

The Venturer

North West Venturers Yacht Club



Issue 185. May/June 2019



Sailing Season Gets off to a Great Start

Marie Lawrenson
Vice Commodore

Although some boats have been a bit late launching this year, we've been blessed with some great weather recently, allowing us to enjoy several cruises in company during April and May.

Setting off on May 25th. First stop Isle of Man to watch the start of practice week (TT) and onwards to Scotland or Ireland depending on the wind.

Mayday bank holiday saw six club boats enjoying a tranquil night at anchor in Cemaes Bay following a bbq on the beach, and it was a pleasure to meet new club members Frederico, Nicole and Penny.

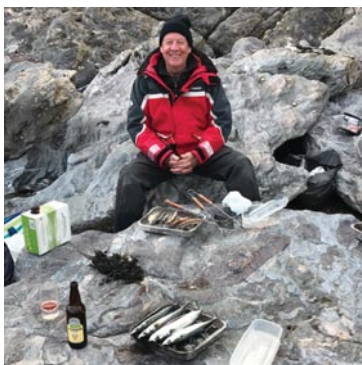
There's another few months of the sailing programme to go yet and everyone is welcome to come along for a cruise in company. Regular updates for events will be posted on the NWWYC closed Facebook page. For anyone who doesn't do Facebook you can contact me for updates on scheduled events. My number's in the yearbook.

We've also ventured south to enjoy Pen y Parc and Llanddwyn with some boats paying a visit to Porth Dinllaen and there was a curry night up the picturesque river at Caernarfon.

Here's to another fun season and fair winds.

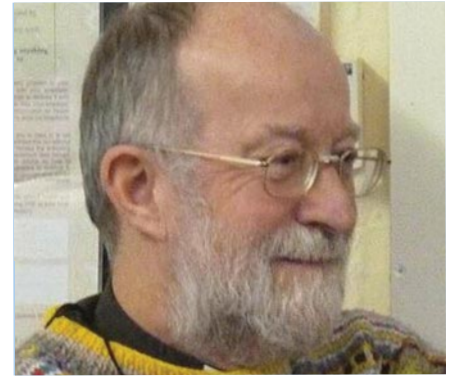
The fishing competition was won by Andy on Seagem as he was the only person to catch something edible - six mackerel which he generously shared. I managed to catch a monster but hurriedly threw it back in after the obligatory photo shoot as it was rather alarming!

We're looking forward to the Spring Cruise which I'm sure will be equally enjoyable.



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Richard Adams
House Officer

Start of season work day

A good number of people were there early for the work day on 6th April, getting off to a good start with coffee and Liz Andrews' 5-star Welsh cakes.

As the building didn't need any significant work we concentrated on the grounds: litter-picking on the foreshore (Des made a good bonfire with the wooden bits), cutting the grass, strimming the weeds, rearranging the tenders, moving spars and generally tidying up.

The launching trolley will be back to working condition soon, Paul is cutting new boards for it. The bulk of the work was done by lunchtime – many thanks to everyone who came and worked.

Richard

What's on!

15th June 2019

THREE PEAKS RACE

Caernarfon

20th July 2019

BEAUMARIS LIFEBOAT DAY

11:00 - 16:00

3rd August 2019

ROUND ANGLESEY RACE

Menai Bridge

3rd August 2019

MOELFRE LIFEBOAT DAY



Start of Season Work day

Commodore's Corner

Paul Morton
Commodore

Sailing again! Most of the members are back on the water having had a few weekends as a shake down test and it is surprising what turns up when you go out for a test run. I had the alternator belt break in the Swellies!

But the spring cruise managed to set off to the Isle of Man and beyond. We have had a few incidents at the moorings, Stargazer went walkies and collected my boat Mood Indigo on its way luckily not a lot of damage and it stopped Stargazer from going any further. But I got the call after spending a week in London that the boats were tangled so both Des and I went over so that the mooring could be checked and repaired. The boats were moved to other moorings and I stayed over to put the boat back next day.

