth so we dropped into a vacant finger and hoped for the best. The last thing we wanted was to be the fender at the inside of an 8 boat stack no matter how friendly the company.

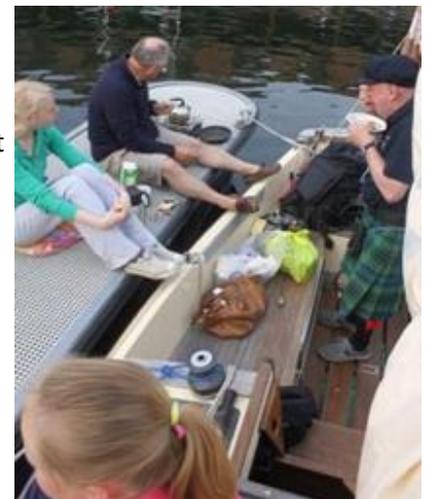
The evening's entertainment began in the redundant sugar warehouses with the skipper's briefing and the arrival of the rest of the MacKellar clan. Kilts donned and sporrans arranged we made for the bar, food and band. A dance troupe performed Scottish dances to modern pipe versions of 1980s rock music. The sun set over the cranes, warehouses and fleet. Then the dancing started....

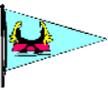


Flotilla day broke light grey and pleasantly cool day after a week of Mediterranean weather. Joined by Alison & Stewart MacKellar we cooked the bacon butties on the pontoon while stowing awning and kit in the cabin. 08:45 saw us leaving the pontoon and

joining the crush as 250 boats made their way out into the Clyde to start mustering in five predetermined groups. Radio traffic flew, questions that were explained at the skippers briefing were asked again. Then at 10:00 the start was called and the groups made their way down river to turn around Clyde Plot Cutter "Toward" off the Ocean Terminal then processed up river for Glasgow.

Gordon had always wanted to sail his own boat up the Clyde and into the centre of Glasgow. When he worked at Erskine Hospital as a student, the river seemed so deserted. Not today! Crowds gathered at every vantage point and famous





Daisy's Cruise to the Commonwealth Games (contd)



landmark. Fog horns blared. We connected Daisy's foghorn to the dinghy bellows to create a sound more akin to a dying cow. Past Greenock Town Hall and Port Glasgow the Flotilla settled into a steady pattern. Past Dumbarton Rock and under Erskine Bridge, passed Renfrew Ferry and the River Cart, the crowds grew and the river narrowed. By Braehead Shopping Centre the crowds were 8-10 deep, among them Gordon's mother-in-law and lots of friends. Then the shout went up. Oggie Oggie Oggie, Our Welsh flag had been spotted. Oi - Oi - Oi, and so the cry went on, and on and on as we made our way up past the docks, shipyards and modern apartment blocks.

Our synchronised waving was matched by a synchronised Mo-bott from the Parker 21 astern of us. The men in blue one piece suits with Saltires waved from the 35 footer ahead to mighty cheers, and a fleet of Clyde Puffers led by VIC32 followed us from Bowling.



As expected organised chaos returned as 250 boats queued up to berth in Princes Dock. That this was achieved in a little over 2 hours without incident is a testament to the organisation RYA Scotland had put into the event.



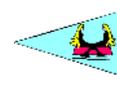
After circling for a while, off the British Aerospace shipyards (where 2 sections of the next generation of British aircraft carriers were waiting to be joined together) we were soon on our way to The Riverside Museum, where Gordon's mum and Lorna, his wife, cheered us on. We were soon motoring into Princes Dock below The Science Centre and IMAX Theatre with their new neighbours; BBC Scotland and STV. We did not end up as a fender as you can see!

We did not have much energy for partying tonight, but we did enjoy the sunset over the Clyde. A peaceful end to an exciting Day.



The next day Gordon and family took Daisy back down the Clyde for their 2 week cruise to Bute, Loch Fyne, and beyond. I shall leave it up to you to decide if the only reason for Gordon's return to Scotland was the Commonwealth Games Homecoming Flotilla!

