

Bear Essentials



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Do we need all this...?



It was instructive to look through a 1953 club handbook the other day. It belongs to Ted Hill whose tales of early days of cruising in the channel began in the last Bear Essentials and continues in this. It lists 32 members owning sailing boats, 17 owning dinghies and 49 owning motor cruisers.

Almost all the boat owners would know each other. They joined the club to be with other people who had a passion for boating; to enjoy the company and for mutual support and assistance. It was simple in those days because everyone wanted the same thing. Today we live more complicated lives. Nine to five with two-day weekends is no longer the norm and not everyone is free at the same time to boat and socialise.

Go into the bar many nights and it's not what you would call busy, more's the pity. But there are almost ten times as many sailing cruisers now as there were in 1953 and five times as many motor cruisers. We need a big clubhouse because on race days, competition days, section parties, social nights and the AGM we fill it. We need a bar and restaurant because you need to eat and drink after a long day out and sharing it with friends is an important social activity. Talking of which, with our new neighbours, is a limited number of social members an option?

We're soon going to have to spend money improving the toilets and showers. Why? Because improvements are essential if we are to meet the expectations of more privacy for members and extend our training programme – particularly in dinghies and with young people. Why do we need a training centre? Because we have scores of members with children who want to learn to sail, because we are recipients of grants and have a social responsibility to encourage a wider audience to take it up and because some of the trainees will become members.

Why do we want new members? Because we still want a flourishing club to attend when we're too old to go boating. They are our future.

Not every member will use the restaurant and bar, even fewer the training centre and fewer still the showers. But some do need them so they are important for the whole club.

And last but not least your thoughts on the future are important too so send them to colin@cbyc, your Commodore.

Mike Slater

Editor



Anglesey

Five large tidal power generators are to be placed in a line between the Skerries and Carmel Head on the north coast of Anglesey next year. They will be similar to but larger than the test-bed structure which has stood at the entrance to Strangford Loch since 2008. In 2013 three yachtsmen had to be rescued by lifeboat at the loch entrance after being flung overboard when their vessel suffered steering failure and was swept into the pylon. The RYA has urged caution at the spread of above-surface tidal power generators because of the danger to navigation.

Newport

The Newport Ship project has moved to a new home and will be open, free, to visitors every Friday and Saturday. It's at Unit 20, Estuary Road, Queensway Meadows Industrial Estate, Newport, just off the southern distributor road. The ship is the most complete example of a 15th Century trading vessel ever found and was uncovered in the mud of the west bank of the Usk in 2002. Not all the timbers are in the new centre but it is the focus for conservation work. When all the timbers are dried out and reconstructed it's hoped the ship will be housed in its own museum in Newport.

Clevedon

Clevedon Sailing Club held a ceremony to officially re-open their new club-house terrace last month. The opening marked completion of a larger development, partly funded by a £50,000 Sport England grant, which has provided an extension to the clubhouse, tiled showers, new storage and better access for people with disabilities as well as the terrace, which overflies the rock wall at the rear and provides commanding views across the channel.

Gloucester

Gloucester Yacht Club has closed after 52 years. The reason given is decreasing support by members – the committee, apparently, frequently struggled to get a quorum. Members say the club has been the victim of the regeneration of the docks area and Gloucester Quays which has provided bars, cafes and restaurants around the club building.

Lydney

Visitors shouldn't be put off going to Lydney, says harbour-master David Penfold, following the cancellation of last month's SWOG because of a lack of water in the port's outer basin.

The River Lyd feeds the canal which in turn feeds the harbour's inner basin, the lock and the outer basin. The gates to the outer basin have a slight leak which is normally not a problem but the loss of water has been exacerbated by a lack of rain.

"Water level in the canal is five feet below normal," said Mr. Penfold. "On the weekend in question we were faced with the possibility of not being able to keep boats afloat in the outer basin with the likelihood of boats leaning over, masts becoming entangled and people having difficulty getting on and off. On similar weekends we've had the entire basin full of boats and so we thought, to avoid potential damage to boats – or people – we should say 'no'. But we're still open to visitors and if one or two yachts want to come up – and are aware of the possibility of drying out – then they'll be welcome as always."



Fishing Section

Bunny Cup 2015

CYC retained the Bunny Cup following a glorious day of competition between the two clubs. Only two of the target Thornback Rays were weighed in at 6pm at CBYC, followed by prize giving, a raffle and some food - which generated a charity donation of £336.

Scott McCarthy landed the winning fish of 4.12kg and takes the trophy back to CYC for another 12 months. Winston Rees was 2nd with a Thornback of 3.91kg.



Our youngsters take on the world

Laser
 WORLD CHAMPIONSHIP YOUTH
 MEDEMBLIK, NETHERLANDS
 6-22 AUGUST 2015



Rhys pictured racing Toppers

Two young CBYC sailors are off to the 4.7 Laser World championships in Medemblik, Holland.

Rhys Williams and Mila Monaghan both began on Oppie-bats six or seven years ago but are now world-ranked under-18s.

Rhys has been sailing with CBYC since 2008 when he started in Oppie-bats. His first major event was the Oppie Spring championships which were held in the bay and he continued to sail Oppies with the Welsh squad until last year.

"I decided I was getting a bit heavy for the boat," he said, "so that winter we went out and bought a Laser and I trained with the Welsh Laser Transitional Squad. I took part in the Welsh Zones and then went on to enter the UKLA 4.7 ladder events.

"My sailing was going well and we found out that there could be an opportunity for me to go to the Worlds or Europeans if I qualified. To get into the worlds team I had to compete in

selected ladder events which have been held by UKLA across the country during the past few months.

"I was in a school geography lesson when I received a text from my mum telling me I was in the team and off to Medemblik."

