

Codi Hwyl

The e-magazine of
Clwb Hwyllo Pwllheli Sailing Club
Gwanwyn/Spring 2020



Calon Hwyllo Cymru - Heart of Welsh Sailing



Dear Members and Guests

Welcome to the first CHPSC e-magazine in 2020 - 'Codi Hwyl'. This is our quarterly publication with the latest news and information from Clwb Hwyllo Pwllheli Sailing Club

How nice it would have been for me to report that with the weather being so kind that we have all been able to make the most of time on the water but this pandemic has taken care of that and we can now hopefully look forward to some decent sailing weather in July and August and sooner if allowed. In normal times we would now have had the Easter holidays, the spring series would be under way and the ISORA series would have started in earnest.

In this month's Yachts and Yachting there is a great double spread picture of Abererch beach with dinghies ready for launching which is a reminder of the great facility we have here in Pwllheli.

Please all keep safe and I hope you enjoy the articles in our e-magazine 'Codi Hwyl'.

Jane Butterworth

Morlywydd - Commodore

A pdf copy of this e-magazine can be down-loaded [here](#)

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How to Zoom

Do you want to contact family and friends or hold a meeting Zoom is a good option to consider?

To get you started follow the following steps:

Either go to [Zoom](#) or download the app

Select create a free account and follow the steps – you'll receive an email to verify your account



Click New Meeting for an instant chat with someone or Schedule a Meeting - choose your date and time and save. To invite people, simply click Copy Invitation and then send it out via email or wherever else you choose. NB: Zoom meetings are free but if you want to run something a bit more sophisticated like a webinar you can charge attendance for, you'll need to pay for it – [more info here](#)

All Zoom meetings, whether instant or scheduled, are now password protected by default. For more info on keeping your Zoom meetings safe, [click here](#).

It's that easy!

Other video conferencing tools are available – [find out more here](#).

New Security Codes

A note from Plas Heli, The Welsh National Sailing Academy and Event Centre:

All facilities are closed in accordance with the Notice to Mariners and advice of Government and our Governing Bodies - we will update our customers and users when restrictions are lifted or eased but for now please keep safe.

Please Note that the security code to the pontoons and compounds have been changed

We will contact all authorised users shortly and provide the new codes

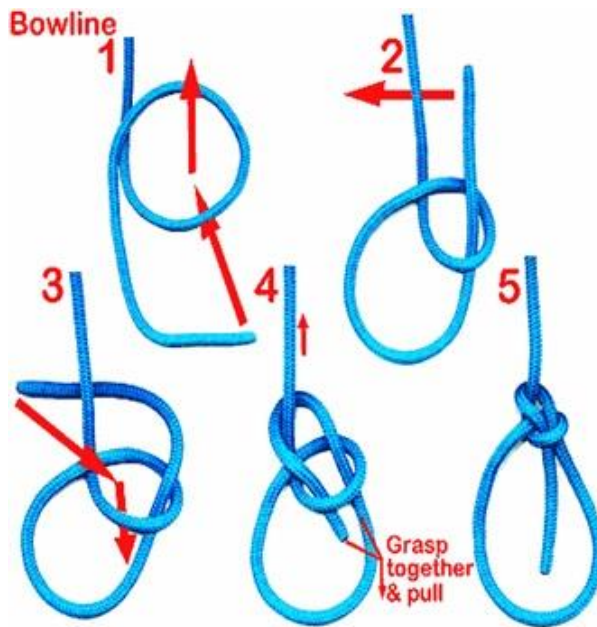


Useful Sailing Knots

The Bowline

Great to practice during lockdown!

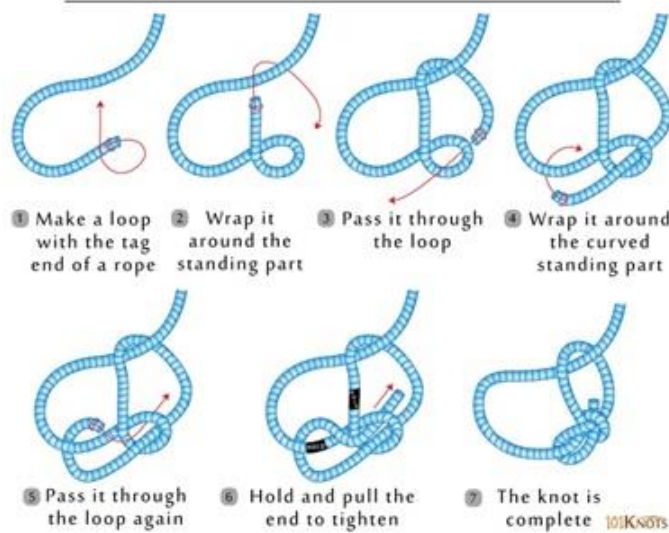
Normal Bowline – handy for tying sheets to clews, making loops for mooring lines etc



Running Bowline

Running Bowline – very useful for reefing lines around the boom

Running Bowline Knot Instructions



Seal on Plas Heli Pontoon

The Plas Heli Pontoons are being put to good use by the Seal Community! This seal was seen sunbathing on Monday morning 20th April



Prize for the best caption! 😊

MT. 'As Nelson once said - I seal no ships!' 🤖

GW. 'Plas Heli Pontoons get seal of approval' 😊

GH 'Has he paid the fees? He seals our future.' 😊 😊

What is your caption – by email to secretary@pwllhelisailingclub.co.uk



Dùn Laoghaire to Dingle Race (D2D) June 2019



This iconic 275-mile race takes place in the alternate years to the Round Ireland race, and is an excellent opportunity for offshore sailors to dip their toes into the long distance Irish offshore racing scene, in a race run by the National Yacht Club, in conjunction with ISORA and RORC.

After one to many pints in Plas Heli, I elected to enter the two-handed class with Phil Jackson (Flatly) who agreed to the roles of Co- Skipper, chef and chief kite trimmer.

Preparations for the race were hampered by strong NE winds, with damage to several competing boats on the NYC pontoons, which in hindsight certainly had an impact on the start of our race, with little time to relax in the preceding 24 hours, and having to take refuge in the NYC bar to escape the strong winds.