*Log by Chris Jones
Photos by Gordon & Stewart MacKellar
Daisy (291)*



James Berry - Results—12th July 2014

Rank	Boat	Class	Configuration	HelmName	PY	NHC	Elapsed	Corrected	Points
1	Ocean Mood	Moody 27	S A IB2 2K	J Jago & D Lewis	1180	.887	5:18:15	4:29:42	1.0
2	Avalon	Sun Odyssey 37	S A IB3 F	J Bennett	945	.965	4:48:10	5:04:56	2.0
3	Good Knews	Westerley GK29	S A IB2 F	P Kelly & S Whittle	1002	.865	RTD		10.0
3	Osprey	Sadler 29	S O IB2 2K	E & M Hopkinson	1100	.855	RTD		10.0
3	Zygo	Mirage 28	S A IB3 2K	Tim & D Downes	1164	.830	RTD		10.0
3	Sea Gem	Sun Odyssey 42	S O IB3 F	A & J Stevenson	930	.999	RTD		10.0
3	Jaygee	Westerly Oceanlord 41	S C IBF F	S & J Quarmby	957	.984	RTD		10.0
3	Davico						RTD		10.0

50 CLUB UPDATE

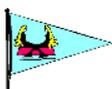
Thank you if you have supported the club this year by purchasing a 50 club number. **We still have 14 numbers available for purchase at a cost of £50.00 each.** If you purchase before the 27th September, you will be included in this month's draw and the following 11 monthly draws and the two super draws at the start of season and end of season party as the ticket sales are being carried out on a roll over basis so you get 14 draws for £50.00 - You can increase your chances of winning by buying more than one should you so wish.

Draw Results for 2014 are as follows:

Month	Draw Seq	Number Drawn	Boat	Winnings
March 2014	1	47	Unsold @ time of draw	
	2	21	Unsold @ time of draw	
	3	49	Unsold @ time of draw	
SOS Party Draw (19 Apr)	1	44	Zygo	£150.00
April 2014	1	17	Unsold @ time of draw	
	2	23	Unsold @ time of draw	
	3	22	Twinkle	£15.00
May 2014	09	09	Unsold @ time of draw	
	2	40	Unsold @ time of draw	
	3	24	Unsold @ time of draw	
June 2014	1	30	Unsold @ time of draw	
	2	43	Adela	£20.00
	3	49	Unsold @ time of draw	
July	1	08	Unsold @ time of draw	
	2	37	Stargazer	£20.00
	3	26	Unsold @ time of draw	
	1	11	Unsold @ time of draw	
	2	42	Alfresco	£20.00
	3	38	Unsold @ time of draw	

You have to be in it to win it so dig deep and help to support your club.

Joy Bennett (Avalon)



Return of the Wacky August Bank Holiday Races

Wacky Walton Shield Saturday 23rd August

Four yachts turned up at the start (Dinmor/ 10ft Bank). Mean Machine (Dick Dastardly and Muttley, with guest crew the Gruesome Twosome), Arkansas Chuggabug, Compact Pussycat (with guest crew Bob the Builder) and the Bulletproof Bomb with the Ant Hill Mob onboard.

Consensus was however not to race due to the very rough wind-over-tide conditions (NW wind, 20+ knots). Conditions in Puffin Sound were "challenging" (or horrendous/ terrifying/ suicidal/ stupid or phenomenal as some would say). Waves get bigger as you get older but it's the worst I've ever seen this stretch of water and MM took a few waves along the deck, drenching the helmsperson who was, happily, not me at that point.

The Ant Hill Mob in Bulletproof Bomb sensibly decided to return into the Strait via the passage to the east of Puffin Island.

The rest of us decided to press on to Holyhead. You'd have thought we would have known better. MM motored and AC and CP motor sailed. Lynas, very close in (30-50 yards?), where MM was, was as equally evil as Puffin Sound, with big, menacing swell of 3 metres or so. We eventually anchored in what little protection from a NW that Lamb Island has to offer in order to calm down and wait for low water at Carmel Head to avoid another battering. The other two pressed on regardless. Tougher than us, see. All safely in Holyhead Marina by 1700 hrs. Evening meal in the Boathouse where we were joined by Peter Perfect and Sergeant Blast and Private Meekly off the Army Surplus Special. Muttley was well refreshed late evening and fell into the Marina while trying to get onboard MM. He was bravely rescued by the crew of the Arkansas Chuggabug using the "hand through collar and haul" technique

P.S. WindGuru's forecast (and XC's) got the wind direction correct but was significantly wrong (by about 33%) regarding wind strength. This under-estimation seems quite common around Anglesey and it seems advisable to add one third to all of their wind-speed forecasts.