Mila began sailing on one of the club's OnBoard courses in Easter 2009. After six weeks her parents bought her an Optimist of her own and by the autumn of the same year she attended her first national regatta fleet. She steadily progressed through the national rankings but by the summer of last year was taller than Nick Sawyer – clearly a sign she was getting too big for the Optimist. Mila still wanted to stay in a single-handed dinghy, however, and started in the Laser 4.7.

By November she had come to terms with the dinghy, was applying all she had learned about racing and boat handling from five years in an Optimist and had stopped doing some of the things which do not work so well in a Laser. By the time the selection events for the World and European

Championships came around Mila was regularly placing in the top six and second placed girl in GBR ranking events. With that came places in both the GBR squad and the World Championships.

And it's not stopping there. By March 2016 Mila will be sailing in Laser Radial ranking events alongside the top British sailors who are trying to secure a place for Rio 2016.

Mila pictured racing Lasers



The best laid plans...



After five years of meticulous planning and construction, the launching of Tony Birchley's huge self-build catamaran AlumCat was the trickiest bit, he told Mike Slater

On paper it seemed straightforward. The 48-foot cat would be manoeuvred out of the tarpaulin hanger in which it had been built on steerable dollies that Tony had made. Then a mobile crane would take it to the sea wall at Westbury-on-Severn in Gloucestershire, just 100 yards away, lift it over and drop it into the Severn at the top of a high spring tide.

The first problem was that the plant hire pal who'd offered to provide the machine had nothing big enough to lift it in one go. The best commercial quote Tony could get was £5,000 for two mobile cranes working together.

Back to plant hire pal. Between them they reckoned two machines with slings from the hydraulic arms would do the job – one each side.

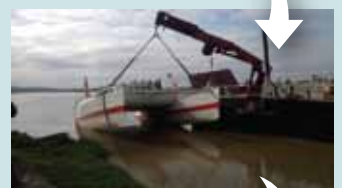
"There was only six inches clearance each side through the gates and the boat got a deep

scratch on the side getting through," said Tony. "We managed to drop it as well, and that caused more damage."

Once at the sea wall one of the machines had to get out to enable AlumCat to be placed against the wall. This was finally accomplished by putting the dollies under the hull and pushing it. The boat was then balanced on the top of the wall to wait for the tide. Unfortunately a combination of high pressure and strong wind meant the tide didn't rise high enough to allow the boat to be safely tipped into the water. So, balanced on the wall and secured by strops, AlumCat spent a precarious night.

"The next day a floating crane did the rest," said Tony, "but it was a bit hairy!"

AlumCat was taken a few miles downriver and hauled out for inspection but there was no damage that couldn't be easily



High jinks, high seas and the woman who stopped the steamer

More tales and reminiscences of the early days of club sailing from **Ted Hill**



Regattas, back in the fifties, were relaxed affairs where fun was as important an element as the racing. A regular feature would be a battle between boats of members dressed as pirates – armed with sacks of soot – and boats of 'excise men' armed with flour.

The racing was serious – the Breaksea, Scarweather and Helwick lightships were often used as marks - but competitors still had to be pretty relaxed about what time they might get back as most had only light petrol engines as auxiliaries. Ted recalls one regatta on Carys, Hylton Coward's Robert Clarke-designed sloop, when they became becalmed in Swansea Bay and the entire crew got into the water for a swim. A zealous observer on the shore with a telescope contacted the coastguard to say a yacht was in trouble because he'd seen the crew abandoning ship. The first Ted and co. knew about it was when the Mumbles Lifeboat arrived. On another regatta they managed to get stuck on Castle Rock in Porthkerry Bay. And their chance of keeping it quiet disappeared when the pilot cutter arrived to haul them off – the pilot was club commodore Reg Denman. The long races continued through the year and there was a special run at Christmas to deliver rum and Christmas puddings to the lightship crews.

They cruised Carys, too, from her summer base in Ilfracombe, chosen because it was just a quick hop from Cardiff by paddle steamer.

"She was a great boat on a reach or a beat but difficult on a run in bad weather because she was double-ended and there wasn't a lot of buoyancy in the stern. I remember heading back to Ilfracombe one time when she broached and was completely rolled by a wave. I was thrown clear but managed to get back on board. It was the first time I hadn't clipped on in those conditions but if I had, I might have been trapped under the keel by my lifeline," said Ted.

The late fifties and early sixties saw the dawning of technologies that are still making life easier for yachtsmen today – cold-moulded dinghies replacing the heavy, clinker tenders and frozen food. The crew of Carys embraced both enthusiastically, taking their new plywood dinghy to the quay at Ilfracombe to stock up. It was usual to drop the bags of stores into the tender from the quayside. This time the brick-hard frozen stores went straight through the bottom of the dinghy.

Ilfracome was also the setting of a scene that stopped the Cardiff ferry in its tracks...literally. As the Campbell's paddle steamer was preparing to leave, a young woman, apparently heavily pregnant, (Ted, in a wig with a pillow up his jumper) rowed in front of it and loudly and emotionally announced that her lover, who had abandoned her and was attempting to flee, was on board and demanded he be put ashore. Passengers crowded the side to watch this domestic drama unfold as did some of the crew. A mooring rope fell into

the water, wrapped itself around one of the paddle wheels and the ship ground to a halt!

"Were there no repercussions... no inquiry".

"Oh no", said Ted, "in those days it was all looked upon as just a bit of fun."

In time Ted aspired to his own boat and favoured a folkboat, one of which, built and owned by Penarth boat-builder Peter Rundall, was already at the club. Ted and several other would-be owners wanted to try them out and found a boatyard at Greenock, on the Clyde, that had a fleet of them for hire. The boats proved to be everything they had hoped but the steeply shelving sea loch almost caught them out. They anchored and went ashore only to see the boats drag, lift their anchors and begin to float off. They only just managed to catch them after a chase by dinghy.

