

CARDIFF BAY YACHT CLUB

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Shanghai & Nimrod Cup



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Fantastic sailing in the Shanghai and Nimrod Cup!

Maris Lyons tells the story

As the bruises, aches and pains subside following some of the most enjoyable days racing many of us have experienced, it is time to ask what makes the Shanghai and Nimrod Cup event so memorable and so special, again and again? You can guarantee that in the lively chitchat that follows the racing in the bar as the adrenalin wears off and we all chew the fat, somebody will ask why this event is called the Shanghai and Nimrod Cup. It's an interesting story, and for those of you who do not know, here's the background.



This year the regatta commenced with a steady blow of 20-25 knots, gusting 30s. The first race was from Penarth Pier, around the cans, finishing up in the bay of Sully. It was an exciting race that left our Mediterranean based crew member so in awe of our tides that he was still scratching his head as he left.



The Shanghai Cup was first presented in 1873 at the Shanghai Yacht Club, in China of course! The cup itself is a stunningly impressive piece of artwork made out of solid silver and weighing 14lb 8oz. In 1876, the cup was presented to the Welshman, Mr G B Hill, who was living in Shanghai at the time, and won the regatta on his boat *Nimrod*. At this time, the cup was said to be worth \$433! The cup was passed through the generations, remaining in the Hill family from 1876 until 1995 when an heir presented the cup to Cardiff Bay Yacht Club. Such an honour was bestowed upon the Club through this gesture, and so followed the Club's ambition to hold an annual regatta at CBYC that would become a major event in the yachting calendar. This year however, marked a special year for the Club with the development of its sponsorship relationship with Greenbank. Jonathon Smith, of Greenbank Partnerships said *"Greenbank was greatly honoured to be given the opportunity to sponsor the Shanghai and Nimrod Cup and to contribute, albeit in a very small way, to the history of this event. We would like to thank all of those who participated and made the competition the continuing success that it is."*



Andy Freemantle took first place on his Elan 295, *Shooting Star*. He sailed a great race and was closely followed by Steve Cooper's J80 *Junior High* in 2nd, and Tony Rayer's SB3, *Sceptre*, sailed by Nathan Bailey in 3rd.

Races Two and Three took place in Sully Bay and were windward/leeward courses; always a good test of boat handling, team work and tactics.

Once again *Shooting Star* shone brightly with a 1st in race 2 and a 3rd in race 3. Second in race 2 was the unpronounceable J/109 *Vrijgezeilig* sailed by the Lyons & Heidweiler team and in 3rd place was Alan Shaft & Nick Hankins' Projection 920, *Sleeper*.

Race Four took the fleet around the buoys, close to Flat Holm, and then to Penarth to finish. The wind started to pick up from 25knots when the leaders neared Flat Holm and the big black cloud that ominously sat a little way out was getting closer and closer and darker and darker. Most of the faster boats like the J109s managed to make it to the finish line before being hit by the squall and broaching as they finished. But the smaller sports boats and slower PY boats were still near Flat Holm when the bursting black cloud hit them. The rain shot down like pellets, and the squalling wind knocked many boats flat, testing everyone on the water. But thankfully, everyone made it back safely enough; shaken, not stirred. There were a few costly ripped spinnakers and many an overpowering broach and wipe out, but thankfully nobody was hurt. The buzz inside the lock was electric. We were all blissfully exhausted, beaten and bedraggled, but grinning from ear to ear. A fantastic day on the water was evident from all that could be overheard in the bar afterwards. In fact I heard a few say that it was one of the best days on the water they'd ever had.

The top positions of race 4 went to the J109 class, with *Vrijgezeilig* leading the way in 1st place, Jonathan and Andrea Tithecott's *Judgement Day* 2nd, and John Ballinger's *Jackhammer* 3rd.

We sailors achieved the honour of a 'double whammy' this year, by having both Syd Thomas and David Cairncross as our race officers. With this team assisted by Nick Sawyer laying the marks, we relished the formula one team of race management who created this exhilarating day on the water and did so managing to please a wide cross section of boats. Happily the OODs were supported by Mike Bailey and his boat was used as the committee boat.



One of the special ingredients of the Shanghai Cup is the social programme that runs alongside it. And it seems Mr Sawyer was auditioning for his own special award for his tireless and cheerful contribution to this year's event on and off the water. Traditionally, each Saturday evening has a themed party night at the club. This year was no different with Nick organising and comparing a Surf Night after the first days racing. He even provided the 'rogue wave' that eventually threw everyone off the surfboard. It was a lot of fun.

When we all returned the following Saturday for our final day's racing, we were all revved up and raring to go. Our first race of the day, Race 5, was outside and around the cans. Once again the race management ran a superb course taking into consideration the conditions for both the fast and slow boats with plenty of action up and down wind and legs that were just the right length. It was another blustery day with around 20-25knots, very occasionally gusting a few more. The winner of this race turned out to be Nathan Bailey in *Sceptre*, with *Shooting Star* coming 2nd, and *Sleeper* 3rd. The crews then headed back to CBYC for some lunch and a little rest before beginning the two final



gruelling races in the Bay. Twenty boats sailing around such a small race area inside the Bay can certainly get the blood flowing and that's before you add in the number of laps that our greatly esteemed race officers send us on. Once again thoroughly enjoyable races, that finished with Andy Freemantle's *Shooting Star* winning them both. *Judgement Day* came 2nd in race 6 and *Sleeper* 3rd in races 6 & 7, and *Sceptre* took 3rd place in race 7. And so the stimulating race series was over.



We all went home and showered only to return to a beautifully transformed clubhouse, and indeed crew. What a dinner jacket can't do for a man, eh girls?

On the dance floor, the band Mojo Soul squeezed out every last bit of energy that we didn't expel in the bay.



The prize giving saw Andy Freemantle crowned winner of the individual prize with his boat *Shooting Star*. In second place was Shaft & Hankins' *Sleeper* and in 3rd was Rayer's *Sceptre*, helmed by Nathan Bailey.



But it wasn't any one of them that won the cup, because of course this is a team event and here is how the team prizes went:

3rd
2nd
1st

*Vrijgezellig, Sceptre, Offbeat
Shooting Star, G&T, Purple Haze
Judgement Day, Junior High, Musketeer*
Congratulations guys!



On behalf of all of us sailors, I would like to reciprocate with a deed, and get on my knees and bow my head in a Chinese gesture of thanks for two fantastic weekends of

racing. But they still hurt too much from all those laps in the bay. And so I hope Greenbank that you will accept these 'mere words' from all of us at Cardiff Bay Yacht Club:

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Thank you or *Shia Shia* as the locals would say in Shanghai!

Our thanks go to our sponsors, Greenbank Partnerships, to Mike Bailey as without his photographs we would not have been able to illustrate this event properly and to CBYC staff for putting on a superb evening.



Cruiser racing in style at CBYC "SWOG" series. David Cairncross reports

The basic format of SWOG is that on the Friday night the overnight racers set off followed by the day racers and cruising fleet on the Saturday morning. The plan is that everybody arrives at the chosen destination on the Saturday afternoon and meets up at the quayside for an informal gathering that will almost certainly include wine and possibly cheese. Everybody then returns to Cardiff on the Sunday, either racing or cruising.



This year's events took place in Padstow, Swansea, Watchet and Bristol. The first port of call was Padstow for

Mayday. The forecast wasn't great and those that went early and came back later had the best of the weather. The wind went NEerly 6-7 by the Sunday and so everyone had a lumpy bumpy ride back. I think that in 2012 we might go somewhere else for Mayday!