“Jac Y Do” on the NYC pontoons Dun Laoghaire



Only an hour or two before we left the pontoons, the wind was a gusty 25kt Northerly, and we made a decision to start under white sails or our heavy hybrid A3/A4 Spinnaker, (which due to our impeccable preparation, had never been out of the bag!)

The forecast for the first 12 hours was for the Northerly wind over the race area to slowly moderate and ultimately backing to the NW - overall a great forecast, and one that really suited "Jac Y Do"

As we left the safety of the harbour, it was important to just sail and try and relax pre-start, make sure our lines and sheets were rigged correctly and required sails ready. We carry four Jibs and 4 spinnakers and were ready to use all of them!

As we approached the start, the wind dropped significantly, down to a steady 10-15kts. Phil was keen to get the sails sorted for the start and I made Skipper mistake number 1 – lulled into a false sense of security with the sudden flat seas and lighter breeze, I asked him to rig our huge 90m² A2 spinnaker.

We made a decision to start at the backend of the fleet to save any unnecessary manoeuvring (hard work under spinnaker when two handed) and to look at the gybe angles and sail selections of the boats ahead.



Video of the start – click on the image for the YouTube Video

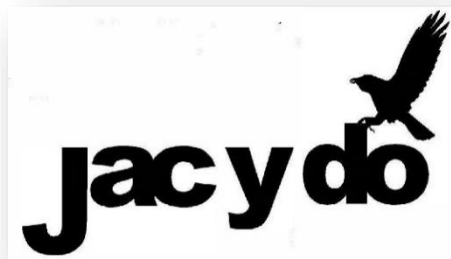
We were absolutely flying under the A2, often recording 10 kts boat speed and keeping up very nicely with the two-handed fleet, who all elected to maintain port gybe longer and stay offshore. It was in the bag!



It wasn't long before the wind was back up above 20kts, and gusting to 30kts, but we managed to stay on a steady 150 degrees apparent wind angle, giving an apparent wind of 15- 20 kts. Which was manageable but in reality, probably too much for the big A2 shorthanded. There was no chance of using the autopilot, and the workload was very high for two people

We would need to think about a sail change soon, as it was becoming a struggle to keep control in the gusts, concentrating on not going too deep and avoiding gybing and were getting very pressed when the wind veered in the gusts. I decided that the sensible thing would be to gybe once over the banks, and then head towards the flatter water inshore and consider a sail change. Phil bravely went forward to double check the sheets were ready for an outside gybe, and at that point a monster gust hit, and we had a most spectacular crash gybe, straight into a broach, putting the bows (and Phil) under water and myself pinned under the tiller! I couldn't get out to ease any sheets, and ultimately as the boat came back up (luckily with Phil still on the bows) the spinnaker did its own thing and wrapped around the forestay about 10 times as tight as a furlled sail! This was unfortunate as our furlled jib was under the now self-furled spinnaker!

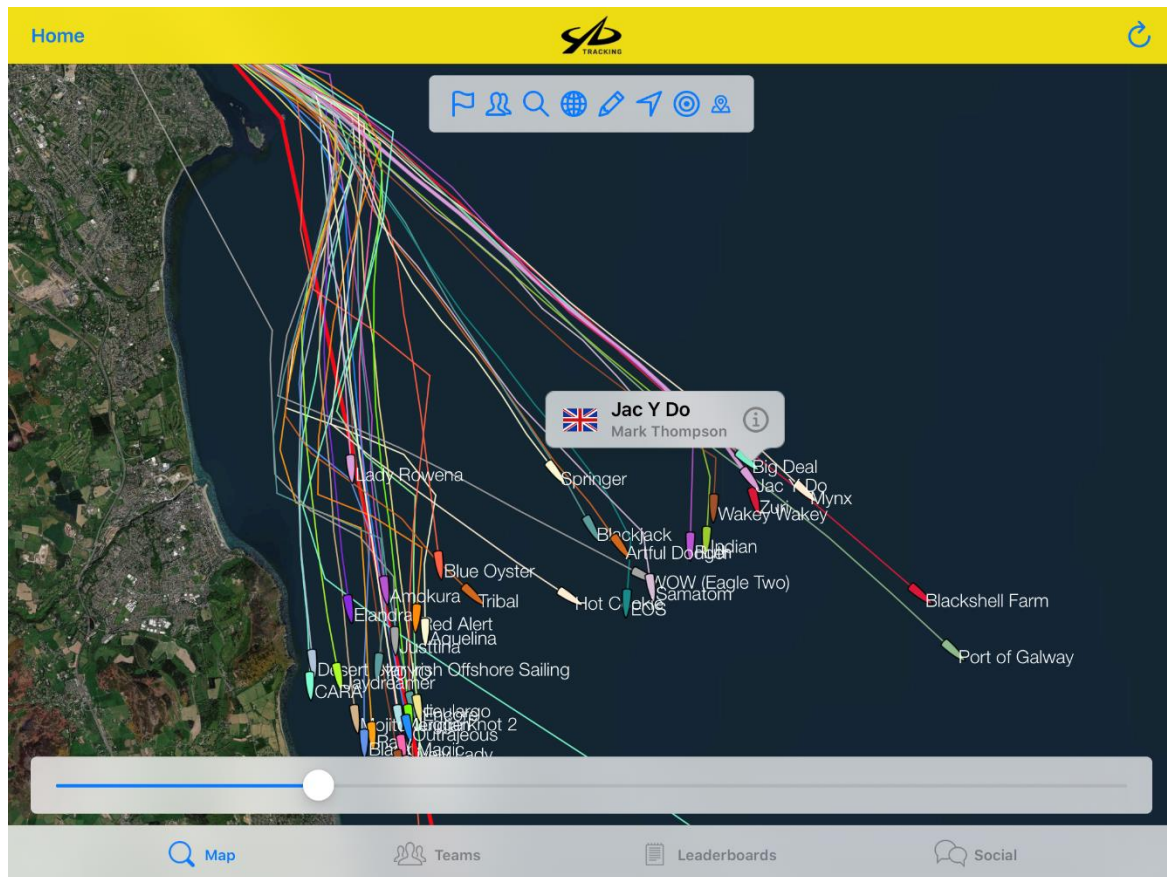
I knew at this point it was survival, and our race at this very early stage was effectively over. Boats on both sides of us suffered issues with the same gust, with two handed J109 "Wakey Wakey" trawling its kite under the boat - which is not good.



