



# the Venturer

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

**March 4th** Richard Forder's  
Bite size learning sessions  
Pt 1: Meteorology  
**March 5th** Pt 2: Develop a  
basic knowledge of IR for  
Preventing Collisions at Sea.  
More on our website

## In this issue....

Abridged log of  
'Whispered  
Secret'

pages 2,3 & 16



Commodore's Corner page 4

Rear Commodore's  
contribution page 5

View from the Rear pages 6-7

Membership Roundup page 8

Our Committee page 9

2nd part of  
Outer Hebrides  
and beyond

pages 10 - 13



Bosun's Store page 14

50 Club update and  
more page 15

## Coastguard VHF Channels are changing in 2017

As a result of changes to Appendix 18 (Marine VHF) of the Radio Regulations it will mean that VHF channels 23, 84 and 86 will no longer be used for either Maritime Safety Information (MSI) or Radio Medical Advice.

The channels to use from **September 2017** will be **VHF 62, 63 and 64**. The use of VHF Channel 10 for MSI and pollution control (back up) is unchanged.

Mark Lawson from the Maritime & Coastguard Agency said: '*Although it's not happening until September, when it happens the changeover will be absolute and we want to make people aware*



*of this changeover in good time given our commitment to deliver maritime safety and wider support to the maritime community.*

*'The exact date of change will be announced as soon as possible. In the meantime, we suggest anyone who uses any type of vessel makes a careful note of these replacement channels so they are ready when it does happen.'*

# Abridged log of “Whispered Secret” (Westerly Typhoon 37) sailed from Victoria Dock, Caernarfon to Hirta, St. Kilda and back between Saturday 13th August 2016 and Wednesday 24th August 2016

Crew. John Lomas (owner and nominally skipper at times), Derek Lumb (navigator) and David Clough (everything else).

## **Saturday 13th August and Sunday 14th August. Victoria Dock to Gigha**

Not a good start. No chance of fuel at Victoria Dock till much nearer HW due to silting. Went to Dinorwic, filled up there. Only one lock gate was working so had to squeeze in with about 6 inches to spare on either side. Eventually left 1805. Original plan was to overnight at Cemaes. We ditched this in favour of Plan B (there's always a Plan B!) which was simply to keep going if the weather was favourable. It was. We did. W. breeze, initially F4/5 but dying overnight. We sailed almost as far as Chicken Rock and motored the rest of the way. As a SE wind was forecast, our chosen anchorage was on the NW corner of Gigha, to the north of an island called Eilean Garbh. Apparently the Royal Yacht anchored there (when we had one) and it's the Queens favourite anchorage.



Eilean Garbh, Gigha. Photo (more likely the photographer) does not do it justice!



Cruising north up the Sound of Luig.

No Idea how we knew this. We arrived just shy of midnight and had the place to ourselves. **183 miles in 30 hours. 9 hours sailing and 21 hours engine (or as we prefer to think in Yorkshire, 50 litres of diesel at a cost of £50 or so)**

## **Monday 15th August. Gigha to Tobermory**

Left 0740. SE as forecast increasing from F2 first thing to F5 later. Fine, sunny day. Used cruising chute. Photo attached to prove WS has one. A good days sailing with imposing scenery. Arrived Tobermory 1730.

**61 miles with 9 hours of sailing and 1 hour engine**

## **Tuesday 16th August. Tobermory to Loch Poolteil, Skye**

We would have filled up with diesel at Tobermory but a French motor-yacht beat us to it and would take hours to fill up with hun-

dreds of litres! Roll on Brexit! We shopped and left at 10.20. SE breeze, variable up to F5 dying off during the afternoon but increasing early evening to F4 . Poled-out genoa and boom-preventer. Excellent views of the Small Isles and the coastline cliffs of Skye around Neist Point and Oisgill Bay. Canna was our intended destination but again Plan B was to keep going if possible. It was. We did etc. Anchored at the head of Loch Poolteil for the night 2030. Well sheltered from SE, with dramatic sunset views over North Uist. **62 miles. Sailing 6 hours, engine 4 hours**

## **Wednesday 17th August. Loch Poolteil, Skye to Hirta, St Kilda.**

Left 0805. SE F 2/3. Entered Stanton Channel, Sound of Harris 11.15. From 1300 onwards



Loch Poolteil and sunset over North Uist

the weather deteriorated. Strong S F5. Reefed from 1400. Rain. Very poor visibility, down to 50 metres or less at times. A very uncomfortable afternoons sailing. Wind increased to F6 late afternoon and veered (or is it backed?) W and then NW. St Kilda was in sight 1800 but then promptly disappeared in the murk. Anchored Village Bay 1930 in a “howling” NW, up to 24 knots at anchor during the evening. Whilst this and the swell left over from the previous S wind was uncomfortable initially, we were lucky as NW is the direction in which Village Bay probably offers the most shelter, despite the “downdraughts” from the hills. Had the wind direction remained S or SE we may have down what many other yachts have doubtless done before and returned ASAP. **73 miles. Sail 8 hours, engine 3.5**

**Thursday 18th August. Hirta to Loch Maddy (or Lochmaddy on some charts).**

Went ashore by dinghy first thing. Lots of dinky Soay sheep plus the odd human being.



