

the Venturer

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

Forthcoming Events

- October 10th** Trearddur Bay Oyster Festival.
- October 17th** End Of Season Party Bar opens 6.30 This will be a Pie'n Pea Supper @ £5 per head.
- November 7th** Bonfire Night & Fireworks, Bring your own fireworks and food watch Beaumaris firework display across the bay.
- November 21st** Dinner Dance @ The Bulkeley Hotel, tickets available now.
- January 9th** Talk by Derek & Jean Lumb on their Round Britain Cruise.
- February 13th** Valentines Social (T B A).
- March 12th** Talk by Trinity House.

In this edition...



Booking form for The Dinner Dance, Bulkeley Hotel, November 21st, page 13.



End of season work party.

Can you give up a few hours of your time to join

in helping to keep your Club looking spick and span? Saturday morning 17th October at 09.30 is the time. Come and enjoy the company of other Venturers! See page 9.

NOTICE OF THE AGM AND AGENDA. Pages 4 to 6.

Members trying to keep warm during a trip to Abermenai. P8.



Cemaes Lifeboat P12.



Passing Point Lynas. P17.



Round Anglesey Race P16.





Commodore's Corner

Who's hoping for an Indian Summer.....

It does seem to have been another year of sunny weekdays and wet and windy weekends again but as usual members have still turned up for weekend sails - not as many as usual unfortunately, but then those who have, seem to have had good sails and BBQs on the beach afterwards.

Red Wharf Bay seems to be holding it's own regarding sailing, that stands out as being exceptional as far as the crew on Avalon are concerned. When the winds are in the SW and blowing 20knots plus, you still have a fairly calm sea and have the opportunity to get the yachts going at full speed for an excellent sail, which we have taken full advantage of on at least four occasions this year.

Returning to the poor turn outs for the weekend trips, if members would like things to be run differently or maybe have different destinations to head for, please let Mike Hollingworth know and they can then be included in the sailing programme if and where possible.

The AGM will be held on the 7th November at 11am so please do attend if you can. We still need to fill posts on the management committee which are Bosun and Sailing Capt, along with nominations for other posts if members wish to stand.

Please remember that this club is run by its members for the members so if you think you could add to, or improve the running of the club, please do put your name forward. As they say, "many hands make light work" which can only be for the better of our club.

Enjoy the rest of this season and see you all soon.

Lee.
Commodore.

A BIG THANKS

Thanks to all who contributed to this bumper edition. If you have any articles, stories, photos or anything that you feel would be of interest to other members please send to:-

editor@nwvyc.org

View from the Rear

A View from the Rear.

By the time you read this the official sailing programme will be over. It's been a difficult season I am sure you'll agree, with some very challenging conditions, difficult tides for those who live a distance away, along with some serious weather systems. Reflecting on that, it's meant the weekends we have managed a cruise felt special with two fantastic turnouts at Porth Wen. Those who were there will not forget the dolphins in the bay or the inflatable sofa. The cruises struggled to get anywhere this year but those who joined the round Anglesey thoroughly enjoyed the trip John Hull organised in dinghies up to the Four Mile Bridge in perfect weather conditions. Something I think we would like to do again as a club should the planets align again making it possible.

For those lucky enough to still be in the water over the winter months the website will have a blog for you to enter any intentions you might have be it a day sail or overnight. Looking forward, our winter programme will soon be well underway with the End of Season Party, where I hope to see you all.

Mike Hollingworth

Rear Commodore

TROPHIES

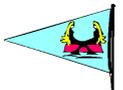
LOG TROPHIES

Just a reminder that the Club has trophies for Cruising Logs.

Commodore's Cup for the best Senior Log for a cruise of 10 days duration or more. Logs may be in any format - even handwritten. The judges look for cruising information (Harbour info, dangers, co-ordinates etc) rather than 'holiday' narrative. See our sample log for typical content. This format also meets the SOLAS V requirements for passage planning.

Kioni Cup for the best junior log for a cruise of any duration from a day sail upwards.

The deadline for all entries is the 17th October so get those logs in to any member of the Sailing Sub Committee for Judging.



AGM 2015

North West Venturer's Yacht Club Notice of the 54th (Annual) General Meeting

To be held in the clubhouse on
Saturday 7th November 2015 at 11.00 hrs

Agenda

Apologies for absence.

Approval of the minutes of the 53rd AGM 2014

Minutes are available from the Club's website. Members should print off their own copies as only small number of paper copies will be available at the meeting

Commodore's Report.

Vice Commodore's Report.

Rear Commodore's Report

Hon. Treasurer's Report

Election of Officers

Election of Committee members.

Amendments to subscription rates

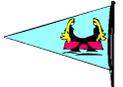
Re-agreement of expenditure on clubhouse previously agreed last November.

Election of Club Officers and Committee (Agenda items 7 and 8)

The following nominations have been received to date and, in accordance with the Constitution, are offered for election to the Committee of Management for the year 1st January 2016 to 31st December 2016.

