



# the Venturer

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

## Events

<b>5th/6th April + 12/13th April</b>	Scratch Cruises – see Web Site Event Notice Board.	
<b>Fri 19th April</b>	Working party (for those on cruise Sat-Mon) 15:00 Members Forum, 16:20 Racing Forum 18:00 Start of Season Party Bar opens 18:00, food served 19:00	<b>OOD Lee Downes</b> <b>OOD Derek Lumb</b>
<b>Sat 19th April</b>	Working Party (if not on scratch cruise) Cruise Llanddwyn/Rhoscolyn/Porth Dinllaen	<b>OOD Tony Rowell</b> <b>OOD Dave Clough (Sarico)</b>
<b>26th/27th April</b>	Moelfre	<b>OOD Jerry Jago (Ocean Mood)</b>
<b>3rd/4th/5th May (BH weekend)</b>	Sat: Porth Dinllaen (Trilogy Trophy-P) Sun: Holyhead (Walton Shield-P) Mon: RTM (Astrador Cup-P)	<b>OOD Dave Clough (Sarico)</b>
<b>10th/11th May</b>	Dulas	<b>OOD Mike Hollingworth (Chinook)</b>
<b>17th/18th May</b>	Pen y Parc	<b>OOD Glen Warburton (Genesis)</b>

.....Continued on back page

## Commodore's Corner

Today's the day, 30th March, the first day of British Summer Time - the clocks have changed and the sun's shining and I hope it's the first sunny day of many. The first club yachts were launched yesterday, 29th March from ABC's yard - Ocean Mood going first, followed by Zygo a close second - sorry if I have missed any that went in earlier from the North Shore Yard. I hope you are all busy preparing your yachts for launching and you have all the big jobs sorted. I know it's still early in the season but you can have some excellent days sailing, although it can be a bit chilly of a night time.

Our house officer, "Trowell", has prepared a list of works for the start of season work party and I know you will all make the effort to attend and help out with the work to be done, it is through everyone's efforts that our club will continue to prosper and flourish, so please do attend, many hands make light work as they say.

The start of season party is a catered event so requires those wishing to have food on the evening to book in so the rear commodore can order food accurately. The menu is available on our webpage; you can pay via PayPal if that suits better. New Club members will be receiving a phone call from me within the next week or so, inviting them to attend and see who's who in the club, how the club works and meet up with other new members.

The club house redevelopment is still ongoing initially with works on the septic tank, in the next month, to find out why it has stopped working properly and then carry out the necessary repairs.

Work on the heads will be organised for the end of the season, with new windows and remedial repairs hopefully being done at the same time.

I hope all goes well for you this season, and you fulfil your ambitions, whatever they may be. Good winds and sailing to you all.

*Lee Downes*  
Commodore

Note: Last copy date for next edition 13th June - but don't let that stop you sending articles in earlier 😊

## VCDC

If you haven't been down working on your Yacht, no doubt you soon will be. Some may be ready for the first club weekend cruises, prior to the Start of Season party. And those who aren't yacht owners will be noticing growing grass and weeds, so one way or the other we all know we are coming into the Sailing Season. The Club's Sailing Programme is finalised (as far as it ever can be when gazing into the Crystal Ball for wind direction 3 months prior) and published on the Web Site and in the Yearbook.

We still need more members to volunteer for Officer of the Day. Don't worry if you haven't done it before – Mike Hollingworth or I will explain what needs to be done. Primarily you act as a focal point for discussion about the destination depending on wind direction and weather. It is not an OoD's responsibility to look after or organise passage plans for everyone – each skipper has responsibility for deciding their own departure times and course. And Mike and I will be happy to address any worries or concerns that you have. There is a form on the Club House Notice Board, and also on the Web Site under 'Programme' with a link from the home page.

For the newer members, please remember to dual watch on Ch16/69 on Club weekends when out cruising, and if on your mooring or at anchor keep listening on Ch69 – there is often a discussion about the weekends activities on both Friday and Saturday evenings – it's the best way to keep abreast of what's happening in terms of destination, and when others are planning to leave to allow you to sense check your own decisions.

The Spring Cruise is North West England, as suggested at the Members Forum in November. Joy Bennett is leading this Cruise, which will begin with a trip to Liverpool in company with North Wales Cruising Club who do this trip on a regular basis. It's also the SeamInt Trophy passage race on the Saturday. This is relatively unexplored area for the Venturers in the recent past, so will be an interesting cruise of exploration of new harbours and Marina's for many. For those not going please remember this is also TT week on the Isle of Man.

I'm planning to lead the Summer Cruise starting on Saturday 2<sup>nd</sup> August. Please remember that the Summer Cruise has been planned to allow for differing needs of members - for those wanting a more relaxing fortnight Waterford is an excellent destination that can be reached in several relatively short hops (bar obviously the crossing of the Irish Sea). Those wanting a more demanding sailing experience can hopefully make the Fast-

net Rock, and in-between the two destinations several other first class destinations including Kinsale and Cork can be achieved.