During the early hours of Sunday morning down by the Madog pier at 4.30 am, I was aware of engine noise and got up to investigate. Looking out I saw navigation lights coming straight towards my stern - they eventually did turn away and it looked as though it was heading towards Bangor so I was relieved and started back to my bunk. But before I could get back in I heard an almighty crash and looked out to see a 30ft light coloured old steel fishing boat with a forward wheel-house and a covered working area going down the side of Boucanier. It had obviously collided and it carried on back under the Bridges into the Swellies. I did report it to the Harbour master and, of course, to the owner Keith - a club member. I was shocked after the boat was put ashore at what damage it had done to her.

Unfortunately the Strait is not the quiet anchorage it used to be as the 8knot speed limit past the mooring in Beaumaris is completely ignored and not policed. Ribs doing 40 knots and doing donuts within the speed restricted area are common place. Menai Bridge for some reason does not have a speed restriction but I hope there is not going to be a collision as the ribs carry quite a number of passengers.

Whilst on the subject of moorings Lobster pots are also being placed within the anchorages which is quite a hazard when coming back to a mooring at night. Lets hope we get some support and action from the powers that be before we have an incident.

The good news is we are still getting new members into the club and we even have a Member who has not one, but two boats, one the South Coast and the other in Beaumaris because we have an area for sailing that is so attractive and interesting.



Membership Matters

Sue Beetlestone
Membership Secretary

It is a pleasure to welcome Fred and Nicole Santos, together with baby Penelope to the Club. They have recently moved their Bavaria, Esmerald May from Scotland to Conwy and have already joined in the Easter weekend sail.

We are also delighted to welcome Dave and Wendy Prytherch back to the Club. They are sailing Samara, their Westerly Merlin.

On a personal note – it looks likely that Mentor will be staying in Milford Haven this summer so if any of you head that way, let us know.



Social Matters

Liz Andrews

Rear Commodore

Our Irish themed party on 16th March started with a DIY boat jumble during the day where a good selection of items were bought and sold. There were a few real bargains to be snapped up too. We held the event inside, which was a welcome relief from the torrential rain and blustery winds.



The evening event was unfortunately not as well attended as we had hoped, due again to the appalling weather. This was such a shame as Sue Beetlestone's illustrated talk about her and Graham's circumnavigation of Ireland aboard Mentor was most informative and entertaining. She took us on a 'virtual tour' of their many anchorages, leaving Milford Haven on May 21st and arriving back in Wales on September 9th. There were some great pictures, and it made us yearn for the sailing season ahead.

The hearty food and well stocked bar were certainly welcomed and it was good to see some new visitors to our club. Our Start of Season party on 6th April was a real team event.

The galley was filled with the aroma of slow roasted pork and I had to stop people pinching the crackling while it was cooling! Marie Lawrenson organised an impromptu rope splicing class during the afternoon. Very impressive Marie - and thanks for splicing our new halliard!

50 people attended the evening event. The main catering was pork or gammon baps with all the trimmings and a selection of side dishes. There was a lovely selection of donated desserts and a cheese board. John Lomas provided us with a lively quiz, testing our Anglesey and general knowledge.

'The Venturers' in house band got our toes tapping with their fine renditions, and the audience participation on tambourine, spoons and cheese grater added to the fun.

Wishing you all a great sailing season ahead and hoping that the weather encourages some barbecues and informal get-togethers.



Ed's notes: *If you missed Sue Beetlestone's talk on their circumnavigation of Ireland in Mentor - its here! See pages 6-8 and to be continued in the next edition.*

In memory of John R B Partington

Past President of the Club 2005 to 2015

It is with great sadness that I have to tell you all of the passing of John Partington. John had become very frail in recent months and sadly slipped away peacefully on the 18th May.

John interests in sailing had been sparked by the love of the sea growing up in and around Brighton. First canoeing, then canoe sailing and then developing and building a variety of day sailing multihulls, sailing from the beach at Penmaen-mawr and then later from Beaumaris.