Wacky Astrador Cup Sunday 24th August

WindGuru claimed there would be light breezes today of 10 knots or less. Instead, once clear of South Stack we got 15-20 knots of southerly wind.

After a slow start this turned out to be a good race. After a handful of tacks off the Stacks (rhymes!!) there was a long fetch to Llanddwyn in tolerable sea conditions at an average of 6 knots or more boat speed. However enjoya-

ble the actual race was, the 5 hours or so wait at anchor at Llanddwyn wasn't. This is no place to be in any strength of S. wind and to make matters worse, the wind backed to a SE late afternoon.

All three yachts crossed the Bar at roughly 1900 hours. Compact Pussycat and Arkansas Chuggabug continued up to Beaumaris. A grateful Mean Machine went into the restful calm of Victoria Dock. Provisional race results are as illustrated below. MM disqualified itself for a dastardly mistake at the start! *Drat, Drat and Double Drat*

1. Arkansas Chuggabug(Again!)
2. Compact Pussycat

Please note any similarities above to yachts or people, alive or dead, is purely coincidental and therefore unintentional. This article is mostly fictional and must not be used for navigation.

Signed D.D.

Social at Caernarfon - 19th July

There was an excellent turn out to the NWVYC social held at Caernarfon Sailing Club. Those that had sailed there were joined by the road crew, and after a Fish and Chip Supper just about everyone took part in the dancing. Dawnsyr Mon proved to be an excellent choice, with good humour and plenty of patience - highly recommended.

Those that didn't were noted and a list has been drawn up. If we do something like this again (and it seemed very popular so I suspect we will) they will be first. Those that didn't have an excuse note from their Mum tried some lame excuses, the best one being having no belt for their trousers - Glen, be warned, next time I will bring a spare! Carolyn however made up for Glens lack of presence on the dance floor, and must have been the most active participant.

There are some videos available – cut+paste following links, or e-mail vice.commodore@nwvyc.org.uk:

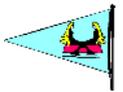
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Many thanks to everyone who came - a good time was had by all and it made all the organisational effort worthwhile.

Dave Clough – NWVYC 'Strictly' Come Dancing selector



Summer Cruise #1 (Good Knews/Verity)

Well what can I say, as a relatively new member of the NWWYC and still a newby to all this sailing malarkey, the furthest I had been was to the Isle of Man, and the first occasion was ruddy awful to put it bluntly, I have been known say never again.. hey ho.

Anyway, I was dreading the approach of the summer cruise, and after discussions with 'his lordship' I was adamant that it was only going to be a week, as I did not class this in my head as a holiday, only a trip to be endured so I can have a holiday later in the year.

Having checked each type of weather channel for the past few weeks, as you do... XC, BBC, the Vatican etc.. it approached with rain, wind and more rain..

We arrived at the Gazelle Friday the 1st and after many trips to Good Knews we were finally loaded up and ready for off. (ginger biscuits, snacks, coke, wine, Gin and many other goodies on board.) we picked up a mooring outside the cub house and waiting for 3am to set off.

The first destination was said to be Glenarm, sorry, what?? I don't think so, drop me off at the Isle of Man please.... It was later decided that we aim for Ardglass but if anyone wished to veer of and go to Isle of Man that was fine. During the day we could see Ocean Mood, Verity and at times Avalon.

The weather was not great, but not as bad as the first Isle of Man trip, to start with, however as the hours dragged away, I started to feel a little queasy... took myself off to the v-birth and was a tad ill...(thank god for dog poo bags on board I can tell you)

Poor Paul had to negotiate the whole second half of the journey on his tod, as every time I got up I threw up. Good job he had already had a kip earlier before I was ill..

Following very good friends assisting him to tie up to the pontoon, he then agreed to my next trip can be to the Maldives as I was a bit of a wreck. I will always say thank you to Denise, that Gin and Tonic was the best I have ever had once I got onto Ocean Mood :-)

It got better after that.. lots..

On the Saturday evening we all went to the local fish and chip shop/café where we all had a nice meal, then Avalon and Ocean Mood had decided to leave at 3am the Sunday morning to go off to Glenarm. Paul, myself and Trowel on Verity had decided to stay put in Ardglass another day.