But Ted was convinced and the folkboat Kate became his first cruiser. As many members will recall, getting a berth was just the beginning. To ensure your boat would sit comfortably in the mud at low water you had to first dig a hole into which the yacht would settle and eventually attain the shape of the hull. In the yachting days of the fifties and sixties, shifting two tons of evil-smelling mud by hand was most people's first taste of being a boat-owner!

The year 1953 was a big one for the club – the 21st anniversary of its opening and Coronation Year. To mark the events the club organised a Flannel Dance – a term signifying smart but casual dress, typically open-necked flannel shirts and flannel trousers. But to cut a dash a member could purchase a club badge for his cap, obtainable from outfitters Messrs. Corne, of Bute Street, Cardiff, for 3s. 6d.



The handbook for that year gives not just tidal information and a members' list but the Morse Alphabet and departure courses in degrees magnetic and compass points from and to ports and prominent points around the channel. Ilfracome to Mumbles, for example, is listed as:

Mumbles Light., 26, NE x N¾N. 22 miles.

There are 32 sailing cruisers listed as belonging to members, 49 motor cruisers, four motor launches and eighteen dinghies.

Curtain-raising fund raiser is a winner all-round

The annual regatta in aid of the British Heart Foundation raised £350 and started the dinghy section's season. The weather conditions were near perfect on the day with a light to moderate north easterly breeze for the seventeen boats which took part. Nick Sawyer who kindly offered his services to be race officer for the day set a Trapezoid course of six short races which was much enjoyed by everyone who took part. Helen and Andrew Phillips were the worthy winners of the "British Heart Foundation Cup" sailing their Laser 2000 to maximum effect, particularly on the downwind legs of the course with Andrew's spinnaker handling. Second place went to Aidan Ball sailing a Laser Radial. Aidan sailed a near perfect race and a well deserved second place. Third place went to David Moore and Neil Harding sailing their Flying Fifteen.

A prize giving was held in the club later that afternoon attended by British Heart Foundation representatives Nick Dibble and Catherine Campbell who presented the prizes. Thanks must go to Steve Dawber and Rob Ingram for running the safety boat, Sean Carter for donating the superb engraved wooden plaques for prizes and Nick Sawyer for superb race management.



Young sailors claim places in world and Euro competition

CBYC Sailors from the left; Jamie Cook, William Hall, Hannah Roberts-Straw, Emily Hall and Rhys Lewis

Eight young Cardiff Bay Optimist sailors aged between 11 and 14 went head to head with 80 of the top ranked Optimist Sailors in the UK over the May Bank Holiday weekend. The British Selections, the toughest competition of the year, took place over four days at the UK sailing academy in Weymouth where Ben Ainslie famously won his final Olympic Gold medal in 2012.

The event lived up to expectations with strong winds matching the forecast for the majority of the four days with speeds of 22 knots gusting 28 knots. The competition was extremely challenging especially when you consider that some of the children are only 11 years old and weigh 30kg. On top of the conditions they are also expected to spend up to six hours per day on the water without coming ashore! However, despite the high pressure and weather conditions, the brave sailors certainly did themselves and CBYC proud with some excellent results.

Once again William Hall led the charge and finished in 4th place securing a place in the GBR Worlds team for the second year in a row. This means that William will now get to sail in the 2015 World Championship which takes place in Poland in August and will involve 250 sailors from 50 countries.

Just behind Will was Rhys Lewis in 7th position, narrowly missing out of the Worldstop 5 team; Jamie Cook once again proved to be a star in the making, finishing in 11th place with a fabulous last day and was the top junior by some considerable margin. Hot on the boys' heels were the girls, Hannah Roberts-Straw and Emily Hall. All four secured a place in the GBR European and Development teams and competed at the European Championship which takes place in Pwllheli which is a venue they all know very well.

The five CBYC sailors make up almost a quarter of the 21 GBR sailors attending the Worlds or Europeans which is a fantastic achievement. The other three CBYC sailors, Kai Woolgram, Matthew Leary and Sam Kneale also did CBYC proud, putting in some encouraging races over the four days.

Nick Sawyer, Chief Instructor at CBYC, was once again delighted and very proud with the performance of his young sailors although he did say his stress level was off the chart all the way up to the end of the last race!!

We wish them all the best in the forthcoming events and hope to write about their successes in the next edition.

Paddling Holm

Three club members see the channel in close-up

It was Wednesday evening and the weather forecast for the Sunday was little to no wind and a flat calm sea. So instead of taking a sail – or drift – around the Bristol Channel we decided it was perfect weather to go sea kayaking.

Club members Bob and Jaci Keep of Foxy Lady and myself are keen kayakers and have many years experience. We have had many weekend trips around Pembrokeshire and explored the beautiful coastline, steep cliffs and caves, wildlife and clear blue sea.

Having sailed around the Holms many times but never stepping ashore I had always wanted to visit and explore. After some thought, we decided to go for it. We loaded up the sea kayaks, planned the itinerary and made up some sandwiches to take with us.

Jaci and I were paddling P&H Scorpions with Bob paddling a P&H Delphin. These are 16.5ft long, one-person sea kayaks, which have internal sealed bulkheads, deck hatches for kit storage and a drop down skeg.

Low water was around 1700 so we made our way to Penarth for three hours earlier.

It was a lovely sunny afternoon; we kayaked in shorts, waterproof jacket and a buoyancy aid.

We launched at Penarth beach by the RNLI slipway and I was impressed, as always, by how much faster and stronger the tide feels so close to the water. We aimed for Monkstone lighthouse and started the 4 mile 'ferry glide' to Flat Holm, with the ebb tide swiftly taking us west.

The sea state was calm to begin with but became much windier than expected and forecast! We looked across to the Holms and could see a number of white horses which were a little concerning.

