

# Bear Essentials



'The Magazine of Cardiff Bay Yacht Club'

AUTUMN 2012

## EXTREME 40's...

Cardiff joins the international circuit!

PLUS:

Olympic medals  
& your summer adventures



Editors:

Mike Slater & Angharad Pocock

Published quarterly

# Club Notices

Welcome to the Autumn edition of *Bear Essentials*. Although it has been an unseasonably wet and windy summer, it hasn't stopped us hardy sailors and anglers from taking to the water. The members of CBYC sure do like getting out and about and this Autumn edition is packed full of your adventures, competition challenges and medal winning stories from all around the UK.

## Tell us your Tales

We would like to run regular pages in *Bear Essentials* of your stories. So if you have any 'Oops!' sailing experiences, long distance cruising tales or sailing achievements you would like to share please email them to either Mike Slater or Angharad Pocock and we shall include them in future BE editions.

## CBYC MMSI Directory for Club Members

The club hopes to prepare a directory of members' MMSI numbers. Club President John Jefferies explains:

As most of you will be aware, under the recently introduced VHF DSC system, most vessels are now identified by a Maritime Mobile Service Identity Number (MMSI), which enables people trained in the system to automatically make VHF calls to any vessel with a VHF DSC Radio and whose MMSI is known, without recourse to Channel 16.

This of course reduces the demand on Channel 16 allowing it to be kept free for urgent traffic and distress handling.

Unfortunately there appears to be a dearth of information on the listing of MMSI's and it is felt by the COM that it is about time that we of the CBYC rectified this shortcoming as far as our members are concerned.

I have been charged, on behalf of CBYC members, with the task of collating such information which, hopefully, can be included in the Club handbook.

The first thing of course is to collect the information, and this can be done quite simply by my asking anyone wishing to have their MMSI displayed in the club handbook, to e-mail me at [j.f.jefferies@btinternet.com](mailto:j.f.jefferies@btinternet.com) with:

- Members Name(s)
- Name of Vessel
- MMSI No.

If you are not on e-mail then a phone call to me will suffice. My telephone number is: 029 20 610864 (an answer machine is available in my absence).

This data can then be collated and submitted to the relevant editors for insertion, possibly in the members contact details section at the end of the book.

The sooner I receive this information, the sooner the system can be up and running.

JOHN JEFFERIES  
RYA appointed VHF DSC Tutor/Assessor

On the 14th October Idris Dibble took part in the Cardiff Half Marathon to raise funds for the BRITISH HEART FOUNDATION. Idris has a nephew who has had a heart transplant and is keen to raise funds for The British Heart Foundation to give others the same chance of life.



See our new feature on page 14,

## PETS ON THE PONTOONS



## Medal Tally for 2012 Olympic Sailors

### GOLD

Men's Finn: Ben Ainslie

### SILVER

Women's 470: Hannah Mills & Saskia Clark  
Men's 470: Luke Patience & Stuart Bithell  
Men's Star: Iain Percy & Andrew Simpson  
Men's RS-X: Nick Dempsey

## CBYC Electronic Newsletter

Have you received the first of our What's On Newsletters by email? If not then it may mean that your email address is not current, we do not have an email address for you or it has landed in your junk folder. The latter can easily be rectified as you can add [whatson@cbyc.co.uk](mailto:whatson@cbyc.co.uk) to your address book or safe senders list. If you would like to receive future electronic newsletters, as another tool in the armoury of communication, then please go to [www.cbyc.co.uk](http://www.cbyc.co.uk) to subscribe.

# Olympic success for Hannah Mills and her sailing partner Saskia Clark



*"You don't think about it at all, you're just thinking about what you're doing and trying to do as well as you can".*

It isn't just competing in a race itself that is the toughest challenge, there is often much more to it, the preparation, physically and mentally. I asked Hannah what else other than the sailing she found difficult.

*"One of our biggest challenges was that we weren't sailing until the second week, it was always hard trying not to get swept up in what they (Team GB) were doing. We managed really well in the end to keep our heads down...we had a couple of equipment failures but during the games it all went fairly smoothly which shows how well the team as a whole was prepared."*

As Hannah started out as an Opi sailor and did much of her junior sailing in and around Cardiff Bay and representing Wales I asked her if she could give a few words of encouragement and advice to the Opi sailors of CBYC who may have their dreams set on winning an Olympic medal in the future.

*"Enjoy it. Opi sailing is all about having fun, enjoying the racing and not getting too stressed out about anything. If you want it bad enough and you're prepared to work hard enough then you can do it".*

Hannah still has a year of her Engineering degree to complete, but after a well earned rest the sailing training will start again and her and Saskia will be putting all efforts into winning Gold at the next Olympic Games in Rio 2016.

Written by Angharad Pocock



I don't think I was the only one glued to the television during this summer's Olympic games. The buzz during the games was palpable and it has proved to be an inspiration to many.

There were many competitors from Wales taking part, from Dai Green and Christian Malcom on the track to Ryan Giggs and Aaron Ramsey on the football pitch and Jade Jones in the judo. But for us as sailors we were particularly keen on following the progress on Hannah Mills and her crew Saskia Clark on the water in Weymouth sailing their 470.

They could easily have been intimidated in their first Olympics, especially after having to wait a nerve-wracking six days for their class to start racing during which they consulted Iain Percy and Andrew Simpson for tips on how to best fill the time.

The advice obviously worked as they sailed well coming no less than 8th place in all of their races leaving them on the last day of racing in contention for the Gold medal.

However things didn't quite go to plan when the GB duo were undone by a big wind shift on the opposite side of the course in the first leg and finished the medal race next to last.

They did of course win the silver medal which is no mean feat, especially in your first Olympics, and something to be extremely proud of.

So we were all delighted to hear that Hannah would be part of the scratch crew on the 'Team Wales' boat for the Cardiff leg of the Extreme 40 Sailing Series.

I was very fortunate to be given a press pass for the media day so I hot footed it down to the Norwegian Church where I would get to be part of the press conference which began with interviews with some of the Team GB sailing team, including Hannah and Saskia.

This was the first time I have ever been to a press conference. I felt a little out of my depth but I had my camera at the ready and my mobile phone on record. I can't do shorthand so it was no good trying to take notes on the day, I just had to hope the mobile phone recorder would work!

It was plain to see that the GB team were quite exhausted, but by their own admission they had been partying quite a bit since their Olympic successes. There was a visible bond amongst the Team GB sailors which no doubt helped them all achieve such great results.

After the main press conference I had the opportunity to interview Hannah. The question at the top of my list was, how did it feel to be stood on the podium receiving your medal?

*"Surreal! it was amazing to be up there, but I just wanted to hear the anthem being played. But being up there was an amazing feeling, and even more so to be there with Saskia, we've had a great year and a half together so to be up there with someone you know so well was fantastic."*

Hannah first tried sailing whilst on a family holiday in Cornwall, taking a dinghy out with her brother David. Her journey to Olympic success really began at the age of 11, taking inspiration watching Ben Ainsley and the other British sailors compete at the Atlanta Games in 1996.

*"I realised it was possible to get there doing what I was doing... watching the games and watching them get their medals, it was just really awe inspiring"*

To compete at an Olympic standard is an amazing achievement, let alone win a medal, whatever the colour. However, the disappointment on Hannah's face when they completed their last race and knew they hadn't won gold was hard to watch.

*"We've had to let it go, and that's fine but we were disappointed but it pushes you on to the next challenge...thinking back I know what we should have done at the time but I guess we hadn't really had long enough to prepare, only 18 months."*

It must be a special feeling to have been part of the Team GB success...

*"It's amazing what we did and achieved and it was hugely helped by the support everyone gave us. We've all been overwhelmed by how supportive everyone's been and how excited everyone got about the games."*

Were you ever aware of the millions of people watching from all over the world or were you able to concentrate on the task at hand?

# My **EXTREME 40** sailing experience

by **Angharad Pocock**

I couldn't believe my luck when I was told I would get to ride on one of the Extreme 40 boats..."Really? Wow!". To say that my dad and boyfriend were green with envy would be an understatement. My dad is officially not talking to me in protest!

The award-winning and adrenaline-fueled global series is now in its sixth season. This year the eight-leg racing series has thus far visited Muscat in Oman, Qingdao in China, Istanbul in Turkey and Porto in Portugal, all very glamorous. So to have the series call in at Cardiff Bay really puts us on the international sailing map.

These 40ft catamarans are sailed by some of the world's top professional sailors including 21 Olympians, 36 AC campaigns, 7 circumnavigations and 47 World Championship wins and all from 9 nationalities.

The British boat which is competing in the whole series is GAC Pindar, skippered by Ian Williams and Andrew Walsh. However for the Cardiff leg of the series a special scratch team was put together to represent Wales on the 'Team Wales' boat.

The 'Team Wales' boat was skippered by Cardiff born and bred Dave Evans, and co-skippered by another Welsh man, Tudur Owen. Amongst others they were joined by Olympic medalist Hannah Mills and Ed Powys, a Team GBR 49er sailor. Although they had a wealth of sailing ability and talent on the boat, sailing the Extreme 40 was new challenge to all on board.