The weather for the Bristol trip at the end of May wasn't much better with persistent strong Westerlies. Great for getting there but it does get a



bit choppy with the wind over tide on the way back. The first weekend in July saw the fleet going to Swansea and this time we had the opposite problem of next to no wind all weekend. We



did however enjoy the hospitality of Swansea Yacht and Sub Aqua Club who were able to provide us with free moorings on the wall outside their Clubhouse.



The final trip of the year was to Watchet and the weather reverted to its worst. Strong Westerlies again which made for a testing trip there on the Saturday and a NWerly for a very close fetch home. This weekend was the first SWOG weekend that was made up entirely of cruising boats.

The season ended with a sell out 'End of Term' party with a hot buffet, music from The Soul Man and a prize giving. The Navigation award was won by Michael Maguire who, on returning to Cardiff from Padstow in *Nsanga Nsanga*, ended up in Milford. The Tithecotts were presented with the Most Improved Boat award. While racing *Judgement Day* overnight to Bristol on a long

course down then back up the Channel they thought that Foreland Point was 'a bit far away' but then a few months later went on to do rather well in the Fastnet Race. Michael Golightly on *Cazzy* received the Humanitarian award for calling out the lifeboat to Mike Bailey who was anchored off Penarth Head for a spot



of fishing. Mike won The Boat That Least Wanted To Be Rescued award for the same occasion. The race series winner was John Ballinger's *Jackhammer*. A total of 48 boats signed up for the event for 2011 with between fifteen and twenty five boats attending each weekend and two boats made all the trips. An excellent turnout bearing in mind how poor the weather was. Padstow may not feature in next year's programme, at least not for Mayday. Apart from it being a Tuesday, it's a long way for the smaller boats that entered to go there and back in a weekend. I'm sure we will visit Swansea, Watchet and Bristol again as well as probably Portishead and possibly somewhere else as well.

The 2012 event is already nearly in the planning stage, but it will be more of the same and for the modest fee it will be difficult to resist. There will be up to six weekends away and all to destinations within easy reach of Cardiff and all with safe marina berthing, often free or heavily discounted. You get free eventwear and the chance to buy extra and there will be more goodies as well! There are briefing sessions on the Wednesday evenings before each trip so that people can get to know each other and share some useful advice before they set off. The series is suitable for pretty much anyone who wants to cruise in a bit of company, or those who want either short day passage races or even longer races of 100 miles or so.

All the details will be published on the Club website when they become available. If you want more information about the event or would like to register an interest or an email update of plans then email to swog@cbyc.co.uk or visit the SWOG page on the website and register to join the discussion on the online forum.

A sailing experience second to none - hurrah for Challenge Wales

Skipper Andy Hall writes

Many readers of Bear Essentials would have seen the 72-foot round-the-world yacht **Challenge Wales** but unless you are one of our volunteers you probably won't know what a busy, and successful year 2011 has been for the sailing charity.

Challenge Wales' sail training year started in the third week of January 2011 with volunteers de-icing the deck before the first group of 16 – 18 year olds turned up.

In March, **Challenge Wales** was a winning charity in the Vodafone World of Difference campaign enabling a two-month funded position to become available and to focus on developing the youth voyage programme while a month later, **Challenge Wales** successfully became an Approved Activity Provider with the Duke of Edinburgh's Award Scheme.

"It was a superb weekend. Our group learned a great deal about themselves, about working as a team and as part of a crew. We were so impressed by the professionalism and input of the Challenge Wales crew." **Christ College, Brecon.**

The adult fundraising big boat sailing days are an important way to bring funds into the charity while also acting as a qualifier trip for potential volunteer crew to be assessed. These days are also perfect as birthday presents and **Challenge Wales** crew have learnt this year how to smuggle birthday cakes onboard to surprise guests and be tactful in asking how many



candles they should have put on the cake!

Various youth groups joined us this spring, summer and autumn from different parts of Wales and England, including young people from Communities First Regions of Wales, those not in education or employment, young carers and those in schools, colleges, cadets and youth clubs. This year the majority of the sailing trips with young people were two to five days long enabling those onboard to learn life skills and integrate as part of a team. Sail training trips took **Challenge Wales** across the Irish Sea as part of a cultural exchange programme, had her visiting Lundy Island several times, racing in Cowes against other sail training organisations and saw her arrive with the Jolly Roger flying into the Bristol Water Festival. In total **Challenge Wales** visited the south coast three times and also enjoyed a cross-channel trip to Cherbourg.



June saw the competitive streak of **Challenge Wales** come to the fore. For the first time **Challenge Wales** raced in Round the Island Race, Cowes. Not only did she beat all the other Challenge yachts that were racing, half the Clipper fleet and all but one of the Farr 65 class, but this was a successful fundraiser event and with 40 knots of wind across the deck certainly one trip that will be remembered.

For an unprecedented second year **Challenge Wales** was invited by the National Federation of Boat Shows to be an exhibition boat for a couple of days during the Southampton Boat Show in September. Attendance at this event helps raise **Challenge Wales'** profile helping to put Welsh sail training opportunities on the map.

Success for Welsh young people was seen in October when **Challenge Wales** took part in the ASTO (Association of Sail Training Organisations) Small Ships Race in Cowes – a popular event on the youth sail training calendar. Not only did **Challenge Wales** take line honours beating her sister yachts (again!) finishing third in class but won the Glenlee cup for being the first non-ASTO member boat home. 74% of the crew on this trip were young people! A great achievement for the team and certainly one of the highlights of the year. This four-day sail training experience and the race wouldn't have been possible without a grant from The Dulverton Trust Fund administered by the Community Foundation in Wales and funding from the Reardon Smith Nautical Trust – so a big thanks to them.

"As a national youth organisation we look for new and innovative ways to promote personal, social and moral development of our young people and we did this on Challenge Wales. I wouldn't hesitate to recommend Challenge Wales to other youth groups." **Clubs for Young People Wales**

And of course, there is still time to get in a sail before the year comes to a close. Big boat sailing also takes place during the winter and don't forget our annual fundraiser Sail and Curry trip on 27 December 2011.

So, what is on the horizon for 2012?

Next year *Challenge Wales* runs its first UWIC accredited Leadership course and will welcome more young people's groups onboard.

In February, *Challenge Wales* sets sail for Six Nations action to Dublin to soak up the Ireland / Wales atmosphere. As a fundraising trip for adults, this is also a great mile builder opportunity that takes in the perfect pint of Guinness. Fancy joining us?

With the Lord Lieutenant of South Glamorgan endorsing *Challenge Wales* to be the official representative vessel of Cardiff and the Vale of Glamorgan at the Queens Jubilee Pageant on the Thames in June this could be yet another memorable event for Welsh young people and our volunteer crew to be part of.

Other activities during the summer of 2012 which are being put into the planning pot at the moment include: Round the Island Race, a leg of the Tall Ships Race which would mean heading to Northern Spain, meeting up with the Clipper and the Volvo round-the-world racing fleet in Ireland and maritime festivities in West Wales.

Interweaved into this will be more schools and groups setting foot onto Challenge Wales for the first time, more young people undertaking their Duke of Edinburgh's Award activity with us, more adults (hopefully) putting themselves forward to volunteer and learning the volunteering ropes and more corporate sponsors assisting particular groups in their community to take part in sail training.

The success of the sailing activity has been down to the hard work, commitment and enthusiasm of the many volunteers who give up their spare time to help the charity – whether it is sailing with young people or on delivery trips, helping shore-side, stuffing envelopes and answering phones or assisting with maintenance and cleaning on Wednesday Ship Shape Days.

So if you want to get involved with Wales' largest youth sail training vessel as a volunteer, help us fundraise, come sailing with us (for a day trip or to gain miles) or are part of a young persons group now is the time to get in touch. Check out the website: www.challengewales.org, give us a call; 029 21 25 10 40, or search for ChallengeWales on Facebook or Twitter.