There is a poster up in the main room of the Clubhouse with distances marked, suggested Passage Plans, and things to see and do in each location. If there is poor South Westerly forecast then the back-up plan is to cross to the East Coast of Ireland, and then hop up the coast to Belfast, calling at Carlingford Lough / Strangford Lough before coming back via the Isle of Man. Sarico will be setting off a day late due to a family commitment on the official start day, but hope to catch everyone up, possibly by doing an overnight passage.

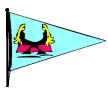
On the subject of overnight passages, John Hull has again volunteered as the OoD for a night passage south through the Swellies to see sunrise over Caernarfon Bay. For those who have not sailed before at night, or are seeking some confidence to do so, this is an excellent opportunity to gain experience in company, and Sarico is intending to take part, so let's hope we get a good turnout. John makes the point that there are many opportunities for a night sail, and Safari is often seen heading out in the dusk of an evening, so if you can't make the planned weekend please keep in touch with John.

For those who just want a week of pottering around Anglesey, in August Mike Hollingworth is running a week's mini cruise of exploration of all of Anglesey's anchorages – even if it's just calling in on the way past for lunch. I'm hoping the main summer cruise will be able to rendezvous with the mini cruise on our return to Anglesey.

Don't forget the Training Skills weekend, 14th/15th of June – this should be great weekend, staying within the Strait improving our skills with the Beaumaris Lifeboat on the Saturday morning (and RAF Rescue 122 if available), and the afternoon and Sunday with help and assistance from other club members – a weekend not to be missed with a mini social thrown in for good measure on the Saturday evening. Contact Richard Forder for more details on the weekends sailing activities. The Social on the Saturday night will be a bring your own BBQ food evening – Club Barbeques will be lit and fuelled.

Finally please participate in as many weekends as you can, so you can enjoy the scenery, sailing and the social aspects that cruising in company can bring - I hope to see as many of you as possible out on the water this year.

*Dave Clough  
Vice Commodore*



## Rear's Ravings

It's the third of March and at high water the straits are flat calm. Let's hope that it's not "in like a lamb and out like a lion".

The February talk was well attended with about 80 people in the clubhouse at one time. Attendance helped by the EGM, a First Aid Course and two interesting talks in the evening.

The next talk is the last of the winter and brings things a little nearer to home with short presentations on venturing from Anglesey. The club bar will open at 1800 as usual and supper will be served at around 1900 – this time roast pork with red cabbage, sweetcorn, mashed potatoes, stuffing and applesauce. We will aim to have a vegetarian option and a poultry option for those who don't like pork.

The club bar is unusual in that it only opens half a dozen times a year and is staffed by volunteers. We try to keep prices down but inevitably our enemy is waste so we have to charge a small mark up to cover this. We have reintroduced box wine as it keeps well and thus reduces considerably any waste from any content leftover at the end of the evening. I have tried to find good quality wines but for those who want something a little up mar-

ket we have very reasonably priced bottled wines at £7.50, £10 or £11/bottle – the latter would cost you ~£20 in a restaurant. Likewise with beers we have canned beers at £1.20-£1.40 and premium bottled beers at £2.20 so you pay your money and you take your choice. On the subject of bottles of drinks it is not quite in the spirit of supporting the club to bring in your own when the bar is open – if you don't like what we offer then let me know and I will see what we can offer.

This year the Start of Season Party will be on Good Friday, 18th April.

It will be catered by the Bishopsgate Hotel and booking is essential if you want Supper at the party.

Tickets will be available at the next social on the 22nd of March or via the website by Paypal price £7.50. Please buy them at the social if you can and save the club paypal fees. Tickets (and refunds) will be available until Tuesday 15th of March so that we can give final numbers to the Bishopsgate on Wednesday 16th. After Tuesday (15th) please contact me to see what can be arranged.

Derek Lumb,  
Rear Commodore

## Start of Season Party - Good Friday 18th April

This year the Start of Season Party will be on Good Friday, 18th April. It will be catered by the **Bishopsgate Hotel** and booking is essential if you want Supper at the party.

The menu is provisionally:

- Steak and Kidney Pie, or
- Smoked Haddock Lasagne, or
- Chicken Fricassee  
with chorizo, red pepper
- + cherry tomatoes in a creamy white wine sauce.

There will also be a vegetarian option.

Tickets will be available via the website by Paypal, or from Rear Commodore, price £7.50. As it is outside catered we need to give the Bishopsgate provisional numbers by the 11th of April although some Tickets (and refunds) will be available until Tuesday 15th of April so we can give final numbers to the Bishopsgate on Wednesday 16th. If you want to go to the party please make an effort to book your tickets this week. After Tuesday (15th) please contact the Rear Commodore to see what can be arranged.

**Working Party**  
 Don't let the title put you off!  
 This is very much a cheerful, social event  
 providing you with the opportunity  
 to network with old and new fellow members  
 while providing much appreciated  
 TLC to **YOUR CLUBHOUSE**  
 Feel Good Factor Guaranteed  
 Saturday April 19<sup>th</sup> after breakfast  
 Your help would be appreciated!

