



# the Venturer

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

## Events



A Happy Christmas to all our readers

Sat 14th Dec  
2013

### Pot Luck Supper at the Club.

Bring your own Supper with some to share, hot or cold or buffet style and bring a quick mind for the Seasonal Quiz from John Lomas! Bar will be staffed by the Xmas Elves and Santa will be in the Crow's Nest. Bar from 1800 hrs as usual.

Sat 25th Jan  
2014

### January Social

Time to bring back some summer memories:

- **Whispered Secret's summer cruise**
- **Arabella's summer cruise**

Sat 22nd Feb  
2014

### February Social

- Pearl on summer cruise
- Vyv Cox on Mediterranean cruising

## What's inside?



Dinner Dance report and photos

## Commodore's Corner

Welcome to the last Venturer for 2013. And what a year 2013 was; we seemed to get our sailing weather back! For the first time I can remember in a number of years we had prolonged periods of sunshine and warm weather. No doubt sales of mini-barbecues were good this year as a result. The club was very active once again, taking advantage of the superb sailing waters offered in these parts. For this the yellow shiny thing in the sky was very welcome.

The club has expanded geographically in the past few years - we have members in Pwllheli, Caernarfon, Conwy, Holyhead and of course Beaumaris, not to mention the members based overseas. We are one of the best sailing clubs to be in on the North Wales Coast.

Some epic trips were had this year by boats flying Ebb and Flo on their burgee. St Kilda, all around the UK and Ireland coast and France were amongst the destinations, and there are boats further afield in the Mediterranean who make us all jealous with their turquoise sea pictures.

This is my last Venturer article as Commodore. I have greatly enjoyed my time on the Committee and I want to thank everyone who has helped and worked so hard to make things run smoothly. I wish the new and old Committee members the very best for 2014.

So with Christmas coming up fast, I hope everyone has got their presents list off to Santa in time. Not sure how he manages to fit all those fenders, ropes and deck shoes on the sleigh. I wish everyone a very Merry Christmas and Happy New Year, and all the greatest and safest fun Sailing in 2014!

Glen Warburton

## Menai Vice

This is my last write-up as Vice Commodore, which means another season has passed us by.

All seems to have gone to plan with the sailing programme this year, and by all accounts, next years has been pencilled in by the new VC and Sailing Capt, so watch this space for the 2014 sailing programme.

There have been some good passages made by club members this season, and all have been noted in one form or another, so hopefully next year will give other members the chance to shine, and do please send your articles through to the editor for publishing in the Venturer, the more the merrier.

On a lighter note, I have been given this information first hand, so be warned..... those who take part in the club

racing will have to give there hulls an extra polish next season, as one of our new members, also noted for his passage making at the start of this season making his way to join us on Anglesey, intends to walk away with all the racing trophies next season!!

So I hope there will be others up for the challenge to slow him down, and if not, you should join in on the day just to cheer him on with his quest, but do please join in, as it's an excellent way to improve your sailing skills.

Look forward to meeting you all at the pot luck supper, if not then, in the New Year.

Wishing you all a merry Xmas and a Happy New Year.

*Lee Downes*  
Vice Commodore

## View from the Rear

Bonfire Night was wet and windy again but in true Venturers' style, with the generosity of members bringing scores of fireworks, we managed a fabulous Firework display which was visible from the house of a member who lives above Penrhyn! The bonfire was bigger and better than the Beaumaris Town bonfire, because that one was cancelled due to the bad weather.....About 60 members managed to self cater and BBQ food late into the evening. Thanks to all those who helped with the bonfire and fireworks and the great clear up for the AGM the next morning.

The Prize Giving Dinner Dance was very well supported this year with 80 members and guests filling the ballroom at the Bulkeley; probably a record number. And the Commodore just managed to fly back to the UK in time to host the evening. John Lomas ,our Master of Ceremonies kept us in order most of the time...

Stuart and Julia Nicholls created smiling Octopuses, glamorous Ebb and Flos (*see back page*) which looked uncannily like Barbie, sea- bed scenes with dainty fish, shells and rocks, a sturdy looking fisherman's anchor actually made out of papier mâché and charming beach deckchairs complete with details like tiny flip-flops, binoculars and a sailing book! All with twinkling lights and incorporated into all these decorations was a huge chocolate scallop shell filled with dozens of shell-shaped chocolates. Very tasty and very much appreciated after all the exertions of disco dancing. A huge thank you for all the time and effort put into these table decorations.