Happy Sailing from the Challenge Wales Team.



After completing a successful trip to Neyland everyone is lined up proudly displaying their Certificates of Achievement.



A visit to the Dunbrody Festival in Newross, Southern Ireland, prompted the funny hats as Jedwood were part of the Festival!

As all the images in this article, including the ariel shot of *Challenge Wales* on page 6, were taken exclusively for us please note that they are not to be reproduced without our prior permission.



You are never too young to start your tuition in readiness for your Powerboat 2 Course.





Club CCTV System update

Some of the eagle eyed among you may have spotted a new fixed CCTV camera at the top of the slipway. This is to cover the walkway and the diesel pump and it releases the dome camera to look at various locations in the compound when boats are in their cradles as well as the perimeter fence which has also been renewed. On more than one occasion the CCTV has enabled the resolution of problems of different types and water wise there have been three occasions since the new system has been installed

which have directly assisted in the apprehending of ne'er do wells.

On the first occasion earlier this year we had footage of a dinghy being launched from the other side of the river and rowing across to our pontoons. In conjunction with Penarth Quays Marina we were able to identify the culprits and pass the information onto the police. They raided the house and a significant quantity of stolen goods were recovered.

In August there was a vessel stolen from elsewhere in the Bay and the vessel was used to visit other sites in the Bay. The CCTV picked them up as they came up the river. We were able to establish that they did not land at CBYC. Maybe the CCTV deterred them. We have them going up river and then returning later. The same boat was spotted on the following night.

There have also been a number of occasions this year when the CCTV has been used to catch speeders in the river. The most recent (at the time of writing) was at the end of November. On one occasion a repeat offender was given a final warning by the CHA based on the evidence that we were able to supply.

Some of the cameras are super low light with an ability to track small vessels with alarm facilities during the small hours coupled with the power supply backup which should continue to protect your vessel in most situations.

Colin Parsons - Sailing Secretary



Keeping afloat - Looking after Lifejackets

Over the summer, a disturbingly large number of lifejackets were found to be faulty by the local RNLI Sea Safety team. At 2 "lifejacket clinics" we saw some 70 lifejackets, with only 30 being

fully up to standard and 10 having potentially deadly serious faults. Paul Stewart-Davies, CBYC member and RNLI Sea Safety Advisor suggests some tips to keep your Lifejacket/Personal Flotation Device (PFD) in good working order and some of the features to look for if buying a new lifejacket, or if you are asking Santa for one!

Given the various circumstances in which you may find yourself in the water and, certainly without the time to don a lifejacket as



you're falling off the pontoon or overboard, it makes sense to wear one whenever you are on the pontoons or pottering around on deck. A lifejacket will keep you safely afloat long enough for those close by to effect a rescue (if there is anyone else around the pontoons on these cold, wet & dark winter evenings) or until the arrival of the emergency services.

Lifejackets, like every other piece of marine equipment, need to be treated with care and attention, especially as it is the one piece of kit designed specifically to save your life. There are many types of lifejacket but we will look at gas only ones here as it is these that have caused the RNLI Sea Safety team some serious concerns. However, with a little know how, care and attention, these issues can be avoided.

Buying a gas only lifejacket

There are a few things to look out for when buying a gas only lifejacket but, with there being so many styles available, spend some time trying different ones on to make sure that you get a lifejacket that you will feel comfortable wearing – if not right you will not wear it! Spend time adjusting the straps so that you can place your fist between the buckle and yourself with no other gaps. Remember to re-adjust if you put on extra layers of clothing or take some off. The lifejacket should always be worn outside any other layer of clothing.

The RNLI suggest you think about the following features:

- Buy a lifejacket that automatically inflates if you fall in the water. There is little or no time for you to find and operate a manual firing mechanism, especially if you are cold or wearing gloves.
- Consider a combined harness and lifejacket so you don't go overboard in the first place.
- Reflective tape on both inside and outside of the cover.
- Crotch straps are vital to stop the lifejacket riding up under the armpits or even coming off completely over your head, when inflated in the water. If not already fitted, make sure you get some and fit them today.
- A spray hood is another vital piece of kit that will greatly increase your chance of survival. It helps prevent inhalation of spray which could lead to secondary drowning, and it will make you feel more secure.
- A light should be attached to the jacket. Even if you don't intend to be on the water at night, it could get dark while you are waiting for rescue.

The 2 main classes of Lifejacket are: 150N - designed for coastal sailing and, if fitted correctly, will turn an unconscious casualty face up; & 275N - designed for offshore use and/or use with lots of clothes. Under 150N is unlikely to turn a casualty face up i.e. won't stop them from drowning.

When buying a lifejacket for a child, check the size is correct for the weight and chest size – don't be tempted to buy one that is too big "so that they'll grow into it".



Basic Care and Maintenance

Corrosion of gas cylinders is common— they may become porous and therefore have no gas in them. A further (more likely) problem is that the rough corroded surface will rub against the inside of the lifejacket, causing leaks, especially when the bladder is inflated under pressure. Loose or incorrectly fitted cylinders also result in the lifejacket not

inflating properly, if at all. Obviously, if there is no gas or, as in one case, the whole firing head was missing, the lifejacket is useless. Lifejackets can become porous through mould and dried salt crystals, which are incredibly abrasive and wear away at the fabric. We have also found that fish oils seriously break down the fabrics used. These problems can easily be avoided:

First and foremost, keep your lifejackets clean. After your lifejacket has been in, or had a soaking by, salt water remove any automatic inflation mechanism and rinse off the lifejacket with fresh water. Hang it up to dry naturally before replacing the automatic inflation mechanism and repacking in accordance with manufacture's instructions.

It is also worth carrying out the following checks regularly:

- Inflate lifejackets manually every 3-6 months using a hand pump and leave for 24 hours to ensure they hold their pressure. Deflate using the cap on the inflation tube – never stick anything else into the valve; replace the cap to prevent dirt, sand, salt etc entering the valve and causing it to jam open;
- Visually check the lifejacket material both inside and out for wear and tear, rust, mould etc especially around folds;
- Visually check straps, stitching and buckles for wear and tear & check press studs, Velcro and zips to ensure easy opening.
- If fitted with a light, check battery is in date and that the light actually works.
- Remove the gas cylinder and test the operating head to ensure the pin moves freely. Check the gas cylinder is not corroded or rusty and then replace it hand-tight. (Check manufacturer's instructions for fitting if in doubt).
- Check the dates of the firing mechanism & replace unit before the expiry date.
- Lifejackets should be serviced regularly by a qualified service agent in accordance with the manufacturer's guidance (times do vary!).
- Always carry spare rearming kits onboard appropriate to your lifejackets.

Finally, no matter what lifejacket you own, it is of no use whatsoever if it is in the boot of your car, in your kit bag or hanging up at home! Useless unless worn!

More Information

If you would like any advice or a free, friendly and informal check of your lifejackets or any other sea safety equipment by the RNLI Sea Safety Team, then please contact Laurie Pavelin (Penarth Lifeboat Sea Safety Officer) on 07835 719750 or laurie.pavelin@btinternet.com.



You can get more information on RNLI Sea Safety via www.rnli.org.uk

Where are they now? CBYC member Viv Head brings us up to date with some interesting information on our local Maritime history

Remarkably, at least four, if not five of Anderson's boats built on the beach at Penarth before the Second World War are still sailing. *Emanuel*, featured in the summer edition of Bear Essentials, is kept at Ramsgate Harbour and owned by Robert Holden, national secretary of the Old Gaffers Association. Having undergone an eight-year restoration some years ago, she is in remarkably good condition and regularly attends events along the Normandy and Brittany coasts. Another of Anderson's boats, *Nokomis*, has also been restored and kept at Ramsgate.