Position	Nominee	Proposer	Seconder
Commodore	Lee Downes	Margaret Hopkinson	Marie Lawrenson
Vice-Commodore	Mike Hollingworth	Paul Lawrenson	Jo Creasy
Rear Commodore	Paul Morton	Glen Warburton	Des Founds
Hon. Sailing Captain	Vacancy		
Hon. Secretary	Joy Bennett	Denise Lewis	Dave Baskeyfield
Hon. Treasurer	Ed Hopkinson	Carolyn Warburton	Tim Downes
Hon. Membership Secretary	Sue Beetlestone	John Creasy	Paul Campbell Kelly
Hon. House Officer	John Wrench	Jerry Jago	Graham Beetlestone
Hon. Bosun	Vacancy		
Committee Members	Mike Butterfield	Dave Clough	Richard Forder
	Pauline Hughes	Michael Green	Denise Lewis
	Christopher Hughes	Debbie Barber	Marie Baskeyfield
	Brian Oulton	Dave Calvert	Maura McIvor
	Jenny Barcroft	Lyn Founds	Tony Rowell

Nominations will be invited from the floor at the meeting for the vacant positions.



AGM Con't.

Continued overleaf:-

The new estimated costs amount to a sum of approximately £55,000, plus a 10% contingency – total £60,500. The rough split is as follows;

<u>CATEGORY</u>	<u>Cost</u>
Building works – Heads	£20,000
Heads materials	£18,000
Heads installation (labour)	£6,000
New Dinghy Store	£10,000
Enhancements	<u>£1,000</u>
TOTAL ESTIMATE	£55,000
10% contingency	<u>£5,500</u>
TOTAL ESTIMATE	£60,500

The Committee believes that the £60,500 identified is sufficient to deliver the project as a whole – the breakdown of costs is an indication only.

Further details of the proposals will be made available at the AGM.

Proposal – that the General Meeting authorises the expenditure of a sum of £60,500 for the refurbishment of the heads area and replacement of the dinghy store.

Proposer: Lee Downes Seconder: Paul Morton

Member's Forum

After a short break, the formal meeting will be followed by the Member's Forum at which any member may raise issues of interest or concern.

This meeting has no agenda but notes will be taken by the Hon. Secretary and published.

The note of the last meeting are available from the Club's website.

Members should print off their own copies as only a small number of paper copies will be available at the meeting

TECH CORNER

Are you wiring in a new circuit in your boat?

Table for calculating cable size (single core solid or flexible copper type)

This is a table for PVC, Copper, BS6004 Table 4a. The current carrying capacity should be down rated by at least 10% for cables running in a hot atmosphere or in insulation.

Cross sectional size in millimetres and cable type (solid core or flexible)	Current carrying capacity in amps.	Resistance per metre in ohms
1.5mm flexible	17	0.0121
1.5mm solid	17	0.0121
2.5mm flexible	24	0.0074
2.5mm solid	24	0.0074
4mm flexible	32	0.004.1
6mm flexible	41	0.00308
10mm flexible	57	0.00183
16mm flexible	76	0.00115
25mm flexible	101	0.000727

Before installing new wiring, the load of the circuit should always be calculated first, then size of the cables needed secondly and then the fuse or circuit breaker size. The cable size should not only be the one capable of taking the amperage expected, but also its resistance, due to cable length to the load and back, which effects the volts drop. Normal recommendations are that the volt drop should not be more than 10% of the supply. This would mean on a nominal 12 volt system, 10.8 volts minimum at the load, or 1.2 volts max volts drop.

EG. Say we are wiring a 25 watt deck light on the mast. From a previous article at nominal 12volts the current drawn would be 2.1 amps. (Watts is amps multiplied volts, or amps^2 multiplied by ohms, so $\text{amps} = \text{watts} / \text{volts} = 25 \text{ watts} / 12 \text{ volts} = 2.1 \text{ amps}$).

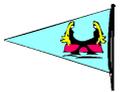
Now looking at the table, 1.5mm cable, rated at 17amps is well big enough but it is then worth having a look at the cable length.

Say the lamp is 5 metres up the mast and 6 metres from the switch panel. Total length of cable, 22 metres (there and back). Again from the table, the resistance of the wires would be 0.0121 ohms multiplied by 22metres = 0.266 ohms. 0.266 ohms multiplied by 2.1 amps = 0.54 volts drop. This is well inside the recommended 10% volt drop on a 12 volt supply and so 1.5mm cable is ok. However if the lamp was 50 watts then the volt drop would be 1.08 volts, very close to the 10% limit, resulting in a not so bright a deck lamp. In this case it would be worth wiring it in 2.5 mm cable.

The third and most important item is the fuse of circuit breaker needed. **This must always be of a LOWER rating than the maximum current carrying capacity of the cable.** So in the example above the protection must be less than 17amps and should be much lower taking into consideration the load on the circuit. As the load is only 2.5amps a 6 amp fuse would be the sensible choice.

Again, apologies if the explanations are too simplified for those conversant in electrical installations, but many fires on boats are caused by electrical installations without the correct protection, so I hope this article helps a little.

Ed.



Abermenai weekend

Fourteen's a crowd

On a long, weary and sometimes nauseating journey back from the Isle of Man August Bank Holiday weekend, I had a moment. Well, let's call it a diva moment rather than a strop as a result of some innocuous task that the skipper asked me to do. I can't even remember the task or the comment, but the result was a vow that I would NOT be OOD for the Abermenai weekend and I told John that he could jolly well sort it out himself, or words to that effect (so as not to offend the audience, you get the picture).

However time is a great healer, as they say, and as the IOM trip faded from my memory and the weekend drew closer, I tentatively mentioned that we might just need to get something on the noticeboard to let members know the plans.