## Sea Trials for the Caroeste (or a trip to the Gazelle) - part 1

Thanks to Steve Maclean for this account of his first trip in Caroeste.

### The passage plan

The expected arrival of my friend and willing new crew member Chris, on the Wednesday evening was the start of a new chapter in my sailing - a maiden voyage. A busy working week had left little time to plan our voyage; instead I decided to leave it until Chris arrived. Having not met up in a while we spent some time catching up over a takeaway and beers. The evening flashed by but planning had yet to be discussed – “Never mind, the weather looks ok so we'll knock up a plan in the morning; no problem”.

### Vic's at Tesco

The voyage was only really a trip from Conwy to Menai and back but was actually the first opportunity I've had to make use of my new boat - an ageing westerly centaur with original senile-Volvo MD11C; but no doubt with lots of competent sea miles under her keels. Full of optimism and enthusiasm for the voyage ahead we headed for Tesco for much needed hearty tucker and beverages. We didn't have a victualing list as such, more an unspoken idea of what we planned to eat and drink during a successful two day round trip. However, we did manage to fill a small trolley of 'just in case' items; insulated mugs; frying pan; bacon and eggs; plastic plates; proper metallic cutlery; chocolate; and of course beer and a cheeky bottle of vin-rouge.

### Good value

The Conwy harbor master kindly called the Cruising Club launch skipper Keith on the VHF and requested a pick-up from Conwy to take us out to Caroeste. Unfortunately the launch was unable to get onto the jetty at low water but agreed to pick us up from the visitors' pontoon at Conwy Marina in 30 minutes - plenty of time to carry our bags to the pick-up point. Keith arrived promptly and duly transported us, and our two trolley loads of weekend gear, plus outboard, out to the boat. Good job the dinghy was already on the boat; the weight of gear alone must have cost more in Diesel than the £3 we paid for the trip – most of which would have stayed in the car if we'd have been using the dinghy!

### Headless weekend

During the safety brief of where everything is located etc. we came to the heads. "Here is the heads, it's clean, in fact unused and sparkling, even has new pipework; the heads sea cocks are not functioning, but they are off and we have a bucket." "I tried to slip the bad news in between two bits of good news without using the 'flag

word' "sorry" which would have only emphasized the bad news. But having both worked at the same company for a number of years, we had both probably attended the same training course in delivering bad news! Good job Chris has a rather sanguine disposition – “no prob's, message understood, portable multifunctional heads”.

### Steaming out of Conwy

"Ok, we have paper charts etc but check out our new Navionics app for the iPad". I think this magnificent piece of time and effort saving equipment was referred to as 'the plastic brain'. However, plastic or not, it was going to get us to Menai and back.

Having had a little tinker with the iron sail and unwrapped the main source of propulsion, we were ready to set sail on the first voyage (under new ownership) of the SS Caroeste. “We'll head out against the flood tide in case the engine plays up” - planning for failure, hoping for the best. Although a little on the steamy side, we managed to puff our way out to the fairway buoy without incident. Sails up, engine off, and a warm cupper in hand and all was going well.

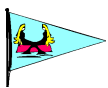
### Fair sailing from the fairway

The wind was a bit fluky; that's my excuse and I'm sticking to it! We did have a couple of minor issues with the sails and did a couple of 360's until we got a feel for the boat under sail – a bit sluggish and not what I am used too! We both agreed the main sail was looking a bit knackered, in fact totally useless. On closer inspection we wondered what the pocket looking things where in the floppy areas; Chris announced spying some bits of wood fashioned a little like battens in the forecabin. “No prob's, we'll drop the main, pop in the battens and see how we're lookin”. Oddly enough we couldn't then persuade the main to play the game and climb those extra few inches to the top of the mast. “Never mind, time is cracking on, let's just get to Menai”.

### Puff'in the Swatch

Heading in the general direction of Puffin, progress was slow; change of plan “let's go across Penmaen swatch”. Again progress a little lacking and the prospect of heading across the swatch on a falling tide was not so appealing. “Ok, Puffin and through the Sound I think”. Having thought through the worst case scenario I decided being high and dry on the soft sandy swatch was more preferable than getting to Puffin Sound and not liking the conditions, the swatch and Conwy would then be out of reach for a good few hours, certainly until after dark and a forecast of NW F6 on the horizon. However, we we're drifting virtually windless in a forecast F4/5! Time to





## Sea Trials for the Caroeste (or a trip to the Gazelle) (contd)

crank up the steam sail and puff our way across the swatch tout de suite.

Progress was a little slow but flat calm water and a few more revs saved the day; there we are, B6 insight and a warm cupper and cereal bar to celebrate our success. We decided the remaining revs still held in-reserve, would be a good idea to ensure being tied up before dark in Menai. However, the following developing cumulus cloud which had now replaced the once pitiful dribble of cooling water was actually being generated from our exhaust. This presented an opportunity for a rethink! Less revs, less localized weather, less progress but on the plus side, an hour or so of night hours in the logbook.