After getting the boat back on its feet, we gybed onto a more direct course, and continued under mainsail alone making 7 kts, whilst we recovered from the shock - (at this point in our races, Phil always makes a brew, so we had two) and worked out a plan to get the spinnaker down, and allow us to use another foresail. With both of us working alternately for about 5 hours, unwrapping the spinnaker, with it often re-wrapping, having to gybe either side of downwind to unwrap the sail one wind at a time, we finally got the spinnaker down, and below deck, with the top 6m, wound as tight as a drum! (remarkably when we were able to unwind it in Dingle after the race it was undamaged! A tribute to its construction)

Ready to unfurl the heavy Jib, we found we had lost both Jib sheets! ... to this day we have no idea where they went, as they were attached to the jib clew, and secured on both sheet winches! Remarkably, we were still making reasonable progress, though had slipped to the back of the fleet. After a brief conference (over another brew – that boy can sup tea) - we decided to continue through the night under white sails and make every effort to complete the race and see what happened.





YB - split fleet one hour into the race

A difficult night, but we managed to make the tidal gate at Tuskar and were on alert after a pan call to help a fellow competitor, (Justina - Soleil 34) who had lost steering close to Tuskar after a massive crash gybe, and another (Samatom) who was diverting to Dunmore with gear failure. It seemed we weren't the only boat who had issues!

Once the RNLI reached the stricken boat at Tuskar, we concentrated on getting as much rest through the night as we could, though both of us remained on deck.

With dawn rising and the promised wind shift, we launched the code zero, which also gave us an opportunity to change the Jib for a bigger one, with the forecast showing the wind dropping towards Baltimore. Under the A0 we started to make good progress and overtook some of our competitors which really lifted our spirits. Sadly, one of the issues with this big sail is the apparent wind going forward as speed builds, and it's easy to get over pressed if the wind builds. Bearing away was not really an option, so it had to come down, and sadly during the furl, the mechanism fell to bits! So, we had to drop it like a spinnaker and shove it down below – no easy feat with a laminate sail. We were getting a cabin full of un-useable sails now! As evening drew in, we had to make a few tacks to keep out of the Fastnet separation zone, but really enjoyed the sail as we rounded this iconic sailing waypoint!



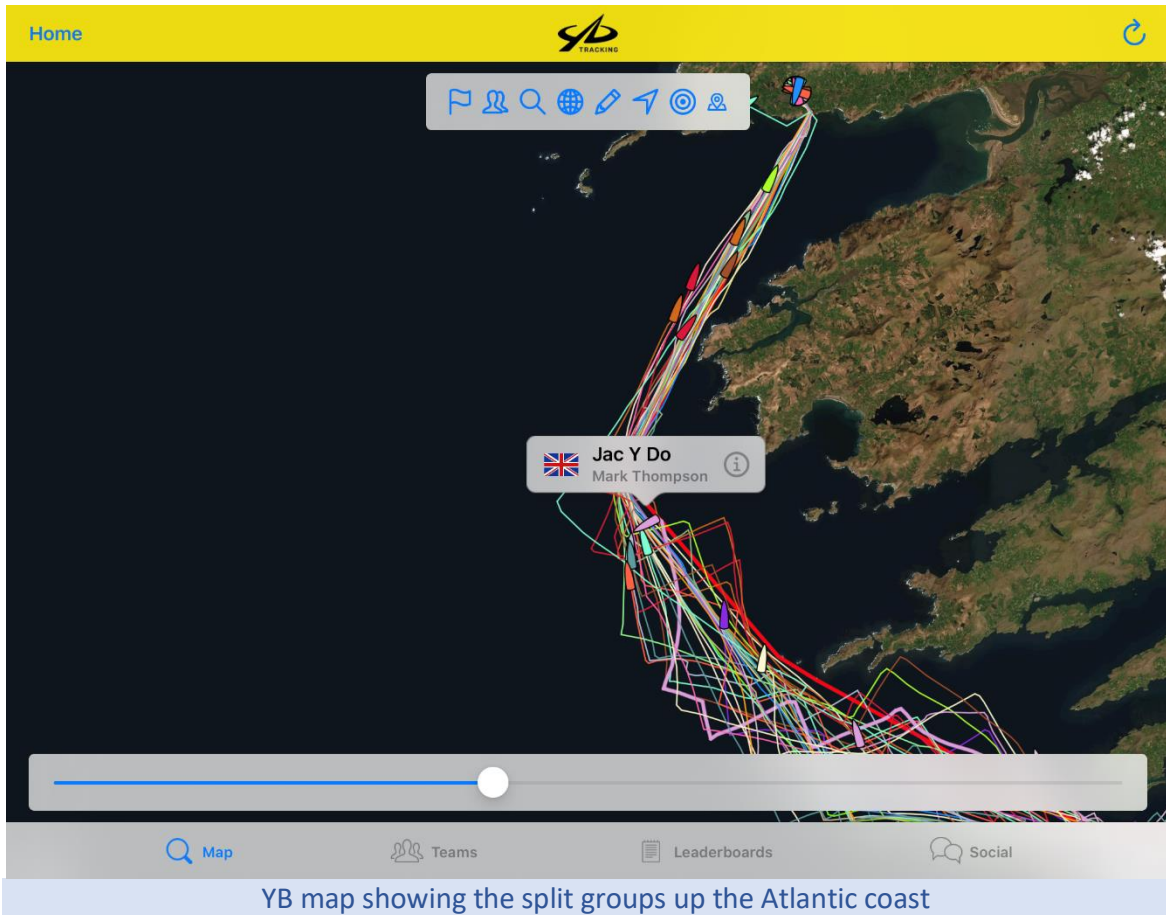
Heading inshore after rounding, we had a good laugh when Phil mixed up a fellow competitors mast light for a car's headlights! I ignored his calls to crash tack -Delirium had set in!

