



# CARDIFF BAY YACHT CLUB

BEAR ESSENTIALS

JANUARY 2008

EDITION 4

PUBLISHED QUARTERLY

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*ROGER DUNSTAN  
samples the  
sydney Hobart Race 2007*

## STOP PRESS

Nick Sawyer has been awarded the RYA Club  
and Class Coach of the Year Award 2007!

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# FIRST TIME DOWN UNDER FOR ROGER DUNSTAN



Roger Dunstan, our immediate ex-commodore, tells the story - and the cost - of participating in the legendary Sydney - Hobart race - (many people compare it to

the Fastnet) which started on Boxing Day - he's the first Welsh-born member of this Club ever to have sailed in it!. This is his story .....

Like all good ideas, it started over a drink. We had just completed the Arc race and were sitting in the bar on a warm evening. Why don't we get the boat out to Sydney and do the Sydney Hobart Race? In the warmth of a Caribbean evening it seemed like a good idea. 12 months later it is raining in Sydney, and we are loading vast amounts of food on board. We have negotiated the vast amounts of paperwork that the CYCA require, and attended all the compulsory briefings. We are clear to go.

The Sydney Hobart Race has a tough reputation. We were told that at some time in the race you always end up beating into 40 knots of wind, and



looking at some of the boats there that was exactly what we needed in our solid Beneteau. The Fastnet race may be bigger in terms of numbers entered, but what this race lacked in numbers it made up for in the quality of the fleet. There were very few cruiser racers. Like us, most were full-on race boats.



The start was on Boxing Day, and the support for the race was astonishing.

Every evening there would be some item on the national news, and on start day the place was

heaving. It was difficult to get to the boat, due to visitors. The section of the course in the harbour was cordoned off to separate the race boats from the spectators, with police patrolling to maintain separation.



An estimated 300,000 people came to watch the start. The course is simple - start - out through the famous 'heads' at the entrance to

the harbour, around a separator mark, and the next turn is 590 miles away to the south around Tasman Island and up the Derwent River to finish. A few oddities to note, which while simple, do take a bit of getting used to. Variation is 15 degrees East, so to steer true South the compass reads 165. The winds go the opposite way around highs and lows. An incoming depression gives winds from the north. It is not natural! Our start was blessed with light winds, building from a northerly direction. The lightweight racers soon surfed past us, and as night fell, the wind built. It was a wild ride with the wind up to 30 knots, and us hanging on, just, to our spinnaker. Others were not so lucky; one boat broke off the top of her mast. One of our direct competitors accidentally gybed, the mainsheet swept across the boat and hit the helmsman throwing him into the steering wheel. He smashed his nose and broke his cheek bone. His crew commented that the blood made the cockpit rather slippery.

Day 2 and we were doing reasonably well,



the wind had swung around giving us a beat along the coast. At the end of the day we were approaching the Green Cape, the Southwest corner of Australia and the start of the notorious Bass Strait. We were having trouble connecting the computer to the internet, to get the digital forecast files for use with our computers. Unfortunately this was to be our downfall - we failed to get the weather file and made the wrong decision to stand offshore, sailing straight into an 8-hour windless hole. By the time we emerged our competitors had long since gone. Still, the forecast was good with more strong winds from behind in store, and we were forecast to get more than our competitors so maybe we could pull some back. We were now in the Bass Strait and about to enter the famous Roaring Forties.



Reality did not quite live up to expectations! We saw several pods of dolphins and quite a few whales, but taking photos of them is another story. I took lots

of pictures of empty water, the dolphins having just submerged. The albatross also visited us. This is an extremely graceful bird that seemingly never has to flap its wings, just gliding and soaring using the interaction between wind and waves as its motive power. Truly amazing to see. Night fell and once again the wind started to build, hurrying us to the south. As we all started to hang on, one of our Australian crewmembers started to tell us of his experiences prawn fishing off Northern Australia. It turned out he had been on an 80 foot fishing boat that turned over, leaving 9 crew swimming, thinking of sharks. He was rescued after 6 hours in the water, although others were not so lucky. It certainly concentrated our minds that night! As day broke we went through an unexpected weather change. The wind went from 30 knots behind us to 25 knots on the nose in very short order, unfortunately leaving me on the foredeck in shorts getting very wet changing headsails. It was quite striking how cold it suddenly became. The southerly wind here definitely blows directly from Antarctica. We hoped we had positioned ourselves to take advantage of the southerly shift, to make up some ground. We did to some extent but it was never enough, but we were buoyed up by the thought of our first (and second) beer in Hobart. We rounded Tasman Island that night, and as dawn broke we