*Ashore, Hirta 18.08.16*

Dramatic place. Quite spooky and intimidating. Low cloud. Damp. Expected Gollum to pop out from behind a rock at anytime! Left 0900. Lumpy sea, cold, wet and miserable with continuing poor visibility. NE breeze up to 22 knots. Had intended to circumnavigate the whole group of islands that make up St Kilda but the weather decided against this. By mid-afternoon as we approached the Outer Hebrides the weather improved and the wind dropped to NNE F1/2. Back through Stanton Channel by 1700 under engine. Once in the Minch the wind went SE/E F4 and allowed us



*Loch Maddy. A bit like having the marina to yourself!*

a broad reach at over 6 knots south to Loch Maddy. Tied up in an almost deserted (new) marina by 1915. May have been new but the electricity supply wasn't working so our discounted fee was £15. Yorkshire folk are very fond of the word “discounted” when it refers to price. **77 miles. 8 hours sail, 2 hours engine.**

**Friday 19th August. Loch Maddy to Loch Bracadale, Skye**

Left 1030. Miserable morning. ENE F5 dropping to F2 by early afternoon and going SE.

Anchored by 1530 NE of Oronsay Island in Loch Bracadale. Persistent rain. In between showers, very good views of Cullin Ridge and “MacLeod’s Maidens” which are 3 sea stacks. **31 miles, sailing for 3 hours with 2 hours of engine.**

**Saturday 20th August. Loch Bracadale to Loch Aline via Tobermory**

Left 0700. Fine, sunny morning. Flat sea. ESE F3/4. Close-hauled sailing on a perfect sailing day. Excellent views of Skye, Rhum, Eigg, Muck, Canna etc.. Rounded Ardnamurchan Point and into Tobermory by 1530. No French motor yacht this time so told to help ourselves to fuel and given keys to pump. Responded to this vote of confidence by spilling diesel over most of the cockpit! 85 litres (or £88 in my preferred way). Left for Loch Aline 1630. More new pontoons and excellent facilities. Is this the SNP at work?

**76 miles. Approx. 7 hours sail, 3 hours engine**



*Macleod’s Maidens from Loch Bracadale. “Mum” (70 M tall) with her two daughters.*

**Continued on the back page**

## Commodore's Corner Paul Morton, Commodore.

### Out with Old in with the New !!!!!

New Commodore, New Vice Commodore, New Rear Commodore, New sailing Captain and the sailing the season about to start. Don't let that put you off! We are of course busy preparing our boats and there are a few more social talks and meetings organised by Jen Barcroft, the Rear Commodore, before we get back into the Sailing.

A Development Committee has been formed this year headed by Vice Commodore Mike Butterfield also Chair of RYA Cymru Wales and RYA Council Member to look at the way forward with membership and all the other things that make this club one of the best cruising clubs in North Wales.



The Club has over 100 boats and it would be great to see more yachts coming together on weekends. We do normally have a good turn out with club boats, but this year it would be nice to see a few records broken with the turnout.

Marie the Sailing Captain and her team have been very busy putting together a comprehensive programme, Last year we didn't have many new Officers of the Day coming forward to co-ordinate and bring people together on the weekend cruises, so don't hang back. And new members are always welcome to come on weekends to gain experience about the locations we visit.

We have updates on the web sites and E mail updates to notify members of any changes to the Social and Sailing programmes.

Our RYA Training courses go on throughout the year and a New programme of Short brush-up courses along with other courses are being planned for the coming months by our Training Officer Richard Forder so don't hesitate to contact him with any requests and look out on our web site for notifications.



I must say a BIG thank to the retiring Commodore Lee Downes and the still Secretary, now Joy Downes who must have got on as they married a few weeks ago, and to Vice Commodore Mike Hollingworth for the last 6 years of putting together the difficult job as sailing Captain.

The Photograph on the left has no connection with Lee or his team team, At least I don't think so, but he was in St Kilda last year ! Along with 2 other boats that visited. All on our St Kilda trophy board in the Club House.

**So lets all work together and make this Year another Good One**

## Vice Commodore's Contribution Mike Butterfield

I never anticipated becoming a flag officer of the club, and feel very humbled to be in that position.