In the distance, the Beaumaris lifeboat boys were out blasting around the bay in their rib, Nav lights clearly on display. We thought we'd take the hint and follow suit, steaming light on - literally. It took a while to get to The Gazelle and it seemed prudent to get secured to a buoy ASAP before the failing light tricked us into running over one of those tiny hard to spot tennis ball sized marker buoys that seemed to be dotted about. We tried a couple of dodgy looking moorings but I could imagine our club Training Officer (Richard) shaking his head, so we steamed around looking for something more suitable. However, heading up to our next target the engine cut-out at low revs. Turning the key it fired up immediately and feeling a little unnerved by this, plus the fact we had no wind, I decided this was definitely the buoy for us.

### Motivation

Being within sight of The Gazelle was too tempting for the both of us but Chris was quite clear that it was well past beer o'clock. They say there is no better bailer than a frightened man with a bucket - equally, there is no faster or efficient dinghy pump than a thirsty man in sight of the pub! Chris had almost got the excessively sized Honwave tubes to near bursting point; all that remained was to prise the now straining dinghy from its captive cockpit! Phwaa and with a relieved inflated dinghy, over the side it went, ready to transport a damp but deserving crew to the warmth of The Gazelle.

Planning ahead, we left a light on in the cabin; one of those low consumption, 'low light' LED jobbies. It looked fine as we fired up the new outboard and headed away toward the welcoming site of The Gazelle. The odd glance back confirming our cunning strategy in being able to find our way back later!

Being a little damp, and sporting dripping waterproof

jackets and shorts, we felt a little under dressed for a nice riverside restaurant, and we were a little unsure of the welcome we may receive. We need not have worried; the new landlord Chris was welcoming and cheery. Sadly we arrived too late for dinner as the chef had shut up the kitchen for the night and gone home. The bar was packed with tempting crisps and snacks but somehow not so appealing when we literally had a boat load of this stuff! The deserts board looked tempting and was a viable option until Landlord Chris suggested he organize us a Chinese takeaway from Menai. Just time for a cheeky one before our bounty arrived by taxi.

Preparing to head back with our well-deserved tucker, Chris the landlord suggested we eat in the comfort of The Gazelle, with real plates! An offer we could hardly refuse as the plastic plates we'd purchased earlier in the day were kiddies party sized plates - the best non-breakable tableware Tesco had to offer at the time. The Chinese banquet was presented at the table in serving dishes, and warmed plates. More beer please :-)

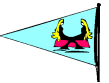
### Traditional navigation

It was past midnight when we headed back to the beach to find the dinghy. It was pretty dark and the minor flaw in our plan to leave a light-burning-brightly was now obvious, or rather, not that obvious! "If we can find the trimaran we're in the right ballpark". The plastic brain would have been handy at this point but night vision may have been impaired. Traditional navigation was the only option and Chris offered the helpful insight "somewhere over there I think" waving his arm in an arc of about 90 degree indicating as specified 'somewhere out there'!

The night was deathly silent and still; at least it was once we'd tied up and silenced the outboard. Finally onboard, and as I checked the security of our mooring Chris announced that it was once again beer o'clock. A splendid evening ashore and a perfect setting watching Menai Bridge lit up on a perfectly still night was worth all the effort. Chris decided to hit the sack at something starting with a 1, so I sat in the cockpit and tuned into to [www.rivieraradio.mc](http://www.rivieraradio.mc) on the iPhone. I must have drifted off and woke a little damp at 3:15am to the sound of Pink Floyd in a 'Bob Marley Reggae styli', and decided to head for the warmth of my sleeping bag - buried somewhere below!

*Steve Maclean  
Caroeste*

Steve's voyage concludes in the next edition



## Imagine This.....

Imagine this, Beaumaris Bay, with blue skies, not a cloud in sight, a gentle breeze blowing, water gently lapping at the stern of the boat. The engine is bubbling away to itself; the crew is fast asleep in the bow.

You go forward and undo the mooring warp, letting it gently slip away into the water, back on the helm now; you gently motor away from the mooring, out into the main channel, raising the main as you go, pulling in the sheet as the wind fills the sail. You turn and fuff with the engine, it's all quiet now as you pass the pier and pontoon. Rounding the curve as you go close inshore following the channel, heading down towards Puffin.

In one easy motion letting the furling line go, the jib fills as you pull the sheets in an easy motion. The boat is alive once more. She's in her element, doing what she was designed for. What all those cold and windy days of hard work in the yard were for. She even lets you believe you're in charge. You pass the radio masts and glance over to the mainland, noticing the dark holes of the tunnels.

The wind is stronger now and she gets into her groove, making her own wind. You hear the whistle of the kettle and a mug of hot tea is thrust up the companion way to you. You hold the tiller between your knees and hold the mug with both hands sipping the tea, the crew is busy in the galley and everything is good.

Soon the smells of cooking sausages waft up to you and you know it's the best way to eat a sausage buttie outside, on a sunny day at the helm of your boat. You look about you, Terns are sitting on the Channel buoys - they fly away as you pass. You're up by the wreck of the Hoveringham now, which sank on 28 January 1971. Apparently of a leak, now there a surprise, you'd never have guessed!