My day began at the Norwegian Church where all of the press were invited to attend a conference and interview session with not only the Extreme 40 sailing crews but also with the Team GB sailors. I had never attended a press conference before so was feeling a bit nervous, but the complimentary Welsh cakes soon made up for that.

I did pluck up the courage to ask a question: had the fluky wind conditions in Cardiff Bay posed any unique sailing challenges. The skippers pointed out that as with all of the venues throughout the series, sailing close to spectators, in what the Extreme 40 Series call 'Stadium Sailing' meant, inevitably sailing close to shore, which brings with it unpredictable winds, currents and tight short courses. The Extreme Sailing Series is all about bringing the sailing to the people and making it a real spectator sport, not only for those of us who already love sailing, but introducing those who have yet to dip their toe in the water.

You can follow the action and find out more by visiting the web site:

<http://www.extremesailingseries.com>



After a very nice buffet lunch all of the press were invited to be a guest crew on one of the boats. However the wind was blowing quite strongly so the event organisers were a little nervous of letting the non-sailing press out on the boats. As someone who's done a fair bit of high speed sailing and not afraid of getting my hair wet I was just busting to go out for a ride, but we all had to wait to see if the wind would die down a bit.

In the mean time we were all taken out on the ribs to view the racing right up close. Just being on the water with the Extreme 40s was exhilarating enough. I really got a sense of how light and quick they are. They built up speed so quickly, from standing still to flying up on one hull in no time at all. The other thing that struck me was how quiet they are on the water. It's not surprising really as they are barely touching the surface of the water, more gliding over the top.

It was also interesting to watch the crews at work. The athleticism of the crews is impressive. As the course is so short they are constantly on the move, never still, not for one second.

I was just about to give up hope of getting a ride on one of the boats and head for home, it was now about 4pm, when we were told that we could indeed get a ride, and I was to go on the Team Wales boat... fantastic!

Fully kitted up in wet weather gear, crash helmet and buoyancy aid I hopped into a rib which took me out to the Team Wales boat. I bounced up onto the trampoline and was given my instructions. There are 4 coloured square patches stitched onto the trampoline, one in each corner. I was instructed to sit on one of the patches and that I would be asked

to change position from one patch to another as required throughout the race.

I have experience some quite close starts in J80 racing, but this was something else. I do not know how they manoeuvre these boats so nimbly, it really is impressive, and in no time at all we were off the start line and racing up to the first mark. I lost all sense of where we were on the race course and was just caught up in watching the crew move around the boat. They were just so quick. The kite was hoisted for what seemed like seconds, up, down and then round the mark and off again, all in a split second, or so it seemed. I was also concentrating very hard on not falling off, gripping onto the trampoline netting as hard as I could.

It really was a thrilling ride full of adrenaline. I have to say though that I timed it just right as only a couple of minutes after I got off the Team Wales boat their mast fell down! I was still on the team rib, and only a few feet away and saw it happen in slow motion! Thankfully no-one was hurt and the boat was fixed and ready for more sailing the next day.

So a big thank you to the Extreme Sailing Series team for a truly fantastic day. I shall definitely be there next year!



*With her chequerboard ('gun ports') paintwork and square rig the Marjorie provoked a lot of interest and comment on her brief visits to the club over the summer. She looks like a Nelson-era warship in miniature but the naval connection is not co-incidental. We were invited aboard.*

The Marjorie, built as a gentleman's cruiser by David Monroe at the Blairmore shipyard on the Clyde in 1913, belongs to Lady Bell Davies and her family (Captain Richard Bell Davies RN, EA Draffan and Daphe Macdonald (Inky) who sails her out of Sharpness with her husband Hamish Macdonald and their children Angus and Georgina. Five generations of the same family have sailed in Marjorie. During the First World War she was requisitioned by the government and served on the Thames as a patrol boat.

Inky's grandfather, Richard Bell Davies, who bought her in 1938, was a distinguished naval officer and a pioneer of the Royal Naval Air Service. While serving in the Dardanelles in 1916 he won the VC for landing and rescuing a downed fellow pilot in the face of the enemy - the first recorded combat search-and-rescue mission. More pertinently to Marjorie's future, in 1901 he was the last intake of the Royal Naval College at Dartmouth to be trained in the skills and techniques of sailing square-rigged ships. It was he who changed her from a ketch to the brig she is today.

He served in both wars, becoming a Vice Admiral. In 1939, sailing Marjorie off Portland with his son, Lancelot, also a naval officer and also to become a Vice Admiral, they were circled by a Walrus seaplane which dropped two canisters with rope over the bow informing them war had been declared and they should report for duty.

They went back to Weymouth where Marjorie was handed over to the harbour master to be requisitioned. In 1941 she was rammed by a ferry and sunk. Lance also had an eventful war, serving as a young gunnery officer in the cruiser HMS Norfolk which engaged the Scharnhorst during an Arctic Gale on Boxing Day 1943 and destroyed her radar which helped her detection and destruction later that day.

After the war Lance retrieved Marjorie from Weymouth, where she had been raised and laid up, and sailed her back to the Hamble. The passage had to be done on one tack because she had been laid up with one side exposed to the sun which had allowed all the seams on that side to open.

She was repaired but on Trafalgar Night, 1949, caught fire and was scuttled. Once again she was repaired, this time by Camper and Nicholson. Lance Bell Davies went on to command submarines including HMS Explorer, a boat with an experimental engine which used hydrogen peroxide. He and his crew achieved an unofficial underwater



speed record of 28 knots but the craft were considered so dangerous that the projects were eventually abandoned. Lance inherited Marjorie in 1966. He sailed her to Holland, Belgium, France and the Mediterranean.

In 2007 Marjorie struck a rock and sank in Wootton Creek in the Isle of Wight. By this time she was a well-known and much admired feature of the area and many people rallied round to help raise her and bring her by low-loader to Sharpness. Over two years she was given a complete overhaul, including the replacement of 45 frames, aided by volunteers and local businesses, including Sharpness Shipyard, all of whom were generous with their time or expertise.

Now Sharpness is her home port we can expect to see more of her.

#### **Sailing Marjorie:**

Inky Macdonald says, "Tacking, or box hauling Marjorie is great fun with a lot of pulling of ropes by all hands.....including the navigator and the chap steering! If the wind is too light, more running around and backing the jib. The reality is we are still 'learning the ropes'. Marjorie's yards brace up sharper than most square-riggers so with a bit of practice she should be a handy little brig. Box hauling is more efficient. If the wind is Force 5+ we 'wear ship' (jibe). Close hauled and in strong winds, we have someone at the base of each mast ready to let fly the topgallant sheets if we see a gust

coming our way. She feels steady with her long, heavy iron keel and blocks of pig iron but we have to be careful not to carry too much sail.

"If there is a possibility of gusts we don't set the topgallants at night. Marjorie sails like a train with the wind on the quarter or the beam. Her heavy sails don't set well in light winds and she rolls in light winds on a run. She takes the ground very well, with legs. She only draws 4'6" so we can go exploring. It takes six hours to drop the yards down on one side of the deck and the masts on the other which is how we went to Italy down the Rhone. Coming back was a bit of a worry because of the Bay of Biscay and the same goes for around Padstow - we wait for a weather window. We cannot sail off a lee shore and could easily get embayed by a lobster pot! If we have to go to windward, we motor sail with the large main topmast staysail set between the masts. There is no point over-sheeting the spanker and the jib is a Wykeham Martin roller furler. Royalist (the sail training ship) has a trysail so it would be nice to have one made, along with a hanked on foretopmast staysail. Marjorie used to have a stunsail which was set using a boathook out of the saloon scuttle (see photo). She certainly is a pleasure to sail because there is plenty to do!"

# Sailors could be banned from West Wales Anchorages

**The Welsh Government has identified ten sites around the Welsh coast as potential Highly Protected Marine Conservation Zones.**

Within the zones anchoring would be banned and even sailing across them might be prohibited. The Welsh Yachting Association has expressed concern that an HPMCZ designation could also prevent navigation marks being re-laid after maintenance and might even lead to them being removed.

Three of the potential sites are in West Wales and are important refuges or stop-over points on passage for Bristol Channel sailors heading north or to Ireland. The Welsh Government intends to select three or four of the ten potential sites for designation and has started a consultation process.

The move is Wales' contribution to a UK-wide commitment to what the Government describes as 'an ecologically coherent network of Marine Protected Areas as part of a broad-based approach to marine conservation'. The Welsh Government says HPMCZ's are part of its objective to create 'clean, healthy, safe, productive and biologically-diverse seas'. They will complement the various protected areas, areas of special scientific interest and marine nature reserves which already cover 75% of the Welsh coastline and 36% of the territorial seas. In almost all these areas, however, restrictions are considerably less stringent than they would be in the new HPMCZ's.

Within the zones, broadly speaking, nothing will be allowed to be deposited, removed (apart from litter), destroyed or disturbed. It is the definition of what might constitute 'disturbance' that is causing concern among many sea recreation organisations.



The stunning coast line around Skomer Island and its famous Puffins!

**The potential sites in West Wales are:**

**Dale:** The whole of the bay could become a HPMCZ which would bar its use as a venue, refuge or jumping-off point for Ireland.