Offshore sailing has not been a big part of my life, but I have been involved in the wider picture since I was at The HMS Conway School (Plas Newydd), where I was senior sailing in charge of that, the boats, and the dock. Indeed, while universities did not like it I obtained "O" levels in Seamanship, Navigation and Marine Science.

I became a Solicitor and now am helping with the club's long term lease renewal and the court proceeding we are involved in.

For this season I have to thank Marie Lawrenson for the work she and her team have put in on the Sailing program.

I have for some years been arbitrating between the boats on their handicaps, as I will again this year. If you have no handicap we can establish one before you go out or after a race, obviously before allows us to get the results out quicker. I have a form to request some basic details which allows me to consider the matter. The entry to the racing was very low last year, but racing can add a new dimension

and be fun, so please give it a try.

The Club has a trophy for the Round Anglesey Race which was not sailed for last year. We used to have up to 8 boats enter and it would be nice to see if we can achieve this again. The date pencilled in is 5th August 2017 - I will be publishing the date as soon as Liverpool Yacht Club have approved it. I normally fix the date with Menai Bridge Boat Club who run the race and make it a feeder for the Welsh IRC National Championships which I run in Pwllheli. Incidentally there will be a white sail class with racing around the bay.

I am on a committee of the RYA which deals with environmental and navigation matters and they ask me for items for the RYA newsletter for Wales. I have difficulty finding what to write so ask for your assistance. This is the request I get:-

We are looking for short pieces on things that are going on in your region that will be of interest to the cruising yachtsman, which should wherever possible detail how the RYA has been involved. Ideas might be items such as:

- significant changes in buoyage
- local maritime events



- wind wave and tidal energy schemes
- other environmental issues
- new marina proposals or changes within existing harbours which make berthing for cruisers better
- new bridges
- hazards to navigation such as wrecks

If you have any matters you think we could write on or suggestions, please get in touch as RYA do a great deal for the cruising yachtsman.

**I do hope to grow into my role and am available to be consulted on any topic you feel, I, or through the RYA, I can get an answer.**  
**07973228636 pmbutterfield@msn.com**

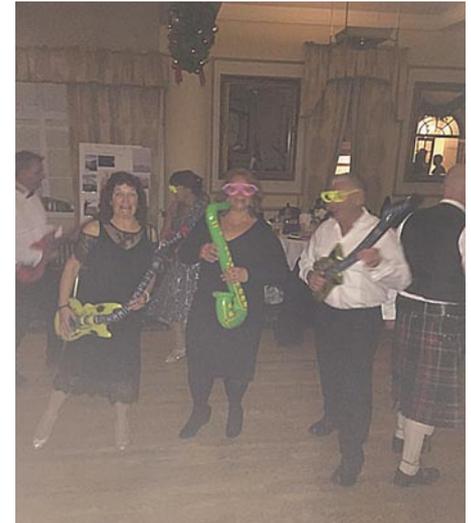
## View from the Rear Jen Barcroft , Rear Commodore

Happy New Year to you all, especially those who I've not spoken to personally since Christmas. I know many of us have had the dreaded bug which seems to have lasted for about three weeks and disrupted many family get togethers in fear of spreading infections around. Those who avoided it were very lucky. The mild damp weather hasn't helped and having looked forward to some frost were very frustrated when white stuff came for many of us just two days before the first Club Social but fortunately melted away just as quickly .



*John and Maria Stanley announcing the winner of the photographic competition*

The Dinner Dance was well attended at the Bulkeley Hotel, the slightly later date didn't appear to cause problems and meant that we benefitted from festive decorations and crackers! At present we intend to have the same date this year so members wishing to stay at the Bulkeley would be well advised to book accommodation early to avoid disappointment at this busy time of year. My thanks to all those who provided lovely table decorations and helped out with preparations during the day, also your President John for acting as MC once again. The Photo Competition was judged by Maria & Jon Stanley or should that be Joseph in the most amazing shirt of many colours that I have ever seen, quite a head turner, well done Jon





Awards were presented by past Vice commodore Mike and newly elected Commodore Paul as a double act! And once again Joy and her team managed to "persuade" many business's to donate some amazing Raffle Prizes. Dez gave a day's labour to be auctioned off, this raised £100 and was won by Carolyn Warburton - he never realised he was so much in demand.

Our first social event in 2017 was a talk by Vyv Cox entitled Selecting an Anchor much enjoyed by the members as the room was silent when people realised they were perhaps not using the right tool for the job! Hot Pots made by the Social Team ( thanks again girls) were served up. The task of clearing up was made considerably easier with the use of disposable plates, let me know how you felt about that for next time and thanks to Denise ably assisted by new husband Jerry...congratulations to you both,who manned the bar for the evening.