You're grateful that you checked your skin fitting while she was on hard and everything was sound. Passing the converted lifeboat house you are quickly approaching Puffin Sound, the wind is increasing as it funnels through the gap. The crew is on deck, now on the helm, you ready the sheets, getting ready to tack. You smile as you heard the words "get ready to tack".

You say "ready" and wait with bated breath as the helm says "Lee ho" and over the helm goes, you wait for the moment, then release the sail, pulling in the sheet, wrapping it round the winch, and sheeting it in.

You're on the right course now as you look back over the dog leg turn you have just done, going through the Sound. The Perch could do with a clean you think, stained with weed growth, the Lighthouse is a stark white and black in the sun. The old light house cottages look bright and peaceful - no bird watchers yet.

You have time on your side so you swing round the lee of Puffin Island. You let the boat drift as Puffin Island blankets the wind from your sails - you furl the jib and sheet in the main. Fascinated you watch the birds.

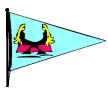
Swooping, diving, and soaring on the thermals as you watch, ever hopeful to spot a Puffin. You see plenty of Guillemots bobbing on the surface and Razorbills, Cormorants and Shags on the island, but sadly no Puffins. You pull the sheets once more letting the furling line run free and as the sail unfurls you see one. A puffin flying, wings flapping like mad, mouth full of fish - you lose it on the island as it lands, and watch for a moment longer, then you shake your head.

Lynas is calling you once more and you turn to the helm, "we better make a move" you say. One day promising yourself that soon you will stop and stare - have lunch at Puffin Island. Perhaps spend some time watching the birds and the seals, maybe even a little spot of fishing, then lunch and a drink and then a snooze in the cockpit and then a drift back down to the mooring on the afternoon tide.

The helm smiles and pushes the tiller, the sails fill as you release the sheets of the main and you're off sailing again. The wind has shifted, and now it's a beautiful broad reach across Red Wharf Bay, pass Ynys Dulas, and round past Point Lynas, not too lumpy for once, off you go again, all the sails pulling, as you head towards Middle Mouse tucking nicely inside, and round into Cemaes, and into Llanbadrig Bay.

The anchor chain rattles as you let it go in seaman like fashion and you gently motor astern to bed the anchor in. Finally all is shipshape and Bristol fashion and you can relax. The crew are relaxing - it's time for a docker they say. You smile as you taste the cool beer. Oh the joys of sailing.

*Georgina Clough  
Sarico*



## The Role of Officer of the Day (OoD)

*The Officer of the Day (OoD) is the focal point for the weekend meeting. He, or she, co-ordinates activities, agrees programme changes and generally focuses the event. As such the OoD supplements and supports the work of the Vice commodore, who has overall responsibility for the Sailing Programme.*

Individual members are entirely responsible for their own weekends - the OoD is simply there to help! So, here are a few pointers which we thought might be helpful:

- OoDs are the public “face” of the Club, acting as co-ordinators and “hosts” to make members, and particularly newcomers, feel welcome and included. They are responsible for confirming proposed departure, arrival and other key times (BBQ/ bonfire lighting times, pub rendezvous time etc.). Out of courtesy, yachts departing early or abandoning the trip, are asked to let the OoD know of their intentions.
- OoDs are volunteers who have agreed to co-ordinate the activities specified on the Club’s programme. If they (the OoD) decide the proposed venue is untenable, or propose an alternative, it is entirely the decision of individual skippers and crews to adopt these suggestions, or not.
- The onus is on people to contact the OoD for information, not the other way round. If you haven’t told the OoD that you are taking part in the cruise - you are not taking part in the cruise.
- OoDs are prepared to receive telephone enquiries about the weekend and, will endeavour to leave written instructions on the Club noticeboard by 19.30 on Friday evening. It is helpful if members intending to join a particular cruise make their intentions known by noting their intention to participate on the Web Site event notice board, phone/email to the nominated OoD in the week leading up to the event, or by contacting the OoD by VHF in the hour before the event starts. (Call on Ch.16 as normal).
- To facilitate any programme changes and make final arrangements, everybody joining the event should try to have their VHF on listening watch on Ch. 16/69 Friday evening. Please bear in mind that boats moored away from Beaumaris Bay (including OoDs based south of the Swellies) may not be able to contact boats in the Bay. If this is likely to be a problem, it is even more important that you let the OoD know before the weekend that you intend to take part and agree an alternative communications method.
- OoDs are not “sheepdogs” who are required to round up stray yachts and continually check on their whereabouts. Between departure and arrival at the proposed destination, yachts sail alone (albeit in the company of others at times). Neither are they ‘Shepherds’ and decisions as to which direction is to be taken, and at what time is the responsibility of each Skipper.

**The decision to sail is your own, not the OoD’s. OoDs are not responsible for your safety.**

Note: If you have volunteered as OoD, please check the programme to ensure that the dates and destinations are what you have agreed. You will be contacted a week or so in advance of the date to confirm that everything is still ok.