During that day we had a lovely stroll around Ardglass, introduced ourselves to the local pubs, played pool and then went for a lovely meal in the Aldo's Italian restaurant, which turns out to be family of friends of mine. We were made very welcome there.

The harbour master in Ardglass advised us that we could go out anytime and his locals go out on the ebb tide up to Strangford Loach which we had decided was our next destination, and we were having a nice lie in and setting off around 10.30 am ish..

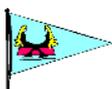
We had a lovely sail around to Strangford Loach, a little wind over tide on the entrance for about an hour but not too bad. We sailed/motored down to Quoile marina where we tied up to the pontoon and was made to feel extremely welcome by Isabelle, a past commodore of the sailing club. We dined on BBQ surf and turf, salad, potatoes and wine, then had a bit of a 40th Birthday party for Verity with a cake and some impromptu candles on the pontoon, & more wine.



Not quite Mary Berry, and a little short on candles, but...

The morning was a bit grim, so we had a lie in, set off the Strangford town as advised by Isabelle, not to Portaferry. I had my first Guinness, which had to rest for all of 5 minutes before allowed to taste, still prefer cider but there you are.

Ferry over to Portaferry where we planned our next stop. The aim was to get to Howth,, with a HO HO HO.. Good Knews and Verity set sail at 8.30, ish.. really early birds we are you know. 9 hours in glorious sunshine down to the Skerries. On arrival at the Skerries the wind had changed direction, really.. I know.. and it was a little bumpy upon arrival but it did calm down.. Good Knews



Summer Cruise #1 (Good Knews/Verity) (contd)

picked up a mooring and Verity dropped anchor. Paul collected Trowel from Verity and we had supper, bottle of wine and Paul dropped him back off.

Lovely sail the day after down to Howth Marina, we took around 3-4 hours sailing and having a play about. Howth Marina was interesting to get into, windage was strong and the berths quite narrow, but we made it.

The marina was amazing, full of kids in boats, lots of sailing activities going on. Upon arrival we had showers, to the bar and had a snack and a pint in wonderful facilities. Paul and myself went for a wander around, everyone was very friendly, very clean and lots of fresh fish shops, things to see and all in all a nice place.

Paul and I had dinner in a place called The Doghouse, very bohemian, lots of candles and scarves over some

We were very lucky on the sail back across in more ways than one. No hurricane winds, not really any wind over tide, quite nice weather and a pod of dolphins that stayed with us for just under an hour which included a few calves. I was able to sit up front with my legs practically in the water, kicking the sides to get them to play.

Needless to say it made up for no Dublin.

We got back to Anglesey around 21.30 and into Porth Wen just after 22.00 with the most spectacular sunset. Anchored up near the brickworks. Trowel came over to Good Knews for supper and another bottle of wine.

Back around to the moorings Saturday morning in the strongest winds we had need to sail in.

So, I do actually feel that I have had a holiday this year, apart from the first leg of the journey I have thoroughly enjoyed it, and look forward to a week long sail next year somewhere different.

*Sue Whittle
Good Knews*

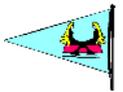


Dolphins on return to Anglesey

interesting furniture for a restaurant, beds, coffee tables, office furniture, garden furniture, all a mish-mash of items.

We initially planned to go on the Dart to Dublin on the Friday day with a midnight sail back to Anglesey. Upon hearing the morning weather forecast and the word hurricane was mentioned, Paul made a decision to leave within the hour which was we more or less did.





Summer Cruise #2 (Avalon/Ocean Mood)

Due to not stepping backwards quickly enough, it has fallen to me to pen a write up of our summer cruise this year.

After failing to make the starting block in May due to technical difficulties, Avalon was raring to go to Eire. Chart portfolios ready, Euros ordered but it wasn't to be.

Alas, the British weather had other ideas so a quick turnaround and a mustering of troops found four yachts departing from the bay at 0300 hrs on Sat 2nd August. Ocean Mood led the way followed by Verity, which was thankfully not sinking but lacking some key navigation lights (he could still be seen by his instrument illumination though), then Avalon and Good Knews.