As dawn broke we were finally heading up the bouncy Atlantic coast, and had got to the front of the rear pack, though unfortunately we got hammered by the wind shift, and whilst the boats ahead got to the Skelligs on one tack, we had a tough beat, which cost us another 3-4 hours. This was hard work on the helm, and not much better on the heads (according to Phil)



Phil on watch up the Atlantic Coast day 2

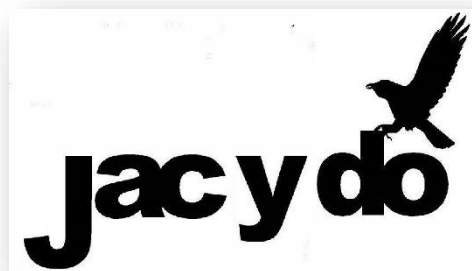




Finally getting to Skellig on a lovely bright morning the wind just shut down! Totally! Drifting in company with fellow Sunfast Rónán Ó Siochrú's Desert Star, we just couldn't believe it!

Finally, after a frustrating hour going around in circles, we got away on the weakest of zephyrs and avoided having to drop anchor to stop hitting the rocks!

With a decent wind building and a favourable angle, we launched the A5 and had a really spectacular run to the finish at Dingle, but whether we saw Funghi the dolphin is debateable! (less of a debate after several pints)





Dingle bay in sight, final run under A5 [Click the link for a video](#)



We crossed the line in 1 day 23 hours and 47 minutes and were absolutely delighted to have finished within our target of 48 hours, and at an average speed of 5.6 kts.

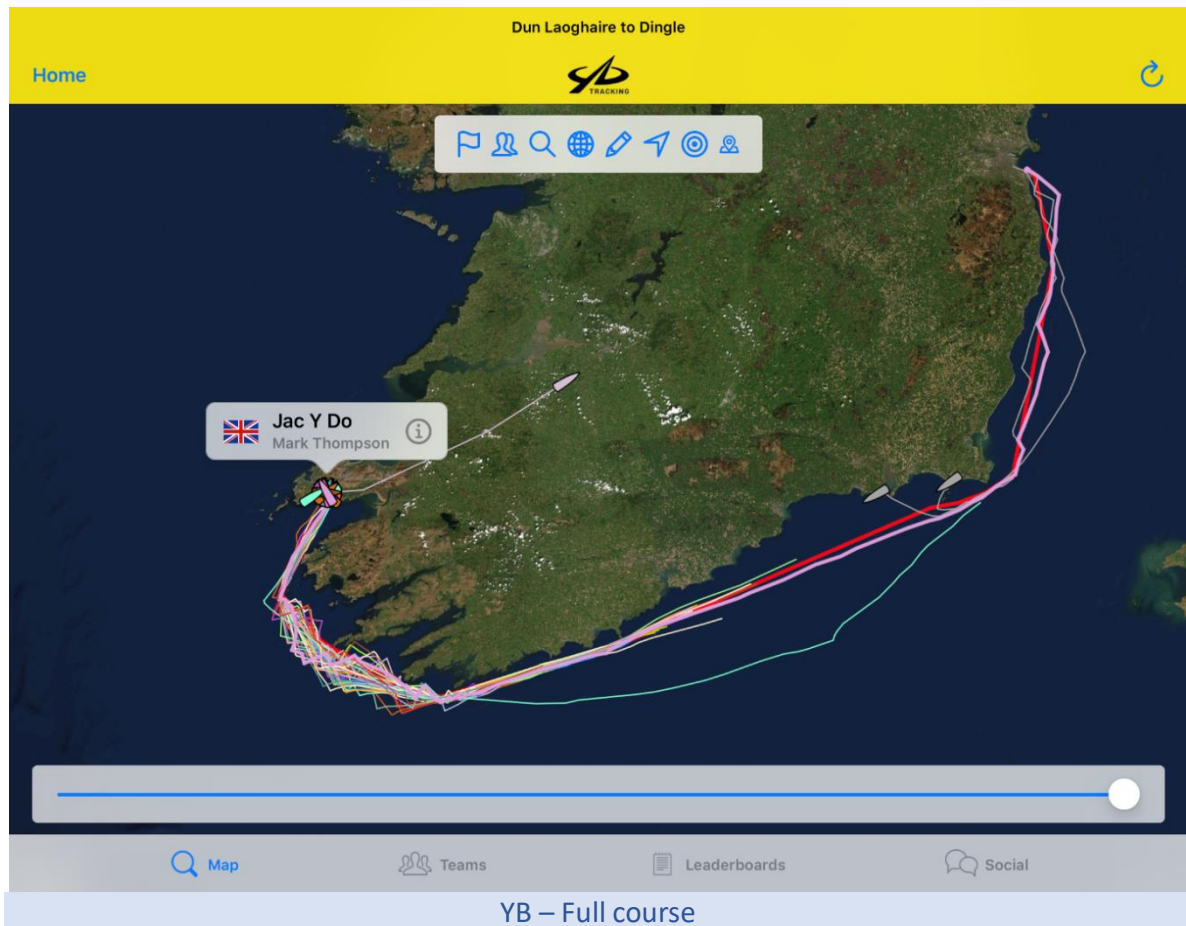
Whilst not the result we wanted, it was a very rich and rewarding experience.

Jo saw us onto the pontoons, Sammo and Peter Ryan asked where we had been, and told us to get ourselves up the pub sharpish!

The first jar of Guinness in Gibneys didn't touch the sides, and we had a great few days in Dingle enjoying the hospitality, Phil practiced his Flatly moves, before our delivery cruise back to Dún Laoghaire. We could write a book on that trip alone!

My thanks to Jo who looked after everything ashore, and to Co Skipper Phil, his flying scotsman pressure cooker, and I confirm he has a very regular constitution!

Mark Thompson "Jac Y Do" GBR8432R



Red Diesel – An Update by the Cruising Association



This article is reproduced with grateful thanks to the Cruising Association www.theca.org.uk

The Cruising Association's Regulations and Technical Services group (RATS) has issued an update on the use of Red Diesel in the UK and in EU.

They report that following the March Budget Statement, HMRC intend to legislate that red diesel in the United Kingdom can only be used in agricultural equipment, on the railways and for non-commercial heating from 1st April 2022.

Propulsion of waterborne craft does not fit into these categories and therefore from 1st April 2022 boats must use white diesel for this purpose. The duty on white diesel for boats will be the same as the full rate paid on white road diesel in the UK. This means that the present so called '60/40' fuel duty split will disappear but commercial vessels, such as fishing boats, will still be able to claim a rebate on the full rate through their 'Marine Voyages Relief' scheme.

RATS point out that all marinas and ports will need to supply all marine vessels with one colour of diesel from April 2022.