Two more Anderson boats are in New Zealand and although both were sailed there, it was by very different routes. After Commander Graham's epic voyages in *Emanuel*, he ordered another boat from Andrew Anderson and took delivery of

Caplin, a thirty two-foot gaff yawl. He set sail on a circumnavigation in April 1938 but this time, as the boat slipped her moorings at Bridgwater, he had a crew on board, his youngest daughter



Marguerite. After a tricky start, *Caplin* began her long voyage of adventure. By way of Penarth, Ireland, Spain, the Caribbean, through the Panama Canal and across the Pacific she arrived at Tahiti to learn that war had broken out. The Grahams' dream of circling the world was coming to an end. They sailed on to New Zealand where *Caplin* was sold and Graham returned to Britain to rejoin the Royal Navy. *Caplin* had been sold to George Gillies and she remained in the same family, loved and cherished for three generations; she was a well known sight at Oamaru for many years. Finally, grandson David Gillies decided it was time to bid farewell and *Caplin* was passed on. Over the next few years she had her transom extensively rebuilt and was re-engined with a Yanmar diesel. But she had been up for sale on the hard for two years and was looking a bit sorry for herself by the time she was spotted by her current owner and skipper, Jan Van De Berg, in early 2006.

Sailing on *Caplin* at Akaroa

The natural harbour at Akaroa is the crater of a massive volcano that erupted from the sea millions of years ago to form the Banks Peninsula. Later, a second eruption



blew out a small section of the rim and the sea rushed in. Nowhere is the sense of being inside a volcano more apparent than from a boat in the middle of the harbour, surrounded on all sides by the mountainous rim. It is a remarkable vista.

Crossing the high, sharp-edged rim and dropping down to the water's edge via a twisty little road, you come upon the boat moorings at French Farm. *Caplin* has an outside mooring and even stood fast she is a fine sight on the blue-green waters of the harbour with some welcome sunshine filtering overhead. There are few boating facilities in Akaroa but it is a popular place for yachts and a wonderful harbour for a day or overnight sail, although it is somewhat susceptible to the frequent southerlies that blow through in winter. Mooring lines are quite substantial affairs! And once outside the heads you are soon into the big seas and swells of ocean sailing; there are not too many options for local cruising.

It took perhaps three-quarters of an hour for us to motor across to the town of Akaroa where we glided passed the wooden jetty slowly enough to allow the third member of our crew to jump aboard. Once back in clear water, we raised the main and hanked on one of her twin headsails. As a yawl *Caplin* has plenty of scope for more sail but for now, this would do. A light north-easterly set us skipping easily across the water, though rarely exceeding two knots. It was the first day of Spring and felt like it- a perfect day

for the first sail of the season! *Caplin's* owner, Jan Van De Berg, is concert master with the



Christchurch Symphony Orchestra, at least he was until the earthquake destroyed the city centre earlier this year. But *Caplin* seems indestructible and we took one long tack into Wainui Bay, the site of a last lonely settlement on the western shore. A few more tacks upwind, brought us back amongst the moorings at Akaroa waterfront. The first French settlers landed here in 1840 and the town still bears many French street names, as well as French Bay and French Farm where *Caplin* has her mooring. Sometimes a faded Tricolour may be seen flying above the waterfront at Akaroa. But it is a town that has recently reasserted its French past- no-one speaks French here anymore.

In the late afternoon the wind freshened and it grew distinctly cooler. Yet with the breeze, *Caplin* lifted her bowsprit and began to truly sail. With the merest suggestion of a heel, she rode the gentlest of swells with barely a notice. Even with just two sails aloft she was well balanced and the helm needed little attending to. *Caplin* was giving us just a hint of her pedigree and the seakeeping qualities that have kept her crews safe for more than seventy years.

And as if to give a nod of approval, a pair of Hector's dolphins leapt out of the water just astern of us and then were gone. Moments later, not to be outdone, a pair of little blue penguins floated passed, quacking to each other like ducks. Earlier last year, Jan and his wife Jennifer had their first blue water cruise in *Caplin*, to Nelson via Cape Jackson and the narrow tidal gate of French Pass in Marlborough Sound. The yacht proved to be very comfortable in big seas and on one occasion spent seven hours well heeled and on the same tack with all sails standing. To the delight of her crew of four, dolphins followed the boat for five and a half hours often leaping right out of the water in unison with each other, showing off their white underbellies.

We had been on the water for just six hours and it was dark by the time we picked up the mooring back at French Farm. *Caplin's* dinghy is not big enough for three burly crew and I remained aboard to await the second run. Sitting alone on the stern in the darkness gave me time to contemplate this fine old yacht and her first crew, Commander Douglas Graham and his daughter Marguerite, and the incredible voyage they had undertaken together in 1939. A voyage of more than 11,000 miles, from Penarth to New Zealand, without any of the benefits of modern equipment, clothing or navigational aids. Commander Graham's confidence and self reliance had already been proven in *Emanuel* during the single-handed Atlantic crossing. And *Caplin's* mate, Marguerite, who, when the ship set off down the Bristol Channel to begin the voyage, was just eighteen years old, could not cook and had never sailed before. What an adventure, what a feat! This is indeed, a very special ship and the three of us modern day sailors, knew only too well that we have shared a rather special day with her too.



A few weeks later I was back home in Wales. On a grey and gloomy afternoon that grew dark all too soon, I was sailing on a 21' gaff cutter just a few hundred yards off the beach at Penarth where *Caplin* was first launched seventy years ago. It was an agreeable moment.

The American Connection

Amazingly, another of Anderson's boats is still in fine condition and sailing in New Zealand. *Armored*, a 40 foot Bermuden rigged sloop, was built in Penarth in 1938, though details of her early history have been lost. In 1960 she was

owned by Barry Heath, the elder brother of Edward Heath who raced *Morning Cloud* so successfully and went on to become Prime Minister. *Armored* was up for sale in Cowes when she was spotted by a young American couple looking for an English yacht. Bob Van Blaricom and his wife Jane took a year to sail her back to San Francisco Bay by way of the Mediterranean, the West Indies and the Panama Canal.



She later passed through several hands, including the legendary American singer Glenn Yarbrough, until in 1978 she was purchased by retiring US Navy SEAL, Chief Petty Officer Bob Diecks. Two years later, Bob sailed *Armored* under the Golden Gate bridge, turned left and, in his words, has been going ever since. After cruising the Pacific Islands, *Armored* reached New Zealand in need of a major refit. Her traditional carvel planks were replaced and layered with double diagonal planking on top. The result is an immensely strong boat which at more than 70 years old is in fine condition indeed. Bob met his English wife



Caroline in Tonga and together with their twelve year old son, Odin, they have recently moved

ashore for the first time in order to give the boy some stability for his secondary education. Thanks to the wonders of the internet, I tracked Bob and *Armored* down and arranged to visit. Home was a small wooden house on the beach at Whangarei Heads in New Zealand's North Island, with *Armored* lying on her mooring in the bay in sight of the kitchen window. The living room was littered with sailing gear and paraphernalia and the table covered with newly varnished blocks and name boards. A variety of sea-shanties blared from the CD player and a small fishing dinghy lay in the tumbledown wooden shed on the edge of the beach. It is a Hemmingwayesque existence and our visit was honoured by a bottle of best rum and the firing of a cannon from the back porch. This deed was precipitated by a warning phone call to the local police station and by getting Odin and a couple of his young chums to yell out "Fire in the Hole!" outside at 1900 hours precisely. It made a seriously loud noise! Bob would agree that he is, well, a touch eccentric, but the warmth and generosity that he and Caroline showed towards a couple of strangers turning up on their doorstep was heart-warming. And in a guided tour of *Armored*, from stem to stern above decks and from the heads to the aft cabin down below, Bob's passion for the boat he has owned for more than thirty years is a beacon shining strong enough to light the passage all the way to the Bay of Islands.