First stop was Ardglass and, after a good crossing, we arrived at 1700 hrs and by 1800 all four boats were tied up and crews having a well-earned drink. Saturday night was a sit down fish and chip meal where a plan was drawn up. Verity and Good Knews only had a week so decided that they didn't want to push on to Glenarm so Ocean Mood and Avalon set off at lunchtime the following day and went to Glenarm to be greeted by Richard, Sue and Charlie Brown from Pearl who kindly took our lines upon arrival.



The next morning dawned bright and clear and after seeing Pearl depart to go south towards Bangor and buying some very reasonably priced diesel, we left at 1545 to continue north towards Gigha. After motor sailing initially and then sailing with the tide lifting us, we decided to anchor at Machrihanish off The Mull of Kintyre at 2030 hrs and watch the sun go down whilst the golfers completed their final holes of the day.

We heard that Good Knews and Verity were in Strangford Loch which was good news, if you pardon the pun!

Tuesday morning was a short hop to Gigha where we had picked up visitors moorings in clear waters by 0930 hrs. It was a grey and overcast morning and the white sands of Gigha didn't seem that white. Ardmore Gardens were a short walk away and enjoyable although past their seasonal best. Further exploration to the North of the island to check out the anchorages (by pushbike) in the afternoon then a crew meeting to plan the next stage of the cruise.

A 0630 start on Wednesday through the Sound of Jura then between Linga and Luing and then very picturesque sailing towards Seil Island and Easdale. Just short of arriving, we rechecked the pilotage to see that there was a strong possibility that Avalon would win the Rock Trophy as the Southerly entrance showed insufficient water to enter even though it was approaching HW. Ocean Mood went first and reported back that there was 1.6 metres total water.

Creeping in behind, Avalon was overtaken by a very large cabin cruiser who proceeded to chicane her way through almost touching the ruined jetty before sweeping first to starboard and then back to port. Following her through, we went down to 2.2m total water and picked up a mooring in the small harbour at 1215 hrs.

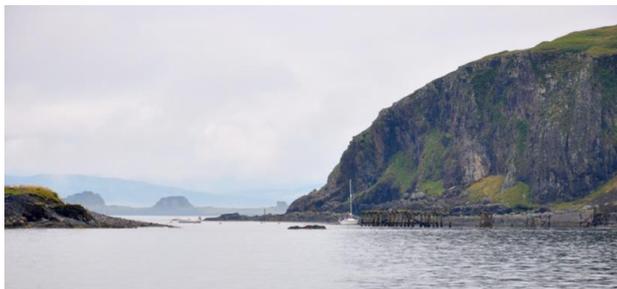


Summer Cruise #2 (Avalon/Ocean Mood) (contd)

On Seil island there is a small museum with an extremely knowledgeable and helpful gentleman who explained the history of the island and advised that to eat at the oyster bar would require a reservation which was duly made. Easdale is the hub of the rib operations to whale watch and visit Corryvreckan - The Great Race. The Oyster Bar lived up to expectations and another peaceful night was had.

After early exploration of Seil Island by us, we left the following morning bound for Tobermory. A slow start with light winds saw the wind fill ending up with tacking up through the Sound of Mull arriving in a sunny Tobermory in mid-afternoon.

“Ballamory” lived up to my memory of it and the bright sunshine bought a beaming smile to Denise's face! The new marina was welcoming and has good facilities available - showers are charged for (£1.50 for 7 mins) and there is a good laundrette. Freshly caught mackerel smoked aboard Avalon was supper followed by a visit to the pub and some competitive dart playing - apologies to the locals of the pub for my lack of prowess at this sport!



After checking the forecast, we set off anticlockwise and rounded the North of Mull in light winds. As we left the shelter of Mull, Bertha decided to come and play and we had a brief spell when we had 34 knots of true wind. Reefs were quickly pulled in and we picked our way into Arinagour on Coll at LW - we picked up a visitors mooring and promptly lost our boat hook - no issues for the Commodore to jump into the dinghy and row off in pursuit of it - problem was, it was still blowing 20 knots plus and try as he might, he couldn't make headway back to Avalon.

Jerry contemplated joining in and jumped into his dinghy before climbing out when it seemed that he would make it back, The Commodore contemplated going straight to the Coll hotel (for a renowned seafood platter) and I watched hoping that he wouldn't run out of energy before getting back to Avalon! He eventually made it back and we sat out the winds. The Irish contingent at this point were getting concerned for us as the Met Office had been warning of F9 gales etc. but as there was no mobile phone or ipad signal on any network, we were unaware of this.