Skip forward to Saturday and what a beautiful day it was with a heady temperature of 15 degrees for mid September. Whether from Beaumaris or Victoria Dock, we all had an easy lunchtime departure and Davico took a gentle sail down the Straits to welcome the cruising company who had traversed the Swellies. It then felt like Wacky Races as many of us motored/sailed avoiding sailing competitions, surfer training, gin palaces and speedboats alike.

On reaching Abermenai, everyone found a spot to their liking, be it to dry out or not, or even just to raft up and get cosy for the night. Late afternoon we headed to the beach to collect firewood and start the joyous task of lighting instant barbeques. It was lovely to see Shearwater joining us and Ollie was very much welcomed into our company.

The sun shines on the righteous so they say and with a well behaved dog called Harvey, children playing together in the sand, adults sharing stories and merrily drinking in front a roaring fire, you would think that the day could not get any better. Reader, it did! We were treated to a double daring display from two microlight fanatics who had fun skimming above the sand dunes and waving down at the admiring crowd below.

The view from the top of the sand dunes for the sunset was slightly overshadowed by clouds, however the vivid colours left behind were compensation enough. Everyone had a fantastic evening with 14 boats moored for the night as it felt like the last weekend before the season draws to a close. Thank you from me to everyone for making my first OOD an easy job and a special thank you to Ocean Mood for the Sunday morning beach clear up.

Jo Creasy, Davico

Notice To Mariners

Answer to picture puzzle on back page:-

Notice To Mariners.

Visitors and Residents of Victoria Dock will or should be made aware of a navigation mark (unlit at present) between the pontoons and the half tide gate entrance. This marks a large sandbank that has suddenly appeared, giving a depth of approximately 0.8 metres LAT.

It is rumoured that Gwynedd Council know about the problem, but are totally at a loss what to do about it. One idea that has been circulated is that it could be a permanent feature with tables and chairs for Dock Residents to relax on, or that Watkin Jones be invited to submit planning permission to erect more apartments. Updates will be published when more information is received, but in the meantime extreme care should be exercised when navigating in and out of the Dock.



End Of Season Party and other events.

END OF SEASON PARTY, OCTOBER. 17th @ 7pm. BAR OPEN 6.30pm.

This will be a **Pie n Pea Supper @ £5 per head**

So come along to chat about the seasons sailing experiences and tell your tall stories !

Then later in the evening you may like to join in with some

ALTERNATIVE. NAUTICAL ACTIVITY!!

ALSO..... Don't forget. BONFIRE NIGHT & FIREWORKS on NOVEMBER 7th

Bring your own FIREWORKS &. FOOD.....WATCH BEAUMARIS FIREWORK DISPLAY across
THE BAY.

DINNER. DANCE. @THE. BULKELEY. HOTEL. NOVEMBER. 21st Tickets available now

TALK by DEREK & JEAN LUMB on their ROUND BRITAIN CRUISE on JANUARY 9th

VALENTINES SOCIAL. FEBRUARY 13th. T B A

TALK by TRINITY HOUSE MARCH 12th

End of season working party

Saturday 17 October 0930 hrs

Yes I know I'm asking for help again and I can't believe it's the end of season!!!!

A list will be on a wipe board when you arrive so you can pick your job.

Tools or cleaning equipment you fancy bringing will be welcome, but most things will be supplied.

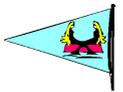
Look forward to seeing you to have the usual fun & fellowship as always at NWVYC.

House officer. Paul

Victoria Dock Update

A welcome to members boats now in Victoria Dock:-

Larus	Roberto Vivancos plus family
Davico	John and Jo Creasy plus family
True Brit	Mark Suffield and family
Mariana	John and Pamela Wrench



OBITUARY

Obituary Brian Butterworth

Sandra Finney has contacted me about the sad passing of a long time member of the Venturers, Mr Brian Butterworth, and writes:-

"After many years of suffering several severe illnesses, Brian died in May, aged 86. Brian and his wife Alma sailed 'Tumbler', a Twister, covering many thousands of miles in an age when electronic gear was not the normal. His dearest wish was that Tumbler would continue to sail and the new owners have since cruised her to South Africa and the Caribbean. I feel Brian's log of 1986 cruising to Spain and Portugal is a fitting tribute to him."

His log makes interesting reading, especially the use of RDF and a sextant to find out where they were. It makes me realise how lucky we are now to have GPS and other modern electronics. Please read the first instalment in this issue.

Ed.

LOG OF "TUMBLER" TO SPAIN AND PORTUGAL 1986 (Part One)

A Cruise to Spain and Portugal in "Tumbler".

We had intended to cruise to Iceland this year, but our cold, wet, and windy Scottish cruise in '85 persuaded us to turn south, and seek some warmth and sunshine. In this we were very lucky, as we experienced only an hour of light-drizzle between the end of May and the beginning of August, and that when ashore, so our oilies remained where everyone hopes they will be - in the hanging locker.

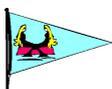
For those of you unfamiliar with "Tumbler", she is a Kim Holman designed Twister class of L. 23'3", B. 8'1", and D. 5', with a long keel and transom hung rudder and a displacement of 4.5 tons. She has a 10hp Volvo petrol engine, and we cook by paraffin for convenience and safety. Her inside volume is on the small side when compared with more modern designs, but we find that a small price to pay in exchange for the straight tracking and the easy motion the hull provides, not to mention the way she looks after you when the going gets rough, particularly to windward.

