

Minutes of Meeting held Tuesday, 9th January, 2024

Present:

Richard Downs
Marilyn Downs
Graham Booth
Mike Thompson
Sian Jones
Piers Beeland

1. Richard welcomed everyone to the meeting and thanked them for their attendance in such cold weather.
The Special Raffle prize, generously donated by Coed Cottages was drawn by Carys. The winning ticket was Number 18 and was won by Piers and Sue Beeland. Marilyn will contact Lauren at Coed Cottages and inform her who the winners are and will also contact Sue and Piers with the necessary details so that they can liaise and arrange their stay.
2. Apologies for absence were received from: Richard Walton, Simon Drakley, Steve Bray, Sue Beeland, Elfed Jones.
3. Minutes of the previous meeting (14.11.23):

All who had attended agreed that the minutes were accurate. They are available to read on the website.
Proposed: Graham Booth Seconded: Sian Jones
4. Matters arising:
 - Mike reported that the Harbour Committee have now bought new chains and shackles and they will organise the new moorings before CHA is back in the water. This will stop the movement that occurred last year.
[Mike also reported that the owner of 'Reel Action' has been warned about attaching to the CHA mooring rope and incorrectly siting the boat, creating a problem for other vessels using the harbour. \(adjusted 30.1.24\)](#)
 - We still need to clarify that current insurance arrangements for the boat include public liability. (Simon)
 - Christmas Dinner review:
The Christmas raffles in total raised £315. It was agreed that the venue, staff and food were excellent and that The Gadlys had been more than helpful with the arrangements. The committee wished to record thanks to Laura Downs for all her help in organising the event,
It was suggested that a summer dinner could possibly be organised at Lastra Farm as they are also keen supporters of the Boat Club.

5. Treasurer's Report:
Simon had reported by email that there is currently £5,299.96 in the bank account.
6. Boatswain's Report:
Graham reported that he is waiting for Simon to organise a condition survey. In the meantime, maintenance has already started on the strakes and hull. The rest of the work will be painting and varnishing. Some new volunteers have started to come along to The Firs and are very welcome. Marilyn will also advertise for further volunteers.
Graham has a list of objectives that he has compiled and is hoping to compete before April 20th when there may be a visit from the Lifeboat Enthusiasts Society.
Mike reported that he is in touch with another historic lifeboat group who are interested in our work with CHA.
Piers reported that he is clearing out his sailing equipment and will check to see if he has any suitable items that might be of use to CHA.
7. Secretary's Report:
Marilyn has written a 'thank you' card to Bedwyr Reece for his donated speaker's fees. Sian will arrange to pass this to him.
Marilyn reported that she still has a couple of letters to write as detailed in the previous minutes.
8. Membership Secretary's Report:
Sian reported the membership numbers are static as:
Full 35 Friends 18 (One day sails 19) It was agreed that the club should actively promote membership as soon as we have a date for re-launch.
9. Publicity / Social Media:
As reported at the previous meeting, we need new posters in the noticeboards, with current information about the boat and winter maintenance, etc. Marilyn will do this with Sian's help.
The trifoldts are being reprinted and this is being organised by Simon. They can be used to promote membership with visits to local clubs.
9. Future events:
 - Talk by Dai Davies – date to be arranged by Simon and Steve.
 - Lifeboat Enthusiasts' Visit 20th April
Alun Pari Huws has been approached by the Lifeboat Enthusiasts' Society about the possibility of them visiting CHA when they are in Anglesey for their AGM. The date will be Saturday 20th April and if CHA is not yet in the

harbour, we could do a presentation in The Firs. Alun will keep us informed about their plans.

- RNLI Bicentennial Baton Relay – The possible date for this is 23rd June. This will take place in Cemaes Bay with Moelfre and Holyhead lifeboats exchanging the baton. RNLI have suggested that CHA could also be in attendance.
- RNLI Bicentennial Round Island Trip – Alun Pari Huws has put together a very detailed set of plans for this possible venture. As it will require a lot of thought and require a number of volunteers to step forward to assist with the planning, it was suggested that everyone should look at Alun's suggestions carefully so that an informed decision can be made at our next meeting on 30th January. The plans are attached as Appendix A.

10. A.O.B.

- Mike T informed the meeting that there is a possibility of the Chapel in the High Street being purchased by the council. This could be used as a Maritime Museum, which might be of significance to CHA.
- Piers reported that the Cox at Holyhead, Tony Price, is keen to take part in a CHA RNLI rowing competition at Holyhead marina. All thought this could be a very good activity, but it would be more significant if it could take place in Cemaes Bay. Piers will liaise with Tony and find out if it could be possible.

Meeting closed at 8.00pm.