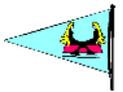
Saturday morning dawned brightly and we dropped our mooring at 0700 hrs to start to head south. We sailed quickly across past Fladda and arrived at Staffa at 0900 hrs. We headed around the east coast whilst Ocean Mood approached from the West having taken the scenic route down to Staffa. Mindful of the remaining journey ahead, we set sail again this time through the Sound of Iona and then picking our way through the rocks off Erriad. With calm seas and open water ahead of us, we set sail at a good pace and passed to the East of Colonsay

and arrived at Port Askaig to find an anchorage for the night. Two visitors moorings were free (but deemed unsuitable through lack of use and serious kelp) although the wind had dropped and the forecast was good so we continued through the Sound of Islay at high speed with the tide - 10.6 SOG. We anchored off Claggain Bay. Sunday morning saw a change in the weather and a quick dash to Port Ellen where we hoped to secure marina berths to sit out the storm. On arrival, we found the marina to be half full so settled in, noses into the wind to await the blow. It never came!

On Monday, we caught the bus and went to Bowmore taking in a distillery tour and tasting - £6 gets you three good drams, a piece of shortcake, a Scottish oatcake and cheddar and some whisky chocolate! We then boarded the bus and went to Port Charlotte which was disappointing but it didn't stop us having a good day out.

We decided to start to set off back the next day as there appeared to be inclement weather forecast again for Wednesday. We awoke on Tuesday morning to a bleak day and after having breakfast at 0500 started to prepare to leave. The shipping forecast was broadcast at 0520 and at that point, all waterproofs were taken off and we went back to our beds!

Later that morning, in typical warm front weather, we walked to Ardbeg Distillery as Trip Advisor said that the food was good. The signpost in the middle of town said 3 miles so armed with an umbrella off we set. An hour and 20 minutes later, after passing Laphroaig, and Lagavulin we arrived at Ardbeg. We were not disappointed! The food



Summer Cruise #2 (Avalon/Ocean Mood) (contd)



was superb and well worth the damp and soggy walk. Apart from excellent grub, you are also given a complimentary dram on the house and a glass to remember your visit by. Happily full, we caught the bus back into town and discussed the option of an evening sail to Glenarm as the skies were starting to clear.

With an additional vessel "Momo", a lone Swede that we had made friends with earlier, we left Port Ellen at 1745 hrs for our crossing back across the North Channel towards Glenarm.

The Spring tide was with us and we all gathered momentum - Ocean Mood recorded just under 14 knots at one point and we regularly topped 13 knots. The passage from Port Ellen to Glenarm took six hours to cover 41 nm (including berthing time at Glenarm) and we were all safely tucked up in Glenarm marina before 0000 hrs. The Irish forecast was far better than the previous days forecast so we left again at 0800 hrs on Wednesday morning and made for Ardglass arriving at 1600 hrs. Fred made us most welcome and Denise managed to get us booked into the Golf Club for dinner where we watched a Sea Eagle swoop and seals play off the headland. The Isle of Man was very clearly visible from the window of the golf club that night. Thursday was deemed to be a day of rest (or boat scrubbing and cleaning and laundry processing). We received a call from Dave Clough to say that Port St Mary wasn't very pleasant (there's a surprise) and that they were going to ship out again on Friday morning to head for home.

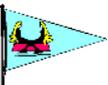
Friday morning dawned and we left at 0615 hrs towards Port St Mary. After a couple of hours, we decided that it may be better to go straight back to Anglesey so the course was altered, genoa poled out, preventer set and we sailed all the way, arriving at 1730 hrs. We had heard Whispered Secret on the radio rounding Point Lynas on their way back with Sarico to the Bay.

A last supper in Cemaes saw the predictable weekend weather appear on Saturday morning with F5 winds. After checking out the lobster pots in Llanbadrig, we left and sailed back to the bay arriving at 1330 hrs on Saturday.

The holiday may be described by some as "full on" as we attempted to go to places previously unvisited which we achieved generally. The weather was kind and we didn't suffer with strong winds or lashings of rain unlike some of the other Venturers who had Ventured North. It only goes to show that the weather can be totally different only 20 miles apart and that by using the forecasts to our best advantage, we managed to cover more than 600 miles in a two week period including being "holed up" in Islay and Glenarm for four nights on our way back home.