Mid way near Cardiff Spit the chop kicked up. It was westerly wind against tide resulting in 2-3ft waves, some breaking over the boats, hitting us, throwing us around and making it a little difficult to keep on course. The Bristol Channel doesn't taste so good!

It was a little more challenging (and wetter) than anticipated and so we were looking forward to a little respite on the island. The crossing took us 1hr 45 mins and at around 16.30 we arrived on the rocky beach on the west side of the island where we had a bite to eat and brewed up with the small stove we had brought. We relaxed in the sunshine, dried out and enjoyed the vista and serenity the island offers, watching shell ducks, cormorants, oyster catchers and the many gulls going about their business.



It was amazing to see the gulls landing on the water in front of us and swiftly being washed around the corner on the tide, a clear sign the tide was yet to turn. After some hard-earned rest we packed up and prepared for our journey back.

We watched and waited for the flood tide back to Penarth and, eventually, it was clear that we were on slack water as the fore-mentioned gulls were now landing and not moving. Time to go.

We launched the boats and paddled around the south side of the island. We squeezed through a gap in the rocks and emerged on the west coast of Flat Holm, underneath the Napoleonic gun placements and lookouts. The tide had turned now and we paddled in to it, to clear the coast. It was quite lumpy and windy at this point with our boats climbing up the swell and surfing down the other side.

We pointed our bows at Sully Island to make the crossing back which felt quite strange as Penarth was behind me and

over my right shoulder. However it was what we had to do to ferry glide back across to the coast and avoid being swept up to Newport.

At last the wind began to drop off and the sea flattened. The sun was still shining and getting lower in the evening sky producing a fantastic sunset and silhouetting the Welsh coast. The journey back took us two hours. It was a great afternoon trip enjoyed by all. It's inspired me to paddle past the Holms next time and complete the crossing... perhaps to Burnham or around that area!

Fair winds
Richard Batten

When not kayaking Richard sails a Beneteau 24, Harta, with partner Louisa Laurent. Their account of the Bristol SWOG is on page 16.



Quiz by Sparkey

1. S.O.S. or ... --- ... apparently does not mean 'Save Our Souls' or 'Save Our Ship'. Why were these letters chosen for this very important message?
2. Hopefully, you will not need your 'Pea Coat' on watch this summer, to protect you from a damp 'Pea souper' but is that where it came from?
3. What are Thole Pins?
4. Bowhead, Baleenand Rorqual are all types of what?
5. You may have found your CQR Anchor has come in handy on numerous occasions but do you know why it is called a 'CQR'?
6. Why is a Perigee & Apogee as important to motor yachts as sailing yachts?
7. What is the origin of the "port hole"- was it:
 - a) So 'POSH' people could look out on the countries they visited on their cruise?
 - b) An invention by a shipbuilder because a king demanded guns that were too big?
 - c) A device smugglers invented to secretly send bottles of Port ashore and so avoid the Customs and Excise men.
8. Sitting on deck in the sunshine, surely it's time to 'Splice the Main Brace'. But why do we say it?

Word Search

Find the seventeen nautical words hidden in this grid:

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | L | I | G | H | T | H | O | U | S | E | O | U | G | L |
| M | C | O | M | P | A | S | S | T | E | N | H | S | I | F |
| S | A | A | O | T | G | S | E | L | O | H | T | R | O | P |
| A | N | X | P | D | G | D | X | R | O | Q | J | K | G | P |
| I | O | S | F | I | S | H | I | N | G | B | O | A | T | R |
| L | E | L | S | V | T | H | A | U | G | X | C | N | X | O |
| B | I | L | L | I | U | A | I | O | I | Z | E | C | E | W |
| O | X | E | L | N | F | B | I | P | S | N | A | H | L | B |
| A | W | B | E | G | G | K | G | N | S | B | N | O | E | O |
| T | V | P | H | H | A | D | N | A | S | W | D | R | E | A |
| M | E | I | S | E | Z | H | H | W | B | H | H | H | B | T |
| W | B | H | A | L | A | N | T | E | R | N | A | E | I | H |
| U | F | S | E | M | O | T | O | R | B | O | A | T | E | K |
| W | H | S | S | E | E | S | G | N | I | R | E | F | I | L |
| L | N | J | R | T | E | Z | U | S | X | V | V | T | X | V |

Picture Quiz

Who are these harbourside characters and where can they be found?



What Links...

1. Richard Wagner, Benjamin Britten, Gilbert and Sullivan
2. John Evans, Bartholomew Roberts, Henry Morgan
3. Francis Drake, Martin Ignacio de Loyola, Thomas Cavendish
4. Snowbird, 1932; O-Jolle, 1936; Swallow, 1948; Firefly, 1948.
5. Glaucous, Iceland, Adouin's, Mediterranean
6. Right, Blue, Fin, Bowhead
7. Discovery, 1611; Hermione, 1797; Potemkin, 1905
8. Peter Mcfarlane, Alexander Smollett, Jack Aubrey, Wolf Larsen