passed the famous ‘ Organ Pipes ‘ of Cape Raoul. These are extraordinary basalt columns, which really do look like church organ pipes. These mark the beginning of the



end. From here it is normally only a couple of hours to the finish, although in our case, predictably, it was somewhat longer. At least it meant our first beer was at a decent hour! We had a multi-racial crew, 12 of us in



total. 2 Australians, 3 Irishmen, 1 Welshman, 5 Englishmen and a Yorkshireman. The boat was a Standard Beneteau 47.7, which we had previously raced in the ARC and the Fastnet before having

it shipped to Sydney. The boat was called Sailplane (the owner does a lot of gliding too), and for the race was elegantly renamed Decosol Marine Sailplane due to a sponsorship requirement.

What does it take to compete when you are based in the UK? Well firstly, whichever way you look at it, the first requirement is unfortunately money. We had 12 crew, and I have no doubt that the total spend was over £100,000 to get the boat there, the boat prepared, and the crew there and in hotels for the two weeks. It is possible to charter for the race but the cost is high. The equipment requirement is considerable and more stringent than the UK. For example, we had to fit an SSB radio and send two people on a 4-day course to operate it. We all had to do a Sea Survival, First Aid and Heavy Weather Sailing course. Every person on board has to carry a personal EPIRB (and remember to pick it up just before you fall overboard). We all took dry suits, and spent most of the race in shorts!



It is a long way to go for a yacht race, especially getting a poor result. We definitely finished in the bottom half of the fleet, and had hoped for something rather better. We could have done lots

of things better of course, but that is always the case even if you win. We will be back, and of course the up side of doing badly is that next time we are almost certain to do better! Tasmania was a lovely place, the size of Ireland, with a population of about 460,000. Most live in the few cities, Hobart being the largest. It is mostly wild and mountainous, with an agreeably warm climate, although regularly swept by southern ocean depressions. Unfortunately we didn’t see a lot of the island, as we arrived on the day before New Year’s Eve, and spent a large part of that day celebrating in the traditional manner. New Year’s Eve we took a taxi ride out of Hobart and had a very good lunch overlooking the bays south of the Derwent River. We flew out of Hobart on New Year’s Day.

***That’s sailing !!!***

***We will be back!***

One of the fascinations of travelling to new places is the observation of similarities and differences between cultures. I was standing in the clubhouse of the CYCA – the Cruising Yacht Club of Australia. Like our own club, they have a plethora of notices; about health and safety, car parking, rules for the pontoons, and all the other usual suspects. The notice that intrigued me was the one on dress code set prominently in the club house. It covered all the usual restrictions – no wet clothing, no dirty clothing, but the final item made me take notice. The final restriction was ‘ No Thongs ‘. Intrigued I decided to ask how they policed this restriction, and maybe if they needed any volunteers. I was disappointed to find out that in Australia Flip Flops are referred to as Thongs. Shame!

# A VERY GOOD OPPIE WEEK IN MALTA



There are around 35 young Opie sailors in CBYC – in December five of them, aided and funded by their parents, spent a week on the George Cross Island to participate in the 8<sup>th</sup> Euromed Malta Championships. Our youngsters were among the 80 Oppies pictured above at the start of the 9<sup>th</sup> race. There were young sailors participating from Wales, Germany, Ireland, Israel, Italy, Norway, Russia, Switzerland and of course Malta. National Opie Champions came from Switzerland, Russia and Italy with the biggest contingent of competitors coming from Great Britain.



The CBYC Opie contingent consisted of, from left to right, front row, David, Harri and Tom Pain aged 11, 8 and 13 respectively. With Alex Cole, aged 10 and Nia Jones aged 14 bringing up the rear.

By the end of day one, Tom was lying in second place after 3 races. However, there was no wind on the second day so the funding and support team could relax just for once!