If for any reason you find that you are unable to do a particular weekend, the list of volunteer OoD’s is on the web site in the ‘Programme’ section, and that will help you to find an alternative OoD (or contact Dave Clough or Mike Hollingworth who can provide a copy of the list).

Use the web site to post any salient details, change of destination, or change of OoD – if you don’t know how to do that then please ask Carolyn, or tell me and I’ll post it for you. Carolyn or I will make sure the next 3 or 4 weekends of sailing activities are on the Event Notice Board once the season gets going. And of course the chalkboard in the clubhouse can still be used :-)

## Flags and Burgees – Etiquette

In the December Venturer, I had commented on the origins of the White, Red and Blue squadrons of the Royal Navy on Elizabethan times, and said I would explain why RAYC and RWYS fly a Blue Ensign.

The colours indicated seniority of the squadron – red being most senior, then white, then blue, but the organisation of the fleet into coloured squadrons was abandoned in 1864. The Red Ensign was allocated to the Merchant Marine, the White Ensign became the flag of the Royal Navy, and the Blue Ensign was allocated to the naval reserve and naval auxiliary vessels. So that explains the different colored ensigns, and why we fly Red ones and the Royal Anglesey and Royal Welsh Blue ones.

But what about other flags and burgees? When should we wear them and where?. Well, I suspect I'm heading into waters where there may be some debate. **Flag Etiquette** consists of the written law, the unwritten law (tradition) and good manners. So what follows could be one of the three, or partial combinations. I'm only going to cover what's relevant to us as a Cruising Yacht Club (with a bit of Racing). What I did find confusing during my research was the definition of a signal station (in a yacht's case port or starboard spreader – which one?) as some guidance states flying courtesy flags from port spreaders, others just state 'signal station', and others say starboard spreader (which I reckon is what we all do). If you want to start a debate, please do so on the Members section of the Web Site!

The Colours of a yacht should be worn whilst at sea at all times (unless racing). When at anchor or in harbour they should be worn between November 1st and February 14th, from 0900 hr to Sunset, and for the rest of the year from 0800 hr to 2100 hr. (All local time). Courtesy requires that the timing is after either the senior Royal Yacht Club at your port (i.e. RAYC if we are in the bay), or failing that, from the Senior Flag Officer present. (messrs Downes (L) and Lumb note). Failing that, from the ship's clock.

The burgee is raised after the ensign and lowered before the ensign. If you are sailing in foreign waters (Eire for the majority of our yachts), the flag of the country you are visiting--the courtesy flag, flies from the signal station above the Burgee.

The Union Flag (Union Jack), the Crosses of St. George, St. Andrew, St. Patrick and the Welsh Dragon are normally "Land Flags". They should not be flown at sea. It has however become a practice for owners who wish to

signal their own nationality to fly these flags from the port spreaders from where the practice would cause the least offence. Flying one from the port spreader as a 'courtesy flag' is not required as you are sailing under the red (or Blue) ensign whilst in home waters. Be careful though if you choose to fly a blue flag with a white cross – it's the signal flag for the letter M, but is also a signal flag for "My vessel is stopped, making no way".

So, some official definitions;

**Burgee:-** Triangular in shape denoting the Club Membership of the owner/skipper of the vessel. This should normally be the senior (oldest) club if a member of more than one. It should be flown on the starboard spreader. If you are a member of another club as well, you may fly that Burgee on your port spreader, but it should not be bigger than that on the starboard spreader. Burgees follow the sailor – not the boat.

**Broad Pennants:-** Are "swallow tailed" in shape and denote a Flag Officer. Their use is similar to the Club Burgee except that it is the only flag that **remains flying** in harbour at night.

**Past Flag Officer's Flags:-** These are similar to their "Broad Pennants" but rectangular in shape. Their rules of use are the same as The Club Burgee.

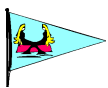
**Courtesy Flags:-** These are classed as a signal. "I acknowledge your sovereignty of these waters & claim protection from the Geneva Conference of The High Seas". For most countries, unlike the UK, it will be a small replica of their National Maritime Flag.

Note that when entering a foreign port outside of the EU (e.g. the Channel Islands), the 'Q' Quarantine) flag (yellow) must be flown until clearance has been given – the courtesy flag can then be raised.

The position of your Flags. Simplistically on a single-masted yacht the seniority is:-

1. The taff rail is for ensigns. (yes – the stern).
2. The masthead for burgees. (& their substitutes).
3. The starboard spreaders - keep clear for signals – but we use it for our club burgee and courtesy flags.
4. The port spreaders for vanity flags (all else except Jacks etc.) and other club burgees (subject to the note above under 'Burgee') and house flags (e.g. Cruising Association, RNLI, and owners associations).





## Flags and Burgees – Etiquette (contd)

Now I'm only aware of one club yacht that flies the Club burgee from its masthead, so full marks to Chinook – if you do too then you are to be commended, and I hope it doesn't end up wrapped round your wind instrument. One of the reasons given for it flying from the Masthead is that when at anchor with a fleet, when there is little or no wind, the most Senior Flag officers flag can be seen, allowing other yachts to follow the instructions on when to strike your colours.