Date of next meetings:

Tuesday, 30th January 2024 @ 7.00pm – The Vigour

Tuesday, 5th March 2024 @ 7.00pm

AGM - Tuesday, 2nd April

Appendix A

CHA – POSSIBLE TRIP AROUND YNYS MÔN – 2024

Background

In line with indications from club officers of a desire to undertake a circumnavigation of Anglesey in 2024, this note is intended to help make informed decisions.

Inclusion of Conwy is not included. This was difficult to schedule and would lengthen the exercise considerably. Perhaps a venture for 2025 just to Conwy and back?

If a circumnavigation of Anglesey looks too much of a stretch especially with the logistical considerations, then the committee could obviously consider an overnight trip to Holyhead and back (relatively straightforward in decent weather with an early afternoon tide). A trip to Moelfre could also be considered (been done previously) although this is potentially more complicated due to tidal considerations. This note does not include possible dates for these options. In both cases, dates that include a weekend or a time convenient to the stations involved could be investigated to give options for engaging with HH and Moelfre crews afloat and even their flank station crews.

What follows in connection with a circumnavigation is NOT a detailed passage plan – forensic examination of all considerations has not been made at this stage. It does not, either, allow for contingencies due to delays in passage plans – the timetable would need to be

ALL tide times need to be independently checked by a boats' officer. The reason that Dover times have been included is because Ralph Morris's Guide on Cruising Anglesey and Adjoining Waters (I have just bought the 10th edition) has diagrams of tidal flows which are relative to Dover.

Principles applied:

- As 'short and focussed' as possible to maximise impact, reduce time impact and increase the chances of availability of one or two escort boats with a towing capability.
- Possible dovetailing with local stations' baton relay -see appendix 1 - but without disrupting or introducing reliance either way. It might well be unfair to try and dovetail because the RNLI has enough to organise with their own plans.
- As little potential requirement for towing as possible – otherwise there's not much point and impact/media interest will be reduced.
- An anti-clockwise route. Whilst the other way would look more logical, anti-clockwise, on balance, seems better for Menai Strait navigation. The only area where there would be potentially adverse tides would be in the Holy Island – Caernarfon leg which has to be made on the flood and the flood will be against until off Llanddwyn. However, there are options to help dodge the worst of the tides.

Factors for consideration:

- The weather. Need a settled weather forecast, ideally with winds in the west to south quadrant. It would be foolhardy in any other circumstances, not enjoyable and potentially draw criticism.

- We have a limited number of competent crew – and, crucially, only two Coxswains which means that for such a venture, it might be preferable to have both Coxswains on board if at all possible or at least as much as possible (I will need to persuade Mrs PH on being missing for 6 days!).
- We have limited space on board for gear but there will be some items necessary that we would not usually carry for a three-hour sail viz – portaloos, small canvas screen, essential supplies, appropriate clothing, towline and other good ropes. This will probably limit numbers on board for passages over three hours to 12 max.
- Lifeboat Stations are in for a busy year due to the 200th celebrations. There are a number of events planned including a 'baton relay' along the north Wales coast. There are now provisional dates although precise details have not yet been agreed. CHA has been invited to be present during the baton exchange between Moelfre and Holyhead all-weather lifeboats which is due to occur Sunday morning 23rd.
- Some poor soul will need to work out transport and crewing arrangements and the work involved in this should not be underestimated – not too bad for those that live in the same area but potentially more complicated for those that don't. Liaison with harbour authorities etc. also needed. One person for co-ordinating crewing, one for transport (could be one and same), one for liaison with escort boat options, two for passage planning, one for liaison with shore establishments/stations, one for boat gear etc. etc. Publicity also needed but all would have to be very provisional on weather – expectations would need to be managed so that disappointment with any necessary cancellation is minimised and seen as 'sensible'.
- Assistance by way of escort vessels capable of towing (and ideally with a tow rope of suitable length and thickness (18mm + and 300'?). I already have potential interest from Hugh Searle, owner of the JW Archer, a 42' Watson maintained at Port Penrhyn. Hugh lives in Macclesfield. Cost of fuel would need to be considered. He can sleep on board. The JW Archer is a classic boat and identical to the Watkin Williams stationed at Moelfre from around 1956-77. The JW Archer is not that well presented although Hugh battles away at maintenance and improvements but she looks fine from any distance. Hugh knows the owner of the Har-Lil, a well presented 37' Oakley station at Rhyl between 1968-90 and he may also be interested in supporting. Hugh will be going to Wicklow (the boat's original station) sometime in the summer and doesn't want to leave it until August like last year when he then experienced inclement weather. I have made it clear that mine was just an enquiry and that committee members were also exploring options.
- A run direct from Holyhead to Caernarfon could be considered rather than trying a stop overnight at Trearddur Bay (see options) but passing close enough to be seen. However, this will make for a long passage – some 7-8 hours, leaving Holyhead early enough to ensure being beyond South Stack at low water slack but crucially, being sure of being at Victoria Dock before slack – slack water Caernarfon will occur one hour prior to slack water Stacks. Equally, there are risks trying to stop in Trearddur Bay overnight and assistance would be needed to come ashore. Advice would be needed from Trearddur Bay RNLI personnel about possibilities. Much will depend how keen they are. A fore and aft mooring, in shallow water, bearing in mind the depth needed to float away for the next leg, might be a possibility. Rhoscolyn would be an alternative. If RNLI Trearddur Bay supportive I would recommend stopping overnight. I would not recommend Holyhead to Caernarfon if it can be avoided personally.
- If there is a desire to stop at all current operational stations then the logical legs would be:

- Cemaes – Holyhead (c 11 NM – say 2.5 – 5 hours)
- Holyhead – Trearddur Bay (c 7 NM – say 3-4 hours)
- Trearddur Bay – Caernarfon (c 20 NM – say 4.5-7 hours)
- Caernarfon – Beaumaris (c 11 NM – say 3- 4 hours)
- Beaumaris – Moelfre (c 11.5 NM – say 3-6 hours)
- Moelfre – Cemaes (c 12 NM – say 4-7 hours)

The wholly unpredictable factor is the wind. With a force 3-4, the CHA can shift reasonable and make an average of 6 knots but anything in the 2-3 category and you are quickly down to 3-4 knots and that is before tidal considerations. The direction of the wind is also, clearly, a major factor in time and distance. The above distances could therefore be increased significantly by tacking, say by a factor of x 1.5 min.

- A direct run to Cemaes could also be made from Beaumaris by leaving a little earlier rather than an overnight in Moelfre. However, again, this makes for a very long passage and would cut out Moelfre.
- Early New Year engagement with all four Anglesey RNLI stations would make sense. I have to be careful not to abuse my position but given the baton relay, this would give me reason to make enquiries if this would help. Alternative one of you could make contact. For contact details, see appendix 2. The availability of 'facilities' would be very useful indeed.
- Victoria Doc seems an unavoidable stopping point. Whether they would be lenient with fees I do not know bearing in mind an escort boat also around. Caernarfon Harbour Master, Dave O'Neil, is a volunteer lifeboatman so may be sympathetic! Enquiries would need to be made.
- In terms of mooring, support/agreement would be needed at each location:
 - Holyhead – Mooring via Holyhead Sailing Club if they have one – facilities nearby. Avoid the fish dock if possible. Marina/Sailing Club would probably be sympathetic and helpful with 'facilities'.
 - Trearddur Bay – mooring or anchor or fore and aft anchoring to prevent swinging. Dinghy needed.
 - Caernarfon – Doc against pontoon.
 - Beaumaris – pier would be problematic due to the commercial traffic but possible overnight if weather OK and well secured otherwise need assistance from ABC Marine or others for a mooring and taxiing. The pontoon at the end of the pier would be the best solution.
 - Moelfre – Preference would be the RNLI mooring. Alternatively, William Roberts has a mooring (although he is not on good terms with the station) and there is good ground for anchoring but it is thick horrible mud and very messy on raising so would result in a dirty boat and cable.
- Focus on Sundays is about engagement with Trearddur Bay lifeboats and, possibly, Holyhead/Porthdinllaen. Not saying they would be exercising but I would be surprised if Trearddur Bay did not launch if we were stopping.
- Contingency planning needed in case of issues.

Possible date options:

Option 1:

- Thursday 13 June – HW Cemaes 1624. HW Dover 1641. HW Liverpool 1654. Leave Cemaes 1500. Escort boat may not be necessary but preferable.
- Friday – Rest day
- Saturday 15 June – LW Holyhead 1222. LW Dover 1254, LW Liverpool 1307. Leave Holyhead 1000. Slack Stacks probably c 1100
- Sunday 16 June – LW Trearddur Bay 1241. LW Dover 1353. LW Liverpool 1406. Leave Trearddur Bay 1100
HW Caernarfon 1840. Slack 1800. Need to be at Victoria Doc entrance area by 1750. HW Dover 1942. HW Liverpool 1955
- Monday 17 June – HW Caernarfon 1936. Gate will open c 1645. Leave 1650 Slack water Swellies 1851. Need to be through to Menai Bridge by 1850 taking last of flood. HW Dover 2038. HW Liverpool 2051. HW Beaumaris 2051. Arrive Beaumaris say 2030 latest.
- Tuesday 18 June – HW Beaumaris 0842. HW Dover 0857 Leave Beaumaris 1030 for Moelfre.
- Wednesday 19 June – HW Moelfre 0937. HW Dover 0847. LW Cemaes 1614. Slack probably c 1530 so need to be back in Cemaes by 1500. Leave Moelfre 1000. Beach/anchor Cemaes. Go ashore. HW Cemaes 2144. Start floating her in for finale 1900. On mooring 1930.