Greek Restaurant Ouzo and Olive was the next event organised by Denise,this seems to be a very popular venue and we took over the whole place on mass! A great night out.

Some of us joined Traith Coch Sailing Club for Welsh Dancing on Feb 25. As usual we outnumbered their members, and were rewarded with a supper of lamb ragou, chicken curry and chilli, amazingly we actually remembered many of the dance moves from previous years! The weather was foul but we managed to have a good time.

March 11th sees the First Aid Course organised by our training instructor Richard Forder and has proved very popular and in the evening we have a talk by Professor Michel Kaizer of Bangor University,on Marine Conservation Ecology and the activities of the Prince Madog

in the Straits etc. Make your booking early to me by email as usual at [jenbarcroft@icioud.com](mailto:jenbarcroft@icioud.com) or by phone, before March 8 Thanks! As this will be a busy day with many members attending both day and evening we have to postpone the Boat Jumble until March 25 starting at 12noon. No doubt there will be many members on the Point that weekendpreparing boats to go into the water over the following couple of weeks, and before Easter. If you wish to book a space so that you can sell from the boot of your car, please let me know, there will also be 3 tables available or bring your own. We suggest that 10% of your takings could be donated to RNLi local fund at Beaumaris

The Start of Season and Work Parties will be on April 8, there will be plenty of jobs to do so all hands on deck please. Contact House Officer John Wrench for more info on the tasks in hand. In the evening we have an American themed party, will be entertained by a Skiffle Group and American dress would be good to make the night go with a swing! As always puddings would be much appreciated

Most boats will be launching during April/May and we look forward to meeting up with many of you on the local waters with a bbq on the beach,or even further afield, where we can share a glass or two,or just a story or two!

Wishing you all a safe and sunny Season  
Jen Barcroft....Rear Commodore

# Membership Roundup Sue Beetlestone

The past year has seen a mixture of events both happy and otherwise. We have said sad goodbyes to number of members who died including Ken Coles, Paul Campbell-Kelly, Sue Forder, John Britland and Marjorie Rutter. They are much missed.

We have welcomed new members Edward Kielty; Terry Walkden & Kath Hunter and John Wilkinson. We hope they will have a happy time sailing with the Venturers.

We have also received resignations from Bob & Carol Scott who are planning to sail further afield from now on; from Graham & Michelle Cross who are moving abroad and Ron and Mary Beckett, longstanding members of the Club who have decided to furl their sails.

**We thank all of them for their contributions to the life of the club in the past and wish them well in the future.**

## Membership renewals

Thank you to all of you who renewed your memberships promptly, it helps the Membership Secretary and the Treasurer enormously when everyone follows the options we have put in place.

You can pay your subscription by BACS, cheque or PayPal.

By BACS into the club bank account Sort code 09 01 28 Account No 81867052

**If you pay by BACS** please let the membership secretary know that you have made a payment and let her know the reference you used.  
Email - [members@nwvyc.org.uk](mailto:members@nwvyc.org.uk)

**By cheque** payable to NWVYC and posted to Sue Beetlestone, 6, Monmouth Way, Boverton, Llantwit Major, CF61 2GT

**By PayPal** from the members area on the club website <http://www.nwvyc.org.uk/members/RenewSubs2017.html>



	<i>Entrance fee</i>	<i>2017 Subscription</i>	<i>If paid by PayPal</i>
Family	£70	£130	£135.00
Single	£55	£95	£ 98.00
Outport	£50	£70	£ 72.50
U25	£40	£35	£ 36.50
Anchor	n/a	£20	£ 21.00

**Dinghy Store fees (including Outboard) are £50**  
**Outboard storage only is £25**

# Our 2017 Management Committee

Our Management Committee, elected at the AGM on 5th November 2016 to serve from 1st December 2016 for a period of twelve months, are as follows: -

<i>Position</i>	<i>Name</i>	<i>Club Email Address</i>
President	John Lomas	president@nwvyc.org.uk
Commodore	Paul Morton	commodore@nwvyc.org.uk
Vice Commodore	Mike Butterfield	vice.commodore@nwvyc.org.uk
Rear Commodore	Jen Barcroft	rear.commodore@nwvyc.org.uk
Hon Treasurer	Ed Hopkinson	treasurer@nwvyc.org.uk
Hon Secretary	Joy Bennett	info@nwvyc.org.uk
Hon Membership Secretary	Sue Beetlestone	members@nwvyc.org.uk
Hon Bosun	Graham Jones	bosun@nwvyc.org.uk
Hon Sailing Captain	Marie Lawrenson	sailing@nwvyc.org.uk
Hon House Officer	John Wrench	house@nwvyc.org.uk
Venturer Editor - Ex Officio	Jan Lomas	editor@nwvyc.org.uk