I have read somewhere, and can't recall where, that battle flags should be flown from the forestay. I've seen forestay, backstay and port spreader used - starboard should not be. You can fly more than one flag on a hoist, but the most senior must be on top, and they must all be the same size.

A signal station is no place for 'fantasy flags'. I suspect the Skull and Crossbones would be described by some as a 'fantasy flag'. There is opinion that the use of the skull and crossbones still signals piracy and as such is illegal to fly a flag/burgee/spinnaker with the skull and crossbones on it. The counter argument is that "surely if a couple of kids are out in a dinghy messing about, then it poses no harm", whereas if you happen to own a rusty skiff and are bobbing about off the coast of Somalia, then it may have more sinister implications.

Treat your flags with respect, they set the standard and as part of the Clubs aims to foster good seamanship we should all endeavour to follow good etiquette. We sail our yachts for pleasure, and adhering to good flag etiquette should add to it.

**"Dress your ship with pride. It is her heritage and her right."** Richard Yeoward – Past Commodore, Royal Dee Yacht Club.


Richard's guide of **"FLAG ETIQUETTE FOR THE NEW MILLENNIUM, A SIMPLE GUIDE TO THE EVERY DAY USE OF FLAGS IN A MODERN YACHT"** has provided some of the information above. It has been published in full by the Cruising Association, quoted from by Macmillan's Yachtsman's Handbook, Reed's Maritime Flags, and British Flags & Emblems by Graham Bartram, Chief Vexillologist of The Flag Institute. It has already become the authority to which many people, including Yachting's Governing Body and the Ministry of Defence (Navy) turn. You can download a copy from: <http://www.royaldee.co.uk/Flags.html>.

Dave Clough


## Postings on Website Notice Board


It's been noticed that sometime the posting on the Notice Board appear to be 'out of sequence' making the discussion hard to follow. This happens when members post their comments as a reply to an existing post, rather than by using the "Join the Discussion" button.

The Notice Board provides a great opportunity for members to participate and keep in touch about Club activities, so please remember to post your intentions by using the 'Join the Discussion' link, see example below, rather than by replying to individual posts. By doing it this way, every post is clearly visible in chronological order.



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 **Vice Commodore** Mod · 4 days ago  
 Featured by North West Venturers YC  
 The tides are not good for going anywhere too far with low water Beaumaris at 09:33 BST on Saturday. Swellies slack is 13:47 BST. I've been tracking the weather and needless to say its changeable :-). Please post your intentions below - an OoD and destination will no doubt appear by the end of the week.  
 ^ | v · Reply · Share >

 **Sarico** Mod · 4 days ago  
 Sarico will probably depart V Dock as soon as the gate drops (11:51BST) and head north through the Swellies hopefully as far as Beaumaris Bay, and then return to the Dock.  
 ^ | v · Reply · Share >

## Committee Update

A big thank you to Rick Smith for his work as the treasurer. Rick has had to leave his post due to work and family commitments.

I do hope he will find the time to keep sailing from Conwy. Many thanks for you hard work and all the best for the future.

Sue Beetlestone has very kindly volunteered to be Membership Secretary, so well done Sue, also congratulations on retiring from work :-)

I would like to thank Denise Lewis for all her hard work as Membership Secretary and I'm pleased to announce that Denise is now taking the position of the club Treasurer, so a very big thank you for your contribution to the running of the club.

Lee Downes.  
Commodore

**For Sale**

**“SOPHIA JANE” HURLEY 22      1966, twin keels**  
**Location: Dinas Boat Yard, Port Dinorwic (Y Felinheli)**  
**£3,000 ono.**

**Please contact George Mawer 0161 445 9397/07786 062 115; gemawer@btinternet.com**

Very good condition. One owner from 1982 (sharing since 2010). Based recently in day boat berth at Victoria Dock. Never raced but cruised every year in waters between Conway, Holyhead, Port St Mary, Porth Dinllaen and Pwllheli. Sleeps up to 4. Safe, sturdy, cruising yacht to classic Ian Anderson design.

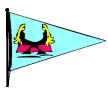
LOA 22ft, beam 7.4ft, draught 3ft.



Sale includes:-

- Roller reefing (Plastimo 608) headsails (2), storm jib & spinnaker with pole
- Mainsail with slab reefs (3), lazy jacks & stackerbag (since photo)
- Bruce anchor (7.5kg), self stowing in bow roller, 30 metres chain: kedge with chain & warp
- Vetus fore hatch, aluminium framed windows
- Jack stays, transom mounted boarding ladder, split pushpit
- Honda 8hp 4 stroke o/b in well, full service record from new
- 12v system, battery, solar panel, GPS (Garmin 120 XL), VHF (Aqua-Marine 5600), Autohelm (AH 800), Seafarer D800 echo sounder
- 2 burner gas hob, piped water & sink, sea-toilet
- Cockpit tent: 240v AC mains cable with RCD protected sockets

George e-mailed me to say: “My crew (Mike Penson) and I are not giving up sailing, despite our advanced years, but we have teamed up with John Booth (also a member) on his Albin Vega (Vagrant).”