Dinghy Section update from Idris Dibble

It comes with great sadness that in November the Dinghy Section lost one of its greatest members. Chris Barton will be sadly missed by us all. A full story of Chris's fascinating life will appear in the next addition of Bear Essentials.

The quality of sailing in our club seems to get better every year! Some notable successes this year were Helen and Andrew Phillips; Here are just some of their successes in 2011: 8th at Nationals in Abersoch, 2nd Welsh Championships, Bala, 2nd overall Euro Cup in Germany.



Mark Brand and Stephen Clark successfully brought home the Flying Fifteen "Dragon Trophy" to our Club at this year's Flying Fifteen Open. Here they are both accepting the trophy from Peter Annett. Congratulations to Jack Preece for not only racing very successfully at Club level but also for winning so many Laser Radial events.

This year has seen an increase in all adopted racing classes which has made for some close racing. To this end and in order to improve the standards even more,

we will be continuing our theme of training and development. This will start with one of the country's top Flying Fifteen sailors Steve Goacher, running a training session in the New Year. Hopefully we will also be running training sessions for the Laser 2000 and the Laser single hander. Good sailing.



Bear Essentials editors Jane and John dance away into the sunset.

Jane: "Can we say goodbye with some funny stories?"

John: "Well you start then, Jane".

Jane: "No John, you start and that's an order, remember I now outrank you".

John: "Well ok then". Look elsewhere in this, our last edition, on pages 16 & 17 are those amazing pictures of the Club on Mud Point and the blown up wreck in the River Ely in the foreground. Can you see in the background the little cottage where Mrs Fry lived, when she and her husband ran the piggeries?

Jane: "I hope this isn't going to be rude John, you know how prudish I always am".

John: "Only very nearly rude actually Jane. Mrs Fry who had lived on that site for years and years and became the Club concierge, cleaner et al. One morning when I was Commodore in the early seventies I called in at our little prefabricated clubhouse (bought for £100 from Aberthaw Cement) to collect some papers I needed for a meeting. Mrs Fry was there, as always cleaning and sweeping up. We were on our own in the building. Mrs Fry was in her late eighties but was still very energetic. I suddenly found her quite close to me, she was breathing rather heavily and she had a gleam in her eyes. "Mr Mead" she said "Can I tell you something?" "Yes, of course Mrs Fry" I said. "Mr Mead I want you to know" - she paused significantly - "I'm still on the Pill". I said "Really Mrs Fry? How thoughtful of you" and as they used to say in the News of The World I made an excuse and left the premises in great haste. Good last lines don't you think for me?"

Jane: "My favourite last lines are from the film Some Like it Hot. Joe E Brown is playing an elderly eccentric millionaire with Jack Lemmon for all sorts of reasons in a wig and female

dress. Joe is driving a speedboat out to his yacht and is proposing marriage to Osgood (Jack) who is in drag and is desperately trying to put Joe E Brown off this idea of marriage. The final dialogue of the film goes like this".

Osgood (Jack Lemmon): Do you realise that for the last 6 years I have been living with a saxophone player?

Jerry (Joe E Brown): I forgive you.

Osgood: I can never have children.

Jerry: We'll adopt some.

Osgood (Tearing off his wig): But I'm a man

Jerry: Nobody's perfect. (The end)

I am not so sure that Jane and I were perfect as editors of Bear Essentials, and wasn't it fortunate that we never had a row or ever disagreed about anything?

Goodbye and good luck to our new editorial team - hope you enjoy it just as much as we did.



Angling Report from Sid Hearne, Chairman

I would like to thank our main sponsors of the Open Cod Competition this year, Greenbanks, who donated the 1st prize, which was very much appreciated. I would also like to thank our other sponsors who have supported the two comps on an annual basis.

The results of the Open Cod Competition were as follows: First place went to Dave MacNamara with a 9lb 6oz cod on *Sandpiper*. Mr D Gaughan caught an 8lb 14oz cod which won him 2nd prize and Paul Giles came in third with an 8lb 8oz cod. It was extremely well supported; almost 100% increase on other years. We had approximately 186 anglers on 40 boats and we all enjoyed an excellent day's cod fishing as many fish were brought to the scales. Everyone then went on to have a brilliant evening in the Clubhouse. The prizes were presented by our illustrious President, Colin Lyons, and our Vice-President, John Jefferies.

Unfortunately, Cardiff Yacht Club decided to hold their own competition on exactly the same day, and whilst this caused some confusion we are hopeful that this will not happen again!

Turning to the individual points chart, we now have a clear leader with Neil Locke who is some 18 points ahead of his nearest rivals, Andy Vowles, Simon Leek, Kelvin Ledley, Dale Hewittson, Sid Hearne and Bryn Thomas. The points chart for boats shows Neil Locke on *Deep Purple* leading the board. Bryn Thomas on *Morskoy* is in 2nd place with *La Paloma* in third place. The best specimens of the year so far continue to be Andy Vowles' Bass and Neil Locke's Conger. Paul Sutton



has caught the heaviest cod at 13lb 11oz and Sid Hearne has the heaviest Thornback Ray weighing in at 11lb.

We have encouraging signs for the cod this season as many 6-10lb fish are being caught in the region around the North Cardiff area. On a recent trip with Bryn Thomas on *Morskoy* he and I caught one 8lb and two 7lb cod, the best cod that we have had for some years. Also on a recent trip with Dorian Evans on *Shay Marie* we had approximately 18 bass, all from the Foreland Point area. Dorian continued to catch more bass later in the week, making 30 in total.

We have had two big comps; the cod comp and summer festival together with 22 in-house comps throughout the year. Your committee is working extremely hard to provide the stimulus for section members and their guests to enjoy regular competitions throughout the year.

I would also like to take this opportunity to thank Kirsty, Sam and Steve from the Admin Office; without their help I would be unable to fulfil my duties as Chairman with effectiveness and efficiency.

In Cod we trust!

Fishy tales from young Alisha

The fishing competition was cancelled due to bad weather, but Grampi and me decided to go out anyway. Sid Hearne came along with us and when we were through the barrage it was not as rough as was predicted. Powering through the waves on my Grampi Bryn's boat *Morskoy* we finally reached our first destination just off Sully Island. With our 6 rods out we waited for the fish to swim past and catch our bait but didn't have much luck in the 2 hours we were there. I had a brilliant idea to go off the Cardiff Foreshore in "Andy's Hole". Waiting around there until about 2pm, Sid said "What time are we going in?" With our backs turned we heard my middle rod bounce, I turned around grabbed my rod, untied it and snatched my catch. From the weight of it I thought it was going to be a big one. After struggling to reel it in with my new acrylic nails I finally reeled in a 15lb + thornback ray after 15-20mins with all nails in tack 'thank god'. Looking at Sid while I was having my photo taken with this sea beast I thought "Oh! and the competition was cancelled". You should have seen the look on my face when I realised that I had had a good chance of winning 1st prize.

Oh well! Since catching that fish I can truly say that I am the "Queen Fisher" (it even says so on my hoody) on *Morskoy* because I beat the old as they say

"experienced fishermen" who were on the boat. Because my brilliant idea paid off, in my opinion "Andy's Hole" should now be named "Alisha's Hole".

We think so too Alisha - Editor





At it again on the Canal du Midi this time!