**Skomer:** All the seas around the island could become no-go areas including North Haven which would preclude landing or using the Haven to wait for favourable tides in Jack Sound

**Strumble Head:** Sea south west of Strumble Head from a line running north about 1.5 kilometre from Pen Castell Coch and then east to Abermawr which would preclude landing at Abercastle and probably end leisure boating from the village.

There will be a further announcement regarding potential sites before the next round of consultation begins in January but the Welsh Government had not decided, as we went to press, whether the ten sites would be reduced to a short list or whether all would still be up for negotiation.

## RYA/WYA Response

In their joint submission the RYA/WYA said they were concerned that under the consultation document 'navigation and transit of vessels' was included as a potentially damaging or disturbing activity that might be prohibited in HPMCZ's. They reminded the Welsh Government that it was a signatory to the UN Convention of the Law of the Sea which established the right of 'innocent passage' in territorial waters – a right that had existed in Britain since before the Magna Carta, as had the incidental activity of anchoring.

They said assurances that anchoring would be permitted if there was a danger to life was not good enough. Good seamanship often involved taking measures, including anchoring, before there was a danger to life, for example to avoid running onto rocks or to clear a fouled propeller.

They also expressed concern at the statement that 'the installation of navigational aids will be incompatible with the conservation objectives of a HPMCZ'.

They said they objected to the deployment of navigational safety aids being determined on ecological grounds and pointed out that under the existing proposals the replacement of navigational marks after maintenance would appear to be banned and it was not clear whether or not existing marks might be removed.

The RYA/WYA said they understood there might be circumstances where restrictions on anchoring would be appropriate but they should only be imposed in a specific area if it could be scientifically proved that a protected habitat or wildlife feature was present, that it could not co-exist with anchoring and that a ban would effectively protect it. Such zones, they said, should be marked on charts and buoyed – an activity that in itself would seem contrary to HPMCZ's – and appropriate alternative facilities should be provided.

They also pointed out that the economic assessment of the proposals appeared to be at odds with Catching the Wave (2004) the existing activity tourism strategy for watersport; Making the Most of Wales' Coast (2007) the integrated Coastal Zone Management Strategy and Coastal Tourism Strategy (2008).

In concluding they said they were very supportive of voluntary agreements and codes of conduct such as that which operated successfully in the Pen Llŷn a'r Sarnau SAC in North Wales.

*"The RYA and the WYA have considerable experience in facilitating voluntary behavioural change through the environmental programme 'The Green Blue'."*

The ongoing success of this programme illustrates the value of providing people with the information to understand and advise on how best to make sustainable choices.

*"In our experience this approach leads to the long-term adoption of best practice and a growing appreciation of the value of the environment in which people go boating"*.

## CONSULTATION TIMETABLE

- **First Consultation: April – July 2012**
- **Next announcement of potential sites: August – December 2012**
- **Second Consultation: January – April 2013**
- **Recommend proposed sites to Minister: May – September 2013**
- **Third Consultation: Winter 2013**
- **Three or four sites designated Spring 2014**

## Proposals will Kill Dale Village says Yacht club.

In its response Dale Yacht club says establishing a HPMCZ there would bring to an end the recreational sailing, sail training, windsurfing, yacht racing, boat charter, diving, and fishing – both recreational and commercial – which brings people to the area.

It would also end the use of the area as a port of refuge or rest for vessels on passage in the Irish Sea or from Ireland and other European countries.

*“As the village and surroundings are very dependent on tourism for their economic existence it is considered that the village would die”.*

The club points out that Dale Bay is affected by sediment from the dredging of shipping channels and is vulnerable to pollution from shipping, both of which should have precluded its consideration.

It also points out that the existing flora and fauna has developed over centuries in symbiotic relationship with human activity.

And it questions how such a HPMCZ will be policed.

*“The damage caused by commercial bait digging in the SSSI area of mud flats in the Gann (NW part of Dale Bay) has not been prevented over the years in spite of the activity being prohibited. This does not bode well for policing any HPMCZ”.*



Aerial view of the Gann Flats. © CCW.

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- For more information and to
- read the ‘Welsh Government
- Consultation Document’ and look
- at the maps showing the Marine
- Conservation Zones (MCZs)
- Potential Site Options for Welsh
- Waters type this link into your web
- browser:

- <http://wales.gov.uk/docs/desh/consultation/120419marinesiteen.pdf>

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## CLUB HOSTS CUTTING-EDGE SAILING CONFERENCE

Scientists from a dozen nations are working on a proposal to get funding to build the world’s first computer-controlled oceanic survey vessel following an international conference held in Cardiff Bay Yacht Club last month.

The club hosted the week-long 5th International Robotic Sailing Conference last month and those attending used the bay to showcase their sailing craft and to compete against each other in a series of trials.

Conference organiser Colin Sauze, from the computer science department of Aberystwyth University, explained that controlling a yacht by computer posed very particular problems.

*“Because a computer can’t anticipate a wind shift, or a gust or an unexpected wave you have to try and design a system that will instantly compensate, but not over-compensate,”* he said.

*“And there are big problems in working out how to reduce sail. Several people are looking at different ways of trying to solve this.”*

Collision avoidance and recognition of rights of way are also problems.

But the yachts are not just floating test beds for smart software - there’s a very practical aim. All the nations are working towards building a sailing craft that can be programmed to sail the oceans taking samples and recording data in a way that is only currently possible by using survey ships.

*“You could build a robotic sailing craft for what it costs to operate a survey ship for just one day,”* said Mr. Sauze.

*“A few countries have come very close to solving all the problems and if we had the funding we could probably build a vessel in about six months.”*

*“One aim of this conference is to come up with a proposal that we can put, jointly, to a number of funding organisations. Academic funding has been difficult to get in the past couple of years and the current financial crunch hasn’t helped but we hope an international proposal will be more successful.”*

He explained that an international approach was appropriate because scientists attending were looking at different aspects of the problems – some looking at hull design, some at control systems and others at software.

One country that has come close to success is France with Vaimos, built jointly by the French State graduate, post-graduate and research institute Ensta Bretagne in Brest in conjunction with Ifremer which operates the greater part of France’s oceanographic research fleet. It’s already made programmed journeys of 100 miles.

Luc Jaulin, of Ensta Bretagne, said, *“The advantage of robotic sailing craft is that they will be able to cover huge distances powered only by the wind and sun.”*

*“And they do not cause any pollution. If you are trying to measure, for example, the absorption of CO2 in seawater, the research ship itself could affect the results.”*

## 'History and high-life, there's something for everyone in Bristol where Neil Lambden takes us in the third of his guides to Channel ports'

**Bristol** is one of our local ports, suitable for a Winter weekend or in the heat of summer (allegedly they exist) a bustling city where there's always something to keep you and the crew amused.

Leaving the barrage, if you're in a sailing boat, probably best just after low tide, depending upon speed of course. If you can cruise at 6 kts allow three hours to get to Portishead and then another hour up the river. The City Docks do not lock in after high tide, locking in times are 2hr35, 1hr25 and 15 minutes before high water. If for any reason you arrive late to go up the river, a good plan B is to go to Portishead instead!

Leaving the Outer Wrach to Port, head for the Cardiff North leaving this to Starboard. Heading out to the deep water channel the next buoy should be the safe water mark by the English and Welsh Grounds, which is approx. 90 degree heading from Cardiff North depending on the tides. Keep an eye out for the large cargo ships; at this state of the tide they'll be going to Portbury docks which is only a boat hook away from where we pass! They travel at 15-20kts and for us yachties they are soon upon us, 5 short blasts on the hooter doesn't mean 'Good Morning!'



As you get close to the English side of the channel the deep water has the stronger currents so it's worth sticking to the deeps keeping an eye out for the big boats.

At Redcliff Bay you'll see the naval college, do not go too far into Woodhill Bay as there is a back eddy which will slow you down considerably. You will soon be at Portishead and provided you've got the timings right, carry on to Bristol.

I find it's worth calling Bristol VTS at this point to advise of your intentions on CH12; only one of your party need do this. They will inform City Docks that you're on your way and advise you of any big ship traffic likely to be of interest. If you have AIS you will see all of this traffic very clearly.

Bristol VTS is a brick building on the end of the breakwater you'll leave to PORT when entering the Avon, take care not to cut across the Swash Bank which goes a fair way across the river. There's not always a lot of water over the bank. Even in a yacht things will be starting to happen quickly now so pay careful attention to the entrance the first time you visit. People have been known to overshoot the river in the strong currents and try to enter the commercial docks.

Follow the buoyage until you clear the M5 road bridge, after this the river is a classical V shape where it shoals surprisingly close to the sides.

The trip up the river I find is very pretty; lots of history surrounding you and after the sea trip it's a nice tranquil break.

Call City Docks Radio on CH14 once you get to Black Rock; the Dockmaster will assist you. Make sure you have long dock lines at the ready; this is a lock designed for ships and everything is large scale.

They are very friendly and helpful giving guidance when asked as to moorings and making arrangements for the trip back.

You will need to book a lock out so now is a good time to get this arranged. You will normally be mooring Starboard side to.