## Committee Members

Pauline Hughes  
Chris Hughes  
Margaret Hopkinson  
Noreen George  
Lee Downes  
Brian Oulton

**We thank all of the above volunteers for their time they give to run our club and encourage you, our members, to support them in whatever way you can.**

# To the Outer Hebrides and Beyond

By Chris Jones. Photos by members of the crew

## Part 2: Wind-bound on Uist and return to Skye

Following our successful cruise out to St Kilda, we were wind bound on Uist for the next two days so had a road trip around S Uist, Benbecula, N Uist, Berneray, and Eriskay. In a hired car we dashed north to Lochmaddy for gas and elevenses at the museum. A mosaic of a mackerel adorned the nearby rocks. Wending our way around to Berneray, we walked across the machair out through the dunes to be greeted by the irresistible white sands and clear sea of the sounds of Pabbay and Boreray and went swimming off Berneray. Thus invigorated and after a debriefing, we put our damp modesty protection into the boot of the car and became the GSC "commando unit", looking for a "mission".



Watching seals basking on the rocks on the E side of Berneray we noticed a black bird with a yellow / orange beak and red legs. A chough? But isn't the beak supposed to be red. Text to the oracle - Martin's big brother Nigel. Reply:- Chough with yellow beak is a first year non breeding. The "mission" had presented itself. Word was out (confirmed by Nigel) that there was an extremely rare Black Billed Cuckoo on N Uist which had flown in from Canada. The hunt was on. A herd of red deer in a field close to the road took a standing leap over a high fence. At Bay Head a party of Birders (Twitchers after a specific bird) looked disillusioned. No sighting of the Black Beaked Cuckoo all day. Then a grey bird caught our eye and Stewart's lens. Texted photo to Nigel. Reply: male Hen Harrier. Nigel heading to the pub in

the New Forrest with Mrs Nigel to drown his sorrows in Guinness.

Down over the causeways to Benbecula and South Uist, caught sight of an Owl quartering the ground. Another photo texted to Nigel. Reply: "Short Eared Owl hunting, typical flight pattern when hunting". Another Guinness was sunk in the New Forrest as we listened to the rasping cry of Corncrakes but were not able to get a photo for Nigel. Looking over Beinn Mhore a speck flying high. Some sort of eagle? Too far away to be sure. Nigel informed, no reply. Mission accomplished.

Next stop the remains of a black house birth-place and childhood home of Flora McDonald who in 1745 saved Bonnie Prince Charlie from

the English, who were hunting him after the disastrous Battle of Culloden. Famed for disguising the vain Prince as her "Irish Maid" and taking him by rowing boat from South Uist "over the sea to Skye", and his eventual escape to France.

On over the causeway to Eriskay, site of the sinking of the SS Politician in 1941 while carrying 264,000 bottles of whisky. Later immortalised by Compton MacKenzie as Little Todday and the Sinking of the SS Cabinet Minister in the classic novel "Whisky Galore". Dinner in the 'SS Politician' pub on Eriskay. Here we met visiting US professor of economics and author Edward Raupp who was writing a historical novel with a protagonist who comes from Eriskay but works with various historical people and MI6 / Bletchley Park. Signed the pub's book of visiting Yachtsmen.

Returning to Loch Boisdale, otters were playing in the pools behind the Marina and the wind was still howling across the Loch. Another raisin moment.

Wind F7+ blasted across the Loch all night. Reports from the Minch "rough". So another road trip day, this time concentrating on South Uist with the 5 of us crammed into a Corsa. First stop the Kilroan Museum, home of "Aileach" Wallace Clark's retirement project a reconstruction of a medieval sixteen oar galley as used by the Lords of the Isles.

Meadow Pippits were sighted in the fields as we headed north. Then as we approached Beinn Mhor a large speck was seen in the sky obviously the object of interest to a couple of fishermen standing on the road side, a quick turn into a lay by / cut off bit of the old road. All piled out of the car, Stewart in the middle of a phone call grabbed his camera and snapped away. Too far away, but the fishermen confirmed it was a White Tailed Sea Eagle being mobbed by a seagull, and that there were several Sea Eagles around the area.

Continuing north then turning east to Loch Carnan, and the Salar Smoke House for a tasting. A selection of starters was secured for dinner. Lunch at the Hebridean Jewellery workshops, a distinctive style not to everybody's taste, though lunch went down well with all. Chatting with the owner we were given clues to finding Otters in Loch Skipport.

Another winding road to the East brought us past the "Eagle Trail" and a pair of amorous ponies to an old puffer pier, by which an Otter was feeding on crabs. All enjoyed the raisin moment as we lay in the grass watching the otter warmed by the sun with the breeze playing in what is left of our hair and the smells of the sea mingling with peat bog and wet grassland.

