



OCTOBER 2021

The end of October has been wet and windy here in Caernarfon but this did not dampen the spirits of those who attended the Halloween Party at the Clubhouse. A tightly fought pumpkin carving competition was ably judged by Karl Behler. The deserving winners were Mark Walton and his appropriately dressed family. *Congratulations to them!*



*Thank you to Geoff Hilditch for submitting the following report on August Bank Holiday's **Cruise in Company to the Isle of Man***

With the recent "reopening" of the Isle of Man to visiting yachtsmen I decided to organise an extended trip over the late August Bank Holiday over there as a joint RWYC and Sadler & Starlight Owners Association and also to coincide with one of my customer's annual few days boat trip with me.

3 boats left Caernarfon shortly after 1115 on Friday 27th August and were joined by a 4th as we passed Felinheli to carry the flood through the Swellies and up to Gallows Point before the tide turned against us on our way to Cemaes Bay for the night. The forecast was for light NE'lies but it turned into a bit of a slog into a 17-18kn headwind, I guess caused by the local funnelling effect at that end of the Straits with the wind from that direction. Once through Puffin Sound the previous 3-1/4 hours slog was soon forgotten and we enjoyed a splendid reach up to and round Point Lynas and on to Cemaes Bay in glorious sunny weather. There was no space Llanbadrig Cove, which offers good shelter from NE'lies (and E'lies) so the 4 boats anchored off the main town beach at Porth Mawr for the night. A little swell found its way in a couple of hours either side of HW but it was a relatively calm and pleasant night. (Eric & Jane Crowther on Liquid Asset were 1 day ahead of us and advised that it had been far less comfortable when they anchored there on the Thursday night).

We were up bright and early on Saturday morning to leave about half ebb so as to arrive at Douglas before HW that afternoon, allowing 8-1/2 hours or so for the 43.5nm passage. We were on our way at 0630 and enjoyed seeing the sun rise over Llanbadrig Head as we left the bay. We all set our mainsails more in hope than anticipation, as there was little or no wind to speak of, so it was a case of motoring all the way over in the fairly calm sea conditions.



Douglas Harbour had issued a NtoM advising of an exclusion zone in Douglas Bay starting at 1430 due to a display by the RAF Red Arrows – we were all about a mile or so S of Douglas Head by 1430 and so were treated to a wonderful full display in the cloud free skies over the bay which lasted about 20 minutes – what a welcome – I don't think I'll be able to top that on future cruises!



Port Control cleared us to enter the harbour and proceed to a special pontoon to complete the entry formalities – all very efficient and friendly with all crew members having filled in the required online proof of vaccination, entry permits and landing cards prior to leaving Wales. We went through into the inner harbour on the 1545 bridge lift and were soon safely on our allocated finger berths where we met up with Eric and Jane and all agreed to meet up for a beer or two in the British on the quayside soon after 1630. The pint or two turned into 4 or 5 for me and my crewman Duncan and we ended up eating in the British (very good incidentally!) and then adjourning on to Liquid Asset to finish a lovely day and evening with a whisky or two and some nibbles.



Liquid Asset left bright and early on Sunday morning for their return passage to Conwy – the rest of us spent the day relaxing or exploring (Duncan and I walked to the Onchan end of the promenade and caught the electric tram to Laxey and back) and most of us met up in the British

during the evening for a shorter “session” and we agreed to move down to Port St Mary on Monday’s afternoon tide to meet up again with Dawn Waters who had moved down there on Sunday afternoon to meet some family and friends.

On Monday morning Rob (Okavango), Duncan and I caught the steam train down to Castletown to continue with the “holiday making mood” and were back well in time to leave our berths just after 1530 to go through and out to sea on the first bridge lift of the afternoon at 1545. Despite the forecast NE 3-4 there was again little wind outside so it was a case of motoring down to Port St Mary, making use of the back eddy close inshore past Santon Head. We were off Langness half an hour or so before HW but, even though tides were approaching neaps, we had a good 2 knots of tide with us as we rounded Dreswick Point.

Okavango, being a fin keeler, berthed on the wall of the outer harbour whilst Toucan and Aslan, being twin keelers, went into the drying inner harbour and rafted alongside Dawn Waters, also a twin keeler before meeting up for a beer in the Albert Inn on the quayside.



We were a little further up the wall than I would have liked (due to a local motor boat taking up the first visitor only ladder) and the next ladder being occupied by another visitor cooking on the BBQ sticking out sideways from his pushpit and therefore stopping anyone lying alongside him. The next morning, with the tides approaching very small neaps and the unusually high pressure (1037mb), we feared getting neaped so decided to move out into the outer harbour as soon as we floated on the evening tide. It was a little nerve wracking as we waited for the tide to slowly arrive and we eventually floated about 45 minutes before HW (with the tide the next morning predicted as 0.1M lower that would have made it decidedly “touch and go”!). Dawn Waters picked up a mooring for the night, Toucan and Aslan rafted up against other boats on the outer harbour wall and the, you’ve guessed it, we dragged ourselves up the ladders (not too bad at neaps!) and to the Albert for a final night’s pint or two.