Where to stay, choices are by the Underfall Yard; here you have a few nice pubs on your doorstep; the Cottage and the infamous Nova Scotia pubs. If you're into cider and proper old-fashioned pubs with plenty of character this is the place to go. The Underfalls Yard is also worth a walk through to see the wooden boats which are being built.

Showers, toilets and harbourmaster's office are all at this end of the docks, as is what is arguably the best breakfast in Bristol, under the flyover next to the Cumberland Basin.

Passing the SS Great Britain, at the other end of the dock, mooring alongside the Lloyds Bank building, AKA the Amphitheatre, is allowed if the harbourmaster is asked. Otherwise there is a small pontoon outside the Arnolfini centre which can also be used where shorepower is available, see HM for vouchers.

Here you are in the heart of the city and the partying goes on until very late. The choice of eateries is everything you could want.



Pubs also; it's worth a walk over to the Llandoger Trow, a wood-beamed building built long before spirit levels were invented by the look of it! Live jazz at the Wellington pub opposite in the evenings and a short walk up the hill to the St Nicholas market in the old merchant trading quarter and indoor markets are all well worth a look.



# Angling

The competition for the best boat and best angler prizes for next year is really hotting up now that 'Mustang Sally' is out of commission for a couple of weeks. Bob Williams on 'Gladiator' is now only 12 points behind Harvey Preston on the individual chart and 'Gladiator' is only 2 points behind 'Mustang Sally' on the boat chart. 'Ty Ci II' remains third on the boats chart and its skipper, Simon Watts, is also third on the individuals chart.

The heaviest specimen leader-board, so far, is as follows; John Gittins has the best bass of 3.46kg. The best cod was caught by Simon Watts on 'Ty Ci II' at 4.08 kg. Harvey Preston maintains his lead in the thornback ray category with 4.6kg. No one as of yet has brought in a conger eel over 20lb so that prize is still up for grabs. We have taken on a new angling section committee member, co-opted on for the year 2012/13, Roger Fudge. This follows the resignation of Morris Thompson.

Applications are already coming in for the annual open cod competition on Sunday 11th Nov and, as this year we will not clash with Cardiff Yacht Club's annual competition, we expect to have many more entries from them. All looks good for the cod competition and the season in general, with a number cod being caught by members. Just to prove the cod have returned here is a photo of Bob John on 'Uncle Buck' with a 13lb fish. Please be aware that as from the end of September there will be a cod preference for all our in-house competitions until next March.

Please send any photos you have of the fish you are catching to [Kirsty@cbyc.co.uk](mailto:Kirsty@cbyc.co.uk) as we are always on the look-out for photos for Bear Essentials. This month the photos depict Sid Hearne on 'Zander' with a fine starry smooth hound caught off Aberthaw and Mark Stevens from 'Pale Rider' with a common smooth hound.

Don't forget to get your 3 qualifying comps in for the 'Chicken Run' which will take place on Sunday 9th December.

Good Luck & Tight Lines! *Sid Hearne, Chairman*



Mark Stevens with smooth hound



Bob John with cod

## 'The Compleat Angler' by Isaac Walton

*O the gallant fisher's life,  
It is the best of any...  
Tis full of pleasure,  
Void of strife,  
And is beloved by many.  
Other joys are but toys.  
Only this lawful is,  
For our skill,  
Breeds no ill,  
But content and pleasure.*



## RED DRAGON RAGE?

With a light Southerly wind we enjoyed a delightful sail up to Clevedon, sailed beyond the pier until high water and gybed around.

It reminded me of a similar day a few years before when we had anchored off the beach, pumped up the dinghy and rowed ashore. We walked along to the club and were surprised to receive a very warm welcome and offered free drinks. It transpired that our sail had been seen in the distance by members and, as boats rarely put in to Clevedon, bets had been placed on whether or not we were going to stop!

On this occasion, however, the wind had veered and we started to enjoy a pleasant beat home, catching sight of the Matthew bound for Bristol. Shortly after we were hard on port when we noticed a sailing yacht under power getting closer.

The other boat made no attempt to alter course and, as we were getting closer and closer, we hailed 'ahoy'. Twice more we hailed him but to no avail. We were getting very close by this time and were just about to go under his stern when the man aboard shouted out in a rage that our ensign – the Red Dragon – was illegal, that it was against the law and he didn't have to give way to a boat with an illegal ensign. We were still hard on the wind and as we closed I shouted out that we were sailing to which he replied 'How do I know'? At the very last moment he altered course and as he motored past shouted out in fury, "With all this bloody water about why the Hell did you get in my way"?

Pleasant sailing!

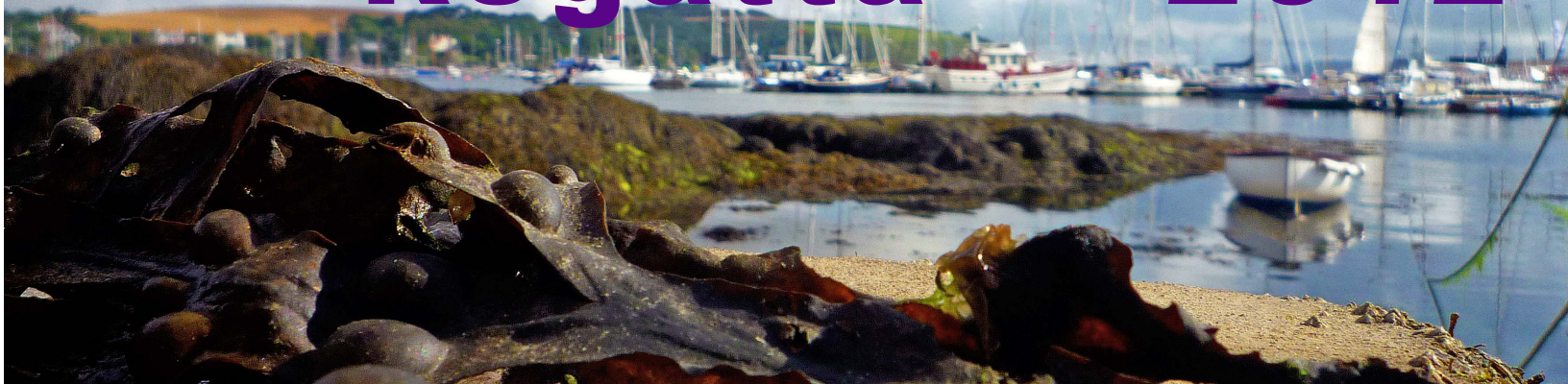
David and Juliet Shankland,  
Swashbuckler

Sid with 'starry hound'





# Falmouth Week Regatta 2012



**The sun was just about shining** as the crews of 4 boats and their luggage crammed into various cars and set off in convoy from CBYC down the M5 towards Falmouth for the 2012 Regatta Week.

There is always a friendly reception and a carnival atmosphere in Falmouth for their Regatta Week and we were all looking forward to 7 days of sailing and a bit of Cornish cider and fish and chips too.

All of the CBYC boats, Vrijezeilig (J109), Judgement Day (J109), Merlin, (Cork 1720) and G&T (Cork 1720) would be racing in the IRC1 fleet so there was definitely a waft of competitiveness in the air amongst us all.

The first day's racing was a Bay Race around the cans, to finish off in the Helford River. We had relatively good sailing conditions, just the right amount of breeze for Vrijezeilig to hoist their crispy new white spinnaker. The main challenge of the day was not the sailing itself but to find each of the marks. Even with the GPS it was not always clear where the marks were, and this became a recurring problem throughout the week.

The results for the day were very close, Vrijezeilig being the first CBYC boats finishing in second place, followed by Judgement Day, G&T and Merlin. Only 3 minutes separated 2nd and 5th place! It was set to be an exciting week of racing.

Day 2 was 2 races around a set a windward leeward course. The normal procedure for a windward leeward course, as we all know, if that the first leg is a beat up wind, maybe followed by a short reach across to a spreader mark and the down wind to the finish line. This was the intention of the race committee but the wind was not playing in their favour and kept changing direction, so much so that half way through the race we ended up sailing a reach, reach course. This caused all sorts of confusion and problems.

The experienced crew of G&T coped well in these conditions and along with the agility of the 1720 they gained a 1st place on day 2.

Day 3 was another bay race which suited the J109s better and Vrijezeilig gained a first place in this race.

Day 4 should have been the Champagne Race but due to the heavy winds and swell

out in the channel the race was cancelled. Fortunately there is plenty to do in Falmouth even when it is raining so the crews entertained themselves by visiting some of the many visitor attractions. As this was supposed to be the champagne race we all decided that we didn't want to miss out on any of the champagne so we arranged our own champagne lunch reception. It was also Cathrine 'Bob' Collypriest's birthday so an even better excuse to pop open a bottle of bubbly.

There wasn't much improvement in the weather conditions by day 5 and even though the racing wasn't cancelled the Cork 1720s decided not to go sailing. The J109s enjoyed the conditions which turned out not as bad as they first seemed and Vrijezeilig were delighted to pick up another 1st place.



Mark Watts is sulking under his umbrella as racing is cancelled (left).

The CBYC sailing crews (below).



By Friday, day 6, we were all beginning wonder whether it was August as the wind continued to howl and the rain to fall. The racing was cancelled once again and once again we entertained ourselves with brisk walks along the coast and a couple of pints in the warmth of the Chainlocker pub which was conveniently located no more than 3 metres away from the house that the Vrijgezeilig crew were staying in.