John & Jenny and their 3 boys Tim, Michael and Ian joined the Venturers in 1973, when they bought their first sailing cruiser, a Sailfish 18 called Nimanoa. This was soon outgrown by the family and they moved on to a self-completed Hunter Sonata called Teveneï which started life in John's back garden which backed onto an empty Parsonage, and it was on the ballroom floor of the Parsonage that John shaped the sails. Teveneï was kept on a mooring out in Beaumaris Bay, and they were by this time actively sailing locally with the club. However with a growing family it wasn't long before the cry went up that 'we need a bigger boat!'

So it was decided that John would build one from a bare moulding. The hull moulding was for a Frigate 27. This project took 2 years of detailed time and effort to complete and was undertaken in a shed on the Nantwich canal and then in the water. John had real wood working and metal work skills combined with attention to detail and spent many hours ensuring that everything was perfect for the boat, sometimes working until the small hours in order to ensure things were ready. This boat was named Gunsmoke, and it was sailed to Beaumaris from Nantwich after launch in the spring of 1982, with Tim as 1st officer and Nigel Morton as Cook and chief bottle washer. They sailed the boat down on to the Manchester Ship Canal and then into the Mersey and brought her round into the bay. At the same time John became the Vice commodore of the yacht club and this was followed by three years as Commodore from 1985 to 1987.

After a number of seasons with Gunsmoke John and Jenny and the family were ready for something bigger. John always had a passion for speed and was looking for a Sigma 33 one design, and was quite keen on one or two, however the vibe wasn't right and they let them sail by.

It was then that Fiddler of Orwell, a Hustler 35 became available as the previous owner (a club member), had passed away and his family were keen that the boat should stay within the club. The pedigree of Fiddler was well known and soon she was sailing further afield with John and Jenny at the helm with a full family crew. John had a love of classical music and would spend time listening on the radio while on the mooring in the bay and at the Gazelle.

As a family they were very active racers making good tactical starts in the club races which were hotly contested with a number of boats taking part. Some of which were then contested in the bar afterwards but all very friendly.

Upon his retirement from ManWeb in the mid 90's John and Jenny moved from Handforth in Cheshire to live once more by the sea and chose to settle in Beaumaris on the hill with stunning view of the Strait. The view from their lounge and gardens was breathtaking - Fiddler's mooring just wasn't quite visible and John was never sure if that was a blessing or not!



In 1998 John returned to the Committee, (you can't keep a good man down!) as Sailing Captain. John had always had a strong interest in sailing and was keen on racing which dates back to his days of day sailing in multihulls as a young man - this interest had benefited the yacht club as for some years John represented NWVYC on the Liverpool Bay Sailing Association, which set handicaps that were an essential part of the club handicapping system until the LBSA was disbanded.

As the new century approached, John felt that it was time to change boats once more and this saw a return to John's love of multihulls when they bought Flying Dragon, a Dragonfly 920 trimaran. They sailed her up from Brighton and round to her mooring in Beaumaris Bay over the course of a summer. After that they sailed extensively around Anglesey with the club and partook in many of the club races, and the Round Anglesey race.

On one memorable RAR they were becalmed off the north coast of Anglesey - the crew mutinied as they had eaten all the food on board (provisioned based on John's estimated fast passage time) and Jenny was at home cooking a roast dinner which as you can imagine was somewhat ruined. John hadn't planned on the weather not doing as it was forecasted. Poor John!

Time runs too fast and in 2007 it was decided that it would be better to let Flying Dragon go to a new home and new owners and with great reluctance she was sold.

John had always had an interest in sports cars as well as speed and so became a proud owner of a Morgan, and he and Jenny became members of the Morgan Owners club, going with them on rallies over the UK. Sailing was still a passion and John became Club President in 2005. John was a steady hand on the tiller of the club, guiding with a light touch and providing support to the Flag officers as required. In 2015 after 10 years as President John felt that it was time to hand on the baton, and then in 2017 John and Jenny relocated back to Wilmslow so that they could be closer to their immediate family.

John was a beloved husband, father, grandfather and friend and will be sorely missed by all of those who knew him.