Then returning to the main road a speck in the sky grew and turned into a White Tailed Sea Eagle. Still too far away for normal cameras



but Stewart's amazing machine captured enough of an image for Big Brother Nigel to confirm the sighting. We watched as our Sea Eagle swooped down on something on a small hill a mile or so away, then flew off towards the coast.

Behind Borrodale burial ground we looked for some iron age roundhouses and were startled as a Golden Eagle (confirmed by Nigel) swooped out from the adjacent field, a large bird but not as large as the Sea Eagles.



# To the Outer Hebrides and Beyond

By Chris Jones.  
continued

Final destination for the day was Eriskay's St Michaels Church which was unfortunately and unusually locked. Built by Father Allan famous for collection of Gaelic verse and songs, the church has a bell from the WW1 German battle cruiser Derfflinger scuttled in Scapa Flow, and an alter base made from the bow of a lifeboat from the aircraft carrier HMS Hermes.

Returned to Loch Boisdale and the boat for dinner: Salar Smokehouse Salmon starter followed by Spanish Tapas. Ian's last night aboard as he had to catch the early ferry to Mallaig and trains south to take his mum to attend a distant family members golden wedding celebrations in Scunthorpe. Back across the Minch.

Overnight the winds started to drop. A paced start to the day with hot showers, breakfast and clearing the decks and cabin of the detritus of three days in port. With Stewart on the helm we headed out into the Minch. A gentle slop remaining from the swell. The mainsail halyard jammed both raising and lowering. Eventually we managed to raise the main to 2 reefs, then one reef and finally after 2 hours all the way up. Wind on the nose so tacking but the wind was dying. Engine on and motor sail for Canna.

A series of sextant sights for Meridian Altitude worked out to 0.1M different from GPS latitude. Ran Martin's passage plan into Canna harbour for afternoon tea at the café then a walk along the coast to the medieval prison tower perched on a sea stack overlooking the entrance to the harbour. Legend has it that in the 18th century a laird unsuccessfully imprisoned his daughter there to keep her from her lover Iain Ban Og of Skye, but Iain rescued her and carried her off to his home.

We returned too late to go into Canna House home of the late Dr John Lorne Campbell, so explored the gardens, before returning to the boat for Stewart a swim with and photograph the jelly fish.

Leaving Canna for Rhum we spotted a rippling on the surface a mile or so away, this got nearer apparently heading towards Canna Harbour before we could make out occasional fins breaking the surface. Soon the pod started changing direction and we were surrounded by a huge pod of Common Dolphins. Swimming alongside the bows and breaking surface. Before breaking off and heading for Canna again.

Texts pinged into our phones as we rounded Rhum and came back into signal. Ian had



gone to the station to find the only train available was the Jacobite steam train; he managed to get the last seat for an unforgettable journey back through Glen Finnan to Fort William. Slight compensation for missing Canna and the Dolphins.

Into Loch Scresort for our last night. After dinner a walk up to the head of the Loch and the fantastic red sandstone Victorian Kinloch Castle, former holiday home of the Lancashire industrialist George Bullough and his descendants.

Early departure from Loch Scresort to get back to Armadale to hand Sleat Odyssey back to her owner and catch the ferry back to Mallaig and the long journey home .



## Summary

Any cruise to this area is totally at the behest of the weather. Keeping plans flexible enough to adjust to whatever comes is essential if the cruise is to be enjoyed. On average only one in three boats who come to the area to try, actually get suitable weather to go to St Kilda and land. Even the high powered ribs from Lochmaddy and Leverbrough book passengers for alternative 2 days and then are not always able to land passengers safely. We were extremely lucky to be able to play a wind strategy that worked out through the week. Had the winds been otherwise we would have explored elsewhere.

The Minch has a fearsome reputation which we were fortunate not to have to experience. The Sound of Harris was as challenging and as well marked as we expected. In a small boat with a lift keel this would make a wonderful area to explore from a land base. Good binoculars are essential.

St Kilda exceeded all expectations. The weather was perfect for us to explore close in to its cliffs, the bird life was exceptional. While ashore the beauty and extreme sadness of the evacuated village is overwhelming.

The Uists from Berneray to Eriskay was an unexpected delight. A wow at every bend and an unforeseen chance to explore. Our brief

glimpses of the sea lochs on the Eastern coast gave a tantalising view of another area worth exploring at a more leisurely pace.

Skye, Eigg, Rhum Canna and the sound of Sleat are definitely an area worth much more exploration, as is the Minch side of the Outer Hebrides chain. A visit to the Talasker Distillery would be on the itinerary as would an opportunity to climb some of the Island mountains. With less time pressure the cultural delights of the area would be worth planning and seeking out. Our brief glimpse was tantalising enough to want to go back.