Thankfully on Saturday there was some improvement in the weather and the racing was on. We were all pleased that we would get to finish the week with a sail.

The IRC1 fleet had another windward leeward course set and this time it more or less stayed that way, and once again G&T excelled, picking up two first places.

It had been a long day of racing and we were all exhausted. After we had all packed up our boats we set off to the Royal Cornwall Yacht Club to find out the final regatta results and hopefully pick up some trophies!

We were all delighted when G&T were awarded with 1st place overall in the IRC1 fleet. Vrijgezeilig picked up 3rd place closely followed by Judgement Day and then Merlin in 5th place.

So even though the weather did not perform I think that all of the CBYC boats and their crew certainly did. A succesful regatta all round and I think there is just about enough time to dry out all of our clothing and the boats before the Frostbite series starts in October.

Written by Angharad Pocock

These aerial photographs of Merlin (left) and Vrijgezeilig (right) show that we did see some superb sailing conditions.



On the days that racing was cancelled due to the poor weather conditions we entertained ourselves with making towers from beer mats (above) and visits to the Maritime Museum, where we could test out how it felt to be inside a one-man survival raft (below). We all hoped that we would never need to use one out at sea in true survival conditions.



# Ooops!

There is a law of inevitability, somewhat akin to Murphy's law, that suggests that two objects travelling across a large surface at the same time, will somehow meet.

But more about that later. Right now I am trying to think of some of those 'Oooh, no!' moments in my sailing life, those moments one would rather forget – let alone mention in a public forum – but which haunt the memory relentlessly. One that comes to mind is leaning against the long boom of a Dutch barge and realising just too late that the sheet had not been adequately secured. My fellow crew members were somehow not sympathetic, or eager to rescue me from my predicament. Instead, they self-ishly opted to prolong their enjoyment up to the moment my grip failed.

Of course I can regale endlessly about the mishaps of others. In my younger days I worked for several summers as an instructor at a sailing school, teaching kids – and occasionally adults – to sail on the Dutch rivers. We regularly negotiated a particular set of locks and witnessed on many occasions how a skipper of a pleasure craft failed to appreciate the rapid fall of the water, leaving his boat hanging high and dry along the lock wall. Or how one of my fellow instructors, usually a novice not that familiar with the local conditions, would take a shortcut home on the inside of a river bend, only to be stuck for some hours in a treacherous U-shaped shallow, like a lobster in a pot. I can't recall having similar mishaps

I can recall, however, more recently there is my mistaking the lateral marker at Carr Spit in Milford Haven, for an onshore lamppost much further away, encouraging me to head straight for the sandbank, much to the consternation of my skipper. And then there was, on the return leg of an abandoned race after rounding Flat Holm and with the tide on its run in, a lively conversation brought to an abrupt halt when four stunned faces watched the large, red, bulbous shape of the marker at Cardiff Spit appear from behind the luff of the genoa and pass within a yard from our bow. For around six miles we must have sailed on a direct collision course with this, quite literally it seems, hard to miss object, and none of us had noticed it until it was almost too late. We sailed on in silence for a while, trying not to think of the consequences had we hit the thing, or how we would have explained it.

Written and experienced by Wiard Sterk

# 'Brandy for the parson, baccy for the clerk...'

But smuggling around here wasn't just the provision of a few little luxuries. It was a huge industry run by well-armed and dangerous men as club historian Alan Thorne relates.

The first records of smuggling in the upper Bristol Channel date from the 13th Century and the activity steadily increased, reaching its zenith in the 1700s. The Flat Holm and the River Ely were both favoured by smugglers.

John Byrd, Chief Customs Collector for South East Wales who lived at Caerleon, recorded on September 20, 1648, 'Lately two tobacco shippes of Bristoll being homewardbound stayed in Penarth's Ely and discharged (illegally) parte of theyr ladeings'. On June 10, 1650 'The ship Eagle (on passage from Ireland to La Rochelle) put into the Ely...loaded with Irish butter, raw hydes, tallowe, wooll and cheese. Rees Griffiths, Deputy Searcher with three men went on board. Griffiths was accompanied by a Major of the Cardiff Malitia with a *'partie of musketiers'*.

On 19 September 1650, 'North Starre of Dart landed a quantity of French tobacco at Penarth'.

By the early 1700s Flat Holm was so much used by smugglers that the customs chief in Cardiff was continually writing to London headquarters appealing for help.

*'I dares not send the boat there (Flat Holm) for fear of the men's lives'*, he wrote in one letter and in another, *'the need for 60 men of the Light Infantry and an armed cutter at Penarth'*.

The Customs House stands on the site of the former Penarth Head Inn, build in the 1730s by Edward Edwards, an acknowledged smuggler of long standing. He continually appears in Customs records as 'an old offender' and one report claims, 'his sole reason for living in such a place (Penarth Head Inn) is to defraud the Customs'. The Customs Boat was kept in the pill Cwtsh-Y-Cwm close to the inn and it was oft recorded that Edwards *'threatened to sink the vessel and, or cut the mooring lines'*.

Two of the most successful smugglers were father and son Richard and Pasco Robinson from Guernsey. The father, Richard, had an 80-ton vessel while Pasco operated a 40-ton vessel, the hull of which was painted red with a white mermaid as a figurehead. He obviously did not seek anonymity. The Robinsons smuggled silk and brandy from Guernsey for ten years and were never apprehended or taken. Eventually they returned home and set themselves up as smuggling consultants, masterminding smuggling operations to south and south west England from Guernsey.



Castle Rock Flatholm Island Bristol Channel. Artist: Julius Caesar Ibbetson.

The Customs Boat at Penarth at this time was merely an 18-foot yawl manned by two boatmen.

During September 1757 the Customs Surveyor at Penarth, William Roberts, saw a British vessel, the Warren, newly arrived from Antigua 'hovering' off Flat Holm and went off in the Customs Boat which was merely an 18-foot yawl manned by two boatmen, John Vincent and Jack Williams. All three were over the age of 50 – a venerable age for those days. The surveyor bravely boarded the Warren and found, already on deck, 24 puncheons of rum – a puncheon containing between 70 and 100 gallons – 30 large casks of sugar and numerous large bales of cotton. The Master of the vessel was on Flat Holm and there were two 'pleasure craft' anchored off the island, both full of 'gentlemen from Bristol and Cardiff'. The surveyor again very bravely went alone onto Flat Holm and persuaded the Master to return to the Warren and sail for Bristol and he also persuaded the two 'pleasure craft' to leave. In his report he ended by saying... *'luckily this time no violence was offered'*.

Two years later Vincent and Williams were lost together with the customs yawl after being overwhelmed by a squall off Penarth Head.

By this time smuggling was endemic and well-organised with the smugglers using Flat Holm and Steep Holm as well as Barry and Sully Islands and the River Ely.

The source of this boom in trade was the Isle of Man which had become a virtual offshore warehouse of tobacco, wines spirits and tea just waiting to be shipped illegally to the mainland. It was reported that 'ten to twelve boats...leave the island...for the Bristol Channel' and in 1760 as, 'a nest of smugglers who glory in their treasons, the whole island lives off smuggling'.

The Government bought the island in 1765 but the smugglers just decamped en masse to Rush, a small fishing port north of Dublin which became a smuggling entrepôt on a massive scale. Numerous smuggling companies with large warehouses ran goods from Nantes, Roscoff and St. Malo. The four main companies were John and James McCulloch, William Clancy, David Galway and Co and Copinger and Co. Between 1768-1778 Copinger and Co smuggled to the upper Bristol Channel, four million pounds (in weight) of tea and nineteen thousand barrels of brandy as well as silk, spices and tobacco. John Copinger was reputed to have cut off the hand of an exciseman.

The Royal Navy had been patrolling the area since 1732 when the sloop HMS Hawke arrived, the first of a succession of small warships that included HMS Alarm, Harpy, Pelham, Racer and Shark. But they had to patrol an area from King Road to Milford Haven and were up against well-armed and desperate men.

Two of the most notorious, violent and successful smugglers were the brothers John and Michael Connor who worked for David Galway and company. John, known as 'Jack the Batchelor' was quite fearless and had a fast, well-armed, 28-ton vessel the Mary Elizabeth while Michael had the 28-ton Bridgit. They both regularly took on larger Revenue and Royal Navy vessels. In 1770 HMS Pelham was 'feloniously and piratically attacked by two smuggling vessels and a large armed wherry'.

Smuggling throughout the UK generally was so widespread that in 1781 Lord Pembroke said, '...will Washington take America or will the smugglers take England first'. A customs report in 1781 stated, 'Flat Holm, an island at present tun a great deal of goods and cannot just now be prevented.'

The early 1800s saw the beginning of the end. Between 1809 and 1812 Preventative Stations were established at Hartland Point, Woolacombe, Combe Martin, Countisbury, Weston-super-Mare, Pill Avon, with others, later, at Aberthaw, Barry, Minehead and Swansea. Most of the stations had a Chief Officer, Chief Boatman and up to 20 men. In 1821 the Board of Customs controlled the Preventative Waterguard, Riding Officers and Revenue Cutters. On January 15, 1822 the Treasury named the new force the Coastguard. It was taken over by the Admiralty in 1831 which encouraged paid-off naval crews to join, setting the scene for the Coastguard as a naval reserve and recruiting agency.

