



# the Venturer

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

## Events

- 21st July 2012 Porth Eilian - OOD Jerry Jago on Ocean Mood
- 28th July 2012 Start of Summer Cruise. Two summer cruise options are planned - Northern Ireland and South/West.
- 4th August 2012 Porth Wen - OOD Jonathan Stanley on Arabella, and Round Anglesey Race (Menai Bridge start/finish)
- 11th August 2012 Cemaes Bay - OOD John Bowles on Symphony
- 18th August 2012 Porth Trecastell - OOD Mike Hollingworth on Chinook
- 25th August 2012 Moelfre to Llandudno & Conwy - OOD Paul Morton

## What's inside



Early summer cruise



Sarico in Scotland

## Commodore's Corner

## Plus full Race Results

I hope everyone's having a good sailing season. As I write, the weather predicting types are saying the Azores High will be paying us a visit soon - and about time. Despite the apparent bad weather, I am very pleased how many barbeques on the beach seem to be going on, some of which I've managed to attend, and the quantity of sunshine only Venturers seem to be able to wring out of each weekend.

The other week was a good example of how active the club is. The 'official' club cruise was to Red Wharf Bay, a visit to Traeth Coch Sailing Club. This one seems to be my speciality having been made the OOD on more than one occasion. As testament to the keenness of our sailors, the non-bilge keelers were not going to miss out and organised their own cruise to somewhere with deeper water. What made this weekend unusual was the fact the bilge keelers actually made it into Traeth Coch!

This was many boats first time into RWB and our first, we realised, since 2008. So we were very pleased to see how well buoyed the narrow channel was - little red and green channel markers, scaled down versions of the ones in Menai Straits. Anchoring was easy opposite the Ship Inn. As the tide was falling a couple of swimmers off the boats realised the strength of the tide out to sea was somewhat overwhelming, and found they needed a helping hand from the internal combustion engine! Thereafter a good night and a warm welcome was provided by TCSC. The crew of Genesis discovered the tide was fierce running into the bay later at night as well - but at least this time it would have taken us in land.

Later in the morning, some more tidal stream shenanigans went on as people found where they had waded out, they now needed to dinghy back; hopping from one boat to another as they got their breath back. But it was warm and sunny and a good time was had by all.

*Continued overleaf.....*

## Commodore's Corner (contd)

Something many of you will have heard of is the local Marine Conservation Zone (MCZ) being proposed. This scheme is attracting much criticism and I urge you to get informed and involved if you value sailing and general pottering about in the Menai Straits up to and around Puffin Island. The subject is worthy of an entire article so I won't go into it here; suffice to say I personally very much hope it gets dropped, and soon.

We took part in the first part of the Summer Cruise, up to the Isle of Man. We only had a week so stayed in IoM to watch the TT (ticked that box, we don't have to do it again) while the others disappeared on a grand odyssey to Scotland (*see later pages for report*). We stayed in contact by various means, FaceBook, our web site, and iPhone stalking and were stunned to see how far people were getting. The pictures being sent back were stunning and we felt supremely jealous as we sat in the office.

We are now on the verge of the next Summer Cruise (one clearly not being enough for this club) and again we hope to join in for the first part. Have a great second half of the Sailing Season!

*Glen Warburton  
Commodore*

## Vice Pudding

Already we are half way through our sailing programme and as yet we have seen very little sunshine! The weather has been so far, to say the least not been very favourable. Strong winds and lots of rain have presented quite a challenge to our members, who, I am pleased to say have been more or less undaunted and turned up most weekends to participate in our sailing programme.

We have had a couple of particularly nasty weekends, the first being on the planned night sail through the swellies, so bad was it that I am not sure John had any volunteers to accompany him. Another was our planned trip to Abermenai, in view of the forecast only two boats registered any interest and both those cried off on the Friday night. It wasn't looking too good either on the Irene Goowdin Race Day either. Windguru, for once accurate, meant some lively sailing and a change of plan and race route.

Other than that, we have been out every weekend and have managed to run all our planned races with the exception of the Jubilee Race. Bob Scott (Sailing Captain) is currently looking to set a new date so keep your eyes pinned!