As a measure of their impact and the fun look of our tables, the hotel staff came to have a look and the photog-

rapher from the Bulkeley took many shots to put on the hotel website...the Hon Bosun would be proud of me; I demanded royalty payments of course. By the end of the evening, all the chocolate was eaten and many of the creations had been bought by members.

The evening progressed with a closely fought Quiz which nearly had to go to the RYA Protest Committee for arbitration after a protest was lodged.

The photo competition was tremendously well supported with dozens of assorted pictures including sunsets, moonrises, rainbows, close up wildlife, snow scenes, foreign landscapes and beautiful boats. Our judges for the evening, the President's wife, Jenny and the Commodore's wife, Carolyn, had a tough time narrowing things down to a winner and runner up and in the end it was a picture of a local boat sailing in local waters, taken by John Lomas, which won. The bar has been set very high in this year's Competition and I can't wait to see next year's entries. Mike Butterfield, who kindly acquired the display boards from Plas Menai, may need to bring even more next year!

After the highlight of the evening, the Trophy Presentations involving the Flag Officers and the President, we moved on to the eagerly anticipated Raffle Draw for the fabulous prizes gleaned by Joy Bennett ,Hon Bosun and other committee members. The members and guests dug deep and well over £600 was raised for club funds....probably another record; this is nearly twice as much as last year and a fantastic result for all the hard work put in by Joy. After the Raffle draw, which was slickly carried out by Dave and Georgina Clough, the

## View from the Rear (contd)

lights were dimmed, shoes kicked off and the dancing started.

Look out for lots of photos taken throughout the night by our resident Club Photographers, Denise Lewis, Jerry Jago and Ed Hopkinson. We've all been "papped".

And finally, a big thank you from me and the committee to everyone who helped, both on the day of the event and in the many weeks leading up to the event including the club webmaster, Carolyn Warburton who sorted out a very smooth on-line booking process. Great team work produced a great night out!

By popular demand, there will be a very informal social on Saturday 14th December...bring some food to share and some Festive Cheer!

*Alison Pattinson  
Rear Commodore*

## Arthur Birtwistle

It is with great regret that we report the death of Arthur Birtwistle, at the age of 95 on 27th November. Arthur was NWVYC's second president and a long-standing Honorary member of the Club.

In his younger days, Arthur was a very well-known rock climber who pioneered some classic climbs in Snowdonia and Cumbria.

The funeral is on Monday 9th December at Altrincham Crematorium at Dunham Massey at 12:00.

Our sincere condolences go to his family.

## Dinner Dance Raffle prizes

The raffle held at the dinner dance was once again a fantastic event with prizes kindly donated by local businesses and individuals to make it a superb success.

Prizes were donated as follows:

ABC	2.5l Hempel Cruising Performer Anti-Fouling
A F Blakemore & Son	70cl Bottle of Laphroaig Scotch Whisky
Bulkeley Hotel	Sunday lunch for two
Conwy Marina	5 nights accommodation 2014
Gazelle Hotel	Sunday lunch for two
Holyhead Marina	Two nights accommodation 2014
Imray	Cruising Association Almanac 2014
Liverpool Arms	Sunday carvery for two
NW Surveying Services	£100 voucher for services of Mark McGarry
Plas Rhianfa	Sunday lunch for two
Ribrides	Voucher for 1hr Ribride thro Menai Straits
Starida Services (Stan Zalot)	£40 towards launch in 2014 before 31/05/14
Traeth Coch Sailing Club	Bottles of Monkeys Shoulder Scotch Whisky & Famous Grouse
Victoria Dock	Two nights accommodation 2014

We estimate that the value of the prizes exceeded £700 and in true Venturers' traditions, everyone dug deep and we raised just short of £650.00 towards club funds. Thank you all so much for your generosity once again.