A spokesperson for RATS points out that private pleasure craft should continue to legally use red diesel as they currently do, since it is still the only easily available diesel fuel throughout the UK.

Update on the current EU acceptability of our red diesel, February 2020:

Anyone voyaging to EU State waters in the remainder of the 2020 season and up to 2022 should continue to follow the CA's advice on using red diesel when visiting the EU which can be found on their publicly accessible page [here](#). Read the full article [here](#)

It is suggested that a copy of the advice, which can be downloaded [here](#), is kept on the vessel should it be needed for reference. RATS continues to have confidence that, provided members follow the advice, they may sail to EU ports and marinas without being fined for having red diesel in the vessel's tank(s).



Membership of the Cruising Association (CA)

Members of CHPSC can join the Cruising Association (CA) by application and receive a 25% discount in year one if paid by DD. More information www.theca.org.uk. Please use the following unique discount code when applying for CA membership on their website: PSC25



Pererin & Perfect Pitch – Ireland Cruise 2019



During the long winter months Rob, Sarah, Pat and I decided that we should arrange a short cruise to Ireland as early as possible in the 2019 season. Rob had recently retired and was chomping at the bit. Sarah was able to get some time off from her busy schedule and after some pre cruise passage planning over a few drinks at Plas Heli, we decided that the neap tides at the end of May would be favourable.

We left Pwllheli Marina at 15.30hrs on Tuesday 21st May with the intention of anchoring overnight somewhere between Pwllheli and Aberdaron and then setting off for Bardsey Sound the following morning with low water slack in the sound predicted to be at 07.45hrs.



Rob and Sarah setting off from Pwllheli on Perfect Pitch



We sailed across Tremadog Bay under clear blue skies and a light NW breeze, and arrived in Porth Ceiriad at 17.30 hrs. whilst entering slowly under engine and deciding on a suitable anchorage, we were joined by a family of friendly dolphins (two adults and two juveniles)- they played around Pererin for about 15 – 20 minutes then set off towards Abersoch. We dropped the hook and enjoyed a feast of Garlic Mushrooms, French bread and a bottle of wine.

I had a great night's sleep on the anchor and woke at first light. The wind had backed overnight to a SW F4 making Porth Ceiriad a little lumpy to say the least. The 24-hour weather forecast issued by the Met Office for the Irish Sea at 05.00hrs was Wind - variable becoming mainly SW 3 or 4. Sea State - Slight. Weather – drizzle at first. Visibility - Moderate or Good.

We had decided to motor to, and through Bardsey Sound to make sure we arrived there in good time, and to fully recharge the batteries after our night at anchor. We left the anchorage at 06.00hrs arriving at the approaches to the sound at 07.00hrs. During our passage planning we had considered passing between Carreg Ddu and the mainland had we have been early and with a strong tide against us, however a quick look at the instruments as we approached, indicated a boat speed of 5.1knts against a speed over the ground of 4.8knts so we opted to remain in the centre of the sound.

Once through Bardsey Sound the sails were hoisted and trimmed and we were soon making a speed of 5.5knts towards Dun Laoghaire. We had been debating whether to sail to Greystones Harbour or Dun Laoghaire as a first point of call but when we realised that there was an ISORA (Irish Sea Offshore Racing Association) race starting and finishing in Dun Laoghaire on Saturday the 25th May we opted for DL. I knew from past experience that there would be a fantastic atmosphere and a great welcome to be had there, and we could meet up with the CHPSC racing crews at The National Yacht Club.

After about an hour of good sailing the wind dropped to a SSW F2 which necessitated the use of the engine to make up the speed to 5knts. We motor sailed across St George's Channel and into Dublin Bay and arrived at Dun Laoghaire marina at 17.30hrs following an uneventful crossing of The Irish Sea.

Having entered the marina, we quickly moored up in our allocated berths, introduced ourselves to the friendly staff at the marina office and walked briskly to the National Yacht Club where as usual we received a warm welcome, a well-deserved meal and a little too much liquid refreshments.

We made our way back to the boats at the marina where we all had a very good night's sleep.





Pererin & Perfect Pitch moored at Dun Laoghaire Marina.

After a restful morning and afternoon on Thursday we visited our favourite pub in Dun Laoghaire, The Purty Kitchen where we were not disappointed. After a great meal I received a call from Mark Thompson, he and Phil Jackson had just arrived at DL marina having delivered "Jac Y Do" (Mark and Jo's Sunfast 3200) in readiness for Saturday's ISORA Race, so we took a taxi to "The Forty Foot" (J D Weatherspoon) to meet Mark and Phil and then returned to The NYC for a nightcap.

Friday evening saw us back in The National as the Pwllheli boats, "Jackknife" and "Mojito", and their crews arrived for the race and Jo Thompson had arrived by ferry to offer her support to the "Jac Y Do" team - yet another good party!

Saturday's ISORA race was a replacement for the scheduled race from Holyhead to Dun Laoghaire which could not be held following the tragic destruction of Holyhead Marina by Storm Emma in March 2018. It was a 60-mile race around Dublin bay via the South Codling, East Codling and The Kish Lighthouse.

On Sunday we took The Dart (Dublin Area Rapid Transit) to Howth where we spent the afternoon at the impressive Howth Yacht Club before an early evening meal at the Brass Monkeys our favourite of Howth's numerous fish restaurants.

The following few days were spent sightseeing and walking. Rob and Sarah took the Dart to Dublin and did the open top bus tour, a "must do" for anyone who has not previously visited Ireland's capital.



It was now time to move on. Many local sailors had advised us that both Howth and Malahide were in desperate need of dredging and therefore these two marinas were quickly dismissed. We opted on the short trip south to Greystones, a beautiful town with a large number of good restaurants.

We left Dun Laoghaire Marina at 09.45hrs on Wednesday 29th May and headed South to Greystones. The forecast was for SW winds of F4-5 increasing F5-6. Not the best forecast but as our destination was only 9 miles down the coast, we decided on the Iron Sail (the engine) and made our way east of both Dalkey and Muglins Island through an uncomfortable sea to Greystones Harbour Marina.



Pererin & Perfect Pitch moored at Greystones Harbour Marina.