Some of our yachts have ventured out on their own summer cruises. Those that headed North fared much better weather wise than those who headed South. The mini cruise to the IOM which carried on up to Scotland enjoyed lots of sunshine and fair winds. Others, travelling South and perhaps hopeful of getting to France didn't fare so well. Exceptionally strong winds

together with torrential downpours meant that some cruises were cut short whilst others had to change their destinations. (That's sailing for you!). Hopefully, we will be able to read of most if not all of their experiences through this magazine or on the website. One wonders how those in the Baltic are getting on as well.

Talking of the website, the addition of the boat tracker has proved very successful. Lots of our boats are reporting in to Ralph the Webmaster or Bob the Sailing Captain who are updating the site and illustrating their route. The site is also a great tool for communicating amongst each other and keeping members up to date with the latest news. (The planned marine conservation area being just one). The more we use it the better it will get, after all, it is built around the club, it's members and our requirements. If you want to see something up there that's not on it, contact the webmaster ([webmaster@nwvyc.org.uk](mailto:webmaster@nwvyc.org.uk)) who if he can will accommodate your request thus maintaining an informative and up to date site.

Looking forward, for those that have plenty of holidays and don't have dependant animals to look after (ie, us!) the Summer Cruise is almost upon us with a North and South cruise route to hopefully please all. We also have our short weekend cruises around the Island. Hopefully, the back end of the summer will perk up and give us all a much needed dose of vitamin D!

See you all on the water.

*Chris Hynes  
Vice Commodore*

## View from the Rear

Waterproof sausages and a reefed gazebo made sure that thirty to forty members and guests from Traeth Coch enjoyed a mid season BBQ on 16th June! This was to celebrate the Club's first ever Diamond Jubilee race however, the race was postponed because of the inclement weather and far too much wind in the wrong directions.

Our Commodore turned out to be an accomplished BBQ chef and served up delicious steaks and sausages from the local Beaumaris butcher to our Traeth Coch guests who had gallantly braved the gales to get to us ...by car.

The array of salads, potatoes, sauces, nibbles, cakes and desserts seemed to go down well with the members' own BBQ meals and there was plenty of room and time to relax and chat.

Traeth Coch are looking forward to hosting a visit from us on July 7<sup>th</sup> and hopefully we can all arrive by boat for a change!



Genesis and Chinook at Red Wharf Bay



My grateful thanks to all those members who helped in setting up the BBQ's, the gazebo, preparing food, helping in the bar, washing up and generally being useful and ensuring we had yet another enjoyable evening telling ever bigger yarns!

And remember, in sailing, you start with a bag full of luck and an empty bag of experience; the trick is to fill the bag of experience before you empty the bag of luck!

Alison Pattinson  
Rear Commodore  
[alisonpattinson@aol.com](mailto:alisonpattinson@aol.com)

### Venturers visit to Traeth Coch

Following the BBQ reported above, there was a return visit by a good contingent of Venturers (Genesis, Chinook, Ocean Mood, Sylvan, Trisala Too, Agena and Osprey, the bilge-keel fleet) to Traeth Coch on 7th July.

Amazingly we were blessed by blue skies and sunshine, with light winds. I can also report that we were made very welcome by their Commodore and members - and enjoyed the plentiful and varied food laid on, washed down by a few drinks from the bar in the comfort of their clubhouse.

We were also treated to an entertaining version of "Play You Cards Right", combined ingeniously with a raffle - with excellent prizes, but only if you called all the cards correctly.

Many thanks to Traeth Coch for ensuring such an enjoyable evening was had by all. Hope we can visit more often.

Ed Hopkinson  
Osprey

## Early Summer Cruise 2nd – 17th June 2012

After a safe if misty crossing to Port St Mary on 2<sup>nd</sup> June 2012 in the company of many other Venturers yachts, and listening to the weather forecast, Helian, Ocean Mood, Verity and Avalon decided to continue their travels to Scotland. We left bright and early on Monday 4<sup>th</sup> June after waving goodbye to Arabella who were returning to Anglesey and Sarico who left separately for Scotland via Northern Ireland.