**The wildlife we were able to see and film was stunning. Later in the summer when the plankton are rising to the surface Basking Sharks can also be seen.**

**One could easily spend a lifetime exploring this area in all its many moods.**

**Word of the week: Wow.**

# NWVYC Bosun's Store Prices

(Prices correct as at January 2017)

All products on this page are exclusive to NWVYC members only.

CLOTHING / MISC			Member price	PUBLICATIONS (in stock or short order)		IMRAY List	Member Price
<b>Yacht Wear</b>				<b>Charts</b>			
<b>Burgees:</b>	<b>Standard</b>	<b>UK manufactured</b>	<b>£23.00</b>	<b>Imray C Charts</b> clearance sale existing stock only	<b>£10</b>	<b>£19.00</b>	<b>£16.50</b>
	50th anniversary	Chinese	<b>£17.00</b>	<b>Imray 2000 folio charts</b> clearance sale existing stock only	<b>£18</b>	<b>£39.50</b>	<b>£34.00</b>
<b>Battle Flags</b>	be noticed!		<b>£25.00</b>	<b>Admiralty Charts SC Folio</b> clearance sale existing stock	<b>£20</b>	<b>£44.30</b>	<b>£38.00</b>
<b>Club Wear</b>				<b>Almanacs &amp; Pilots</b>			
<b>Rugby Shirts</b>	clearance sale existing stock only		<b>£16.00</b>	<b>Cruising Association Almanac –</b>		<b>£37.50</b>	<b>£30.00</b>
<b>Sweatshirts &amp; Polo Shirt</b>	clearance sale existing stock only		<b>£12.00</b>	2017 includes current year tides			
<b>T-Shirts (Personalised Printed)</b>	clearance sale existing stock only		<b>£8.00</b>	<b>Cruising Association Almanac tide tables 2017</b>		<b>£17.00</b>	<b>£14.50</b>
<b>Head Wear</b>				<b>Reeds PBO Small Craft Almanac 2017</b>		<b>£18.99</b>	<b>£16.50</b>
<b>Baseball Caps</b>			<b>£7.00</b>	<b>Reeds Nautical Almanac 2017</b>		<b>£45.00</b>	<b>£39.00</b>
<b>Knitted Hats</b>			<b>£8.00</b>	<b>Reeds Western Almanac 2017</b>		<b>£35.00</b>	<b>£30.00</b>
<b>Outer Wear</b>				<b>Cruising Anglesey &amp; adjoining waters Pilot</b>		<b>£32.00</b>	<b>£27.00</b>
<b>Fleece Jacket</b>	clearance sale existing stock only		<b>£15.00</b>	(New 9th edition)			
<b>Body Warmers</b>	clearance sale existing stock only		<b>£15.00</b>	<b>Irish Sea Pilot – Dave Rainsbury</b> (New 2nd edition)		<b>£32.50</b>	<b>£27.50</b>
<b>Other</b>				<b>Clyde Cruising Club – Sailing Directions</b> (all volumes)		<b>£25.00-</b>	<b>£21.00-</b>
<b>NWVYC Bear</b>			<b>£13.50</b>			<b>£29.00</b>	<b>£25.00</b>
<b>NWVYC Mugs</b>			<b>£5.50</b>	<b>Irish Cruising Club</b>			
<b>Ties</b>			<b>£3.00</b>	<b>South/West Coast Pilot and North/East Coast Pilot</b>		<b>£29.95</b>	<b>£25.50</b>
<b>Pin Badge</b>			<b>£3.00</b>	<b>Cruising Ireland</b>		<b>£29.95</b>	<b>£25.50</b>
<b>Pilot Book Bags</b>			<b>£6.00</b>	<b>Books</b>			
<b>Tidal Clocks</b>	clearance sale existing stock only		<b>£10.00</b>	<b>Reeds Handbooks</b> (Skippers, Crew / Weather) -		<b>£7.99-</b>	<b>£6.50-</b>
<b>Boat Care Products- boat cleaner, polish and wax</b>	<b>4 for £10</b>		<b>£3.00</b>	reference guides		<b>£8.99</b>	<b>£7.50</b>
				<b>Flip Cards</b> (rules of the road)		<b>£7.00</b>	<b>£5.50</b>
				<b>50 ways to improve your:</b> <b>Weather forecasting</b>		<b>£9.99</b>	<b>£8.00</b>
				by <b>Dag Pike</b> <b>Navigation</b>			
				<b>Lochs and Lights</b>		<b>£9.95</b>	<b>£8.00</b>
				<b>Admiralty Tidal Stream Atlases</b>		<b>£10.05</b>	<b>£8.00</b>
				<b>Salty Stories – Ralph Hill</b>		<b>n/a</b>	<b>£7.00</b>

## Mike Lynsky

Sailed 'Minella' and latterly 'Woodbird', a Contessa 32

We are very sad to receive the news of the death of Mike Lynsky who was a very long-standing and valued member of the Club. He had suffered a debilitating illness for several years during which his wife Sue also died. He was an active sailor sailing in Scottish, Irish and South coast waters. One notable passage was to visit St. Kilda for which he received the Kilda trophy.