Without the support of the businesses and individuals, this raffle would not have been possible and we would urge you as individuals to continue to support them where possible. As our new Vice Commodore (who, together with Georgina, kindly ran the raffle on the night) rightly pointed out, we have already lost one chandlery this year and without our continued support, other businesses will fall by the wayside. Please mention that you are members of the NWVYC when patronising any of the above donors so that they appreciate we try to support them where we can.

Sincere thanks also go to club and committee members for securing these prizes on our behalf.

*Joy Bennett  
Hon Bosun*

## Round Anglesey Race - Sat 3rd August 2013

With a good breeze blowing and fine weather the chances were that this was going to be a record breaking weekend in terms of time taken to get round. The lack of pre event notification probably contributed to only 14 yachts actually starting.

3 yachts were competing under the NWVYC Burgee – Juniper, Sarico and Olimilo, with Papageena also participating under other colours. I was joined on board Sarico by Steve Maclean, and Dave, a colleague of Georgina's (remember, Georgina doesn't race). The normal drift through the Swellies didn't happen – whilst the wind died off, we had way and steerage – a rarity!

Once out into the southern Strait, the wind came, and we were flying, with a reef on Sarico. However, the lower shuttle car had come adrift of the batten, causing extra pressure on the slider above which started pulling the bolt rope out – we put the 2<sup>nd</sup> reef in to try and divert the load, but it didn't, so we retired just off Plas Menai, and went back to Victoria Dock. Disappointment wasn't the word!

We got it all fixed within a couple of hours thanks to the crew and The Boatshed – what brilliant service! We decided to wait for the late afternoon flood, and spend the night at Menai Bridge – we crossed the finish line the wrong way just as Juniper came home – and yes, records were broken with Papageena getting round in just over 7 hours, breaking their own record, and the Class 1 record being broken by 5 minutes.

Full results as follows:

Position	Yacht	Skipper	H'cap	Time	Elapsed	Corrected
	<b>Class 1</b>					
1st	Jezebel	Guy Cowper	1.097	9h 11m 35s	33085	<u>36294</u>
2nd	Madam Wen	John Jones	1.038	9h 47m 36	35256	36596
3rd	Minx 2	Karl Quirk	1.011	10h 05m 20s	36320	36720
<b>4th</b>	<b>Juniper</b>	<b>Ian Partington - NWVYC</b>	<b>1.034</b>	<b>10h 50m 25s</b>	<b>39025</b>	<b>40351</b>
	Mighty Max 2	Neil Thomas	1.069	Rtd		<u>At H'head</u>
	<b>Class 2</b>					
1st	Rebel	Cris Miles	0.942	10h 16m 47s	37007	34860
2nd	Saphoenix	Ken Roberts	0.912	11h 00m 54s	39654	36164
	Mistral of St Helier	Keith Mander	0.983	Rtd		At B'maris
	Badabing	Andrew & Annie Farrell	0.944	Rtd		
	<b>Class 3</b>					
1st	Mikki Finn	Mark Rosenthal	0.904	10h 55m 46s	39347	35570
2nd	Sea Breeze	Andrew Wilcock	0.909	11h 52m 48s	42768	38876
	Sarico	Dave Clough - NWVYC	0.88	Rtd		At C'fon
	<b>Class 4</b>					
1st	Papageno	John Flack	1.274	7h 10m 51s	25851	32934
2nd	Rowland Chimera	Ian Loffhagen	1.238	7h 27m 51s	26871	33266
<b>3rd</b>	<b>Olimilo</b>	<b>Bob Curry - NWVYC</b>	<b>1.229</b>	<b>9h 05m 02s</b>	<b>32752</b>	<b>40252</b>

## 2014 Sailing Programme – Officers of the Day

It may not yet be Christmas, but the 2014 Sailing Programme is already being worked upon by the Sailing Sub Committee. One of the discussions at the recent Members Forum was how we can improve the process to assist OoD volunteers to meet their offered availability for a weekend sailing event. It is true that it not easy for everyone to make a commitment in January / February for a weekend that may be 4 or 5 months away.

What was suggested was that we had a 'pool' of OoD volunteers for particular weekend destinations, who closer to the actual weekend would then be approached by the Vice Commodore / Sailing Captain to come forward to offer themselves as the OoD. OoD's would not be detailed upon the official printed Sailing Programme published in the Yearbook and on the Sailing Programme Card, but confirmed by communication via the Venturer, the club web site, and on the notice board in the clubhouse.