We sailed up via the Calf of Man to Lady Bay in Loch Ryan where we anchored overnight in the company of Danny Jo, a RWYC yacht. Tuesday saw us go down to Stranraer on Avalon and Verity to victual, shower and source diesel before setting off to Lamlash, Arran where we anchored in a very sheltered anchorage overnight. After a brief exploration of Lamlash on Wednesday morning we set sail under blue skies to Portavadie where we enjoyed a great night with 5\* showers and good food. With the weather forecast predicting strong wind and rain, we left early on Thursday morning and sailed to Ardrishaig where we entered the Crinan Canal for our journey west.



Verity, being a lone sailor and Ocean Mood having two on board were offered assistance by British Waterways which smoothed our passage - Helian and Ocean Mood went on their way first reaching Lock 5 before waiting

for Verity and Avalon. We moored up overnight and awaited the wind!

The following morning with blue skies and sunshine (not the forecast I might add), the crews walked back to Lochgilphead to victual before returning to Cairnbaan where we carried out essential maintenance tasks before continued on upwards through the locks pushing on to arrive at the summit before the locks closed for business at 5pm.

A second night was spent in an idyllic location where, in true Venturers fashion, we had a BBQ with music, singing and dancing – it was a good job that it was so remote. The only downfall being the Scottish midges that ate away at us all night!



Saturday morning dawned with another beautiful sunrise and we continued in convoy through to Crinan basin with Verity leading the charge. After a brief stopover for ice creams and repairs, Helian and Avalon descended first back into the sea and waited for Ocean Mood and Verity who were on the second lock in. On leaving Crinan basin, we turned to starboard and entered Loch Craignish passing salmon farms on our way



## Early Summer Cruise 2nd – 17th June 2012

before arriving in freshening winds into Ardfern Marina. After dining on board, the crews decamped for a planning meeting in the local inn (again)!

Sunday morning bought an RNLI safety check in the marina and having all been given a clean bill of health, we sailed back down Loch Craignish towards Loch Tarbert on Jura via Corryvreckan and the Bay of Pigs to start our journey south.



Loch Tarbert on Jura was a wonderful anchorage full of seals and wildlife, whose pictures do not do it justice.

After an overnight stop, we sailed through the Sound of Islay, dodging ferries large and small, passing distilleries and lighthouses and arriving at Port Ellen on the south of Islay in late afternoon. A visit to the local curry house rounded off a good day with more spectacular views and scenery taken in along the way.

Tuesday morning dawned with a 0730 hrs start to Glenarm in Northern Ireland where the harbour master kindly stayed behind to ensure that we were all berthed safely.

Wednesday morning was our signal to run for home as the low we had seen on the synoptic chart deepened and loomed every closer. We sailed down the coast to Ardglass past Belfast and Strangford Loch arriving just as the wind was piping up.

Thursday morning saw an overcast and windy day with the forecast of strong winds in the afternoon. As it

happened, the low centred itself over Ardglass, the wind dropped and the sun came out! Boat cleaning ensued together with sight seeing and chilling out.

After listening to the shipping forecast on Friday and realising that we were going nowhere, a day trip took place to Downpatrick, the burial place of St Patrick before we returned to a fantastic “last supper” with everyone contributing – Langoustines and shrimps from Heli-

an, a Thai speciality from Verity, dessert and refreshments from Ocean Mood and the dining area being provided by Avalon.

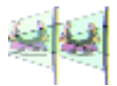
After checking the weather yet again and with deadlines for returning to work getting closer and the ferry times checked, a night passage was planned. We set sail in strong winds with following seas and as we had all along, the four yachts sailed back through the night with AIS warnings being transmitted to each other along the route to warn of the approaching traffic and true team spirit shone through. We returned to our moor-

ings on Sunday morning just as the sun broke through the clouds, tired but safe and all relieved to be home.

The final mileage has yet to be calculated but we believe this to be in excess of 500 nM. New skills were learnt, new friendships forged and new locations explored! A holiday never to be forgotten.