Day Three saw Nia Jones sharing top place on equal points with Malta's top female sailor! The last two days produced good racing conditions with 10



– 15 knots of wind and a one metre swell. The racing was close, with the Russian team still working well but being chased by the Maltese, Italian and GBR young sailors. The event was eventually won by a Maltese sailor, followed by a Russian, with an Italian in third place. Out of 80 competitors, Alex Cole finished 49<sup>th</sup> – a great result for his very first competition. Nia Jones was in 21<sup>st</sup> place but finished 2<sup>nd</sup> placed girl overall – well done Nia, Harri Pain was 12<sup>th</sup>, David Pain 10<sup>th</sup> and Tom Pain 7<sup>th</sup> overall – great results, everyone enjoyed it and the parents, Di and Chris Pain, Sophie and Scott Cole, Mari and Emyr Jones, plan to fund a second visit next year. From the Club's point of view it's worth stating here that out of CBYC's 35-strong Opie squad, 5 members are already in the Great Britain National Squad. The Club is very proud of you!!



## WE ARE ADVERTISING FOR ADVERTISING !!

If you would like to advertise in the next edition of Bear Essentials, with a circulation of approximately 3000, due out in April, the tariff is as follows:

**1/4 page £50.00 1/2 page £100 Full page £200(all + VAT)**

All artwork to be supplied. If you would like further information please contact the Editors:

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John Mead - 07770760872 or E Mail : [office@johnmeadtv.co.uk](mailto:office@johnmeadtv.co.uk)

### DID YOU KNOW THAT.....

- Nick Sawyer was selected by the RYA to train some GBR squads as their Development Coach.
- Paul Simes became the Welsh top squad coach.
- The RYA has shortlisted Nick for "RYA Coach of the Year".
- **STOP PRESS: On the 17th January it was announced by the RYA that Nick will in fact be receiving the RYA Club and Class Coach of the Year Award 2007 at Alexandra Palace, London on St David's Day, 1 March 2008. Well done Nick, the drinks are on you then!!!**



## Kevin Doyle, CBYC Member and Programme Manager for the International Sports Village, with news about some of the exciting developments

In the Sports Village – from a lazy river ride and a water cannon on the first sensational day of the new International Swimming Pool – to hints about three monster skyscrapers which look as if they might just have got a bit smaller! – read on..... On 11 January 2008 the new Pool and Leisure Centre at Cardiff International Sports Village was handed over to the operators, Parkwood, by the Contractor, Laing O'Rourke Wales and West. Despite rumours to the contrary, the pool has been measured by the Amateur Swimming Association and certified to be the correct length and capable of holding



both National and International swimming events.

The Leisure Pool has four slides, a lazy river ride a "beach", a Jacuzzi and a water play-

station with water cannon. At a test session with local families this was a huge hit with children of all ages (and more than a few adults!) On the Pool's first morning of full operation, a



thousand people turned up to be the first customers. The Expressions Health and Fitness Centre in the Pool

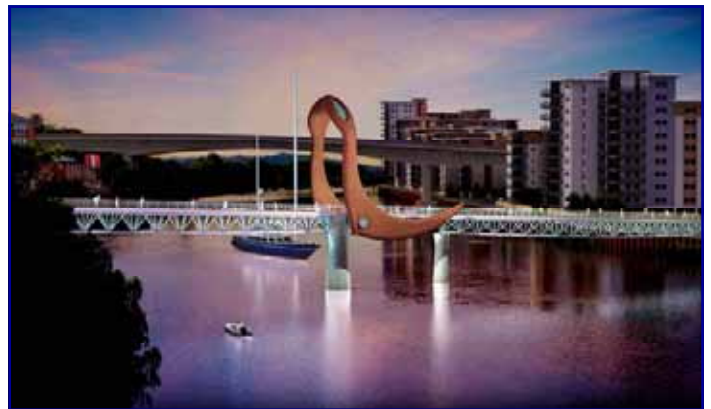


already has well over a thousand members, with numbers

set to grow. Amongst the 110 exercise stations there are a few which have a view of the yacht club and the Bay, so we now have a choice of watching the cruiser racing on Tuesdays from an exercise bicycle or from the club bar.

See you in the bar then!

Unfortunately, problems obtaining gap funding from the National Assembly for Wales means a delay to the start of the Olympic-standard canoe centre. The Council, however, remains firmly committed to the project and is still confident that work will start in the next few months. This would mean the centre opening in 2009. The hope is that the centre would help Cardiff promote itself as a training facility for one of the major Olympic participant nations in the years running up to the 2012 games.