This seems an eminently sensible suggestion, as we all have busy lives with commitments elsewhere that can not necessarily be forecast in advance. It has the added advantage in that if an OoD cannot then attend, they have a list of other potential OoD's they can then contact to organise an alternative, rather than just pass the problem onto the Vice Commodore/Sailing Captain. Some of our longer serving members will recall that

used to be the case anyway, so it's a return to the self-help values of the NWVYC.

I've put a weekend destinations matrix up in the Clubhouse, and would ask anyone who is willing to be a volunteer OoD to put their names on the matrix, and tick the destinations that they would be happy to be OoD for. If you are unsure of what the responsibilities of an OoD are, they are detailed in the current Yearbook.

The Sailing Sub Committee for 2014 has already been formed, but if you have a burning desire to be involved then please contact any member of the Sub Committee, who are;

David Clough – Vice Commodore (elect).  
Mike Hollingworth – Sailing Captain.  
Mike Butterfield – Racing and Handicap Co-ordinator.  
Richard Forder – RYA Training Centre Principal.  
Mick Green.  
Alan Hollingworth.  
Dave Priest.

Note – having a Christian name of David or Michael is not a pre requisite for being on the Sub Committee!

*Dave Clough  
Vice Commodore (elect).*

## Bosun's Update - Dec 2013

The sails and liferafts have now gone away for winter laundering/servicing and I would like to take this opportunity of thanking you for supporting the club again this winter by participating. Eleven liferafts and a considerable weight of sales have been processed which helps not only the club but the Boat Shed and NorWest Marine.

There will be a bosun's stall at the Christmas Social on 14th December 2014 run by our new Bosun, Steve Maclean, which will provide you with an opportunity to purchase:

- 2014 PBO Small Craft Almanac's
- Dag Pike's Hidden Harbours of Wales
- Lochs and Lights
- Irish Sea Pilots by NWVYC member David Rainsbury
- the ever popular new edition of Cruising Anglesey and Adjoining Waters (8th Edn Revised)

plus amongst other publications together with club clothing, tidal clocks etc.

If you wish to order any other Imray publications as Christmas gifts, could you please contact us a.s.a.p. to enable orders to be processed in time.

Finally, I would like to take this opportunity to that you all for your support over this year of my "bosunship" – I have thoroughly enjoyed it but feel that it is time for someone and fresh to take this role onwards and upwards for the benefit of the club and its members.

*Joy Bennett*





## What's in a name? (And how do you spell it!)

Having been elected as the Vice Commodore from 1st January, I thought I would do a bit of research into the origins of the rank, and how it should be presented in the written form – Vice commodore, Vice Commodore, vice Commodore, with or without hyphen etc.

The current naval rankings have been precisely defined for only forty years.

Flag rank officers : Admiral of the Fleet, Admirals, Commodore.

Commissioned officers:

Captain, Commander, Lieutenant-Commander, Lieutenant, Sub-Lieutenant/Master's Mates.

Warrant Officers:

Master, Surgeon, Purser, Boatswain, Carpenter, Gunner.

Petty Officers:

Midshipmen, Chaplain, Other Petty Officers.

The Admiral of the Fleet is therefore 'top dog' in terms of ranking, but interestingly enough historically seldom put to sea with the rest of the Fleet (a bit like Glen until August this year!), and so required someone else to go in their place – an Admiral.

The ranks of Admiral, Vice Admiral and Rear Admiral were derived from the Squadron colours of the Royal Navy. Squadron colours were inaugurated during the reign of Elizabeth I to subdivide the English fleet into three squadrons. There were three classes of admirals using coloured flags. The Admiral's squadron wore a red flag, the Vice-Admiral's wore a white and the Rear-Admiral's wore a blue.