QUIZ ANSWERS

Quiz by Sparkey

1. They were selected to indicate a 'distress' because, in Morse code, these letters and their combination create an unmistakable sound pattern.
2. Sailors who have to endure pea-soup weather often don their pea coats but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth -- a heavy, course, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket -- later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.
3. Thole Pins are pairs of vertical pins, set in the gunwales of a pulling boat (rowboat) in which the oars were set (pre rowlocks).
4. They are all types of whales.
5. "CQR", if said rather quickly, stands for the word "SECURE"
6. The height of the tides can vary during the course of a month because the Moon is not always the same distance from the Earth. When the orbit brings it closer to Earth (closest distance is called perigee), its gravitational forces can increase by almost 50%, and this leads to high tides. Likewise, when the Moon is furthest away from the Earth (this is called apogee), the tides are less spectacular.
7. The word "port hole" originated during the reign of Henry VI of England (1485). King Henry insisted on mounting guns too large for his ship and the traditional methods of securing these weapons on the forecastle and aftcastle could not be used. A French shipbuilder named James Baker was commissioned to solve the problem. He put small doors in the side of the ship and mounted the cannon inside the ship. These doors protected the cannon from weather and were opened when the cannon were to be used. The French word for "door" is "porte" which was later anglicized to "port" and later went on to mean any opening in the ship's side, whether for cannon or not.
8. In the age of sail, the first and most important task after a battle was to repair damaged rigging. The main brace was the principal line controlling the rotation of the main sail. Splicing this line was one of the most difficult chores aboard ship. It was the custom, afterwards to serve grog to the entire crew. Thus, today, after a hard day (or, not so hard day), the phrase has become an invitation to have a drink.

What Links...

1. Operas involving sailors: Flying Dutchman, Billy Budd, HMS Pinafore.
2. Welsh pirates in the Caribbean
3. The only three 16th Century sailors to complete expeditions that circumnavigated the globe. Magellan led the first but did not complete it, dying en route in the Philippines.
4. Olympic dinghy classes. If you said represented only once in Olympic Games give yourself an extra mark.
5. Types of gull
6. Whales. If you said baleen whales give yourself an extra mark
7. Mutinies. Henry Hudson cast adrift; Royal Navy frigate taken by her crew and delivered to the Spanish; one of several incidents that sparked the Russian revolution.
8. Fictional Captains. Tales of Para Handy; Treasure Island; Aubrey-Maturin novels by Patrick O'Brian; Sea Wolf by Jack London.

Picture Quiz

- a. Ancient Mariner - Watchet
- b. Captain Cat - Swansea
- c. Dylan Thomas - Swansea
- d. Isambard Brunel - Neyland
- e. David Davies - Barry Dock
- f. Verity - Ilfracombe

Word Search

- | | | |
|--------------|------------|-----------|
| ANCHOR | FISHNET | PORTHOLES |
| CANOE | LANTERN | ROWBOAT |
| CAPITAN | LIFERINGS | SAILBOAT |
| COMPASS | LIGHTHOUSE | SAND |
| DIVINGHELMET | MOTORBOAT | SEASHELLS |
| FISHINGBOAT | OCEAN | |

Giant sole could be new Welsh record

A CBYC boat has landed a Dover Sole that looks like smashing the Welsh record.

Bill Gronow, on Ashleigh Jade, was fishing for sole, uptide with ragworm on 1/0 uptide hooks, off the Rhymney Buoy in a club competition last month.

"It's a place we fish regularly for competitions because it often throws up specimen fish," he said.

"I knew straight away it was something special because a Dover Sole of around 2lb is considered a good fish and even with our scales on the boat – which aren't too clever – it was somewhere between 3lb 8ozs and 4lb.

Back at the club it weighed in at 1.62 kilogrammes, or 3lb 9oz and was measured as 21" long and 10" wide. The current Welsh record is 3lb 3ozs.

"We kept it alive – we return most of our fish and we wanted to return this one - but everyone was saying we had to keep it because it could be a new Welsh record so photographs were taken of the scales and of the fish with a tape measure and it's now in the freezer."

The photographs have been sent to the Welsh Federation of Sea Anglers which was examining them as we went to press.

So, if it is a new Welsh record, will the giant sole have a starring role in a celebratory dinner?

"No", says, Bill. "We don't eat fish, none of us like it."



Someone's got to do it!

Tony and Andy contest one of the Med's most prestigious races

The Giraglia Rolex Cup has been competed for every year since 1953 and is a week-long regatta organised by Yacht Club Italiano, Yacht Club France and the Societe Nautique de Saint-Tropez. It comprises a series of races in Saint-Tropez Bay and culminates in the 243-mile race from Saint-Tropez through the Iles de Hyeres near Giraglia and finishes in Genoa.

The call came from the East that there were two places available for the Giraglia – one of the Med's most renowned regattas. Two CBYC members, Tony Rayer and Andy Cooper flew to Genoa to race on the Elan 333 "Corto Maltese" owned by Massimo Bonfante, a great friend of Michel Heidweiler - owner of the CBYC J-109, Vrijgezeilig.

The prologue to the event was a Friday night coastal race from Sanremo to Saint-Tropez. A midnight start in shifty winds and thunder storms resulted in a 12th place in a fleet of 59 yachts including many larger yachts including super maxi Esmi Europa 2.

Beautiful 28C weather then settled on the race course with three days of hard fought buoy racing in the Gulf of Saint-Tropez. The Elan, being the 4th slowest boat in IRC B, performed admirably posting 12,14 and 1 in testing conditions where breezes of 25 knots evaporated to glassed-out seas. The experience of racing with super maxis was not without incident. We called starboard on a 100 footer beating at 15 knots who commented "remember, we are a maxi, take care."

Day 5 saw the main attraction – the race from Saint-Tropez, westbound around La Fourmigue (near Cap Benat), a 130 nm. leg to the Giraglia Rock off NE Corsica, and finally to the finish

in Genoa. Typically the first eight hours were a beat in up to 20 knots followed by overnight periods of calm. The second day was sailed in less than 10 knots but we were entertained by schools of tuna jumping for their lives as dolphins feasted. We also saw a number of whales, some less than 50 metres from us, which broke the boredom of our slow progress.

As night fell on the Thursday the wind picked up and we reached, under spinnaker, at 10 knots in to the rock arriving around 23:00. No sooner had we rounded the wind died and the next five hours yielded less than 15 miles. Daylight broke with yet more light breezes and the next 10 hours we averaged less than 4 knots.