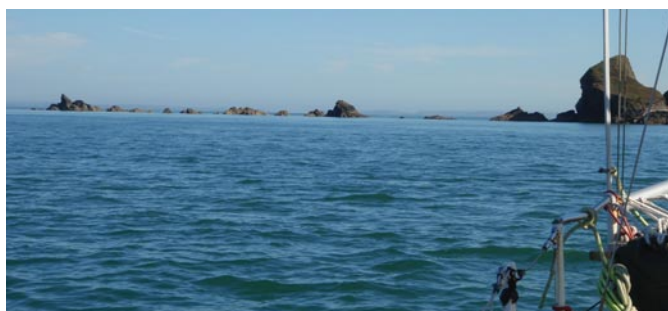
May he find fair winds and gentle seas.

Georgina Clough

Mentoring around Ireland

Sue Beetlestone

In 2015 Mentor embarked on the longest trip we have ever undertaken (though not by any means the longest she has done). We set off from Milford Haven with the intention of crossing to Ireland, sailing up the west coast and then heading up to Scotland. We were part way up the west coast before we realised that there were so many fascinating places to visit that it really deserved a whole season of our time. The awful weather that year had a lot to do with it too; by the time we reached Sligo, local sailors were telling us that it was the worst summer for 40 years.



The Bitches

Anchored at the Bitches.

Not Ireland, I know, but a great departure point and somewhere we'd wanted to try. Once into the anchorage and settled, the changes in the current patterns as the tide headed north were quite a spectacle, likewise once the tide changed. The roar of the tide pouring through the Bitches was somewhat intimidating.



Waterford

Waterford – the perfection of the ferry-glide.

Getting to Waterford involves a longish trek up the River Suir. When we arrived, we had been unable to contact the Marina by radio or by phone. We had a good look along the pontoons and could only identify one space. By then the tide was going out and after several days of rain the river current was swift. Fortunately, there was no wind so after rigging plenty of fenders (on bow and stern as well as on the port side)

Graham put his ferry-gliding skills into action while I dodged around the bow with a big roving fender. Success was ours and though both our neighbours inspected their respective craft closely there was no contact with either.



Boarded by Irish Customs

Encounter with the Law!

We were having a peaceful daysailing along the south coast in a gentle north-westerly on the beam. The sun was shining but it was rather chilly and soup seemed like a good lunch plan. On the horizon we could see a small vessel and we remarked that it looked like something "official" skulking. I had just handed the hot soup up into the cockpit when a fast rib approached and 2 black clad men announced their intention to board us. After a few questions about where we'd been, what we were doing and where we were going Graham went below with one of the Customs Officers to find the ships papers. They were rather a long time; I made suitable small-talk with the officer who had remained. Eventually Graham appeared in the companion way looking rather disconcerted: before we left Milford he'd had a fit of re-organisation and had moved all the papers from the drawer of the Nav station and couldn't remember where he'd put them. Luckily the 2 officers had decided by that time that we were just a couple of old bumbling fools so they left us to our cold soup and went back to their, presumably warmer boat.



Youghal Harbour

Youghal mud-bath

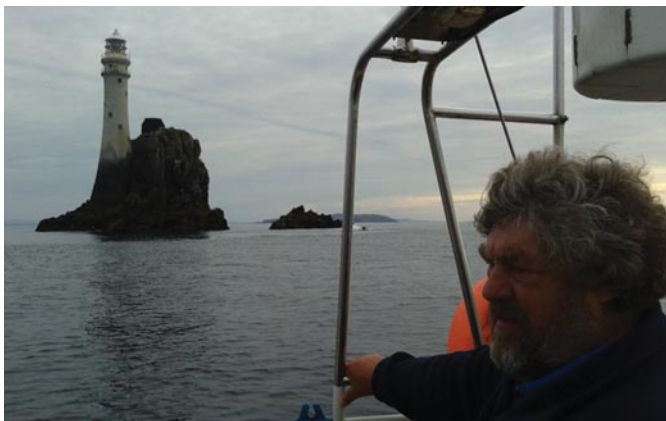
On our crossing from Pembrokeshire to Rosslare our depth sounder stopped working. Not fancying Western Ireland anchorages without one we sourced another while we were in Waterford and went to Cork on the bus to pick it up. Finding somewhere to dry out and fit it proved difficult, the harbours on the Suir were either more than keel-deep in mud or overcrowded with fishing boats jealously guarding their spots on the wall. A request to the Harbour Master at Dunmore East to use the scrubbing grid was met by a firm “No” on the grounds that the potters might want to retrieve their pots which were piled up on the harbour wall there. By contrast, the Youghal Harbour Master was very welcoming and offered us the outside of the harbour wall where he assured us that the bottom was good. We tied up and I went off to replenish stores leaving Graham to settle Mentor down as the tide dropped. When I returned it was to see the mast at an alarming angle and Graham stretched out on the floor from the dinghy, on the mud under her bow trying to extract the transducer from its housing. The harbour master had failed to mention a drain coming out of the harbour wall. After a struggle, the transducer was replaced and Mentor refloated on the incoming tide.