May 31st, saw us loading up with dinghy loads of last minute and perishable stores at Gallows Point, which took the rest of the day to stow and catalogue. Geoff and Vera were down, and gave us a lovely send off. We passed through the Swellies the following morning at LW. slack - an exercise which makes me very nervous! A mooring was picked up at Port Dinorwic to await the tide over the bar. It was nice to speak to Dave and Dot on the V.H.F., who were aboard "Cloud 5". After passing Belan Point the wind failed, and a thick mist came down obscuring the buoys, so as we carry no modern electronic devices, we turned back and anchored at Aber Menai for the night.

At 07.10 on June 2nd, we raised anchor and crossed the bar with the intention of sailing direct to Scilly, but the light northerly wind veered to the south, so we altered course for Arklow. This was an uneventful passage in winds of f.3/5 and we reached Arklow before dawn. As we could not make out the leading lights against the shore lights, we hove-to and entered at dawn. Two days were spent in the sheltered basin, which at Springs has a rise and fall of only four feet. "The Waverly", the last sea going paddle steamer in the world, was in port, so we took the opportunity to go over her, have a drink in the bar, and marvel at the triple expansion steam engines with their spotless catwalks and that particular atmosphere attributable only to the smell of hot oil and steam.

On the second day we were walking along the banks of the lovely River Avoca, obviously looking very English, when we came upon a group of men sitting on the grass in the sunshine and drinking cans of beer. "Sure -tis a grand day" said one man, it is lovely we readily agreed. "Tis a grand day for a moider" he re-joined. Speechless we hurried back to "Tumbler" and as the wind had returned to the North, set sail for the Scilly Isles forthwith.

In North westerly winds of force 2/4, we ran goose winged all the way, mostly in sunshine, but it was quite cold. At night from 21.00 until 09.00 we normally do two watches, each of three hours. During the day we have no fixed system, and watches are dictated, mainly by navigational and catering requirements.



Log of "Tumbler" continued.

This passage was made in 45 hours, and we anchored in Porth Cressa, just as thick fog banks rolled in.

We stayed in Scilly a week, befriending a charming skipper Hugh Griffiths who was single handing a 35 foot wooden cutter, "Quintet". We spent a week of lovely weather, with winds of F3/6, sailing each other's boats, exploring and anchoring variously at Porth Cressa, the Cove, Porth Couga, New Grimsby, and Hugh Town. "What lovely Islands they are, and I swear that the best Cornish Pasties ever are to be had at the "Turks Head" on St. Agnes.

Saturday the 14th. June, Mr. Jenkins, the Harbourmaster, came aboard for coffee and a yarn, during which we gathered that French are not the top of his popularity league, At 14.30 we raised anchor and set off to sail across Biscay direct to Santander, a rhumb line distance of 430 miles "Quintet" sailed with us for the first ten miles to give us a send-off. A thick mist came down as "Quintet" drew alongside and lobbed across a Christmas pudding for luck before dis-appearing on a reciprocal back through the mist to Scilly'

The passage is best illustrated by the following few extracts from the log:

- | | |
|---------------|--|
| Sun. June 15. | 01.00. Wind rising, now F5. Have taken off mainsail for a peaceful night, but now we rock and roll. |
| | 07.00. Wind now E5" Full main and Genoa 2 flying along on a beam reach. Visited by a wren which rested, perched on the tiller. |
| | 15.00. Sunshine and blue sky, jackets off and idling in the cockpit. |
| | 23.00. A lovely night with the moon shimmering across the water. |
| Mon. June 16. | 01.00. Calm, start engine to charge battery. |
| | 07.00. Vis. Poor with fog banks. |
| | 16.00. Fog gone, warm and sunny, took afternoon sight and updated the DR. |
| | 23.00. A lovely night with much phosphorescence. |
| Tue. June 17. | 01.00. NW. 5 forecast so took off mainsail and kept no.2 genoa. |
| | 07.00. NW.6 10 foot seas but no malice in them. |
| | 13.30. (BST) Noon sight gives 45°17.5 N. |
| | 16.00. An afternoon of warm sunshine. |
| Wed. June 18. | 03.00. Peaceful watch with nothing to report. |
| | 10.00. E x N 5 fast sailing on a broad reach. |
| | 15.00. Maximum hull speed of 6.5 knots & lee rail dipping so take in one reef. Restores comfort with no loss of speed. |
| | 17.20. Land Ho! Vague shape seen through heat haze. |
| | 20.00. Anchored in 35 feet off Club Nautico, Santander. |

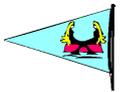
Altogether an enjoyable crossing in only four days, with no worries, excepting some thick fog at first, that is, unless you count the Dynastart which has given up charging in spite of having the field coil rewound. So now we have a flat battery, no nav. Lights and no Autohelm, unless the engine is running. Fortunately the engine starts' easily with a swing of the handle, thanks to the impulse magneto, and we have a back-up strobe light, visible 10 miles which we can show if necessary.

Within ten minutes of anchoring we were invited to a party on "Wombat III" together with three other boats. a great evening of non-stop eating drinking leg pulling, and yarn swapping was had. This heralded the start of a sort of social yachting which continued almost daily, right till we left Spain.