After lunch the wind died leaving us with a large number of boats around us and with less than 10 miles to the finish – which took eight hours. We finished 2nd in IRC B and moreover made great friends. Roll on 2016 and the 64th Giraglia.



Time and tide beat the Baroness

On the anniversary of the opening of Penarth Dock, Alan Thorne looks back

Early in the morning 150 years ago, a salvo of artillery fire boomed out over Penarth to begin the opening ceremony of Penarth Docks. It was, by accounts, a lavish affair and a success all the sweeter for those involved because of the 40 years of planning and political infighting that had preceded it.

The lower reaches of the River Ely had seen maritime activity, certainly since Neolithic times. The bulletin of the Board of Celtic Studies, Volume XVIII, published by the University of Wales Press in 1960 refers to... "the route from the Penarth landfall to the main area of Neolithic colonisation around St. Lythans".

Between the two world wars Sir Cyril Fox and his associate, H.A. Hyde, carried out extensive excavations on the tide fields between the Ely and Taff rivers and found evidence of trade, not just with Cornwall and Ireland but with what is now France, around the Brittany, Garonne and Loire areas. One hoard of implements; axes, chisels and sickles together with pieces of pottery were found

near Ninian Park Football Ground.

Coun. E.L. Chappell wrote in 1939 that Ely Harbour was used by Iron Age vessels and Professor W. Rees recorded in 1960 that the Romans had brought lias stone up the river from Penarth to build the first stone fort in Cardiff – the first three having been built of wood. In the centuries that followed, Celtic saints, Vikings and Normans all used the lower reaches as did the pirates of the 16th Century and the smugglers of the 17th and 18th.

During the 1820s the canal designer and builder George Overton drew up plans for a horse-drawn tramway from the Taffs Well area to where today's Westgate pub now stands. A large barge basin would be built with a canal running across the Canton and Grange moors to the north bank of the Ely, roughly opposite today's Oystercatcher where a ship basin would be built. At about the same time Thomas Telford proposed diverting the Taff across the moors to the Ely and using the old Taff river bed as a dock. Early in the 1830s Brunel and Robert

Stephenson, together walked both banks of the Ely looking for a potential dock site.

Brunel drew up a plan for a dock on the same site as that eventually opened in 1865 – the major difference being that in Brunel's plan ships would be towed up the river to enter the dock close to where the pedestrian footbridge now spans the river. The Taff Vale Railway Company wanted to use Brunel's plan for... "a project of establishing a rival to the Bute Docks, in the little creek called Cogan Pill, on the banks of the Ely."

The Butes opposed the plan. Captain W.H. Smythe, later Admiral, led the Bute opposition at a Parliamentary inquiry. Smythe said the river was only suitable for 'stone boats' and said large quantities of stone had been taken from the ridge at Penarth to build an extensive sea-wall at

Uskmouth. He added, the largest vessel to enter the Ely had been HMS Shamrock, a brigantine commanded by Captain Martin White who was surveying the Bristol Channel. The vessel took shelter in the river and, as the tide started to ebb, "was in danger of falling over because of the steep river banks." This was averted by "decking the yards and top-masts thus reducing top hamper." After the Parliamentary Inquiry Robert Stevenson wrote to the Marquis of Bute in August 1840 saying Brunel's Ely project was "dead in the water."

By the 1850s, however, people in the coal trade, from colliery owners to ship owners, were alarmed at Bute's dock monopoly. In the summer of 1855 a number of powerful and influential men got together to try to revive the original TVR scheme of creating shipping facilities on the River Ely. They included Lord Windsor, Crawshay Bailey, Thomas Powell, James Insole and John Batchelor. They deposited a bill in Parliament and, despite strong opposition from the Butes, the Ely Tidal Harbour and Railway Act became law on July 21, 1856. This authorised the construction of a tidal harbour with a six-and-a-half mile railway link to the main line at Radyr. There could be no objectors either – Lord Windsor was a director of the new company and not only owned the land and all of what is now Grangetown but Penarth as well.



Penarth Dock retaining wall showing two apertures - now overgrown - where coal tips, serving the high level railway above, were sited



Flushed with success the promoters deposited another bill in November 1856 to construct a dock on the opposite bank of the Ely which resulted in the Penarth Harbour Dock and Railway Act of July 27, 1857 which authorised a dock and a two-mile railway link from there to Grangetown Junction.

Rennie Logan and Co. successfully tendered for the Tidal Harbour work with Sir John Hawkshaw as consulting engineer. Initial work was reclamation of the tidal fields of Gram Point and the tidal mud at its eastern extremity, Mud Point, where the club now stands. Twelve coal tips were erected despite, the long, severe winter of 1859, with the machinery, made at Hayes Foundry, being hauled the site on plate-layer's trollies.

Contractors for the dock were Messers Smith and Knight with Hawkshaw also involved along with Cardiff engineer Samuel Dobson. The contract was worth £2 million. The sea lock was 60 feet wide, the basin was 400 feet long and 330 feet wide and the dock was 2,100 feet long – extended by another Act in 1880 to almost 3,000 feet. There were originally ten coal tips and eventually fourteen when the dock was extended. Henry Mark Brunel, a pupil of Hawkshaw, worked on the dock initially staying at the Angel Hotel, Cardiff, and travelling to and from. “Cardiff’s not only a horrid place,” he wrote to a

friend, “it is a dirty town with bad inns.” He soon moved to lodgings at Bute Cottage, Grove Place, Penarth and stayed for thirteen months.

The dock was built with Radyr Redstone from Lord Windsor’s own quarry and it can be seen all around the old dock. Of special interest is the retaining wall on the south side of the basin which is topped by two apertures. These were for two tips which were served by the high level sidings, now gone. Gone too, is the Penarth Head Inn, demolished in 1864 and the present Custom House built on the site. At the same time the adjoining Marine Buildings were built, both opening in 1865, and at their seaward end, the now demolished Marine Hotel.