Peter and Joy Bennett  
Avalon





## Sarico Summer Cruise 2012 (a 16 day circumnavigation of Anglesey)

Friday 1<sup>st</sup> June. Departed Victoria Dock in glorious sunshine and motored through the Swellies to Menai Bridge and picked up a mooring for the night. Flat calm, bright sunshine.

Saturday 2<sup>nd</sup> June. Departed 07:00 and headed north through the Strait to Red Wharf Bay. Predictably the forecast easterly wind was north easterly, and we motor sailed all the way to Port St Mary. Peel was to have been our destination, but on the Friday night the harbourmaster advised they were full – one of the problems of going to the Isle of Man in TT week!

We moored up alongside the harbour wall, with a 24' club boat 'Arabella' alongside. Mid-evening the Round the Island Race yachts started coming in, and a 35' yacht came alongside, ripping Arabella's cap shroud off as its rigging hit hers. Arabella moved – and so should we! The wind was building to an easterly F6, and we had a very disturbed night, adjusting warps, and with all of the fenders being forced out at one point taking paint off Sarico's starboard side.

Sunday. Day in port, very tired after all the turmoil of the previous night.

Monday. Headed for Bangor, N Ireland. Predictably wind on the nose – sailed for about half an hour, but motor sailed all the way into Belfast Lough. Managed 45 minutes sailing down the lough and into Bangor Marina – refuelled and berthed. There was an open air Jubilee concert in the grounds next to the Marina – we couldn't see it but enjoyed listening to it.

Tuesday. Breakfast in the Salty Dog (as usual). Note to self – next time have the half portion! Left Bangor at 10:30 – cloudy, but fairly bright. Motor sailed up the coast to The Maidens, and then turned 90 degrees to starboard and out into the North Channel – excellent sail making 6 knots through the water with the tide pushing us northwards and towards the Mull of Kintyre. Started raining, so crew retired down below and put the heater on! Visibility fell to about 2 miles. Spotted yet another HM Submarine on the surface of the Mull – not sure how many we have but think we must have seen them all now.

Arrived Campbeltown about 19:30 – good days sailing if a little wet and cold, but the wet weather gear did its job. Picked up mooring at sailing club – peaceful night. Campbeltown not that pretty but functional!

Wednesday. Left Cambletown – predictably wind on the nose for Kilbrannan Sound (up the right hand side of the Mull of Kintyre). Tacked as we had plenty of time so had a good sail. Early afternoon the wind died, and the sun came out. Entered Loch Fyne in almost glassy calm conditions – scenery terrific.



Loch Fyne in the sun

Arrived East Loch Tarbert at about 16:30 in readiness for the following day's strong winds. Delightful Harbour and Marina. After repainting Sarico's hull (the benefits of a painted hull) took crew out for a meal as she had been doing a sterling catering job on board and deserved a break!

Following day at leisure - wind was getting up – due to hit 30 knots plus later in the afternoon. Planned to leave and move further up the Loch the following day, weather permitting.

Friday 8th. Sailed up to Loch Gair. Delightful anchorage, almost bullet proof bar south easterly. Glass calm overnight. Thick black glutinous mud which would bite us later in the cruise.

Following day decided to head south for the Kyles of Bute (*Point of note – the green mark at the end of Otter Spit on Loch Fyne is built on the spit – do not go inside unless on a wind surfer at high water*). When we went up it was high water and it looked like a conical buoy – when we went back it was low water and its substance was revealed!

Good sail with a bit of motor sailing. Up the west Kyle and picked up mooring attached to the biggest buoy we have possibly ever moored to between Kames and Tignabraich. Scenery beautiful.

## Sarico Summer Cruise 2012 (contd)

Following day woke and departed under jib alone for 2 miles to entrance to Loch Riddon for breakfast – Caladh Harbour. Enough room for about 2 yachts – we had it to ourselves. Absolutely gorgeous. After breakfast set off down the East Kyle. Hardly any wind – drifted. Yet again Sarico's habit of acting as a magnet for Ferry's came to the fore – despite a width of 3 cables it nearly got us twice – outbound and return such was the lack of speed on the drift. Trailed fishing line and after 9 years of trying caught a mackerel. It was returned – no one fancied gutting it.