I have visited Greystones on a number of occasions since it opened in 2013 and it is one of my favourite towns. When we arrived however, I was shocked to see the number of apartments and commercial units being built on the harbour front. Building work was in full swing and the resulting noise was not good. We were assured by the management that there would be no work after 17.00hrs and during the next weekend which was a bank holiday in Ireland.

I was glad to see that the town itself had changed little, and we had a nice week there, dining at The Beach House, Bochellis and The Hungry Monk - all highly recommended. We paid a visit to Greystones Sailing Club where we met past Commodore and good friend Ross Brennan, who had given us a very warm welcome to their old clubhouse during our first visit.





Knitted decorations in Greystones Harbour Area – Created by members of THE IRISH WOMEN’S ASSOCIATION to raise money for Children’s Mental Health at Temple Street Foundation.





Music Night at Dann's Bar Greystones

Two weeks were coming to an end, and it was time to think about the sail back to Pwllheli. The weather had now changed dramatically and was very unsettled. We would check the forecast in the morning and make a plan only to find that by the evening the forecasts had changed completely.

The 24-hr forecast for Thursday 6th June issued by Met Eirean for The Irish Sea was Wind SW 2-4 Becoming S SW 3-4. Isolated Showers. Visibility poor in rain but otherwise good.



Rob and Sarah were having a blistering sail in near perfect conditions.



We left Greystones at 08.00hrs with a Southerly wind of F1 therefore we started under engine. Our first waypoint was Moulditch and there the wind remained very light as we made for South Codling however the wind quickly backed and increased to SSE F4 and we sailed under a reefed main and initially a full genoa making 6 ½ knots over the ground. An attempt to reduce the headsail revealed that the furling system was stuck. I reluctantly and very carefully used one of the smaller winches to furl the main to about 1/4. It remained like this for the majority of the trip but with the engine ticking over we were moving at a good 6knt over the ground so were quite happy.

As we approached Bardsey Sound, we found ourselves having to reduce speed in order that we did not arrive too early. We had planned to arrive at the sound at 17.30 hrs (Dover HW+5). Passage through the sound was quiet and uneventful and as we entered Aberdaron Bay the wind dropped and the sea became very calm. For Pat and myself it gave me the chance to unfurl the genoa fully and try to determine the problem. For Rob and Sarah, a chance to unfurl the gennaker. With a gentle breeze and a favourable tide we sailed gently past Trwyn Cilan.



Perfect Pitch sailing under gennaker in Aberdaron Bay with Bardsey Island in the background.

By the time we arrived at The Tudwal Islands we had lost both wind and tide. The sails came down, the engine and autopilot went on and I must confess to opening a bottle of wine.

A perfect end to a lovely two weeks.

We tied up Pererin on our home berth in the Hafan at 21.30hrs and tidied everything that wouldn't wait until morning. We finished the bottle of wine and went to bed, tired but content.



IRC Welsh National Championships



The championship is scheduled to take place from Friday August 14th to Sunday August 16th. Despite the current restrictions, work is continuing from home on all of the organisational aspects of the championships, and we remain committed to running the event if at all possible.

Stephen Tudor - Championship Secretary said - *"We continue to move forward with plans for the event and remain hopeful that by the time we get to mid-August - still four months' away - the necessity to socially distance ourselves will have reduced sufficiently so that we can run some great boat racing in Pwllheli, following an ISORA race over from Dún Laoghaire"*

Charlie Jones, Commodore of The Royal Dee Yacht Club said 'The Royal Dee Yacht Club is very pleased to be working with and associated with PSC on this Regatta : a top class sailing event in a wonderful Bay ideal for quality racing, with competition from Scotland , Ireland , England , Wales and beyond. I look forward to seeing you at the Regatta.'

Planned Classes

In addition to our traditional two IRC classes and NHC cruiser class, we have added a new class for 2020, an offshore/coastal class racing coastal courses under IRC. This class will aim to race 20-35-mile courses, and the Saturday race will incorporate both the King Constantine Cup (a club race) and the Postponed ISORA coastal race, part of the Welsh Coastal series.

Should Government restrictions and guidance change, we can adapt some our classes and racetrack styles, switching on or off various components with the minimum of lead time, and allowing us significant leeway - perhaps until the mid-July - before we need to make any big decisions.



The safety of participants and volunteers working behind the scenes is foremost in our minds of course, but providing that we can run an event that complies with all guidance in place at the time, then we fully intend to do so. I suspect there will be a lot of sailors desperate to get boats on the water by August!

Notice of Race (NOR)

The Notice of Race is published online at the championship website www.ircwelshchamps.com and further details regarding the coastal class will be added when we have more clarity, but will certainly be confirmed in the SI's, scheduled to be published by July.

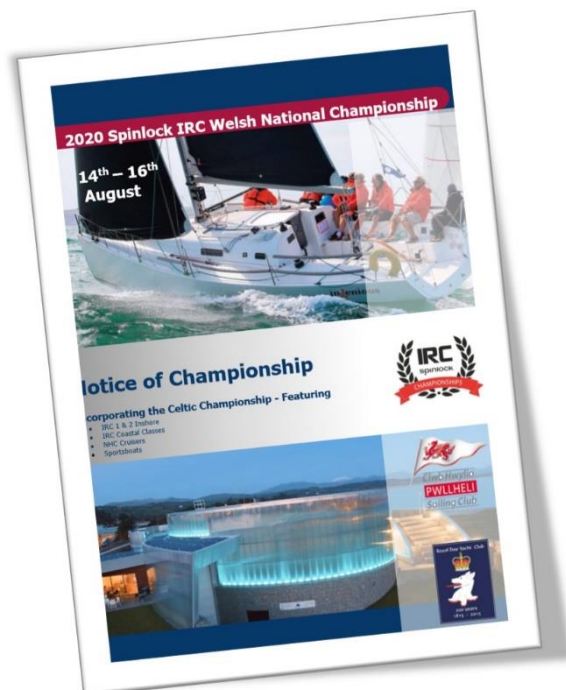
The entry procedure is open for all classes, and camper-van bookings can be made via the Plas Heli website. See Camping booking details here.

Any boat owners requiring accommodation locally, or who have any questions or suggestions relating to the planning of the championships, please reply to this email or contact racing@pwllhelisailingclub.co.uk and one of the event team would be delighted to help in anyway.