As fleets grew in size the squadrons became too large for one admiral to control the movements of his squadron efficiently and effectively and led to three admirals being assigned to each squadron: a full Admiral in command, a Vice-Admiral as his second, and a Rear-Admiral as his third in command. Thus there was now an Admiral of the Blue, Vice-Admiral of the Blue and Rear-Admiral of the Blue, and so forth. The squadrons ranked in the order Red (as senior), White, Blue, and Admirals took rank according to the colour of their squadron (I am planning on doing a follow up article on Flags and etiquette in 2014, as a tenuous link to the Clubs commitment to promoting good seamanship – it will also help explain why the Blue Ensign is flown by our neighbours the RAYC and RWYC).

I digress – back to the Commodore. In 1690, the Admiralty gave the title of Commodore to the senior Captain of a small squadron, or a Commander in Chief of a small station, when no flag officer was present. It was considered as a temporary rank which once the circumstances had passed meant reversion to Captain. The positions of Vice Commodore and Rear Commodore simply do not exist in the Royal Navy. What does appear to have happened that Yacht Clubs have adopted various Naval terminology to suit their own needs – hence a Commodore of a Yacht Club being in charge of a small squadron rather than a fleet, with the Vice and Rear having responsibilities split between land based and water based activities, as NWWYC do.

So, now to the spelling. Having researched various Internet sites, and mindful of my discovery in the paragraph above, the Royal Navy websites provide no reference to Vice and Rear Commodores. Given that Yacht Clubs adopted the terms, it seemed sensible to go to the long established Yacht Clubs to see what they do. According to the date of establishment, the Neva Yacht Club, founded in 1718 in Russia, is the oldest yacht club. However, since this Russian Yacht Club was established by a decree of Tsar Peter the Great, it does not fully qualify as a proper club in the modern sense, understood as a voluntary association of members who organize and run the club.

Therefore, the Royal Cork Yacht Club founded in Ireland in 1720 is widely acknowledged as the oldest yacht club in the world. Their web site didn't provide anything conclusive, as they have Admirals, Vice Admirals and Rear Admirals (all with leading capitals I noted). The oldest Yacht Club in what is now the United Kingdom is the Starcross Yacht Club (1772) and they have Vice and Rear Commodores – the Royal Thames Yacht Club (1775) the same, as is the Royal Yacht Squadron (1815).

So, insofar as guidance from the web sites of the oldest Yacht Clubs is concerned, it's capitals, and no hyphen, so Vice Commodore it is!

*Dave Clough*

*Reference source – The National Museum – Royal Navy, Wikipedia, and referenced Yacht Club sites.*

## NWVYC Training

On **Saturday 19** October five members successfully completed the RYA First Aid course. As well as covering the syllabus, including CPR, discussions also focused on our unique situation on board a yacht. We will find ourselves in situations where the medical professionals are more that 10-15 minutes away and in many cases we are sailing shorthanded.



For those that wanted to take the course but the date was unsuitable, another course is to be set up for February 2014 (see below for more details).

Unfortunately, there were not enough members for the Day skipper Theory course. It is hoped to run a combined Day Skipper and Yachtmaster/Coastal Theory course in the New Year (see below for more details).

## Winter Training 2014

RYA First Aid – This is a one day course covering the following –

CPR and differentials for drowning, levels of response, recovery position, control of bleeding, understanding medical shock, Cold Shock, Hypothermia, head injuries, First Aid equipment on board yachts, medical advice & assistance at sea, helicopter evacuation.

With practical assessments plus questions at the end of the course

Date – Sat. 22 Feb. 2014, 0900 – 1700

Cost - £65 (Plas Menai cost £95)

RYA Day Skipper/Yachtmaster Theory – The course will be structured to cover the requirements of the Day Skipper syllabus and Yachtmaster/Coastal syllabus. By running it over 4 weekends the course will be less intensive. It will allow Day skippers to get plenty of practice on basic navigation and Yachtmaster/Coastal to get to grip with advanced navigation.

Dates –

Weekend 1 – 18/19 Jan 2014	Weekend 3 – 15/16 Feb 2014
Weekend 2 -1/2 Feb 2014	Weekend 4 -1/2 March 2014

Times – Sat. 0900 – 1700, Sun. 0900 - 1600

Cost - £200 (Plas Menai cost £270)

If you wish to book a place or want more information, please contact -

Richard Forder (NWVYC Training)

Email : [training@nwvyc.org.uk](mailto:training@nwvyc.org.uk)

Mobile: 0774 500 8338



## Winfarthing in Scotland 2013

Winfarthing's Scottish adventures continue from the October edition.