Decision made to go to Rothesay due to lack of progress. Delightful little Marina (no permanent berths) – just us and 4 other yachts. Gorgeous late afternoon and early evening, but chucked it down whilst in Curry House.

Monday 11th – leisurely start after breakfast in Zavaroni's (relative of Lisa Zavaroni for those that can remember Hughie Green and Opportunity Knocks). Destination St Ninian's bay on west side of Rothesay. Sailed all the way. Scenery disappointing by comparison with previous night's so motored up to entrance to Loch Fyne and anchored in Ashog Bay.

Tuesday 12th. Awoke to find 2 deer at water's edge. Our destination was Millport on Great Cumbrae, so back round the southern tip of Bute. Slow gentle sail/drift – ended up motoring the last 4 miles. Glassy calm at Millport, with dozens of seals on the islets. Picked up visitor's mooring.

Wednesday – destination Troon for provisions and diesel prior to journey home. Flat calm. Had to stop off Ardrossan as the alternator mounting bolt managed to work loose releasing the belt cover and the belt shredded.

Thursday – forecast for weekend not good, and strong breeze expected to build during the day. Destination Portpatrick with a SE wind. Superb sail to Corsewall Point. Ended up off Loch Ryan with 2 reefs and handkerchief of genoa. Hit some fairly rough conditions running alongside the Mull into Portpatrick. Portpatrick has now been dredged – minimum 2 metres at LW plus 4m in harbour. Found out anchor locker had flooded – drain holes bunged up with mud / seaweed, grit. As a result, water had seeped through bulkhead bolts into forecabin – skipper's clothes and berth somewhat damp and a locker with 6 inches of water in it!

Knew we wouldn't be able to go anywhere on the Friday so day in port. Departed Saturday morning for PSDM at 06:00 – back in harbour by 06:45 – conditions challenging! Tried again Sunday morning – less challenging, but still very lumpy. Skipper spent a brief period over guardrail – fortunate breakfast had fully digested. Felt better.

Monday – 08:15 - departed for passage straight to Caernarfon via South Stack – steered 180 degrees all the way from PSM to South Stack – impressive curves on Sarico's track. Arrived Caernarfon 20:10 and our circumnavigation was complete.

### Key statistics.

Total log reading 501nm

Total engine hours 56.

Weatherbound – 3 days

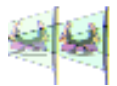
Overnights - anchor 2, marina – 5, harbours – 5, mooring – 3.

Unused items – T shirts and shorts.

These 2 pictures sum it all up really – early June in the Irish Sea – the only difference is that in 1 picture the sun was shining – still cold though!



Dave Clough  
Sarico



## Irene Goodwin Race - Saturday 2nd June

There was some doubt as to whether or not we would get on the water this weekend for this race! As usual when any of the Mistral crew is the OOD, Windguru was showing bright pink and blues for the weekend. Nevertheless, Ian and I went to the club on Friday night to see if anyone who had registered interest on the website would turn up. Sure enough, Denise and Gerry off Ocean Mood, Mike Josh and Jack from Chinook and Joy, Peter with grandson Lewis of Avalon all appeared and were keen to sail.

Saturday morning dawned and the weather was true to forecast.....blowing a steady 22-25 knots South Westerly with gusts up to 30+. Undaunted, we all set off to look at Moelfre and see the conditions in the bay were tenable for the planned lunch. It was a brisk sail, all of us under Genoa only and two hefty showers to contend with. Soon after arriving, we were joined by Helian and Hwyl Dda so that made six boats in all. The wind by this time was coming in from the west so we were all quite comfortable even though it was still blowing. Some of us went ashore for lunch whilst others chose to eat on board. None of us fancied racing on to Conwy in the afternoon suspecting it could be a very lumpy return sail so we decided to stay put and run the race early Sunday morning from Moelfre to Beaumaris (weather permitting). We all dined in the pub that

evening and those that were racing were all trying to glean information from each other about tactics! All were invited on board Mistral for a night cap and we managed to fit in the saloon all ten takers plus me and Ian..... very cosy!