We spent three very full days in Santander, which we found a delightful city, with smart shops, piazzas, and pavement cafes. A good lunch of 3 courses with crisp rolls with a bottle of wine was to be had for between £4 and £5 for the two of us. it was interesting to note that for some strange reason, meals out became more expensive the further south we sailed. It is useful, we found, to have a little basic Spanish in this part of Spain' as we met one English speaking native along the whole coast - and he had been a waiter at a Llandudno hotel!

We took a bus some 20 miles inland to Puentea Viesga and walked to the prehistoric caves in the hills nearby. It was weird to stand there looking at pictures of deer and bison, painted all those thousands of years ago. We had intended to visit the more famous caves at Altamira, but for conservation reasons, they were closed to the public.

Continued overleaf :-



Log of "Tumbler" continued.

Continued from previous page.

Parties were also attended on "Tempi", a US. 'boat and "Orthop", an English boat. We had a return party on "Tumbler" which due to lack of inside room spread out onto the deck and cockpit. In general- we found the smaller the place , the more officials visited, with the usual form filling, except for those places too small to warrant even one official.

Sunday June 22nd. saw us sailing in hot sunshine along the coast some 10 miles to Pia de San Vicente de la Barquera - and I thought that Penmainmawr was a difficult name! The coastline is very beautiful and surprisingly green, and is backed by impressive mountains, the higher ones still being snow-capped. It was however disappointing photographically, as the coast scenery was generally seen through a light heat haze - so who's complaining? The South Biscay Pilot was invaluable, and although expensive at £35, saved its cost as it enabled us to carry fewer and smaller scale charts. Spanish R.D.F stations we found superb, sounding loud and clear far beyond their stated range, lighthouses however, were another matter, none of them being painted white, indeed some consisted merely of a domestic bungalow or house sprouting a short, stubby tower through its roof. In haze these could be great fun to spot!

Barquera (for short) was approached inside a training wall which at high tide, when we entered, was under water! The ever present swell created a fairly awesome prospect at the entrance. However it looked worse than it was and we followed the Pilot's instructions using various transits, to arrive in a very civilised way "in time for tea", in a picturesque little fishing town set on a river, with large inland lake. A remarkable castle topped the prominent hill, which towered over the town, and which had of course to be explored, after we had moored alongside four fishing boats. A courteous policeman visited us, followed by a Port Official in a spotless white uniform, who rowed out to us in a dirty black dinghy, carrying the usual forms.

Brian & Alma Butterworth

Happy New Year to both? my readers.

Des Booth

The second part will be in the next "Venturer".

LIFEBOAT ON A MISSION

THE CHARLES HENRY ASHLEY

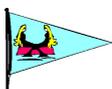
The "Charles Henry Ashley" a pulling and sailing lifeboat built in 1907 visited all four operational RNLI lifeboat stations in July

The boat was built in 1907 at The London Ironworks and stationed at Pont Yr Ogog, Wylfa Head, until being retired from RNLI service in 1932. After some years in private ownership she was taken in hand by some dedicated enthusiasts who restored the vessel and she is normally found on a mooring at Cemaes Bay Harbour.

These enthusiasts sailed and rowed her around Anglesey visiting the RNLI stations at Holyhead, Treaddur Bay, Beaumaris and Moelfre, on a trip to show the public this fine craft and for fundraising, as vessels such as these are expensive to keep in the fine condition this one is in

The picture you see was taken on a stopover in Victoria Dock.





DINNER DANCE 2015



NWVYC ANNUAL DINNER DANCE & PRIZE GIVING

TO BE HELD AT
THE BULKELEY HOTEL, BEAUMARIS
ON
SATURDAY 21ST NOVEMBER 2015: 6.30 for 7.00 pm

Please select your choice of starter, main course and dessert and indicate your preference(s) in the appropriate column of the booking form. Enter "v" for any of your party who requires a vegetarian meal and/or describe any special dietary needs.

Haddock & Spring Onion Fish Cake

Or

(v) Goats Cheese, Caramelised Red Onion and Roasted Fig Bruschetta with a beetroot glaze

Or

(v) Minestrone and parmesan soup

Grilled sea bass fillets drizzled with a prawn and herb butter and a lemon wedge

Or

Braised lamb shank in red wine, rosemary and redcurrant jus

Or

Baked chicken breast on a smoked bacon and shallot jus

Or

(v) Spinach and ricotta cannelloni with cheddar cheese

Amoretti chocolate charlotte

Or

Glazed lemon torte

Cheese and Biscuits

Members & Guests Names	Starter	Main Course	Desert
Tables seat 8 or 10 people: please PRINT the names of anyone with whom you would like to share a table.			ALL BOOKINGS TO BE MADE BY 14 TH NOVEMBER PLEASE

Order tickets directly from Jen Barcroft, 631 Uttoxeter Road, Meir, Stoke on Trent, ST3 5PZ

Please post the tickets to me (I enclose a SAE)/I will collect the tickets/please email me confirmation (delete as appropriate)

Please reserve me Tickets at £30 per head. I enclose a cheque for £ made payable to NWVYC or I would prefer to pay via internet banking: please send me the sort code and account number to enable me to pay this way

NAME:

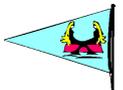
ADDRESS:.....