Two weeks later we arrived back at Largs on the train and set off the next day for Portavadie. Portavadie is a famously posh marina, and liked by Carol because it has hair straighteners in the washroom. This always amuses me and demonstrates the difference in thinking between the skipper and his wife. Hair straighteners for her, easy manoeuvring berth for him. I was quite puzzled to discover that the gents showers also had hair straighteners, must be a sign of the times.

The voyage from Largs to Portavadie started nicely with a force four on the beam. An hour later we were heavily reefed, in a thunder storm with torrential rain and Carol really looking forward to seeing the hair straighteners. Later that day, after a welcome arrival, we crossed by ferry to east Loch Tarbert, leaving the dodgy weather to another skipper to worry about. We like east Loch Tarbert although a little run down these days. It has a good Co-op so back we went with rucksacks loaded.

I had planned to refuel on arrival at Portavadie but after the heavy weather, decided to berth and do it the next day; next day the wind was blowing awkwardly across the fuel berth, a queue of motor boats waiting to go on and the attendant gone missing, so a quick check of the tanks and I reckoned we had enough to get through the Crinan to a nearby marina with maybe a little left. So we sailed slowly from Portavadie to Ardrishaig at the entrance to the Canal, with time for another go at the mackerel - this time with my choice of feathers. A few minutes later and we had a nice bucketful.

Arriving at Ardrishaig marked virgin territory for us. We approached the canal lock with a little trepidation, not quite sure what was expected. Into the lock and tied up and immediately attended to by the lockkeepers who could not have been more helpful. That was our experience right the way through, very helpful and aware that 2-man crews are going to struggle, so lots of help, no need for any of the crew to leave the vessel. At first I declined the offer of assisted passage, because I mistook this for the pilots I'd heard about who can be quite expensive. It turns out that to do away with the independent pilots, the assisted passage idea was born. Basically you fly a yellow flag which signals the lock keeper you need them to operate the locks and take the lines. There was no charge for this and I thought it all good value in the end and made for a relaxed passage. We did a few locks in a short space of time and stopped for the night

at a pontoon above Lochgilphead.

Our approach disturbed a group of anglers on the pontoon who were happy to discuss the fish you might catch in the fresh water of the canal. They hadn't managed anything though so I showed them my mackerel and told them I'd had them only a 'short way back' which was sort of true. The strange thing was they didn't question this but looked at each and me in a strange way, packed up and left! One of my expensive but best purchases this year is a BBQ that clamps onto the pushpit rail. We have really enjoyed the ease of a BBQ on-board and it wasn't long before the mackerel were sizzling away on it. The smoke did wonders for mozzly relief as well.

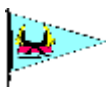
Next day we lazily motored to the other side of a long set of stair case locks at Cairnbaan and stopped for walking, a beer and meal in the hotel and another peaceful night.

Our next morning saw us up early heading for the sea lock at Crinan itself. It gets a bit crowded at that end. Travelling slowly along a narrow section we saw a large yacht come round a bend and head towards us a good speed. Instead of heading into the bank on the correct side he went hard across to our side, then realised his error and made a vague effort to get back, but by then we were in the trees although luckily did not go aground. With no apology he was gone and we were left looking like Dad's army camouflage and the air blue around the boat from the joint language ensuing.

As we neared the end of the canal, the blue sea came into sight and view of the distant islands. We were both taken aback with the beauty of our first sight of the west coast from Winfarthing and it was quite relieving to have her back in salt water again. We enjoyed the canal but both admitted afterwards to starting to feel a little constrained in there and glad to break out. Departing Crinan Basin, we motored in windless conditions across to Dorus Mor which having timed it right, was benign. Around the corner and on up to Craobh Haven marina; there's not a lot there but a marina pub and small shop supplied us with what we needed.

Fully refuelled we left for our passage to Oban via the Cuan Sound. I'd calculated and recalculated the timing for this horrendous sounding place, with the pilot forecasting doom for those that got it wrong. The approach is rock and reef strewn so all in all a bit of a worry. As a veteran of the Swellies, Calf Sound, Jack Sound etc. I thought it would just be another place where getting it right belayed all the worry done beforehand. I'd timed





## Winfarthing in Scotland 2013 (contd)

arrival for what I thought would be the brief slack water before it turned in our favour.