Fred Jenkins reports

inward, therefore great care was required to moor up and then to depart. The boat would not answer to the helm when on low revs and tended to drift left when one wanted to go right so we decided the only answer was to pull the boat in with the ropes and to push out manually on leaving. Quite a few of the other boats we saw were equipped with bow

We flew from Bristol via Easy Jet to Toulouse, gaining fifteen minutes due to a northerly tail wind. At Toulouse we travelled by bus and train to Caste Inaudary. The trains are fast clean and comfortable and very quiet as they are electrically driven. The return train fare for the thirty mile round trip [sixty miles] was only ten euros.

We arrived at the Marina at Le Grand Mott at nineteen hundred hours to pick up our boat.

All this time and for the whole week we had hot sunny weather. So on our arrival we quickly stowed our gear and after a quick cuppa, three of us went up the village to get some groceries for our dinner and breakfast the following morning and luckily we found one supermarket open.

After our meal we all turned in for the night, there were



three spacious cabins, with twin beds and en suite heads and showers. A large galley with twin oven and four gas rings, with all the usual accoutrements. The lounge was roomy with an L-shaped settee and long table, with plenty of room for the six of us. The inside of the boat was very comfortable and well fitted out although the boat's external appearance was rather battered by the previous users and we found out why this was the next day.

Next day we were introduced by Le Boats rep to the characteristics of the boat and knowing that we were all experienced boat handlers allowed us to start off without supervision. The first lock was nearby and consisted of four locks. These locks are constructed with each side curving

thrusters which made life so much easier and also saved the boat from damage. We noticed that the bilge pump



was working overtime giving out about two galls every ten minutes, so lifting up the stern cabin deck, over the shaft, we found that the water-lubricated stern gland was leaking profusely. We decided to call up the Le Boat rep, he said he would come and take a look. Two hours later he looked at the gland and said that this was quite normal [in France maybe]. Anyway, he was happy for us to continue and not wanting to miss the next lock, proceeded onward towards Carcassonne, our next destination, with the pump still gushing away merrily.

On arrival the Marina was very full, but we were fortunate to reverse into a good spot, with water and electric points. Here we learnt that it was thought that the lock keepers were going on strike, so we decided to spend two day ashore seeing the sights. We were alongside many different nationalities, on our port side were South Africans and Australians, and on our starboard side Americans and there was much good humoured banter, especially concerning the Rugby.



After seeing the sites locally, we walked up to the walled city and viewed the shops and battlements and many towers that are Carcassonne. The medieval fortified town has occupied the site for more than five thousand years, in one form or another. First fortified by the Romans and named

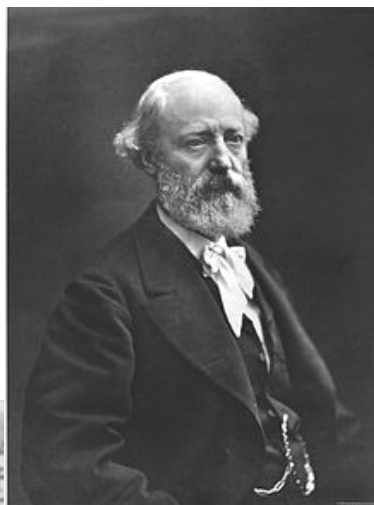


The canal was lined with very tall plane trees, which shaded the canal and the roots protected the canal banks. However these trees are now suffering from some sort of blight and in the coming winters thousands are to be cut down at a cost of several million euros. The Canal du Midi joins the Med and the Atlantic. It is 150 miles long and was the brain child of a local tax gatherer, Pierre Paul Riquet, to enable shipping to travel safely from the Med to the Atlantic thus dodging the pirates that hung around the Bay of Biscay. It cost 15,000,000 Libras, much of it his personal money but he died before it was completed. Started in 1667 and completed in 1694, 12,000 men and women were employed in the monumental task. After a very enjoyable stay at Carcassonne we returned to spend the last day at the village of Caste Inaudary, near the shops and restaurants, and in the night we had our last restaurant meal opposite the boat. During



Carcaso it was an important centre two and a half thousand years ago. When the Romans were driven out, the castle fell to various invading tribes and as a result became more and more fortified. It survived the Hundred Years War and was not taken once. It is said that after the defeat at Waterloo in 1815 the returning soldiers to this area not having been paid, were allowed to remove the stone from the City to build themselves homes, thus the City was in near ruin.

Then in 1853 the local Mayor called in the Historic Monuments Department and the City and Castle were reconstructed under the supervision of the architect Eugene Viollet Le Duc. The result is what we see today, one of the finest castles in Europe.



our week-long stay, John Wood was a tower of strength in the galley, turning out many gastronomic meals from a variety of ordinary fare, and he was also our interpreter and main helmsman. We all had our own boats and were used to being in charge, but apart from some light hearted banter and back seat driving, we all got on very well with lots of laughter.

The return journey was very swift. We boarded a non-stop express which took us direct to Toulouse in twenty minutes. The flight home gained us twenty minutes due to a southerly tail wind. However this was spoiled by a long delay on our homeward journey due to works on the twin tunnels at Newport.



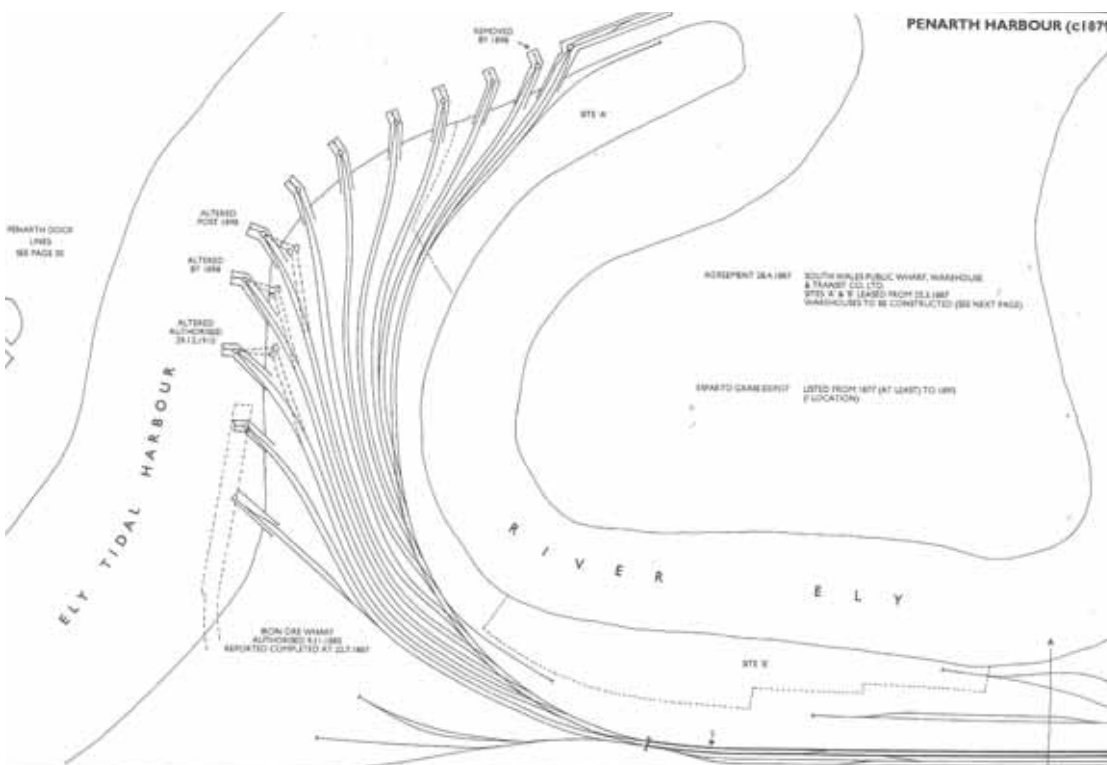
He was also involved in the restoration of Notre Dame in Paris, including the famous gargoyles.