POST CODE TEL NO EMAIL:

If you are looking to stay in Beaumaris on the night of the dinner dance, local hotels are offering special rates – please mention NWVYC when making your booking and please book directly with the hotel and not through Expedia etc

The Bulkeley Hotel	01248 810415	B & B: £80 / <u>Db</u> l rm
Bishopsgate Hotel	01248 810302	Special Rate B & B: £80.00 / <u>Db</u> l Rm
Liverpool Arms	01248 810362	B & B: from £50.00 / <u>Db</u> l Rm
Victoria Cottage	01248 810807	B & B: from £95.00 / <u>Db</u> l Rm





WINTER BERTHING OFFER

Quay Marinas have informed us of an offer for winter berthing in case you have not yet made arrangements.

Any queries about, this see advert below, or to :-

Phil Jones, Assistant Manager, Conwy Quays Marina, Conwy Morfa. Conwy LL32 8EP.

Tel. 01492 593000

Email. pjones@quaymarinas.com

Discounted Winter Ashore Packages

QUAY MARINAS

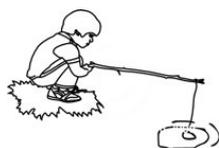
Just **£99** per metre LOA

- Boat lift out
- Hull wash
- Shoring and chocking of your vessel
- 5 Months hard standing
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- Just £99 per metre
- 24/7 manned security
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- Full use of the marina facilities
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New customers only.
Terms and conditions apply.

Call us now for a quote for your boat Tel: 01492 593000
email jroberts@quaymarinas.com.
www.quaymarinas.com

FISHING COMPETITION



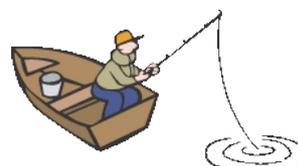
Fishing Competition & Barbecue August 8th

There were just two contestants for the fishing competition, Zygo with Tim & Davina & Dez & Lin on Stargazer, obviously both very keen to win the coveted prize! Mood Indigo followed Stargazer from our moorings at Menai, they turned left at Puffin Sound and headed for a secret favoured fishing spot. Meanwhile we made our way back to Beaumaris Bay passing Zygo on the way, who informed us that they had caught 3 fish and were returning...job done! Unfortunately we never saw their catch as Tim & Davina didn't appear in the evening as they were apparently stuck on their mooring and Des & Lin brought their 4 fish in total to the club for their supper!

The bar opened and the BBQ lit as promised at 6.30 and a small yet enthusiastic crowd congregated. One of the first to arrive being our President John and his wife Jenny who never miss an event. Others swelled the numbers, the wind got stronger, we saw some amazing cloud formations even a rainbow, altogether a very pleasant evening, many thanks to all who came along, despite the weather, in true Venturer fashion!

We hope to see you all at the working party followed by a Pie-n-Pea supper to mark the end of the sailing season, when we can all swop stories and swell the bar takings!

See you there! Jen Barcroft (for the social committee)



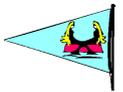
FOR SALE

MOORING TACKLE FOR SALE



If anyone is interested in purchasing a complete set of deep water mooring tackle please contact either Dave Clough or Mark Suffield – details in year-book. Subject to Council agreement there may also be a possibility of a deep water mooring licence in Beaumaris Bay, close to the Club House – again, please contact either Dave Clough or Mark Suffield. Both to suit a yacht of up to 27/ 33' long, 3.5 / 4.5 tonnes.

Thanks Dave & Mark.



Round Anglesey Race 2015

Round Anglesey Race 2015.

HW Dover 12:35 BST Saturday and 00:55 Sunday.

St David's Head to Great Orme's Head. NW backing SW 3 or 4, increasing 5 at times. Slight, Occasionally moderate at first in the South. Fair, Good.

Crew - Dave Gilchrist (one of Georgina's work colleagues now having done 3 RAR's). Guest - John Lomas.

This year's race was held 2 weeks later than normal, at the end of the Menai Strait Regatta rather than the beginning, although it is not connected with the Regatta and doesn't appear in the programme.

The XC wind forecast was mainly westerly, with light winds – sufficient for making progress although I did have some reservations that with the spring flood on the north coast it might have meant flappy sails. In the end we had a consistent westerly wind of about 12 knots bar the Strait, where it was the usual South Westerly

Only 3 yachts competed in Class 3 – a Fulmar, a Westerly Merlin and Sarico. Bob Curry must have had an early breakfast as he was on the start line for his class 4 race with Olimilo. Our start time was 10:50, and we managed to sail through the Swellies with a bit of breeze to give us steerage and forward way. We close tacked with the Fulmar until Plas Neywdd, and then he started to pull away, and we both left the Merlin behind. We spotted a stationary Class 2 yacht on Traeth Gwyllt – it was only 40 minutes past high water - it was going to be a long wait!

By 14:00 we were off the Maltraeth Estuary making 5.5 knots SOG on a beam reach. At 16:30 we were rounding South Stack against the ebb at 5.6 knots, still making 4.55 SOG. My feared drop off in wind caused some flappy sails between the Stacks, but it picked up again across Holyhead Bay and with a poled out genoa and a preventer on the main we passed Carmel Head at 18:15, just after slack water. The flood started to push us along nicely, and with an ETA at Menai Bridge of 22.30 it was looking good. Still no sign of the Fulmar or the Merlin.