Sunday dawned grey, wet and miserable but the wind (still westerly) had dropped considerably blowing between 10 and 15 knots. There were only three boats racing, Ocean Mood with Denise on helm, Chinook with Josh on helm and Avalon with Lewis on helm. Mistral made up one end of the start line with the north of Ynys Moelfre the other. Helian and Hwyl Dda opted to meander home. With Ocean Mood retiring, the remaining two racing boats made it safely home with Lewis on Avalon taking 1<sup>st</sup> place and Josh on Chinook coming a close 2nd

Well done to both Lewis and Josh, there was plenty tacking required in the Strait and some meaty gusts of wind to deal with. These youngsters deserve praise and encouragement as they are the sailors of our future and will hopefully carry the N.W.V.Y.C forward with them. Thank you also to everyone else who participated in the weekend making it a very enjoyable one indeed!

Chris Hynes  
Mistral

## Portpatrick Harbour - update from Sarico

Following Sarico's recent stay in Portpatrick an important update for any members calling in this season.

Portpatrick harbour changed hands about 8 weeks ago. Now being run by Portpatrick Harbour Trust, who will formally acquire it in a few weeks' time if all goes to plan. Revised contact phone number is 07565 102 096 ('duty' harbourmaster) - you can ignore all other contact numbers in Pilots and Almanacs - there is no VHF contact.

The approach channel has been dredged (the dredger had just finished the day we arrived) by the RNLI to a minimum of 2m to accommodate their new lifeboat. A RNLI pontoon is being installed on the south harbour wall (which used to dry) so the new lifeboat will live there, and local small craft trots are due to be installed in the same area. The deeper water in the main harbour is in the far north east corner, and you can moor up alongside the north wall now.

All plans for yacht pontoons are shelved for the foreseeable future.

Dave Clough  
19th June 2012.





## Trilogy Race - 21st April 2012

06:00 UTC. Forecast West or N West 4 or 5 decreasing 3 at times in N. Smooth / Slight becoming moderate later in S. Squally showers, visibility good.

With a forecast of we were good to go to Pen y Parc, with the option of going to Llanddwyn overnight, or back to Abermenai. The Trilogy Trophy is a time trial, with yachts being allowed to set their own start times (and for this race within a time window so yachts based at either end of the Strait can participate) to make maximum use of the tide.

It had been hoped to use the Poole buoy about 3 miles north of Porth Dinllaen, but the charts showed it as seasonal, and after asking several people and organisations no one knew anything about it, nor had any one ever seen it, nor does Cruising Anglesey list it so it's safe to say it doesn't exist! (unless you know otherwise). Plus it would either have been a reach both ways, or a beat followed by a dead run, and beating that far isn't fun.

To make the course one which tested all points of sailing, 2 virtual turning points were set – I think we all have a GPS of some sort on board now, and so worthy of a trial – once yachts were 50 metres off they could turn. The start line was Royal Welsh, then over the bar to about 3 1/2 miles south of the Fairway Buoy, a turn to a point just WNW of Pen y Parc, with the Pen y Parc headland and wreck buoy transit as the finish line. Total distance 17 miles.

7 yachts were present – new members Andy and Sharon Hibbs on Fantasma and Peter and Joy on Avalon (welcome!), Glen and Carolyn with Malcolm Thomas as crew, Jerry and Denise on Ocean Mood, John and Jan on Soay, Lee single handed on Helian and Georgina and myself on Sarico. Nearly all of us hung back favouring a 1 hour past HW start to get the best push over the Bar. As we went through the narrows with westerly wind against tide the sight of cresting waves had Sarico's

washboards being put in, and coach roof closed, and we were not disappointed with the soaking we got between Belan and C6, the spinnaker pole halyard unravelling and trailing over the side, and the main sail overhaul coming off. It was a bit of a baptism of fire for Fantasma as well, and Genesis hadn't quite got their sea legs so they both opted for a run directly to Llanddwyn.