As I approached the sound and the great big rock and reef in the middle, I realised that the tide was showing no sign of abating and turning the right way. As well as pushing us back it was pushing us towards the rocky bit. More and more throttle applied seemed to be having little effect and I was starting to worry. It's not good when there is so much current going the wrong way that its forming a wall of water on the rocks! We crept and crept across and away from the rocky bits and made very slow progress forwards and around the corner where we thought it might slacken. It didn't and we crawled for over an hour at flat out rpm to get through, passing two yachts coming the other way who had got it right.

Finally clearing the sound and turning on up towards Oban we breathed again and I pondered how I had got it wrong. Doing some research later on I realised that the information I had from the internet was correct if you applied it to HW Oban but I had applied their Dover HW correction which was an hour and a half wrong!

The rest of the passage up through the Sound of Kerrera was pleasant and interesting. Carol was particularly thrilled to see the highland cattle on Kerrera standing in the water as you often see in photos but rarely for real. Oban marina, on the other side of the water from Oban, on the Island of Kererra itself is a lovely location although the marina itself is a little run down. However it was safe, shore power available and a free launch to Oban itself provided.

The next day we walked right the way around Kererra Island, visiting the Castle and a lovely café on the way. Our feet were sore at the end of it and a couple of glasses of wine and nice meal saw us to bed. Looking forward to a good night's sleep, we were dismayed to find that the entrants, very many of them, arriving for the West Highland yacht race were for partying all night. Shouting, singing and music till five in the morning were not what we had hoped for. This yacht race was to plague us for the next few days; great for the participants but not good news for ordinary cruising folk looking for a quiet time and a berth.

We left at 6am after little sleep for Tobermory which was where they were heading a couple of days later. Our plan was to try and stay ahead of them as finding a berth anywhere they were was a nightmare and of course the partying till late just added insult to injury.

Sailing up the Sound of Mull, Carol spotted Loch Aline on the chart and decide that we could visit that and still get to Tobermory next day before the race arrived. A tricky entrance takes you into a small loch with brand new pontoons and very new facilities. It's a nice enough place but lies just downwind of a sand quarry which probably causes some disturbance if they are loading a ship. However, it was quiet while we there and a nice restful place to stop after the sleepless night before. There is a well-stocked (by west highland standards) shop there and one very quiet pub.

Next day we continued to Tobermory and were pleased to see several yachts coming out so we were with a chance of finding a berth. Tobermory is famously quaint, serves a good pint and is a nice town for a stroll along the harbour of an evening. We set off to walk along a cliff path to the lighthouse but turned back after a couple of miles as the path turned to six inch deep mud.

The race fleet were due in the next morning and we didn't want to be there then. Gales were forecast and we had to decide whether to stick to plan A and go around the west side of Mull and head south that way, or back along the sound of Mull covering old ground. The bolt holes on the west side of Mull didn't look the best facilities wise so we went back through the sound heading for Dunstaffnage Marina. Half way along the Sound of Mull we were greeted with the sight of a wall of spinnakers coming the other way. The race fleet were sailing nicely downwind almost side by side taking most of the sound. A tricky one I thought, and they are unlikely to give me much room with the racing spirit flowing through them. We found ourselves criss-crossing between them for a few miles. We located the hard-to-find narrow channel and entered the quite vast Dunstaffnage marina.

A call on the radio got no response so we found a berth and went to report to the office. "Shuts at five" I was told as I then wondered how to get back through the gate to the boat. A kindly soul told me that the pub had tokens for a £20 deposit for just such occasions. A strange way to run a large scale marina. Noting the real ale at the pub while collecting the token, and not daring to arrive back at the boat having tried it without Carol, I made my way back as the gale and thunderstorm arrived all in one big go. We were stuck there for three days but entertained ourselves with bus rides into Oban and out to a seafood restaurant at the Connel Bridge.

*Bob Scott  
(Ex-)Winfarthing*

Winfarthing's Scottish adventures to be completed in the New Year!.....