Naval style uniforms were introduced and regular drills with rifle, cutlass and Manby Mortars.

In 1818 the Chief Customs Officer at Cardiff was able to report to London that... 'he had not the least cause to suspect or believe that any smuggling is carried out within the limits of the Port' (Cardiff, from Chepstow to Worm's Head).

During 1865 HMS Hyena arrived at Penarth from Pembroke Dock, on board to inspect the Penarth and Barry Coastguards was one Count Eugene Gustav Francis Guidoboni Visconti. During 1892 the inspection was carried out by Prince Louis Battenburg, father of Lord Mountbatten.



Revenue Cruiser chasing Smuggling Luger. (from the original painting by Charles Dixon, R.I.) Before firing on a smuggler the cruiser was bound to hoist his Revenue colours, both pennant and ensign, no matter whether day or night.



A Representation of ye Smugglers breaking open ye King's Custom House at Poole.

# Dinghy Sailing News

Has anyone seen summer this year? Sailing in hot sunny weather with a light breeze can be very pleasant. You would certainly think that with the poor weather numbers of people wanting to go dinghy sailing would decrease? Well that is certainly not the case at Cardiff Bay as we have seen a steady increase in the number of the people joining us on the Bay. So a big welcome to Claire, Patrick and Gareth who have all joined us recently.

The joint Flying Fifteen / Blaze Open meeting held over the weekend of July 27 went very well. Mark Brand and Glyn Webb sailed a superb event and were overall winners in the Flying Fifteen Class while Christian Smart from Pembrokehire Yacht Club was overall winner in the Blaze class. Special thanks must go to Tony Davies and his team for doing an excellent job running this event, a weekend enjoyed by all.

Also over the same weekend we had a join event with Cardiff Yacht Club in presenting a parade of sail in support of the "RYA Sail for Gold Event" into the inner harbour with over 30 vessels of all types and sizes taking part from Topper dinghies to large motor yachts. Most vessels were dressed for the event and very smart they looked too.

The section has recently had an invitation from the Royal Cork Yacht Club to send a team to take part in the National 18 Irish Championships to be held on September 29/30. The reason for this is that the National 18 class used to be sailed in South Wales and they were keen to rekindle some interest. The deal was that if we could send a team, they would supply a boat and accommodation for the event. To that end David Cann, Steph Clark and Barney Proctor will fly out to Cork to represent CBYC! A full report in the next Bare Essentials.

The section has also been involved in training events. A very successful Laser event run by our WYA South East Region chairman Andy Howard in partnership Cardiff Yacht Club, and some Laser 2000 and individual Laser training kindly organised by Helen and Andrew Philips. And not forgetting Nick Sawyer for organising some Power Boat Level 2 courses to enable our members to operate the club safety boats for club events. All that remains for me to do is to wish you all good sailing, And not to forget the Dinghy Laying up Supper on Friday 7th December.



## Sail Fast Have Fun!

Idris Dibble, Dinghy Chairman



## PETS ON THE PONTOONS

Fleur and Kizzie can be found curled up on the foredeck of She-Sue most days that owners Jim and Sue Hewitt are aboard. The Irish Setters have cruised to Watchet and Portishead on the She 31, Kizzie lying on the small aft deck just behind the tiller and Fleur snoozing below. Both don lifejackets when the boat leaves the pontoon – an example to us all – and Sue has a special boathook which attaches to a loop on the lifejackets to retrieve them should they go overboard. But so far they haven't put a paw wrong and it's never been used.



Let's have photographs of your sea-going animals and a few lines about their exploits



# OSPREY IN THE BALTIC

Richard and Sarah White and a relay of friends spend the summer on a 3,000-mile round trip from South Wales to Scandinavia and this is the first part of their story

A south easterly which obligingly changed to south westerly at St. Ives helped Osprey to Plymouth in just 35 hours – an average speed of 6.6 knots. But after that gales and strong easterlies caused delays.

By the time they had crossed the Channel, beaten through the sandbanks off the French coast, navigated the ‘awesome and narrow’ Passe de Zuydcoote off Belgium and entered Dutch waters they had been stopped and boarded by three border patrol cutters – British, French and Dutch – all of whom were polite and professional. Full VAT had been diligently paid and receipts retained for both red and white diesel purchased for the trip but in the event neither they nor anyone else showed any interest. Richard takes up the story:

“Now with evening drawing near we had two more obstacles to pass, the first crossing the entrance to the Maas estuary which, giving access to Europort and Rotterdam is one of the world’s busiest seaways. With an agreed time slot and under the control of Maas VTS we crossed between two giant tankers, one of which was asked to wait while we cleared away to the north! As darkness fell we sailed towards Ijmuiden, the second obstacle and again, under control of the VTS we crossed between a stream of ships coming and going.

“Our destination was Den Helder but with dawn came clearer weather and a good westerly so we decided to press on and try to make up some lost time.



“Sailing north and then east around the Frisian Islands with an increasing wind we enjoyed some of the best sailing so far. With three reefs and a scrap of jib we were bowling along at 8 or 9 knots ticking off the islands in rapid succession. Texel, Vlieland, Terscheling and Ameland were passed in blazing sunshine with a force 7 on our tail. With a gale forecast for that night we opted for Lauwersoog as our port of refuge and made the tricky 9-mile detour in between Ameland and Shiermonnikoog, crossing the Waddensee via a marked channel surrounded by sandbanks shimmering brightly in the evening sunshine edged with breakers in the shallow waters around them.

“The following day included an overnight passage to Cuxhaven, motoring through a strange June night with the sun never completely setting, then dodging ships outside the river Jade and the Elbe, before locking into the Kiel Canal. The fee for navigating the whole 53 nautical miles was only €12 and after locking out into the Baltic Osprey made an uneventful passage to Gedser in southern Denmark.



“On arrival it soon became clear that while we could buy food at the supermarket with a credit card we could not get any ‘cash back’ nor was there an ATM in the town. This created a problem because I had to return to Cardiff to work. The hugely generous mum of our supermarket cashier came to the rescue, volunteering to drive us to a larger town 15 miles away to obtain cash for the bus fare and a train ticket to Copenhagen. She wanted nothing more than conversation for the favour. She was putting into the pool of human kindness into which we all need to dip from time to time. I reminded myself once again to put something in next time I was given the opportunity...’what goes around comes around’.

“Friends took Osprey on to Karlskrona in Sweden where Sarah and I rejoined her in early July. The weather was windy but warm and dry for the whole of July – ideal weather to explore the archipelago with narrow winding channels through beautiful wooded islands and pretty towns with historic castles and traditional wooden houses. On the quay at Kristianopel we ate fresh fried herring on black bread with lingonberries – delicious and a bargain at £3. In Borgholm harbour we happened upon a music festival which was topped off by the arrival of an ‘evangelical’ sailing ship whose entire crew were on deck singing hymns.

“We walked through lovely woods to an impressive castle and then to a café with a rose-covered veranda for coffee and waffles. While walking back we noticed security people with dogs and were told the king and queen were expected to pass by from their nearby summer residence to visit the festival.

Sure enough along came a police escort and two beautiful horse-drawn carriages, the king and queen in one, waving and smiling at us, and the prince and princess in the other. Back in town people were being held back behind tape barriers so we felt we had enjoyed a privileged position for our walk in the woods.



“The 35-mile passage to Byxelkrok the next day gave us the chance to fly the spinnaker and achieve 7 or 8 knots for a while but soon the sunny sky filled with fast-moving clouds like a photograph from an RYA weather manual, section: ‘approach of a cold front’. We got the spinnaker down and within ten minutes the wind increased to force 6 or 7 and we were surfing on a foaming sea with two reefs in. The harbour approach was exposed and seas were breaking over the harbour wall but we got in and slotted, bows-to, between a German and a Polish yacht whose crews helped us get our head-ropes ashore.



“The blow lasted two days which gave us a chance to explore the island on bikes hired cheaply from the harbourmaster before heading to Vastervik – an area of great beauty with thousands of rocky islands. Vastervik Promarina guest harbour had a swimming pool, sauna, chandlery and restaurant as well as being close to the town and here we collected four friends joining us from England for a week.

“The next day we moved to little bay nearby, completely on our own, with only the sounds of nature around us. Breakfast was Swedish porridge cooked over an open fire and crammed with wild blueberries gathered in the woods. For two of the three nights we spent there we were the only boat in this totally idyllic setting but this was to be our most northerly point and time dictated we should begin to head south and begin the 1,500-mile voyage back to Cardiff.”