Penarth dock was officially opened on June 10, 1865 at 7.30 am – high water. Baroness Windsor was due to open the dock but she and her party were delayed. The honours fell to James Poole Sen, chairman of the Taff Vale Railway Company, whose son, also James, and a former captain of the paddle steamer Apollo which traded between Bristol and Cork, had been appointed harbour-master.

The Cardiff Times reported that the guns of the 1st Glamorgan Brigade Artillery Volunteers belched from the hill, the gates were then thrown open and the first boat to enter was Cory’s ‘William Cory’ followed by John Batchelor’s newly-

launched ‘Lady Mary Windsor Clive’, the Penarth lifeboat the George Gay and the Seamen’s Mission boat Eirene, built as a Bristol Channel Pilot Cutter at Pill on the Avon at Bristol. On board John Batchelor’s boat was a large private party including his own band which played Rule Britannia. Overlooking it all was the distinctive, saddleback tower of St. Augustine’s Church, opened just two days before. It replaced a mediaeval church which Baroness Windsor had deemed too small for the growing population of the town. William Butterfield’s original plans for the new church showed a square, crenellated tower but the Admiralty intervened. The distinctive saddle-back roof had been a landmark for sailors for centuries – it was marked on charts as ‘church conspic’ – and because of the increase of shipping in the upper Bristol Channel that feature should not be changed. So a reminder of Penarth’s distant past towered 320 feet above



the celebrations marking the town’s bright future.

During his opening speech, Mr. Poole said “Time and tide wait for no man or woman.” He could have added, not even a Baroness. He also added that only a few years previously a London merchant had asked where Cardiff was whereas now the answer could be given in any part of Europe, Asia, Africa or America. This adds credence to a theory I have, that Penarth in around 1880, with a population at the 1881 census of 4,963 was the best known small town in the world as windjammers took Welsh coal on a daily basis to cities from A – Z around the world; from Acapulco and Bombay to Yokohama and Zanzibar.



SWOG? Whatever rocks your pontoon

Louisa Laurent joins the action in Bristol

SWOG 2015 is well underway and proving a great success with 72 boats entered so far and 61 of those using the new online entry system. As a result, 117 polo shirts have been ordered spanning 15 different sizes.

The SWOG planned for Bristol at the beginning of May was sadly cancelled due to poor weather. So when the SWOG during the May Bank Holiday Weekend arrived, there was much excitement and anticipation. The destination was to be Padstow but due to the predicted weather and length of journey, this was changed to Bristol. Low water in Cardiff on the Friday was 16.47 so by late afternoon many boats were making their way to the Barrage. Harta locked out at 5pm and enjoyed a pleasant sail to Bristol. There was a steady westerly wind pushing us along under genoa only. The sea and sky was clear and calm and there was no traffic or turbulence. So much so, a tasty chicken curry was enjoyed whilst heading up the River Avon.

We made the 20.25 lock at Bristol and together with Goose Pimpels, Dream Chaser and Zephyr relaxed and awaited the bridge swing. As the sun began to set in the Cumberland Basin the night time atmosphere in Bristol became vibrant and bustling. By 10pm, we were moored up outside the Arnolfini and so time to chill out with a glass of wine or two. Ten other Swoggers had also made the journey but had opted for a night in Portishead and would be joining us the following morning.

The following day Polar Bear, Sabriel, Dizzy, Inside Trader, Bonny Mary, Spanker, Wave Train, Atiqa, Puckoon and White Knight arrived having had a short sail across Portbury and up the River Avon to join us. The weather was glorious and it was

clear that everyone was looking forward to the wine and cheese inspired savoury products party planned for 5pm. There were some new faces to welcome to the SWOG and everyone arrived and looked dashing in their blue SWOG polo shirts - other than Sarah, off Zephyr, who had sent her shirt for a swim moments earlier. After a good few hours of cheese, wine and merriment, it was clear that the pontoon was struggling with the weight of us all resulting in a few wet feet so we dispersed around Bristol for further food and beverages and a night on the town.

The following day there were a few sore heads and a few goodbyes to say as Dizzy, Goose Pimpels, Sabriel, Wave Train, White Knight and Puckoon departed for Cardiff. The journey back was good with a WSW wind. Dizzy had a reefed main and a turn in the jib, White Knight, Wave Train and Puckoon carried a full sail. Four or five hours later all boats had arrived safely back in Cardiff.

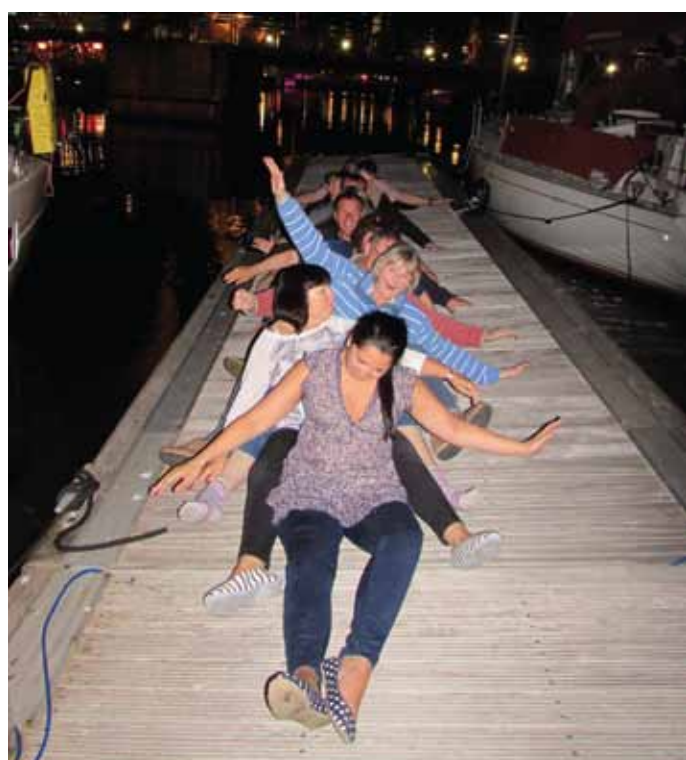


Richard and I decided to spend the Sunday by taking a daring climb up the mast of the SS Great Britain. There were breathtaking views of the floating harbour and Bristol. After a few hours of relaxation, we had our second wind. Along with the other Swoggers that remained, the party was once again in full force.