## Poetry Corner !!!

### If, for North West Venturers

By Paul N Mountford

with apologies and thanks to Rudyard Kipling

If you can keep your head when all about you are losing theirs and blaming it all on you

If you can trust yourself when other crewmen doubt you - but make allowance for their doubting too

If you can wait and not be tired by waiting - whilst the tide ebbs against you for six hours more

And yet don't look too good in ancient, salt stained, oilies - nor talk too wise when full of beer and wine

If you can bear to hear the rot you've spoken - whilst drinking Boddies by the quart

Or watch the boat you gave your life to broken - and stoop to mend the engine, yet again, with useless tools

Accept the thought that say's "Keep Calm and Carry On!"

If you can dream - and not make dreams your master - whilst working through those horrid winter months

If you can think - whilst sailing on, and on - and not fall off

If neither tides nor heading winds can hurt you - whilst other sailors also give respect

If you can talk on VHF and keep your virtue - avoiding senseless natters on one six

And sailing with friends - not lose the common touch nor kitty

If you can fill the unforgiving minutes to voyage end

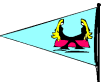
Yours is the SEA and COASTS and everything that's in or on it

And - which is more - you'll be a VENTURER my friend!

### Year Book 2014

This Venturer was held back in order to include the 2014 Yearbook to minimise postage costs. However, the 2014 Year Book has been redesigned by its Editor, and this has inevitably led to delay. In view of the forthcoming start to the season and the need to publicise the forthcoming events a decision has been made to delay the Venturer no longer, and the Year Book will be with you in the next week.

The Year Book will carry additional information to make it a more useful reference for Members. Some information is being removed that would be better placed elsewhere – as an example the useful numbers section has been improved, there will be details of local destinations, and the Constitution is moving to the Members section of the Club Web Site. It will also be in full colour. It is hoped that the changes will make it a more attractive to potential advertisers by promoting the Club and bringing in additional advertising to cover the costs of colour printing.



## Member news

We endured an unsuccessful attempt to sell of Patience over the winter, as the prospective buyers we had turned out to be trying for a bargain claiming non-issues on the survey. As we were getting ready for the season, we have had another offer that we have again accepted and are again awaiting survey... So we may end up with no boat for a sort while. But I am hopefully that we will manage to sort something soon.

On a more cheerful side, we have added to our bubbly crew. In February our son, Santiago, was born. We are all delighted!

*Roberto Vivancos  
Patience*

Patience and her crew



### News from Malcom and Shona Thomas (Hwyl Dda)

Malcolm has written to Venturer to say:

"Shona and I are off to New Zealand for 2 years on 26th March. I have a contract with an Auckland company. Nick and I are hanging onto Hwyl Dda ad we WILL be back to the club. Would you please put a little message in the mag to say cheerio to all our friends at the club. If anybody is sailing passed NZ then call in...."

Venturer wishes them 'bon voyage', and is looking forward to hearing news from them down under (not to mention from anyone else who does find themselves sailing past Auckland!)

### Welcome to new members .....

Venturer would like to give a warm welcome to new members Ian Clements & Marion Bamford

*Ed Hopkinson  
Editor*

## Events calendar

Continued from front page

<b>24th May (BH weekend)</b>	Start of Spring Cruise (1-2 weeks) Eastern Irish Sea Liverpool (Seamint Trophy-P) (in company with NWCC)	<b>OOD Joy Bennett (Avalon)</b>
<b>31st May/1st June</b>	Scratch Cruise, All Wales Boat Show - Conwy/Deganwy See Event Notice Board on web site.	
<b>7th/8th June</b>	Abermenai	<b>OOD Mike Hollingworth (Chinook)</b>
<b>14th/15th June</b>	Beaumaris - Training Skills Weekend with the Beaumaris Lifeboat. Evening Social in clubhouse	<b>OOD Richard Forder (Pearl) OOD Dave Clough</b>
<b>21st/22nd June</b>	Conwy	<b>OOD Jerry Jago (Ocean Mood)</b>
<b>28th/29th June</b>	Red Wharf Bay (Social at Traeth Coch SC)	<b>OOD Pauline Hughes (Trisala Too)</b>
<b>5th/6th July</b>	Llanddwyn Island (Swellies night passage)	<b>OOD John Hull (Safari)</b>
<b>12th/13th July</b>	Porth Wen (Fishing competition, BBQ, bonfire)	<b>OOD Paul Morton (Mood Indigo)</b>
<b>19th/20 July</b>	Victoria Dock: Evening Social at Caernarfon Sailing Club – Fish and Chip Supper with Welsh Dancing	<b>OOD Ed Hopkinson (Osprey)</b>
<b>26th/27th July</b>	Porth Dinllaen Round Anglesey Race	<b>OOD Des Founds (Stargazer) Club OOD Dave Clough (Sarico)</b>
<b>2nd/3rd Aug</b>	Rhoscolyn (OOD tba) Start of 2 week summer cruise (Southern Ireland)	<b>OOD Dave Clough (Sarico)</b>