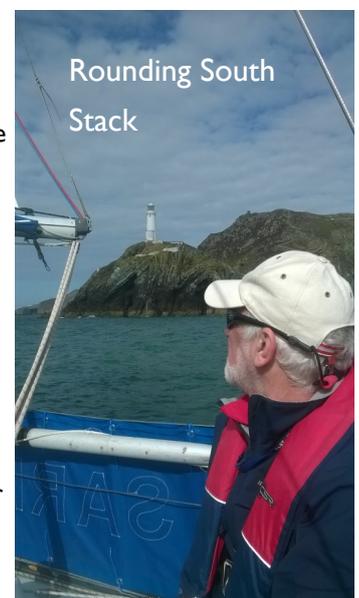
The sight of an oncoming company of Gannets circling caused some discussion until we realised what they were doing – following a pod of Dolphins clearly en-route to an evening meal.

We just tipped 11 knots SOG as we ran between Porth Wen and Lynas – we gave the Venturer's fleet a call on 69, but they would all have been ashore for their BBQ – we tucked into a Chicken Korma with Naan and Chutney.

At 21:00 we approached Puffin Sound to the usual wind drop – we drifted through and then the wind picked up again for the beat down the Strait. It was now getting dark, and the sight of City of Cardiff coming up behind us as we were off Bangor necessitated a conversation about who was going to do what and when – which fortunately satisfied all parties. John was on the bow with a torch to spot moorings, and we had a suspicion there was a yacht fairly close in front of us. We crossed the line at 23:20, 12 hours and 30 minutes after starting, and carried on through the Swellies to pick up a mooring at Rowan Bay for the night, and have a celebratory drink (or three in some cases).

The Class 2 yacht that had run aground passed us going north at Britannia Bridge, with John cheerily calling out “did you have a nice day”. It's at this point I wished Sarico had dodgers on with another yachts name!

Despite having not seen the Fulmar or the Merlin since the SW coast, we all finished fairly close to each other – clearly the flood along the north coast and down the Strait has a greater benefit for the slower yachts – indeed the skipper of the Fulmar did comment it was virtually impossible to beat the Merlin. Not so a Sigma 33c!



Round Anglesey Race Cont.

Results from the RAR web site;

YACHT NAME	ENTRANT	RATING	FINISH TIME			Seconds	Corr Time	Rank	
			h	m	s				
Class 3									
Sarico	Sigma 33c	Dave Clough	1.01	12	29	7	44947	44502	2
Sea Breeze	Westerly Fulmar	Andrew Wilcock	1.046	12	21	41	44501	42544	3
Nimbus	Westerly Merlin	Geoff Rowlands	1.126	13	10	32	47432	42124	1

And yes, that doesn't look right does it.

Mike Butterfield has calculated the handicaps / results to be;

YACHT NAME	ENTRANT	RATING	ELAPSED TIME			CORRECTED TIME			Rank	
			h	m	s	h	m	s		
Class 3										
Sarico	Sigma 33c	Dave Clough	1010	12	29	7	12	21	42	2
Sea Breeze	Westerly Fulmar	Andrew Wilcock	999	12	21	41	12	22	26	3
Nimbus	Westerly Merlin	Geoff Rowlands	1188	13	10	32	11	05	26	1

Bob Curry was the only entrant in Class 4 (multihulls) and retired.

Dave Clough

A Trip Round The Island

A trip round the Island

The forecast on Friday morning was E/NE 4-5 veering SE 5-6. It was cold and cloudy but there were patches of bright sun and we fancied a decent sail. We'd worked hard on Vagrant (1975 Albin Vega) over the winter and now in early May we wanted our reward.

With wind and ebb together the sea state over Caernarfon bar was comfortable. We marked off the buoys on our new GPS. Positions seemed much the same as last year. By 11.30 h we were off Aberffraw goose-winged with a full rig and covering the ground at 4-5 knots. The idyll did not last. Wind strength soon increased, as forecast, and we reefed down.

The skipper (John) is a young 60 but his crew are on the wrong side of 75. They began to tire and by 13.30 we had dropped anchor in Rhoscolyn Bay to get some shelter from the headland of Trwyn Gors. Food and a sleep helped and we reviewed our position.

It was too late now to reach S Stack by LW slack. If we rounded the Stacks well into the flood we could expect heavy over-falls in the NE blow. Similarly Caernarfon bar would be frightening if not dangerous. We couldn't go back. Nor could we stay in Rhoscolyn with a forecast of SE 5-6. So expecting the wind to drop overnight we planned to leave after 1 am and to get round the Stacks by 4.

The navigator (George) set out a course to take us well clear of the Beacon Rocks, Maen Piscar and the outliers round Penrhyn Mawr and the skipper entered this into his smart new chart plotter. There was little moonlight but no shortage of light from S Stack LH. Just as we'd hoped the wind had dropped a bit and the sea state was modest. Once round N Stack and heading for the flashing green Holyhead harbour light we began to relax, although the wind was now on the nose, and the sea was a bit lumpy. Just as mother ewe recognises the bleating of her own lamb so the sailor recognises the familiar throb of his/her boat's engine. The slightest drop in revs is immediately discernible. The engine began to falter, when we were a couple of cables from the entrance. Boat speed dropped and the crew individually prayed for help from the Almighty, who obliged and Vagrant limped round the breakwater just before 5 am. Once in the harbour, the engine picked up revs again, allowing us to catch a vacant mooring.

There was however a heavy swell from the NE and the motion on the mooring outside the marina was nauseating. With morning came permission to berth in the marina and the difference was dramatic. We had breakfast without nausea, then back to sleep. We spent a gentle day exploring Holyhead and enjoying a good meal in the HYC clubhouse. Then back to bed.