We enjoyed drinks and music on Board Dream Chaser including the Hey Macarena on the deck and Oops Up Side Your Head on the pontoon, causing the pontoon to rock considerably. The hits of the night were Petula Clarke's Down Town and Mary Hopkin's Those were the Days. Passers-by stopped and stared and other boats not in SWOG were keen to join in. Peter Satchel, a member of Cardiff Marina, who was visiting Bristol on board his Moody 34, Romanee St Vivant, climbed on board to join in.

Monday morning quickly arrived and so after a SWOG big breakfast in Wetherspoons, we headed back down the river. High water in Bristol was 13.12 and the forecast was sunshine and 10 knots of NW wind. To our surprise this is not what met us at the mouth of the Avon. The wind was on our nose, 20+ knots, and became quite lumpy mid channel. Harta sailed, then she motored and then she motor sailed. We got hit by a number of big waves, soaking us and so quickly strapped on for safety. It was reassuring to be able to see our SWOG friends in close proximity, waving to each other as we passed. As we arrived at the Outer Wrach it calmed down and there was a sense of relief.

A wonderful weekend was enjoyed by all. Here's to the next SWOG.



2015 remaining cruises

Watchet **8-9 August**
Tenby **29-31 August**

SWOG+
25 July - 2 August
9-day cruise

Here's something to get your teeth into!

Coming soon, a new-look menu for lunch-time and evening in the restaurant.

Both have been produced after talking to members about what they want and there'll be frequent changes to reflect seasonal demands and produce.

Lunch will be more snack-based with things like sausage rolls and pasties on offer.

"But not your 'Ginsters from a garage' type pasty but a traditional Cornish made by ourselves," says Chef Jamie.

"And if we offer sausage rolls they'll also be made by us with, for example, Cumberland sausage."

Evening meals will combine popular dishes like beer-battered cod with thick-cut chips and mushy peas and spicy glazed chicken breast on salad with a range of specials like fillet of salmon baked with lemon on a green bean, potato and caper salad and these specials will change as often as every week.



Jamie Green's Recipe

Summer Chicken One-Pot



Serves 4

Ingredients

- 8 chicken thighs
- 2 tbsp plain flour
- 1 tbsp olive oil
- 8 rashers streaky bacon, chopped
- 400ml stock
- 500g bag baby new potatoes, halved
- 200g pack full fat soft cheese
- 200g broad beans, podded
- 200g sweetcorn (frozen, fresh or from a can)
- 200g cherry tomato, halved

Method

1. Dust the chicken in flour and some seasoning. Heat the oil in a lidded pan and brown the chicken, in batches if needed, then transfer to a plate. Throw in the bacon and fry for 5 minutes, until crisp.
2. Return the chicken to the pan. Add the stock, cover and simmer for 30 minutes, adding potatoes after 10 minutes, until the chicken is cooked and the potatoes are tender.
3. Stir in cheese. Then the rest of the vegetables and some seasoning. Simmer for 5 minutes more, uncovered, and then serve.

Note: Canned beans can also be used and added at the end of cooking.



Twelve happy people have been awarded Yachtmaster Theory certificates and another eight have earned their Day Skipper Theory certificates after another two months of head scratching and fun at CBYC.

Each week the classes gathered to learn about navigation, the weather, the mysterious sounding IRPCS or "Col Regs" and safety. The tuition is all ashore and so no one had salt water down their neck and it beat sitting at home watching the telly.

This year, as well as some newcomers to the Bristol Channel, the classes included four sailors from Cardiff Yacht Club and,

next courses

Yachtmaster Wed Sep 30
Dayskipper Thu Oct 1

a bit like the SWOG or the racing fleet, the classes soon formed lots of friendships.

Pictured are the new Day Skippers with tutor Ian Aitken. This year's yachtmaster course starts on Wednesday, September 30 and the Day Skipper the following evening, Thursday, October 1. You can book by calling the office on 02920 666627 or emailing admin@cbyc.co.uk

Obituary - Norman Weston

9th November 1928 - 23rd June 2015



There can't be many members left who joined in the days of the clubhouse in Glebe Street. One of them was Norman Weston, a pioneer in the club plywood dinghy revolution and later a solid cruising and cruiser racing member.

Ted Hill writes: "Norman was always to the fore when hard work was needed for a new slipway, compound or on the club beach in the River Ely. He had an early GP14 but quickly got the cruising bug and had his Folk Boat 'Brita' built by Peter Rundle and Ray Goodman. Family pressures later needed something larger and he had the Maurice Griffiths Tidewater class bilge-keeler 'Five Farthings' built to replace his Folk Boat. His wife June was active in the support machine which kept club volunteer workers and club social shenagans supplied with the necessities of life – tea and sandwiches. A few years later Norman moved home to Chichester and 'Five Farthings' took up a berth in Chichester harbour. I had several trips in 'Five Farthings' from her new home port, including a memorable one to Cherbourg in fog. Norman led an active life until a couple of months ago and died on Tuesday 23 June. June survives him, and I am sure that she will have very happy memories of those exciting post-war years in the club.

If anyone would like to write to June her address is: 'Marblesfield', The Drive, Chichester.