Advantages – probably settled weather. May be able to link up with Porthdinllaen/Trearddur Bay lifeboats – not when they exchange their baton but separately.

Disadvantage – if timetable goes awry – danger of not being back at Cemaes for 23/6 for link up with Moelfre/Holyhead lifeboats which would be very frustrating and upset a few people. There is therefore an argument that this option is too early.

Option 2:

- Thursday 27 June – HW Cemaes 1534. HW Dover 1549. HW Liverpool 1602. Leave Cemaes 1415. Escort boat may not be necessary but would be preferable.
- Friday – Rest Day
- Saturday 29 June – LW Holyhead 1126. LW Dover 1158, HW Liverpool 1211. Slack water Stacks probably c 1030. Leave Holyhead at 0900 latest. HW Trearddur Bay 1633.
- Sunday 30 June – LW Trearddur Bay 1141. LW Dover 1258. HW Liverpool 1311. Leave Trearddur Bay 1000. HW Caernarfon 1748. Slack 1700. Need to be off Victoria Doc at 1700 very latest. HW Dover 1850. HW Liverpool 1903.
- Monday 1 July HW Caernarfon 1855. HW Liverpool 2010. Gate will open c 1600. Leave 1610. Slack water Swellies 1810. Need to be under Menai Bridge by 1810 taking the last of the flood. Time of slack water will depend on wind direction. Wind may be dropping away by late afternoon which could be an advantage or a disadvantage! Possibly some rowing! HW Beaumaris 1942. HW Dover 1957, Arrive Beaumaris 1930?
- Tuesday 2 July – HW Beaumaris 0805. HW Dover 0820. Leave Beaumaris 1015 for Moelfre
- Wednesday 3 July – HW Moelfre 0915. HW Dover 0925. LW Cemaes 1555. Slack 1525. LW Dover 1608. Leave Moelfre 0945. Need to be at Cemaes by 1520 latest. Beach/anchor. HW Cemaes 2141. Take her into harbour for 1930.

Advantages -hopefully a settled weather period. Doesn't interfere with RNLI activities but still allows for possibility of link ups.

Option 3:

- Thursday 11 July – HW Cemaes 1458. HW Dover 1515. HW Liverpool 1528. Leave Cemaes 1400.
- Friday – Rest Day
- Saturday 13 July – LW Holyhead 1025. LW Dover 1057. LW Liverpool 1110. Slack water stacks probably c 0925. Leave Holyhead 0815 latest. HW Trearddur Bay 1522.
- Sunday 14 July – LW Trearddur Bay 1024. LW Dover 1141. LW Liverpool 1154. Leave Trearddur Bay 0900.
HW Caernarfon 1629. Slack 1545 so need to be off Victoria Doc by 1540 very latest. HW Dover 1731. HW Liverpool 1744.
- Monday 15 July – HW Caernarfon 1730. Doc probably open c 1440. HW Dover 1832. HW Liverpool 1845. Slack Swellies 1645. Need to be under Menai Bridge 1645. Leave Vic Doc 1445. Arrive Beaumaris 1800?
- Tuesday 16 July – HW Beaumaris 0641. HW Dover 0656. Leave Beaumaris 0900 for Moelfre. LW Moelfre 1344.
- Wednesday 17 July – HW Moelfre 0756. HW Dover 0816. HW Liverpool 0819. LW Cemaes 1510. Slack 1440 so need to be off Cemaes by 1440. Leave Moelfre 0900. Beach/anchor Cemaes at low water. HW Cemaes 2027. Start taking her in 1800.

Advantages – Weather hopefully still settled. May be able to link up with lifeboats.

Disadvantages – timing rather too early in the morning for two legs which would make them challenging. Also, if escort boat were to be JW Archer, less likely to be available. Alun not available from 18th for 5 days due to a wedding and may struggle with 17th.

Option 2 looks the best option overall in my opinion although the committee might want to explore other ideas. Whilst this option would start only a few days after the baton event on 23rd June, it would allow a thorough check of and preparation of the boat for the trip during and after the join up with lifeboats on 23rd. My guess is that Holyhead and Moelfre will look to be in Cemaes around 1100. For this we could row out for a photoshoot near the boats in the inner bay if there is enough room for this and then sail into the outer bay, circle the lifeboats or even get them to follow us around the outer bay and then let them be on their way back to station.

Alun Pari Huws
2 January 2024