Social

We have a great social plan arranged, with a hog roast and local live bands on the deck as we come off the water, and this will be tweaked as we get a better idea of how the event will look.

We all look forward to a great long weekend of racing on Tremadog Bay..



Spinlock IRC
Welsh National Championship
14th to 16th August 2020



Calon Hwyllo Cymru - Heart of Welsh Sailing



CHIPAC – Youth Sailing

CHIPAC (Youth Sailing at CHPSC) has also been affected by the current situation as with all sailing and is on hold due to Government guidelines.

We have decided that even if we have the opportunity to get on the water we do not have enough time to organise the two beginner sessions which we run every year so we will put this on hold for 2020 and resume sessions in 2021. If anyone would like to put their name down for the sessions in 2021 please email chipac@pwllhelisailingclub.co.uk as there are limited spaces.

When the restrictions are lifted it would be nice to think we will be able to hold Friday night sessions with a small number of sailors, but this will have to be organised when we are able. We will be in touch as soon as we are able to get these sessions up and running.

In the meantime, we are looking at replacing the tractor for a small tractor and would be interested if anyone has any contacts for us to purchase this sort of vehicle. This will be used to launch and recover the O Boats and dinghies from the beach to save us time on a Friday evening.



Members have supported Youth Sailing with £526 donations so far in 2020 as part of the membership fee (and £1,104 in 2019) – Thank you

Support our Sponsors



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Irish Sea Offshore Racing Association - (ISORA)



The Irish Sea Offshore Racing Association has had close connections with CHPSC since its inception in 1970's, with many Pwllheli based boats taking part in offshore racing.

Currently, we have a core group of 5 Pwllheli based racing boats who enter the offshore series, and over the last 10 years or so Pwllheli boats have been successful in winning the overall prize's in both class 1 and 2, the Silver class and most importantly Five Wolf 's Head "champion of the Irish Sea" titles .

The club are also regular winners of the "Irish Sea" trophy – Victoria Cup for the best performing club that takes part in ISORA



Team "Sgrech" three times winner of the Wolfs Head, at the NYC - Dun Laoghaire

The great thing about ISORA is the camaraderie, and the truly exhilarating experience of completing a challenging race, and enjoying the company of the fleet ashore afterwards, sharing experiences and enjoying the hospitality of our host clubs.



For 2020, we announced a new “Cruiser Rally” initiative, to invite cruising boats to be able to take part and enjoy ISORA, both before, during, and after our races.

Below is an explanation of how its proposed it will work.

CRUISER RALLY

ISORA would like to invite cruisers to join in our exciting race programme by cruising our racecourses, and joining in our social events both before and after our races, and of course the incredible season ending finale, the ISORA dinner and prize giving

Cruisers will be given a start 10 minutes after the racing fleets and encouraged to sail as much of the course as possible. Like the Atlantic Rally for Cruisers (ARC) the use of the engine is permitted to ensure the course is completed in a reasonable time to enjoy the Après Sail with the rest of the fleet.

There will be a trophy for the cruiser class, and some simple rules to enable a results table for the cruisers to be published on the ISORA website.

We look forward to welcoming cruisers in both the coastal and offshore races, and sharing our experiences afterwards in our host ports and clubs

For more information about ISORA and the cruiser class contact secretary@isora.org and your details will be forwarded to a racing skipper in Pwllheli who will guide you through the steps required to get you cruising with ISORA



The ISORA fleet leaving Pwllheli at dawn last September, bound for Dun Laoghaire



Cruiser Rules	Scoring
<ul style="list-style-type: none"> ➤ Start 10 minutes after the Racing Fleet ➤ Engine use allowed - declaration of engine time at the end of the race, ➤ Take own start and finish times ➤ AIS and Life Raft required for Offshore Races ➤ Safety declaration to be completed 	<ul style="list-style-type: none"> ➤ NHC Base handicaps ➤ Engine time added to elapsed time at X2
We look forward to welcoming cruisers to our 2020/2021 season	

www.isora.org



'Mojito' - A club and ISORA coastal race around the Bay – 2019



Membership 2020

On-Line Membership Form and Payment - Payment and form completing is easy and all on-line. Click the red button to get to the CHPSC web site, choose the correct membership category, add any extras (calendar posting, burgee or dinghy storage, then log in (or create a new account). Then proceed to the payment page - make the payment with your bank card (via our PayPal account) and that's it. Easy!



Please note: All membership matters must be with CHPSC and NOT Plas Heli. Questions by e-mail please to the secretary on secretary@pwllhelisailingclub.co.uk

Rear Commodore's Boredom Busters Video Series

A carefully curated selection of both instructional and entertaining sailing related videos, to while away lockdown boredom, for the enjoyment of CHPSC Members.

Do you know a Youtube video that could be added to this Series?

Do you have other ideas for additional themes?

Please email racing@pwllhelisailing.co.uk

Please take a look at the videos on our new format [web site here](#)



Dates for the Diary

Pwllheli Regatta and Summer Beach and Regatta Party	25 th July
Spinlock IRC Welsh Nationals Championship	14 th to 16 th August
Autumn Supper	10 th October
Christmas Ball	5 th December



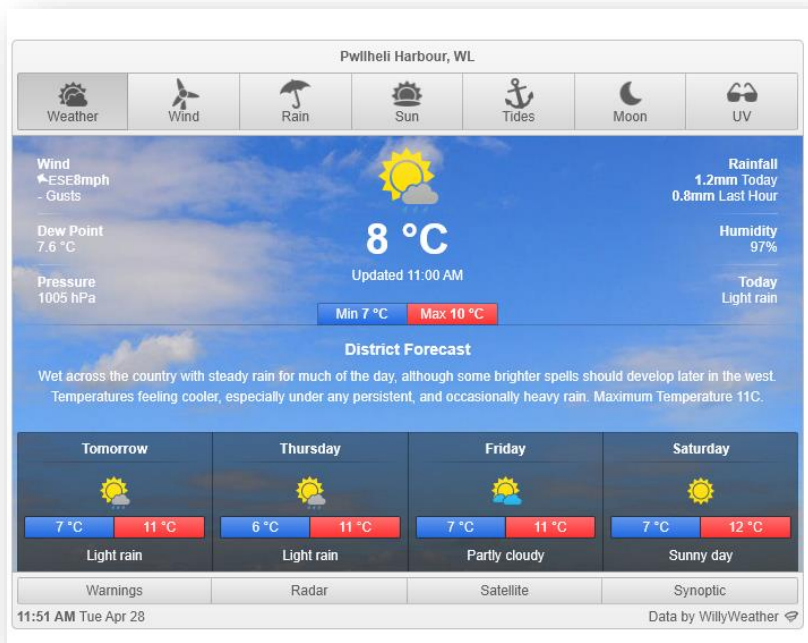
Information on the CHPSC Web Site Home Page