He will be remembered as a quiet mannered and irregular visitor to clubhouse, he made his presence known on the water. He was:

- A Master mariner
- One of the RYA's top Yachtmaster Examiners and active during the RYA's growth years of the 1970's & '80's.
- Proud of the professionalism of the RYA
- Always willing to help other yotties and known to have held impromptu training sessions on the foredecks of Club boats which were in difficulties!

## Wedding Fever?

**Guess who got married recently? We wish them all the happiness in the world both on and off the water!**



We are delighted for Jerry Jago and Denise Lewis who tied the knot just before Christmas.

AND our immediate past Commodore, Lee Downes and our Secretary, Joy Bennett said their vows on 12th January 2017.



## 50 CLUB UPDATE

Three draws have been held since our last Venturer and I'm delighted to announce the winners as follow: -

### Nov 2016

1st	No 02	Joy and Lee on Avalon
2nd	No 49	Joy and Lee on Avalon
3rd	No 40	Unsold @ time of draw

### Dec 2016

1st	No 41	Don Marshall
2nd	No 17	Jerry and Denise on Ocean Mood
3rd	No 10	Ed & Margaret on Osprey

### Jan 2017

1st	No 34	Simon and Rowena on Salterello
2nd	No 23	Lee on Caretta and Avalon
3rd	No 43	Dr Shirley Dwyer

**There are numbers still available for purchase** and it doesn't matter when you buy your number, you are still entitled to the all the draws throughout the year – 12 monthly draws and a mega draw at the start of season and end of season party. **Your £50 BACS, cash or cheque purchase gives you the chance to win and also helps to support the club.**

If you are interested and require any further information, please contact Joy Bennett using the details in the yearbook.

## Abridged log of “Whispered Secret” continued from page 3

morning with poor visibility and little wind. Motored for 3 hours as far as Easdale. From 0930 WSW 3-4, increasing. Went through Sound of Luing with tidal flow touching 13.5 knots over ground. Consistent 10 Knots or more from Easdale to S. of Corryvreckan. Late morning, 2 reefs and close hauled in Sound of Jura, making 6-7 knots through the water. Afternoon the breeze gradually dropped off and by 14.15 we were under engine.

Arrived Port Ellen 16.45.

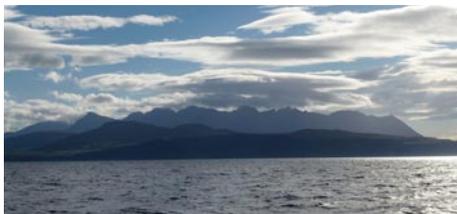
**64 miles. 5 hours sail, 5.5 hours engine**

### **Monday 22nd August. Port Ellen to Bangor NI.**

Left 0620 again! SW/WSW F3-4. Sailing by 0630. Spring tide in North Channel so 10 knots over ground off Mull of Kintyre. Some intermittent use of engine to keep up average



*Fine evening in Port Ellen*



*Cullin Ridge, Skye from near Loch Bracadale*

speed but mostly very good sailing at 60 degrees or so to the wind. Berthed Bangor Marina 1530. **64 miles (again!). 7 hours sail, 2 hours engine.**

### **Tuesday 23rd August and Wednesday 24th August. Bangor NI to Victoria Dock, Caernarfon.**

Left at 1200 to catch the tide through Donagadee Sound (1310). S. F4. Close hauled but sailing (from 1310) well E. of our intended course S. of Chicken Rock. Veered W. from 1700 as forecast. Lighter wind from 1800. Engine (and mainsail) from 1930. Sail only 0300 at NW edge of TSZ off Skerries but back to engine after a couple of hours. Anchored Llanddwyn 1000 for breakfast and to wait for tide over the Bar. Fine, sunny morning with a light (F2) NW breeze. Berthed Victoria Dock 1240. **132 nm. Sail 9.5 hours approx. Engine 13.5 hours.**

Total GPS distance covered:- **819 nm.**

Underway **130 hours approx.**

Average speed **6.5 knots.**

Sailing **74 hours approx. (57%)**

Engine use. **56 hours approx. (43%)**

VD to VD time **10 days 20 hours.**



*Rhum (or Rum)*



*Reefed down in Sound of Luing*



*Llanddwyn. Nearly back!*