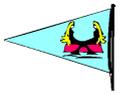
On Sunday morning the inshore forecast was SW 5-6. What were the options? We could stay in harbour until the wind dropped or clear the N coast quickly before the wind

The sea was moderate round Carmel Head although Vagrant was trying to surf down the waves. Once round the headland she was going comfortably with about a third of the foresail and we left Harry Furlong to starboard about 2 hours after leaving the marina. Now there was some shelter from the land though there was still a following sea and we were surprised how much wind was coming 'round the corner'.

There was no need to increase sail until we had passed Lynas Point. Then we set the main again with 2 reefs.

Lynas Point May 3rd 2015

Passage along the NE coast was uneventful. Wind strength dropped in the lee of Table Head but as Ralph Morris tells us, "Vessels entering



the Strait in strong, unstable S to SW winds should be ready for an increase of up to two forces." He's right. Beyond Trwyn Du there was white water and spray in the air. Conditions were "character building"!

Apart from the short stretch between North Stack and Holyhead Harbour, we'd had the wind abeam or abaft the beam all the way round the island until now. We had no intention of beating back to Menai Bridge against the strong SW wind. We simply relied on the diesel, kept our heads under the spray hood and plugged on. Soon we were pitching heavily and once again the engine began to falter.

During our winter work we had removed a 'redundant' seized-up electric pump from the fuel line that feeds the engine. We had replaced it with a water trap that incorporated a manual priming pump. We have since learned that a backup pump is needed at times to give extra lift from the fuel tank that sits low in the keel. This is apparently a common problem on

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In no time we were back in Victoria Dock sorting out the mess below and transferring gear back to the cars. The evening meal was a relaxed celebration. We were quite sure that we were in the right place now, when the next morning forecast read- 'low Wales 983, Irish Sea wind SW veering W/NW, force 6 to gale 8, rough/very rough, rain/squally showers.'

Do say - 'a well-timed trip worthy of the Venturers.' Don't say - 'a foolhardy scheme that could have ended badly.'

Afterword

A week later, we fitted a new electric fuel pump to replace the one we had thought redundant. We left Victoria Dock to try it out, on a day which promised a lot of mist and very little wind - a problem, as we needed a lumpy sea to check if the new pump worked. A gentle motor up to our old mooring at Rowen Bay didn't provide the right conditions but on our return journey, the Almighty obliged again with an unexpected SW upper force 4, which did the job nicely. With the crew tucked cosily behind the spray hood, Vagrant hobby-horsed her way past Traeth Gwyllt without a momentary drop in engine revs. Mother ewe recognised her baby lamb once more.

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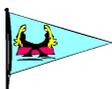
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John Booth, George Mawer, Mike Penson

50 CLUB

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There have been two draws held since the last Venturer and our winners are as follow:-

July

1st	No 20	Roy and Joan Hughston
2nd	No 05	Dave and Marie on Melita
3rd	No 48	<i>Unsold and still available</i>

August

1st	No 12	Denise and Jerry on Ocean Mood
2nd	No 23	Lee on Avalon
3rd	No 33	Graham and Noreen on Sizzler

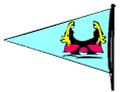
Some members have chosen not to renew this year so there are numbers available for purchase – by joining, you will not only be helping the club to raise funds but have a real chance of winning!

Please check the website for available numbers and then contact me if you would like to be included – you get 14 chances during the year with £50 being the first prize each month, £20 the second and £15 as third prize. If you join this month, your last draw will be September 2016 so you still get the full quota of draws for your £50.

The draws on the Start of Season and End of Season night include a one off £150 prize for the first ball drawn so with the end of season party drawing near, get your number now.

The facility to buy via Paypal is being withdrawn due to the admin costs charged to the club by PayPal so please purchase by cheque, cash or internet banking. Thank you

Joy Bennett



PICTURE GALLERY



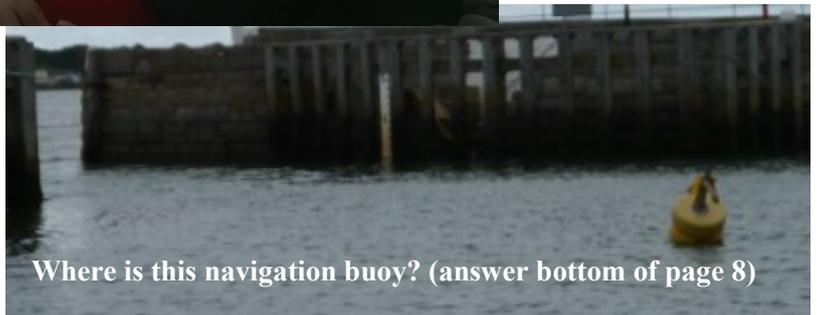
Pictured above, members contemplating the fine view from Abermenai during their visit (see page 8)

Top right, spotted on the straits, an extremely rare sight! Nauta on a cruise from Victoria Dock. Hopefully we will see more of her next year (as long as she can navigate past the notorious Vic Dock sandbanks!)



Above, another Vic Dock picture, of Sizzler enjoying the Summer Cruise. (Don't remind us!)

Above:-
The Crew of Sarico enjoying the Round The Island Race.
And right:-
This editions picture quiz, unfortunately with no prizes for the winner.



Where is this navigation buoy? (answer bottom of page 8)