Following a telephone vote in the People's Lottery Millions competition in December, the CONNECT2 partnership succeeded in beating off competition from the Eden Project, Sherwood Forest — The Living Legend, and the Black Country Urban Park to secure almost 50% of the vote. This means a contribution of around £1.2 million towards the new pedestrian and cyclist bridge across the River Ely, and funding for the remainder of the cost of this project is now being sought. Some initial site investigation has already been carried out by the Harbour Authority and the hope is again that work can start as soon as possible.

Our nearest neighbours on the peninsula, BayPointe, have recently modified their proposals for the residential scheme and we now understand that the number of units has been reduced from the 2,400 initially proposed to around 1,800. The number and height of the towers has been reduced and if they are successful in obtaining planning permission in the next month or two, we could see construction start on this project in late summer.

Now that the Pool has opened, attention is turning to the other facilities planned for the Sports Village and discussions are progressing to establish the size and make-up of the rest of the proposed facilities. A Multi-Purpose Arena and a Snow and Ice Centre are still planned and a revised masterplan for the site is being prepared. Details of this should be available in just a few months.



## CRUISER RACING IN 2008

Last year a total of 42 boats took part in the Club's cruiser racing series, with more than 40 races taking place. The Club's racing programme for cruisers in 2008 will be very similar to that of 2007.

There will be three Sunday series and two Tuesday evening series, as well as the Club Regatta and the Shanghai and Nimrod Cup competitions. Entry is open to all mono hull yachts and entries are welcomed from surrounding Yacht Clubs. For all the series the competitors will be split between Sports Boat, IRC and PY fleets, depending on the entries, although there will always be a PY fleet.



So, I hear you ask, how do you get involved? Well it's easy. Just go online to [www.cbyc.co.uk](http://www.cbyc.co.uk) and follow the link to 'Cruiser Racing' and all the information you want is there - results, start times

sailing instructions. New competitors are always welcome - young, old, experienced or novice. All you need is a boat. If you haven't got one of those, or you just want to experience the thrill, then there are always boats looking for crew. If you have a bit of a thick skin, have rather poor eyesight and a short memory then perhaps you might enjoy becoming a race officer - there are still a few opportunities left for 2008. The racing fee structure is very similar to last year with the basic prices unchanged, although there are a few small alterations to encourage the early entry of boats into each series and so that all competitors contribute to support the racing programme. The fees are as follows;

<b>Earlybird Series</b>	<b>£20</b>
<b>Spring Starter Regatta</b>	<b>£10</b>
<b>Spring Series</b>	<b>£25</b>
<b>Tuesday Evening Spring Series</b>	<b>£15</b>
<b>Tuesday Evening Summer Series</b>	<b>£15</b>
<b>Frostbite Series</b>	<b>£20</b>

So, to enter all the series the cost is £105, but if you pay before 3<sup>rd</sup> February the cost is a mere £90. If you want to enter a series after it has started then the cost increases by £10. Boats may enter individual races at £5 a go by prior arrangement with the Race Officer. If a boat appears to start three or more races in a series, but does not pay an entry fee, then the fee for that series plus the £10 penalty will be required before they can pay for a subsequent series. Pay by cheque, payable to 'Cardiff Bay Yacht Club', Credit Card or cash direct to the Club Office.

### Cruiser Racing Handbook

For this season we are going to produce a handbook for you in an A6 folder, which will contain a lot of useful information. As we progress with this, it will be updated and improved into a modular format by 2009.

They should be ready by the beginning of February and will be available to skippers of

<b>Earlybird Series</b>	<b>8 races between 3<sup>rd</sup> February and 23<sup>rd</sup> March</b>
<b>Spring Starter Regatta</b>	<b>at least 4 races on 29<sup>th</sup> &amp; 30<sup>th</sup> March</b>
<b>Spring Series</b>	<b>12 races between 6<sup>th</sup> April and 14<sup>th</sup> June</b>
<b>Tuesday Evening Spring Series</b>	<b>8 races between 6<sup>th</sup> May and 24<sup>th</sup> June</b>
<b>Tuesday Evening Summer Series</b>	<b>8 races between 1<sup>st</sup> July and 19<sup>th</sup> August</b>

participating boats in this season's racing.