Ocean Mood started first, so were the yacht to chase. It was a beat all the way across the bar - Helian was constantly gaining on Sarico, and overtook us on the bar. Through the C1/C2 gate it was Ocean Mood, followed by Soay, then Helian, Sarico and Avalon. Reaching down to turning point one it was pretty even. After the turn we were all close hauled – Helian bearing down on Soay – Sarico (with me feeling very green) bearing down on Ocean Mood and Avalon bearing down on all of us – it was a good sail in a brisk apparent wind and the sunshine had arrived. The leading pack of Soay, Helian and Avalon all reached turning point 2 within minutes of each other – and then the rolling and flappy sails started on the down wind run to the finish line.

Crossing the line it was a dead heat between Avalon and Helian, Soay only 1 ½ minutes behind, with Sarico and Ocean Mood coming in 8 and 11 minutes respectively behind them – it really did look quite impressive on the close hauled leg as we were all fairly close together – at one point perhaps all 5 yachts within 400 yards of each other. Pen y Parc was clearly going to be untenable, so we all sailed off to Llanddwyn to join Genesis and Fantasma. Onboard Sarico we surveyed the carnage below deck that demonstrates how easily you forget how to stow things correctly since last season.

With a stiff SW breeze, Soay, Fantasma and Sarico all returned back over the Bar that evening, with the remaining yachts coming back first thing Sunday morning. It was a cracking days sailing, and thanks to all who turned up and participated.

Rank	Boat	Class	HelmName	PY	Start	Finish	Elapsed	Corrected	Points
1	Helian	Westerly Fulmar ( S C IBF F)	L & D Downes	974	12:00:00	14:58:30	2:58:30	3:03:16	1.0
2	Avalon	Jeanneau Sun Odyssey 37 ( S A IB3 F)	P & J Bennett	945	12:03:00	14:58:30	2:55:30	3:05:43	2.0
3	Ocean Mood	Moody 27 ( S A IB2 2K)	J Jago & D Lewis	1180	11:31:47	15:11:45	3:39:58	3:06:25	3.0
4	Soay	Sadler 32 ( S O IBF F)	J & J Lomas	1042	11:45:25	15:00:00	3:14:35	3:06:44	4.0
5	Sarico	Sigma 33c ( S A IB3 F)	D & G Clough	1010	11:58:25	15:08:15	3:09:50	3:07:57	5.0

## Round Anglesey Race - August

On the 4th August the Round Anglesey Yacht Race takes place as the opening event of the Menai Strait Regatta fortnight. There are 4 classes, 2 for the really competitive types with wraparound sunglasses and bawling skippers, 1 for Cruising yachts (class 3) and one for multihulls. Over the past few years the numbers of Venturers taking part has steadily increased, with 4 starting last year (with 5 the year before). Detente has won it on more than 1 occasion, so they will be the ones to beat if they compete this year.

The official organisers are the Menai Bridge Boat Club, and entry forms and sailing instructions will be available from <http://www.aaroncare.f2s.com/index.html> in due course. The official club weekend of 4th/5th August is a trip to Porth Wen, but if you are interested in taking

part in the race Sarico will be competing, and I've been asked to act as liaison with other club members who may wish to do so. If you have any questions or queries about the race then please feel free to contact me and I will let you have the benefit of my experiences over the past 6 years – I will also have copies of the SI's and entry forms.

If you opt for Porth Wen, please give us all a cheer as we pass you at anchor, hopefully late afternoon / early evening. And remember, the club now has the Whispered Secret Trophy, awarded to the highest placed NWWYC Cruising Yacht to finish.

Dave Clough.  
Sarico.

## James Berry Race - 19th May 2012

Results are final as of 11:28 on May 29, 2012

Rank	Boat	Class	Config	Helm	PY	Start	Finish	Elapsed	Corrected	Points
1	Ocean Mood	Moody 27	S A IB2 2K	J Jago & D Lewis	1180	11:00	13:45	2:45:00	2:19:50	1.0
2	Helian	Westerly Fulmar	S C IBF F	L & D Downes	974	11:00	13:22	2:22:00	2:25:47	2.0
3	Avalon	Sun Odyssey 37	S A IB3 F	P & J Bennett	945	11:00	13:18	2:18:00	2:26:02	3.0
4	Olimilo	Corsair F28 cc		R & S Curry	810	11:00	12:34	RAF		20.0

## Porth Eilian - 21st July

From flat calm, blue skies, perfect evening in great company, then F6-7, lost anchor, rope around prop, dinghy in Southport, and much more, this weekend had everything. At least 9 club boats converged on the pretty cove of Porth Eilian for a most enjoyable evening, with just a few drink, in perfect conditions.