I'd like to thank Jerry and Denise for their companionship and friendship on this cruise and encourage a few more Venturers to join with us next year in discovering different locations again.

*Joy Bennett
Avalon*



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Hunter Horizon 27ft



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- Slab reefed mainsail (new 2013) and a furling genoa. Sail bag and dodgers (new 2012). New sprayhood 2013.
- Hand held GPS. NASA Clipper depth instrument. VHF radio. Navico TP100 tiller pilot.
- 4 berths. Private heads. Galley.
- Locker full of kit.
- Clean boat. Well cared for.

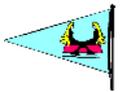
Lying ABC Yard, Gallows Point, Beaumaris.

£12,500 (ono)

Contact: Nick Lowther (0161-368-5233 or 07974064071)



Welsh Country Dancing at Caernarfon. - see page 7 for links to more pictures.



Summer Cruise #3 (Sizzler/Hindsight)

So, with boat maintenance issues and health scare well behind us, Mij and I had only two things in mind. Firstly, we had said 'yes' to the 18th Sat night social event at the Caernarfon Sailing Club, Welsh Dancing and fish and chip supper and catching up with friends from the 'northern squadron'. And secondly, we hoped to sail outside our home waters and perhaps get across to Dublin or Malahide within our two week holiday period.

Hindsight in the fog



During the very enjoyable social evening, we met up again with Graham and Noreen from Sizzler. We had met up briefly on two previous occasions and last year Graham had recommended a contact in Bethel for outstanding boat woodwork. Our general chat confirmed that they were just starting their two week annual holiday and that we could possibly link up for a 'sail together'. We agreed to meet up the next day to see what could be achieved.

The next day saw us agree to a cruise that, weather allowing, would take us to the Isle of Man and Ireland and return via Holyhead. Graham and Noreen have extensive previous experience of sailing these waters and the approaches to the harbours/marinas that we were likely to use.

With sunshine and gentle SW F2/3 forecast we left VD on Monday in time for passage through The Swellies and picked up moorings at The Gazelle and planned for an early start on Tuesday for passage across to Castletown on the Isle of Man. Tuesday dawned with clear skies, more sunshine and another F2/3 occasional 4 forecast. We slipped our moorings 07.00 and enjoyed flat/calm sea and nothing more than gentle wind for the entire eleven hour motor-sail crossing. We arrived in Castletown Bay with plenty of time left on the ebb tide for us both to tie up against the outer harbour wall. Graham's previous experience in the approach and the leading line 323' bearing made for a problem free harbour entrance experience.

The next three days with glorious sunshine saw us sample and enjoy the Isle of Man tourist experience to the full. Castletown itself is a lovely setting, although the only down side was being 'up against the wall' and the need to adjust warps and lines. However, the now part time HM did say that plans were being made to make access into the inner harbour more yachting and tourist friendly by 'moving' some boats and having a HM more readily available to lift/open the foot bridge. We wait and see. This was my first visit to the Isle of Man and I was left determined to return and spend more time in this beautiful destination.

Further passage planning by Graham and discussion agreed a visit to Ardglass in Northern Ireland. This would also give us the opportunity to transit Calf Sound for the first time. On Friday with slight change in wind direction to NW we reluctantly left Castletown about 08.30 with another F2/3 occasional 4 forecast. The calm sea and timed approach allowed a perfect passage through Calf Sound and continued on to Ardglass, with no real sight of the F4 throughout our approximate 35nm passage. On arrival in the approach to Ardglass, Graham and Noreen's previous experience was again beneficial with early identification of the long grey breakwater wall that marks the approach. By 17.00 we were moored alongside each other on the finger pontoons. By now Mij's damaged Achilles tendon (caused by weekend Welsh Dancing) made mooring problematic, and many thanks to Graham and Noreen for being on hand to take our lines and assist with our mooring arrangements.