Fact. CBYC's Marina and Clubhouse is now standing on Mud Point!

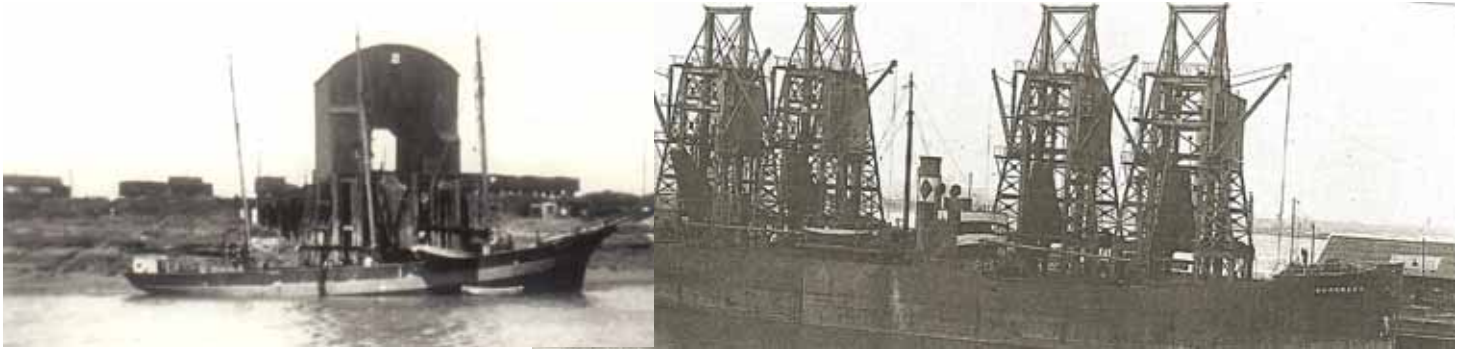
Well, here's the proof. This is a mid nineteenth century chart of the mouth's of the Taff and Ely rivers. We have highlighted our present position so that no amount of argument around the bar can change this fact. What follows is the final tale of the history of the Ely River and the craft and mariners who have used these waters over the last few hundreds of years. Alan Thorne, our industrious and well informed Club Historian, brings you some highlights from the whole amazing story of the River Ely, right up to modern times. The first mariners to enter these local waters were Neolithics who crossed over from the Somerset levels. Perhaps the firm shingle on the sheltered south bank of the River Ely offered safe and sheltered water. Older members will remember the "beach" overlooked by Reg Goodman's "Black Shed" and used mostly by the cruising members of PMC. That would have been a good and safe place to leave your boat. Moving forward from Neolithic times the Vikings came and used the Upper Ford and Lower Ford, just look at the chart above (the Vikings called them fords perhaps a rough corruption of the word fjord). It's interesting to note that this is where the Clubhouse now stands. Now for some of the infamous history of Penarth and the Ely. In the sixteenth century the River Ely became the most piratical places in Europe. A century later it was still going on. John Byrd a Chief Customs Officer of the time noted "19th September 1650 *North Star* landed tobacco meant for Bristol" another entry read - "7th September



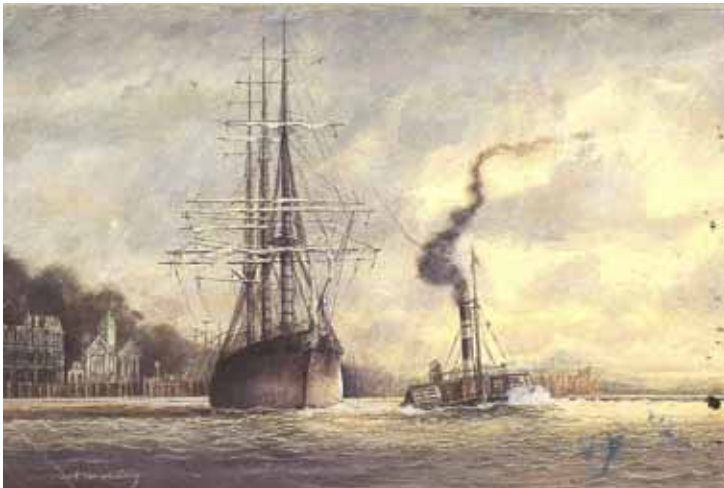
1649 seized at Ely Penarth, 2000lbs of Barbados tobacco from the *Elizabeth Ann of Bristol*, and so on and on. However, matters were to change in the 19th Century as those masters of engineering and railways I.K Brunel and Robert Stephenson walked "over all of Ely" looking for possible dock sites. And as we all know they found them all over the country. This was a plan of the Ely River in 1879 – the coal lines running up to the coal "staithes" or loading shoots.



Brunel and Stephenson had revolutionised the river here as some pictures of what the River looked like in it's commercial prime, prove.



Many famous sailors and ships used the Ely. This is the *Great Britain* in 1886 with the old Club Headquarters (The new Custom House) in the background. Ships were frequently driven into the mouth of the Ely by high Easterly winds. In 1881 the schooner *Sainte Anne* from Finisterre, sailing with a cargo of pit props, was driven on to the shore at the mouth of the Ely in a force 10 severe gale and became a total loss. The tides and the wind caused havoc as they have done for thousands of years. But Ely Tidal Harbour and Cardiff were two of the last ports in Britain to load sailing ships For example the barque *Killoran* here



loading coal in Cardiff in February 1940. She didn't last



long - she was sunk in August that same year by German guns off Las Palmas. One other tale of the Ely must be told. It concerns the dreaded Naval Press Gangs, looking for crews for the fighting Royal Navy. The most famous story occurred in August 1763. It concerns one Mary Bush of Dinas Powis. She had heard that the naval "recruiters" were pressing over the moors. She ran all the way to "Coggan Pill's moor" (sic) where her sons were working on their boats. She warned them of the impending doom and they ran into hiding. Her exertions caused her to expire and she was buried at St. Andrews Major on the 10th of September 1763.

A more successful attack on the press gangs took place in August 1793 when a vessel coming up channel to enter the Ely was warned that the Press Gangs were at Penarth. The crew persuaded the Captain to put into Barry Harbour, where they disembarked and set out cross country armed with cutlasses and bludgeons. The Press Gang got word of this move and set off in hot pursuit, following the sailors through Cardiff. Eventually catching up with them at Rhumney, now accompanied by dozens of local citizens. The sailors not wanting to be "pressed" lined up to confront the press gang. The numbers tell their own story; 45 sailors versus a 14 man press gang. The Press Gang declined to fight and departed. The town people took the sailors to the alehouse and bought them all a pint, or two.

Perhaps the most dramatic happening of all in the River Ely took place in the summer of 1941. The coaster, the *Lunan*, had just taken on coal at the Ely River No 3 tip. She left her loading point in the river Ely about to make her way to Portishead Power Station. In the mouth of the Ely, she struck a German mine and was blown to pieces by the explosion. The Club site had a very good view of all this from, yes, Mud Point. Hard to believe that we now occupy the whole scene.



A new team is taking over Bear Essentials – we are sure if you would like to add to these "Tales of the Ely" they would love to hear from you!!