# SWOG: Lydney Harbour

The season's SWOG meetings were successful and well-attended given the dismal summer. The first was abandoned because of dreadful weather but members enjoyed safe havens and cheese-inspired snacks at Portishead, Swansea, Lydney and Bristol. SWOG organiser David Cairncross was joined on one trip by his sister Julia and her husband Chris Wallace. Following a three-year circumnavigation via the Panama Canal and Suez and a circumnavigation of Britain their boat is now in Seville on a staged journey to the Med. So where do sailing globetrotters go for a bit of variety? Well Lydney, of course, from where Julia compiled this report

## Friday – 3 August 2012

Lock out from Cardiff Bay Barrage on the 5pm opening, with 5 other boats also participating in the SWOG trip. First leg is Cardiff to Portishead – 16 miles – somewhat familiar waters for us, having been here half a dozen times or so. A lovely evening – very benign conditions – extremely unusual in our experience of these waters. Perfect southerly wind gives us an excellent fine reach in flat water. Dizzy moves along at a good pace, and tidal assistance reaches nearly 6 knots at its peak. A menacing squall on the English side avoids us and we keep dry. With up to 11.2 knots over the ground, we make the 16 miles over ground in 11.9 miles through the water. A very pleasant sail indeed – some of the other participants later observe that this was their best of the summer so far. After a wait of around 15 minutes outside Portishead marina lock, we're in and tied up by 1945 – and quickly off to the 'Royal' hotel on the headland. Great views and decent food – and a good opportunity for us to meet some of the other crews – from Kerenza, Ishkoodah and Zest.

## Saturday

Up by 6.30 ready for 7am lock. Very tranquil conditions – sunny and windless. Polish off breakfast of bacon, sausage and egg while gilling around outside the lock, waiting for the rest of the SWOG fleet to emerge. They duly exit the lock half an hour later – apparently into the path of the departing cargo vessel City of Barcelona [length 100 metres] and a duck-like line of 3 tugs. We all – 7 of us now – head upstream to the second Severn crossing – another has gone on ahead, a couple more are coming later. Weather has become hazily overcast as we pass under the first bridge – heading towards the west bank following the channel while keeping well out of the way of the cargo vessel Astra [length 85 metres] which is heading fast up behind us en route to Sharpness, and straight into an area of boiling water. Apart from a patch of counter current the tide is strong – up to 6 knots – giving us a log reading of 12 knots at one point. Weather deteriorates into light drizzly showers – but not as bad as we had feared. Not much wind, so motoring all the way,



keeping to the channel. Check out Oldbury power station and St Arilda's church on the hill on opposite bank before crossing over to eastern side of the channel about level with Shepperdine – identifying the 'Windbound' pub. On up past Berkeley Power station with the tall industrial structures of Sharpness looming ahead – by this time the river still about a mile wide, but shortly to narrow considerably. All in all an excellent and fascinating passage (18 miles over ground/12 miles through the water). We cross Saniger Sands to arrive off Lydney at 10 – in good time for entry at high water at 10.18 – only to find ourselves being swept fast upstream. David's second rule for this trip was not to arrive early. Quite a fight against 4 knots of tide to claw our way back to the harbour entrance and then a kamikaze dive in across the tide towards the one gate which is open – width about 4 ½ metres. We make it in, immediately followed by the 6 yachts and one power boat, in a manic 15-20 minutes as each dives for the entrance to arrive into the tiny harbour – only 22 metres wide – and turns to moor up. The welcome from Lydney Yacht Club is the warmest of warm – lots of members shouting advice and taking lines. Enchanting little harbour – everyone relieved to get in and the sun has come out – very nice atmosphere. We're invited to the clubhouse for coffee and biscuits – the club is evidently rather delighted to be hosting this visitation. Sadly the catamaran Nsanga Nsanga has, not unreasonably, made the judgment that the harbour entrance is too narrow to be tackled in the running tide, and heads back to Cardiff. Short break checking out the surroundings, before the club wine and 'cheese inspired snacks' party on the quayside. Very sociable, gives us a chance to meet and mingle with other members



of the club. The harbour was the site of considerable ship building activity in the 17th century before becoming silted up. The harbour and canal complex were completed in the early 1800s and were quite busy, mainly with coal and iron – the final coal export being in 1960. The harbour was given Scheduled Ancient Monument status in 1980 – a mixed blessing creating difficulties with subsequent repairs and refurbishment. They now claim to have a marina for around 50 boats. After the party, we have lunch on board – beef burgers and salad – followed by a longer than intended siesta. The afternoon is very much wetter than the morning finally causing us to abort our planned walk into Lydney – nearly 2 miles inland.

In the evening Lydney YC open their premises so that we can eat take-away meals together in comfort – and drink at their bar and mingle with their members. A relaxed and friendly evening – speech of welcome from the Commodore followed by some traditional singing – 'Smoky Old Town' etc. - to the accompaniment of banjo and guitar. Very hospitable and jolly. We retire earlyish, quite tired despite the siesta.

## Sunday

Lazy start – cooked breakfast, followed by viewing the departure of Lydney's fleet of Wayfarers an hour and a half before high water, immediately disappearing upstream at a fast rate on their 'Bullo Banger' event – up to Bullo Pill, cook a sausage and race the just under 8 miles back to Lydney. As high water approaches little groups of discussions develop – between the Cardiff skippers and between members of both clubs – lots of varying local knowledge being shared and considered. Depart en masse at HW just before 11am and, despite the local advice, everyone sets off across to the main channel – just to be on the safe side. No one wants to be neaped in this rate of tide where pilot book advice states that a boat aground will (not might) be rolled.







Sadly the engine of the small motor boat Free Spirit blows up rather spectacularly and has to be left behind. No useful wind and after an hour and a half, off Oldbury power station, pouring rain. David and Chris get heroically soaked in the cockpit while I retire below finding things to do in the galley to keep the heroes happy. Cutting the corner of the channel off Oldbury we overtake a couple of the fleet, then avoiding the Hen and Chickens make the sharp turn under the first bridge – at midday with 4 knots of tide. The pouring rain becomes monsoon-like passing between the two bridges and the boiling water swirls the boat quite considerably. Then into the Shoots beyond the second bridge – a narrow channel with a reputation for especially fast water, but on the ebb not as spectacular as we might have hoped. The rest of the passage is uneventful – back to Cardiff in easing rain. The only issue is water depth with low water due only about an hour after we'll arrive outside the barrage. We creep gently up the buoyed channel from the Outer Wrach buoy with very little beneath the keel Still, we can't complain about the tide having made the 32.8 miles over the ground from Lydney in just over 4 hours. Motor across to Dizzy's berth at 4pm in bright sunshine. Clean up and pack up, drink in bar – catch Andy Murray and Ben Ainslie getting their gold medals – then home. A most excellent and pleasant weekend – which has quite distracted us from the fact that we were supposed currently to be on passage between Minorca and Sardinia!



## John Ballinger 1939 - 2012-10-02

(written by Dave Wilkins)

John was born in Peterborough but brought up in South Shields then attended boarding school in Chertsey between the ages of 14 and 16. Instead of going on to university he opted for an apprenticeship as a fitter, turner and draughtsman with an engineering company in Peterborough. He also attended evening classes to gain an ONC. He married Maureen in 1963 and they had two children, Stephen and Louise. His hobby initially was building radio-controlled model airplanes and boats but he bought his first boat, a Mirror dinghy, in 1972 which he sailed with his son until Steve discovered beer, birds and bikes!

In 1978 he bought a GP14 which he raced in many regattas. His first cruiser was a Hunter Delta, Jammy Dodger, and he joined Newport Uskmonth Sailing Club where he was for a time Commodore. In 1988 he bought Glider II, a Humphries design HS30 half-tonner. Always striving to get the best out of the boat he changed the keel for one designed by Hugh Wellbourne – no simple job! He joined Penarth Motor Boat and Sailing Club (the club's old name, for newer members) because racing was better. Then came a J92 and lastly Jackhammer, a J109.

There were not many occasions when John and his merry band were not on the starting line Saturday and Sunday, as we used to sail both days back then. Many of the crew were either press-ganged on Friday night or enticed on board by the promise of unlimited supplies of Waggon Wheels and chocolate biscuits from Burton's Biscuits where John worked as engineering manager for 25 years. There were also longer races such as The Famous Grouse, the HTV Race, Lundy Island Race plus the club's SWOG, Shanghai Cup and local club regattas. He also entered regattas further afield such as Falmouth Week, three times, Pwllheli twice, Milford Haven, Kinsale twice and of course, his favourite, Ford Cork Week which, sadly, he didn't get to do this year. It would have been his 10th Cork Week in 20 years and all this by a man who suffered from seasickness. He is missed in Ireland by the landlady of the guesthouse we stayed in and by the landlord and locals of Johnny's Return in Crosshaven. He also enjoyed cruising when there was no racing visiting Ilfracombe, the Scilly Isles and his favourite, Bristol, where The Old Duke was a frequent haunt because of the jazz played there.



During the early days of the barrage he and one of his crew raced in the dinghy fleet with a 505 – not a very successful period as 505's don't sail very well upside down. They also borrowed Brian Pringle's Flying Fifteen to enter an open meeting. After a few mishaps John and Dave Wilkins ended up in the water with the boat heading erratically towards the Red House. Brian was on the Committee Boat when a colleague excitedly exclaimed, 'Brian, there's your boat'. There was a pause then, 'Brian...there's nobody in it'.

In recent years John became interested in diving and dived in America, Truc, and Egypt and well as in Chepstow Quarry with a local diving club. It was with this club, on a dive in Weymouth, that John died in an accident on May 16. John was a well respected family man, skipper and friend and is missed by those who knew him.