White Bay

White Bay, Cork harbour.

White Bay is on the Eastern side of the sound at the entrance to Cork Harbour. It's not normally possible to anchor there as it faces the prevailing wind and is subject to a lot of swell. As we approached, heading for Crosshaven what little wind we had was from the East and the bay looked very inviting. We couldn't resist such a calm sunny anchorage.



The Fastnet Rock

The Fastnet Rock

Fastnet is one of those landmark places. Even in the benign conditions we enjoyed on the day we rounded it we couldn't fail to be awe inspired by its impressive solidity and the reminder of all that it endures. Just to make sure, we rounded it twice before turning the corner and setting off for Mizen Head.



Dolphins at Dursey

Dolphins Near Dursey Island.

Dursey Island is linked to the mainland by a cable car over a narrow channel (ask Joy and Lee who braved this). We elected to go round Dursey Head which has some significant tidal streams as well as a full set of bovine rocks, the Bull, the Cow, the Calf and the Heifer. We were rewarded with a good sail and some dolphins into the bargain.



Dingle

Dingle

Dingle is a town which has absolutely nailed it as far as knowing what its visitors want. The marina is good and there is endless entertainment for dedicated harbour watchers as well as those who enjoy the bars and food. Fungie the dolphin greeted us as we approached (well, Graham says he did) and the trip boats circling round us presumably thought so too, I thought they were admiring the stylish way I was getting the Main down.



The Channel at the Outer Blaskets

The Outer Blaskets

From Dingle we headed for the Outer Blasket Islands and the most westerly anchorage in Europe at Inishvickilane. We also rounded the Foze rocks to the west of the Blaskets and entered the anchorage through the channel between Inishvickilane and Inishnabro.



Inishvickilane anchorage

Inishvickilane Anchorage

The most westerly anchorage in Europe is perfect in the right conditions and we were lucky to be able to spend a night there. When Graham got up in the night to check round he found a pair of fulmars asleep in the cockpit.

Ed's notes: *To be continued in the next edition.*

50 Club Numbers 2019

Joy Downes

We have numbers available to purchase for the 50 club, which has been successfully running for the past 8 years. As of 05.06.2019, the numbers shown in the right hand column are still available for purchase: -

The 50 club winners in drawn order for April were as follows:

- 1 - Paul and Jen Mountford - £50**
- 26 - newly purchased number held by Charles Townley - £20**
- 7 - One of Joy's lucky numbers - £15**
- 36 - the winning number of the SOS draw - Richard Forder £150!!**

May winners - drawn 26th May are as follows:

- 35 - unsold - £50**
- 26 - Charles Townley - £20**
- 5 - Ed and Margaret Hopkinson - £15**

All prizes will be paid out by our Treasurer Edward Hopkinson in the next few days. Remember. There are still numbers available for purchase so, support your club and have some fun - £50 gives you 14 draws and a chance to pocket some prizes.

Numbers still available

- 4
- 8
- 15
- 16
- 34
- 35
- 40

End Notes:

The next issue of The Venturer will be July 2019

Ed is hoping that will give members plenty of time to have fun on the water, take loads of photos and write about it. And not to forget to send it in to me, **Jan Lomas**

Send your articles for the next issue to:
 venturer@nwvyc.org.uk
by 12th July 2019