Did you know you can see the view from the Plas Heli balcony from your home armchair – just go to the Sailing Club home page



This Club webcam is kindly hosted by Plas Heli

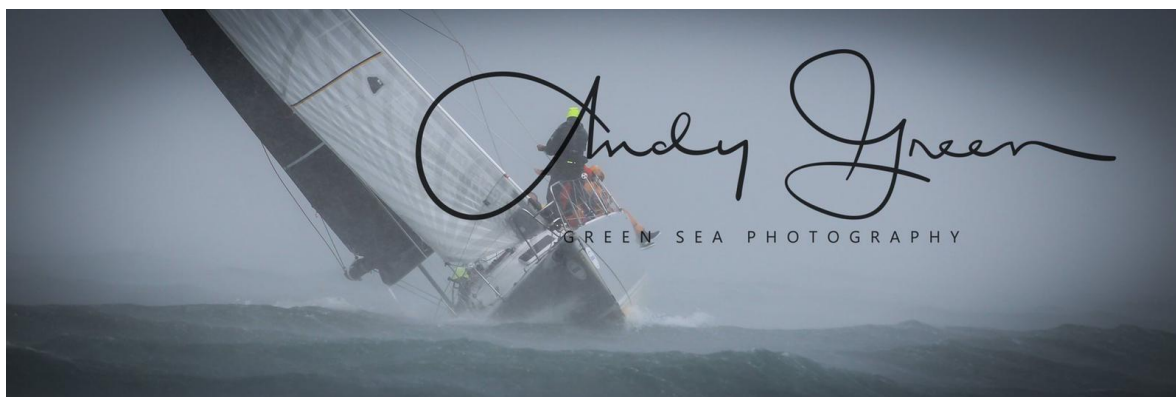
You can also find the Pwllheli weather information, tides and predictions all on the home page



Photos on the Web Site – Credited to Andy Green



'Injenious' IRC Class 2 Champion at Spinlock IRC Welsh National Championship 2019
Photograph by Andy Green



'Jackknife' in 'The Squall'- Spinlock IRC Welsh National Championship 2019
Photograph by Andy Green

Andy Greens photographs are featured on the CHPSC web site and are also displayed in the bar and on the big screen.

The photographs are fantastic please take a look at Andy's website
www.greensea.zenfolio.com

Our thanks to Andy for his hard work and assistance with the Spinlock IRC National Championship over many years



2020 Annual General Meeting (AGM) Revised Notice

The revised Notice of AGM is issued



Clwb Hwyllo
PWLLHELI
Sailing Club

Clwb Hwyllo Pwllheli Sailing Club
Glan Y Don
Pwllheli
Gwynedd
LL53 5YT

REVISED NOTICE OF ANNUAL GENERAL MEETING 2020

Considering the restrictions arising from Covid 19 Pandemic, a revised NOTICE is hereby given on 1st May 2020 that the Annual General Meeting of Clwb Hwyllo Pwllheli Sailing Club will now be held in Plas Heli, Glan Y Don, Pwllheli on Saturday, 23rd May 2020 at 10.00 hours for the transaction of the following business:-

1. To approve the minutes of the AGM held on 20th April 2019.
2. To approve the accounts for the year ended 31/12/2019
3. To elect Officers of the Club for the ensuing year.
4. To elect members of the Management Committee.
5. To confirm representation on Harbour Consultative Panel

We would like you to help us to manage the AGM within the recommended guidelines on that date. If you feel it appropriate, we ask that you appoint our Vice Commodore as your authorised representative and proxy by completing the form attached.

Stephen
Stephen Tudor MRICS FNAEA MARLA
Hon. Secretary - Ysgrifennydd anrhydeddus
secretary@pwllhelisailingclub.co.uk

'Pwllheli Calon Hwyllo Cymru – the Heart of Sailing in Wales'
secretary@pwllhelisailingclub.co.uk www.pwllhelisailingclub.co.uk
Clwb Hwyllo Pwllheli Sailing Club

Cwmni Cyfyngedig trwy Warant wedi'i gofrestru yng Nghymru / A Company Limited by Guarantee registered in Wales
Rhif / Number 673674. Cyfeiriad busnes Cofrestredig / Registered business address: Hafan, Glan Y Don, Pwllheli, Gwynedd, LL535YT

29/04/2020

Further Information for logged in and paid up members here



Calon Hwyllo Cymru - Heart of Welsh Sailing








We hope you enjoyed this edition of Codi Hwyl the Clwb Hwyllo Pwllheli Sailing Club e-magazine.

If you would like to contribute to the next edition with an article about your cruise details, race experience, items of interest to our boating community afloat or ashore please send an e-mail to secretary@pwllhelisailingclub.co.uk

Flag Officers: 2018 - 2020

Flag Officers

 <p>Commodore READ MORE Flag Officers</p>	 <p>Vice Commodore READ MORE Flag Officers</p>	 <p>Rear Commodore READ MORE Flag Officers</p>	 <p>Treasurer READ MORE Flag Officers</p>	 <p>Secretary READ MORE Flag Officers</p>
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Clwb Hwyllo Pwllheli Sailing Club is grateful for the assistance and support provided by Plas Heli.

Plas Heli is the operating company for the Welsh National Sailing Academy and Event Centre is a Community Enterprise and a not for profit distribution company.

CHPSC and Plas Heli are affiliated to:



Clwb Hwyllo Pwllheli Sailing Club

Glan y Don, Pwllheli, Gwynedd. LL53 5YT

Clwb Hwyllo Pwllheli Sailing Club is a members' club, a registered Community Amateur Sports Club (CASC) and is affiliated to RYA and RYA Cymru Wales. A Company Limited by Guarantee registered in Wales. Number 673674.



Calon Hwyllo Cymru - Heart of Welsh Sailing