# Know your Neighbour on: **N Pontoon**

In this edition we are meeting our neighbours on N Pontoon. Inevitably some of the information will be out of date by the time we go to print, but that's life! We'll be looking at O Pontoon in the next edition. Please tell us about your boat and your plans by emailing [geoff.parr@gmail.com](mailto:geoff.parr@gmail.com) or leave a note in the office

Some of the information below gleaned from the club handbook and other sources – accuracy not guaranteed

## **N23 Sundowner Westerly Centaur yacht.**

**N21 Forward Thinking, Reflex 38 racing yacht.** Owner Steve Nicholls. Raced locally and further afield. Away to compete in 2012 Three Peaks Race.

**N19 Willen Tell, Sunship Peterson yacht.** Owner L.Smith

**N17 Cazzy, Jeanneau yacht.** Owner Mike Golightly. Has been seen on several SWOG trips sailed single handed by Mike.

**N15 Camarillo, Sigma 33 yacht.** Owner Erik Bates.

**N13 B Squared, Princess 25 motor vessel.** Owner Brian Clode.

**N11 Kathryn Mari. Colvic Watson 24 yacht.** Owner D.Brown

**N9 Vacant**

**N7 Czarek Catch 22 yacht.** Owner R.Lamazyk. Previously known as Pilchard, which is what is on her horseshoe buoys, which confused me for a while.

**N5 Sheila Bear, Hanse 301, 2001,** Owners Stuart and Emma Townsend, a new boat to the club with our move to the dark or light side depending on how you look at it (former Mobo owners), looking to cruise the Bristol Channel this year and go further afield next year.

**N3 Skirrid,** Westerly Tiger Yacht

**N1 Ewyn Mor,** Thames Marine Snapdragon 27 Yacht.

**N26 Manuoela of Mylor, Jeanneau Symphonie yacht,** Owner A.Sandall

**N24 Moonraker, Westerly Centaur yacht.** Owner Rod Hillier

**N22 Harriett, Caprice Mk V motor vessel.** Owner, S.Clayton

**N20 Blue Clipper, 1970's Van de Stadt Legend 34 yacht.** Owners Peter and Maureen Williams. Soon to go to the sunnier climes of Spain "the easy way – by truck".

**N18 Bandalero ,Cobra 700 Yacht.** Owner S.James

**N16 Brumby Westerly Jousting Yacht**

**N14 Mistress Wilful, Halcyon 27 Yacht**

**N12 Eleanor, Orkney day Angler 21**

**N10 Sea Breezer, Bayliner 2150 yacht,** Owner R.Andrews

**N8 Lady Me, Invader 2200 motor yacht.** Owner S.Jones

**N6 Merlin, Cork 1720,** Owners Claire Bennett & Marc Watts. Local boat that we acquired at the end of 2011 as a good boat for Claire to learn to sail but still fast enough for Marc to have fun. We'll be racing in Cardiff and heading off to one or two regattas a year. We've also got a couple of dinghies, the main one being Marc's 18ft Skiff, which is racing the UK circuit this year.

**N4 The Bluebird, Charnwood Sea Cruiser motor vessel.** Owner P.Williams.

**N2 Maddie J Hunter 272.** Owner Mike Slater aims to day sail or overnight this Autumn and head west next spring for more extended cruising. Boat is set up for singlehanded with self-tacking jib. Immediate aim is to set up a system of lines which will allow me to get on and off pontoons and moorings alone without scaring myself or bystanders.

Owners may notice discrepancies between the number of their pontoon and the number actually written thereon. This is because an additional pontoon has been inserted on the upstream (even numbered) side. This actually still has its old numbers, 17 and 19, displayed. Caused me no end of confusion when I was trying to reconcile printout from club database with what boats were present.

# Your invitation to 'The Bridge' restaurant

Our Chef Jamie has put together a tempting seasonal menu. As well as the main Christmas Menu (right) there will be daily specials available:

## Starters:

- Butternut squash soup with chili oil and parsley £3.00
- Red pepper and mozzarella terrine with pesto dressed salad £3.50
- Parma ham and melon £3.75

## Mains:

- Roasted breast of chicken with five spices, noodles and stir fry vegetables £8.00
- Fillet of Scottish salmon grilled with lemon and watercress cream, new potatoes and panache of vegetables £8.00
- Rump steak with horseradish mash, roasted red onions and wilted spinach £8.00

## Dessert:

- Baked vanilla cheesecake with Hereford strawberries £3.00
- Chocolate fudge cake with *cream.ice* cream £3.00
- Glazed lemon tart £3.00

## Christmas Menu 2012

One course - £9.50  
Two courses - £12.50  
Three courses - £15.50

### Starters

- Creamed roast parsnip soup finished with coriander and curry spice
  - Layered pork and chicken liver pate with cranberries, with granary toast and ale chutney
  - Scottish smoked salmon with hollandaise and lemon, served with parsley and leaf salad

### Mains

- Traditional roast turkey and trimmings
  - Roast beef with Yorkshire pudding and pan gravy
- Puff pastry galette of red onion served with roasted root vegetables
  - Fillet of salmon with a tarragon and pink pepper glaze

### Desserts

- Christmas pudding with a brandy cream sauce
- Chocolate tart with a coffee and almond sauce
- Plum fig and pistachio frangipani with caramel and clotted cream

### Coffee and Mince Pies

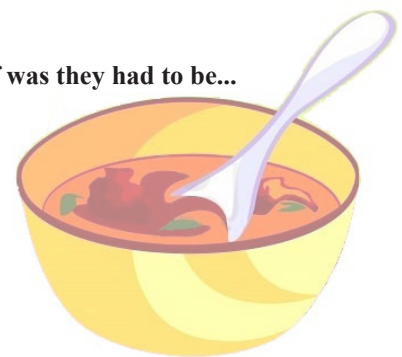
at £1.50 per guest

## GALLEY GOURMET

We've asked Jamie to come up with a series of meals suitable for hungry cruising folk. The brief was they had to be...

- Made from ingredients you might find in a small, harbourside foodshop.
- Quick to prepare.
- Able to be cooked in one pot.
- Capable of being eaten from a bowl with a spoon.

...here is the second of his 'cut-out-and-keep' recipes.



### Chicken tortilla warmer

Quick easy and warming, ideal for the colder times ahead.

- 2 Chicken breasts diced
- 1 Can of chicken soup
- 6 flour tortillas cut into strips
- 1 red pepper diced
- 1 onion diced
- Paprika and herbs to taste

### Method

- 1) Fry chicken pepper and onion until cooked through and soft.
- 2) Add paprika and some herbs...your choice on the herbs.
- 3) Add the soup and bring to a simmer.
- 4) Put in the tortillas and cook for 2 to 3 minutes to soften.

You could spice it up a bit with some Tabasco or Worcestershire sauce, or try different flavours of soup for something different!

# CARDIFF BAY YACHT CLUB



*Come and enjoy the relaxed and comfortable surrounds of the Quarterdeck Bar and Bridge Restaurant. With unrivalled views over Cardiff Bay, this is a truly unique location, designed to be enjoyed by all the family.*

## **Quarterdeck Bar opening hours**

<b>Monday:</b>	17.00 - 23.00
<b>Tuesday:</b>	17.00 - 23.00
<b>Wednesday:</b>	12noon - 23.00
<b>Thursday:</b>	12 noon - 23.00
<b>Friday;</b>	12 noon - 23.00
<b>Saturday:</b>	12 noon - Midnight
<b>Sunday:</b>	12 noon - 22.30

## **The Bridge Restaurant opening hours**

	<b>Lunch</b>	<b>Dinner</b>
<b>Monday:</b>	Closed	Closed
<b>Tuesday:</b>	Closed	Closed
<b>Wednesday:</b>	12 noon - 15.00	18.00 - 21.00
<b>Thursday:</b>	12 noon - 15.00	18.00 - 21.00
<b>Friday:</b>	12 noon - 15.00	Closed
<b>Saturday:</b>	12 noon - 15.00	18.00 - 21.00
<b>Sunday:</b>	12 noon - 15.00	Closed

Last orders will be taken 15 minutes before the end of service.

Opening hours applicable from April 1st to October 31st 2012

To avoid disappointment, please phone 02920 226575 within the opening hours, as above, if you wish to make a reservation to dine in the Restaurant. If outside these opening hours then please phone our Admin Office on 02920 666627.

When a Bank Holiday the Restaurant will open for lunch but will be closed in the evening.

The restaurant may be closed if we have a function booked. Posters advertising any event will always be found on the main notice board at the Club or on our website.

**Cardiff Bay Yacht Club**  
**Ely Harbour, Ferry Road, Grangetown, Cardiff, CF11 0JL**

**Admin: 029 2066 6627 Bar: 029 2022 6575 Fax: 029 2066 6627**  
**E mail: [admin@cbyc.co.uk](mailto:admin@cbyc.co.uk)**

**Editorial Team: Mike Slater, Angharad Pocock, Geoff Parr and Richard Veal**  
**Email for Editorial Team: [beaessentials@cbyc.co.uk](mailto:beaessentials@cbyc.co.uk)**

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