## FOR SALE "SOAY" Sadler 32

**"SOAY" SADLER 32 1982. Fin keel**

**Location: Victoria Dock Marina, Caernarfon**

**£24,995 ono.**

**Please contact John Lomas 07593258342/ 01619289581 john.lomas@sen-voice.co.uk**

Very good condition. Sleeps up to 6. Upholstery and boat interior in immaculate condition. Soay has proved to be both a successful club racing yacht and a comfortable, dry and safe cruising yacht. LOA 31ft 6 inches. Beam 10ft 6 inches, Draft 5ft 6 inches. All stainless steel standing rigging replaced 2007.



### Sale includes:-

- Brand new sails (main and genoa (£2,500)) plus serviceable older sails (as shown in photograph above). 3 reefs. Foam luff to genoa (both sets of sails)
- Lazy Jacks and stackerbag
- Cruising chute with snuffer (excellent condition).
- Spinnaker pole and whisker pole
- Furler headsail reefing (2006)
- Storm jib.
- 6 winches
- Beta 25HP engine. New 2006. 400 hours only. Meticulously maintained. 70Amp alternator.
- Maxiprop feathering propeller and Stripper rope-cutter.
- Masthead windspeed and direction instruments (c2006)
- Log and depth instrumentation (c2006)
- Raymarine radar with C70 multifunctional display
- 2 colour chartplotters (C70 and Garmin 182C)
- GPS (Garmin 126)
- Navtex Pro
- DSC radio (Simrad)
- TP20 Tillerpilot (additional TP10 also available by separate negotiation)
- Sprayhood and grabrail (2007)
- Battery condition monitor (new 2013)
- 2 domestic (new 2011) and 1 engine battery
- 2 solar panels.
- Eberspacher heating
- Recent water tanks, capacity 200 litres
- Hot water system heated by engine or shore power through calorifier (installed 2006)
- Cooker with two burners. Large fridge (updated 2009)
- 35 LB CQR with 100 feet of chain plus kedge anchor, chain and line (Bruce, 7.5kg)
- Manual windlass
- Sale includes safety equipment, fenders, warps etc
- 4 person life-raft in valise.
- Part 1 registration certificate
- Custom made winter cradle (2008)
- 2.6M Inflatable dinghy, also in VGC, available by separate negotiation.

## For Sale - "Mistral" Westerly Fulmar

### FOR SALE. - MISTRAL 1986 Westerly Fulmar - £30,000 ovno

Well maintained family cruising yacht. Most running rigging replaced 2013. Standing rigging replaced 2008.

Many extras including:

- 2 x Mainsails (1 fully battened and 1 partial).
- 2 Furling Genoas (1 lightweight),
- Spinnaker and Storm jib. - all sheets leading back to cockpit for single handed sailing
- 2 x Lemar 40's self tailing winches,
- 2 x Barlow 21 Halyard 2 speed winches
- 2 x Barlow 24 spinnaker 2 speed winches
- Electronics - too many to list in detail but briefly include chart plotter, DSC Radio with external RAM microphone, Navtex, GPS x 2 (one with USB lead at nav table), Weather fax, Trio R000 communications radio
- Eberspacher D2 heater with thermostat new in 2013
- Lewmar electric windlass new in 2012
- Autohelm ST4000 Autopilot
- Standard Horizon CP 180 Chart Plotter
- Standard Horizon GX 1599E DSC Radio

For full details on all the above and many more extras, please contact Ian Hynes: 01248 810560





### Dinner Dance Photos

#### Welcome

The Venturer would like to give a warm welcome the following new members to NWWYC:  
Piers & Meg Allot with boat Swanrad  
John & Pamela Wrench with boat Marion



Just a few snaps from the Annual Dinner Dance held at the Bulkeley.

Top and bottom left are just 2 examples of the magnificent table decorations made by Stuart and Julia Nicholls (with real chocolate shells too, mmm.....)

On the far right, top to bottom, some of our trophy winners this season, Jerry Jago and Denise, John and Jan Lomas, John Creasy.

And seen orchestrating a superb evening's entertainment, Alison Pattinson. Many thanks are due to Alison for all her hard work during the past season.