The following morning, a different kind of spirit was put to the test, and much more lively conditions for the return trip to Beaumaris brought a variety of unscheduled challenges.

Thanks go to OOD Jerry Jago for leading us, to Glen and Carolyn for hosting us on Genesis, and to Roger Wilkinson on Tilly for assistance in some awkward moments. Hope to have a full report in the next edition.

*Ed and Margaret Hopkinson*



## May Bank Holiday race results

Results are final as of 15:35 on May 8, 2012

### Astrador Cup - 5th May 2012

Rank	Boat	Class	Config	Helm	PY	Start	Finish	Elapsed	Corrected	Points
1	Ocean Mood	Moody 27	S A IB2 2K	J Jago & D Lewis	1180	11:00	15:04:30	4:04:30	3:27:12	1.0
2	Pearl	Moody 36	S C IB3 F	R & S Forder	1097	11:00	14:52	3:52:00	3:31:29	2.0
3	Arabella	Snapdragon 747	S O IB2 2K	J & M Stanley	1250	11:00	15:31:59	4:31:59	3:37:35	3.0
4	Sarico	Sigma 33c	S A IB3 F	Dave Clough	1010	11:00	14:41	3:41:00	3:38:49	4.0
5	Helian	Westerly Fulmar	S C IBF F	L & D Downes	974	11:00	14:38:45	3:38:45	3:44:35	5.0
6	Soay	Sadler 32	S O IBF F	John Lomas	1042	11:00	14:59	3:59:00	3:49:22	6.0
7	Avalon	Sun Odyssey 37	S A IB3 F	P & J Bennett	945	11:00	14:44:23	3:44:23	3:57:27	7.0
8	Olimilo	Corsair F28 cc		R & S Curry	810	11:00	14:21	3:21:00	4:08:09	8.0
9	Fantasma	Van de Stadt Dolphin 26	S C IB3 F	Andy Hibbs	990	11:00	15:17:19	4:17:19	4:19:55	9.0
10	Zygo	Mirage 28	S A IB3 2K	Tim & D Downes	1164			DNF		20.0
10	Mistral	Westerly Fulmar	S O IB3 F	Ian and C Hynes	1030			DNF		20.0

### Walton Shield - 6th May 2012

Rank	Boat	Class	Config	Helm	PY	Start	Finish	Elapsed	Corrected	Points
1	Helian	Westerly Fulmar	S C IBF F	L & D Downes	974	10:00	15:17:32	5:17:32	5:26:01	1.0
2	Avalon	Sun Odyssey 37	S A IB3 F	P & J Bennett	945	10:00	15:19:30	5:19:30	5:38:06	2.0
3	Olimilo	Corsair F28 cc		R & S Curry	810	10:00	15:11	5:11:00	6:23:57	3.0
4	Ocean Mood	Moody 27	S A IB2 2K	J Jago & D Lewis	1180	10:00		DNF		20.0
4	Pearl	Moody 36	S C IB3 F	R & S Forder	1097			DNF		20.0
4	Sarico	Sigma 33c	S A IB3 F	Dave Clough	1010			DNF		20.0
4	Soay	Sadler 32	S O IBF F	John Lomas	1042			DNF		20.0
4	Fantasma	Van de Stadt Dolphin 26	S C IB3 F	Andy Hibbs	990	10:00		DNF		20.0
4	Zygo	Mirage 28	S A IB3 2K	Tim & D Downes	1164			DNF		20.0
4	Mistral	Westerly Fulmar	S O IB3 F	Ian and C Hynes	1030			DNF		20.0
4	Sea Gem	Sun Odyssey 42	S C IB3 F	A & J Stevenson	930			DNF		20.0

Photo miscellany



Passage planning meeting?



Crinan Canal stopover

At last - a perfect summer's day to visit Red Wharf Bay



Ship of the Desert?