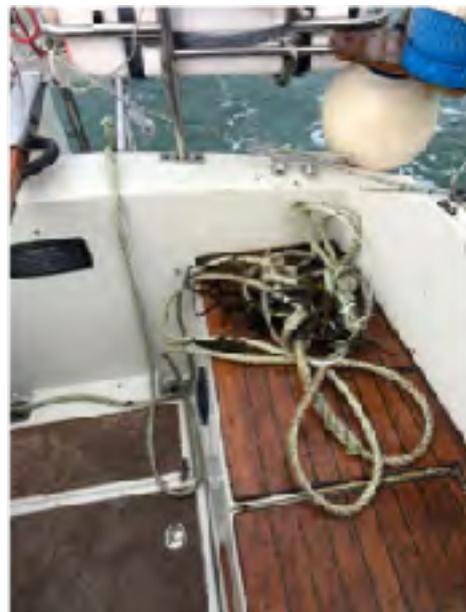
We left at 0715, around HW, on Wednesday morning – the forecast was for NE or ENE’ly F4-5 winds but there was very little wind as we crossed Bay Ny Carrickey, but it picked up quite suddenly once we were clear to the E of Dreswick Point so Aslan went from full sail to a main with 1 reef and a few rolls in the genoa in the space of a few minutes. I set “Sophie” my Sea Feather

wind vane steering on a course of 150°M and we romped along at around 6 -6.5kn through the water, less over the ground as we had some tide against us until LW at 1330.

It was surprisingly lumpy given the very small neap tide and cooking our bacon and sausage breakfast butties required ballerina type nimbleness!

I put a couple more rolls in the genoa as “Sophie” was struggling to cope in the 20 knot gusts (the wind vane needs a very well balanced sail plan to function at its best – for some reason it always wanders on a beam reach, I have it mind that a larger vane is needed on a beam reach as it doesn’t have the problem on or off the wind – experimentation called for!).

The other boats gradually pulled ahead, not surprising I suppose due to Aslan’s relatively short waterline length of 22’10”, and we lost further ground when I altered course to the W to pass astern of a freight ferry heading for Liverpool which my AIS indicated would pass less than 0.1nm ahead – too close for comfort!



Puffin Sound I was looking over the stern disengaging the wind vane servo blade when I saw a length of 18mm rope trailing astern of the skeg protected rudder – I managed to get a boat hook under it and pull one end aboard (not so easy at 6kn!) but could not pull it free or see whether it was just around the skeg or maybe also around the propeller so knew that we could not risk using the engine until the exact position was known.

I decided to carry on into the hopefully calmer waters of the Straits and heave to (and if it was around the prop my plan was to sail into Beaumaris Bay and either pick up a spare drying mooring or drop anchor on the mussel bank area W of the pier and dry out later in the night to remove it) – once Aslan was hove to and almost stationary Duncan was able to pull it all about 6M of it free and aboard so, with great relief, we were able to continue up towards Menai Bridge under motor as the wind had fallen light and pick up a free mooring near Ynys Castell close to Dawn Waters for the night. Toucan and Okavango opted to continue straight back to their home moorings.

Dawn Waters and Aslan left around 0745 on Thursday morning to return to Caernarfon.

Rope entanglement apart (mindful of my problem back in June near Jack Sound) it had been a thoroughly enjoyable cruise with good company and some good sailing – thanks to those who joined in and here’s to the next one!

(from Geoff Hilditch, Aslan)

And now to continue our alphabetical island journey with the letter 'H' ...

Islands of Britain

Wales

Holy Island (*Ynys Cybi*), Anglesey

Home to one of the three oldest lifeboat stations in Wales. The first mention of Holyhead in the records of the RNLI appears in 1825, when it was decided that a lifeboat should be built for Holyhead. In 1828 a local committee was formed and shortly afterwards the boat arrived.

England

Hayling Island, near Portsmouth, is the birthplace of windsurfing. It was here that Peter Chilvers attached a freely rotating mast and sail to a makeshift board in 1958. It certainly was a wild and windy day when Graeme and I 'discovered' it:

Beach (South Hayling)

Chichester Harbour



Scotland

The **Hebrides** is a group of islands off the west coast of Scotland, subdivided into two groups: the 'Inner' and the 'Outer' Hebrides, separated from each other by channels called the 'Minch' and the 'Little Minch'. They comprise more than 40 islands and innumerable barren islets, but only a few are inhabited.

Islands of the Outer Hebrides include: Lewis and Harris, North Uist, Benbecula, South Uist, and Barra. The main islands of the Inner Hebrides are Skye, the Small Isles (Canna, Sanday, Rhum, Eigg, and Muck), Tiree, Mull, Colonsay, Jura, Islay, and Coll.

The *Isle of Harris* is the original home of the famous luxury handwoven known as Tweed.

Further Information

Hayling Island: <https://hayling.co.uk/watersports/windsurfing>

Hebrides: <https://www.britannica.com/place/Hebrides>

Holyhead Lifeboat Station: <https://rnli.org/find-my-nearest/lifeboat-stations/holyhead-lifeboat-station/station-history-holyhead>

Isle of Harris: <https://www.explore-harris.com>

Naldrett, P. (2021) *Treasured Islands: the explorers guide to over 200 of the most beautiful islands around Britain.* Bloomsbury. UK.

*If you have any **island anecdotes**, we'd love to hear them. Next month ...
suggestions especially welcome for the **letter 'i'**.*

Please send your, tall tales, short stories, pictures, etc, etc to: rwycbulletin@gmail.com

Thank you again to all this month's contributors.

Keep safe & well !