The Club has lost one of its most astonishing and legendary characters - Peter Rundle



John Mead writes: Peter Rundle is pictured on the left of this group, standing on the bow of the famous sailing ship *Passat* berthed at Travelmunde in Northern Germany. Next to him stand two of his life-long friends, Alan Thorne, and on the far right Master Mariner Captain Steve Hurlstone from Grangetown in Cardiff. Alan takes this affectionate look at Peter Rundle's life and times



Peter "Bill Sykes" Rundle, shipwright and character extraordinaire, slipped his moorings for the last time on Thursday 22 November 2011.

Those of us who were schoolboy contemporaries and have remained lifelong friends with him, and those people who met and have known Peter as a teenager and adult will remember with genuine affection his foibles, idiosyncrasies, his "bloody mindedness," his innate "stubbornness," and of course the fact that he did not suffer fools gladly. Further he will be remembered for his outstanding skills, whether repairing, restoring or building wooden vessels and perhaps most importantly he will be remembered for his steadfast friendship and generosity. Whilst at school in Penarth during and after the Second World War, Peter abhorred schoolwork and yet became one of the best-read men I have ever known with ready quotes from Hermann Hesse, George Orwell, Oscar Wilde et al, yet in school all he did was to take every opportunity to draw pictures of sailing vessels both large and small, a portent of things to come. Peter left school at the earliest possible opportunity and then became apprentice to Sid Wright, an old "square rigged" Cape Horner, who had established Cardiff Boat Builders.

Sid started building the much admired *Corisande* before the commencement of hostilities in 1939. He finished her at the end of the war. Peter crewed the vessel, along with the redoubtable Sid Wright, cruising in the Bristol Channel and the Irish Sea. During the 1950s Peter owned a delightful two berth "gentleman's" motor cruiser, the *Rhei* built by another



redoubtable boat builder, Harold Kimber, of Highbridge. On one well remembered occasion Peter took a young friend (who eventually became the Chief Inspector of the South Wales Constabulary) out for a jolly on the *Rhei* and succeeded in marooning him on the Wrach Buoy! After completing his apprenticeship Peter became a ship's carpenter with the *Clanline* then with Jack Billmeir's Stanhope Company. Having "swallowed the anchor" he set up in 1959 the Penarth Boat Building Company on the north side of Penarth Dock. For many decades, with his good friend and business partner Ray Goodman, the company turned out a succession of high quality wooden vessels including the famous Folkboats.

Pictured above is the last boat Peter built for himself, *Windfield*, named after a steam ship his Uncle sailed on and was a regular visitor to Cardiff. *Windfield* is now owned by CBYC member Alan Pugh. At one time Peter entered on a labour of love and built for himself the beautiful 35ft gaff cutter *Mr Christian*, pictured below. To the discerning, the vessel's

name gave something of an insight into Peter's somewhat odd spiritual philosophy! *Mr Christian* was a slightly scaled down version of Peter's life long favourite yacht, *Dyarchy*. The marine fraternity of South Wales will remember hundreds of "Rundilisms," often strange and outlandish tales and happenings, and when some old yachting "swung the lamp" (a hackneyed cliché) they would often use the phrase "you could write a book about" In Peter's case that certainly applied. We all have memories, stories about Peter usually apropos marine matters, guns, motor bikes, the wild west, cowboys and Indians and Dylan. Even the odd "smoko" story comes to mind and of course his general



eccentricity always created great amusement over the years. Long standing members of the Club, Dick Begg, Ray Goodman et al will no doubt remember when the *Corisande*, with the apprentice Peter at the helm, ran aground on the ebb tide at the entrance to the Drain (then in Cardiff Bay in the days long before the barrage was built). Those who remember Sid Wright can imagine his chagrin and caustic comments when Peter committed this folly.

As you can see from the picture at the top of the adjoining page it was Peter who accompanied us to Germany with Steve Hurlstone, to visit the two barques *Rickmer Rickmers* and the legendary *Passat*. It is worth saying that while in the city of Hamburg talking to the natives Peter almost started World War III. He will be sadly missed and it is safe for me to say there will never be another like him. He has left instructions that his ashes should be spread over the ground on Boothill in Arizona. He was passionate in his interest in the wild west and his mind often turned to that traditional Hollywood cowboy scene, something you may be reminded of if you are able to attend his funeral at 11.15 am on Monday 12 December at the Vale of Glamorgan Crematorium in Barry, where both Alan Thorne and Steve Hurlstone will be speaking about their life-long friend.



Well done Idris!

Where does he get the energy!

Every year Idris takes part in the Cardiff Half Marathon running for the British Heart Foundation. This year Idris finished in 2 hours and 56 minutes and raised over £200 for the Foundation.

Bear Essentials welcomes its new editorial team



Mike Slater

Journalist with newspapers and TV for all my working life, latterly managing editor of ITV Wales before leaving to set up a media training business which I ran for ten years. Disposed of the business and retired early this year. Have owned two 22-footers over the last thirty years and potted about the Bristol Channel but have crewed further afield. Currently between boats and racing with *Four Bitters*.



Geoff Parr

Retired Police Officer and part time trainer. Trains First Aid and VHF for CBYC. Club member since 1987. Cruiser racing and general cruising Bristol Channel and western British waters. Co-owner of 1979 Beneteau 35 called *Jonah*.



Angharad (Harri) Pocock

I started sailing when I moved back to Wales 11 years ago. At the time mum and dad had a Dart 16, but I fancied having a go on the big boats and thought it would be a great way to meet new friends. 11 years later I have made some great friends and taken part in some great yacht racing, at the Club and overseas. I especially enjoyed the J80 European championships in Lake Garda last year, a truly stunning location for sailing. I work as an Interior Architect/Designer, and set up my own company, Streamline Interiors Ltd last year. I'm really looking forward to being a part of the next phase in the life of Bear Essentials.



Richard Veal

Retired film and video editor with BBC Wales and HTV Wales. I have been a Club member for eight years and own a Westerly Griffon called *Juri* currently being refurbished. Interests film, travelling, photography and boating. He's a bit shy so there is no picture of him. (No that's not true - he forgot to send his pic!!)



Paul Brindley

I joined the club in the summer of 2010 together with my newly acquired Mirage 27 yacht, *Illusion*. I learned about the sea as a Midshipman at the Royal Naval College, Dartmouth many years ago. I graduated as an aircraft engineering officer and spent some time in the Pacific on aircraft carriers. After a brief spell in the engineering industry, I joined the RAF, which eventually brought me to South Wales. Now long retired, my great interest is cruising in the Bristol Channel.

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(RYA)
Bristol Channel Yachting
Association (BCYA)

CARDIFF BAY YACHT CLUB

Bar and Restaurant opening hours

Covering the period from 1 November 2011 to 31 March 2012

DAY	QUARTERDECK BAR	THE BRIDGE RESTAURANT	
Monday	17.00 -23.00	Closed	Closed
Tuesday	17.00 -23.00	Closed	Closed
Wednesday	12 noon-23.00	12 noon-15.00	18.30-21.30
Thursday	12 noon-23.00	12 noon-15.00	18.30-21.30 ****
Friday	12 noon-23.00	12 noon-15.00	Closed
Saturday	12 noon-Midnt	12 noon-15.00	18.30-21.30 ****
Sunday	12 noon-22.30	12 noon-15.00 ****	Closed

**** To avoid disappointment it is always advisable to book, especially on a Sunday

- **Sunday Lunches** - Traditional Sunday lunches are served throughout the year and consist of 2 or 3 courses.
- **Wednesday Night** - Always referred to as Fishermen's Night with a varied menu available.
- **Thursday and Saturday Evenings** - Restaurant nights with a mouth-watering and varied à la carte menu throughout the year.
- A selection of **Midday Meals & Bar Snacks** is also available.
- Last orders for food will be taken 15 minutes before end of service.

For further information or to book a table please phone 029 2022 6575 during the Bar opening hours as above.