We did some touristy visits, caught the bus into Downpatrick, went shopping and visited St Patricks burial site (didn't know he was born in England). We had an enjoyable meal at Arnos, but the menu did not seem particularly Italian with only one pasta dish listed! During Saturday slight change in the weather and stronger wind and rain arrived. However, we enjoyed this protected marina and found Fred and his dog and the local yachties helpful and

Summer Cruise #3 (Sizzler/Hindsight)

interested. Although, it did seem a bit odd that nobody was around to cover any of Fred's regular absences and the 'three breaks a day'.

The change in the weather suggested that our return to Holyhead would be better planned with the shorter crossing from Howth being the more favourable launching off spot. This left Carlingford and a difficult flood tide approach for another day. We left Ardglass two hours after low water with NW F3/4 occasional 5 forecast and overcast and low cloud conditions. Grey and overcast conditions continued throughout the 55nm passage to Howth.

Clearly, not a lot of room for rounding up or general manoeuvring within Howth marina and I wondered how we would have fared with a night time arrival. In any event we were given outside berths on the hammerheads and had arrived in time for a late meal at O'Connells. We spent the next two days relaxing and included a tourist bus around the city centre and docks. Passage planning in Howth was not supported with wifi access, which seemed odd given the size and status of the Club and marina. With further deterioration in the weather our departure was agreed for 07.00 Thursday with SW F4/5 and rain later forecast. The last five hours of the return to Holyhead were for us certainly testing. A wind shift to SE with gusts of 17knots recorded along with rain and decreasing visibility made the approach to the Holyhead breakwater a difficult experience and it was a real relief to get inside the harbour entrance and tie up alongside the visitors' pontoon.

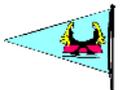
By 20.30 we were settled in the restaurant for a well earned rest and evening meal, but tiredness quickly overtook us all and it was difficult to focus on when to depart for Caernarfon. Graham had surmised an early start for a clockwise return and an approach to Carmel Head at LW slack. This needed to be considered alongside further deterioration forecast for Saturday and Sunday with strong SW winds. After much needed sleep, decision was made for Friday departure by 06.00. This gave good time for Carmel Head and then a run with the tide into the Straits and a 13.00 entrance to The Swellies. The passage was hampered with poor visibility, rain and increasing SW wind. However, the most difficult part of the passage was entry into Vic Dock with wind over tide conditions and numerous sailing dinghies for the Regatta also entering the dock. By 14.00 we were tied up in our berth and then spent the rest of the day reflecting on our experiences and, I guess, asking ourselves what we had learnt and most enjoyed.



Sizzler

Certainly, it was a great sailing holiday made more interesting and informative with Graham and Noreen's continual good advice and willingness to share knowledge and experience. Commitment to detailed passage planning was emphasised alongside the benefits of detailed weather forecasting via wifi and computer generated information.

*Trevor Shirley
Hindsight*



Summer Cruise scenes



True Love Blossoms at Victoria Dock?

Amazing what you see when you're out and about - is it the beer in Wetherspoons? Is it the many late night carry-out curries? Perhaps a delayed after-effect of welsh country dancing? Whatever the reason, it's quite clear that Victoria Dock is having an effect on some of our club officers!

Papa Ratsy

Avalon on summer cruise



Welcome to new members

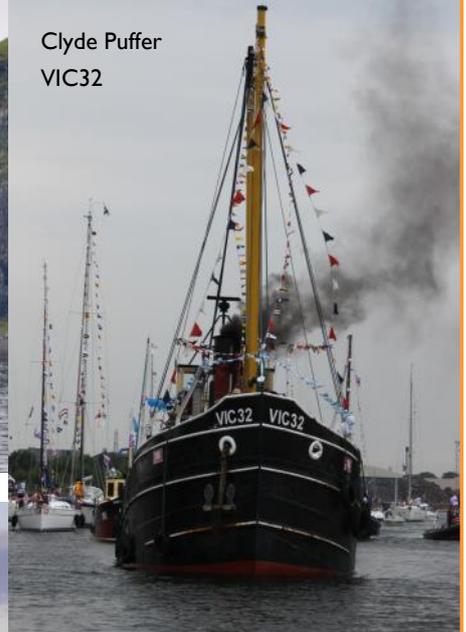
Venturer would like to give a warm welcome to new members Tony McKenna and family with boat Swanrad.

*Ed Hopkinson
Editor*

Ocean Mood by Seil Island



Clyde Puffer VIC32



Ocean Mood at Machrihanish