### C.B.Y.C. Club Regatta

The dates for this year's regatta will be the 7<sup>th</sup> and 8<sup>th</sup> of June and the first race on Sunday will be part of the Spring Series. There will be racing over both days for dinghies, IRC, PY and Sports Boat classes. If you have a cruiser and do not usually race please come and join in the PY class. You will be made very welcome. A Club Regatta should not be just about racing and we look forward to our colleagues in the fishing section organising an angling competition, and perhaps the motor cruisers organising a boat handling competition. If any of you have any ideas for shore-side activities during the Regatta, please contact Steve Cooper - we are going to set up a small working party to make sure the Regatta has something for all members. Please keep an eye out on the web-site for the latest information on this event.

### Off Shore Racing

During last season we had a welcome increase in larger yachts and if any of you are interested in some offshore or "going somewhere races," please contact our Commodore Kevin Rolfe [kprolfe@hotmail.com](mailto:kprolfe@hotmail.com) Kevin is in regular contact with our fellow sailors in Swansea and depending upon interest suitable events could be arranged, particularly as we only have Tuesday evening Bay racing during July and August.

Finally, from the C.B.Y.C. race management team, may we wish you all a "Happy New Year" and a successful season's racing.



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## THE DINGHIES HAVE A NEW CHAIRMAN! - Idris Dibble



As you may know I have taken over as Dinghy Chairman from Colin Farr, who stepped in after Sean Carter left the club last year. I would like to take this opportunity to thank Colin for stepping in at short notice to fill the gap that Sean left.

The dinner and prize giving which took place on 1<sup>st</sup> December last year was of a different format from previous years. By popular demand the section decided not to have any loud entertainment, and instead have a better meal / prize giving and a raffle. The evening was very much enjoyed by everyone who attended.

Overall, club racing was reasonably attended. However, I could not help but think that racing would be a lot more fun if we were sailing in one-design fleets instead of by handicap. When I started sailing with the club in 1966, club dinghy sailing was in 2 big fleets, namely GP14 and Enterprise. Later on I had a taste J24 fleet racing, all of which was stupendous fun! This is one of the reasons I will be sailing a Flying 15 next year.

Our dinghy section is also often seen at away events. This year, Ian Horton came 5<sup>th</sup> at the Flying 15 classic nationals held at Largs, and sailed in some very stormy weather I understand. We also staged our own Flying 15 open meeting with visitors coming from far and wide, one coming all the way from Newcastle just for our weekend.

Ian Horton, the fleet captain, tells me that he is organising some top flight coaching for those who want to sail their Flying 15s a bit faster next year. So here is one fleet that I



feel will really be going places next year. With regards the Laser 2000 Isometric fleet, of recent we have seen fleets of up to 10 boats racing in the Bay. This has only been possible with the hard and determined work of Helen and Andrew Phillips. Nice one guys!

Keep up the good work!

Again this year CBYC was represented at the 2000 Nationals held at Abersoch, with Helen and Andrew coming 15<sup>th</sup> out of a fleet of 50. Helen is also planning some training next year to improve the standards within the Isometric fleet. So next year, you never know, we just might give some of our junior sailors a run for their money!

My own personal account this year was running the adult sail training programme and seeing students master the skills of sailing and then some of them joining us within the dinghy section. Next year I am hoping to forge even closer links with the dinghy section.

As ever, I did the Sprint 15 Nationals this year at Saundersfoot, coming mid fleet in some very windy weather. It goes without saying that I will really miss the



cat next year but am looking forward to some close racing with the Flying 15 fleet.

So what of next year? I want to build on this year's successes. Better training / better and fairer racing / possibly an open day for people to try dinghy sailing, some organised cruising events. I have heard that at least one of our dinghy sailors sails quite long distances in a Wayfarer. What about a Bar-Bar-Q, maybe a hike up Penny-fan? So let me know what you want to do and I will do my utmost to make it happen.

With regard to the operation of the 'Use It or Lose It' policy for 2007/8, provisional usage figures for the period up to 31 December 2007 show that a significant number of boats have yet to achieve the requisite number of sails. Members are reminded that if they do not register sufficient sails before 15 March 2008 they will not be able to apply for a berth for 2008/9.





# HART TO HART



John and Margaret Hart have between them a huge and unsurpassed encyclopaedic list of sailing qualifications and experience which is literally too detailed to catalogue here. Suffice it to say that after 44 years together they now run two sailing schools, one in Barry, one in Mallorca - John a famous ex coxswain of the Barry lifeboat has 23 crossings of the Atlantic under sail to his credit - 3 crossings of the Indian Ocean, 3 passages through the Red Sea and with his wife Margaret as navigator, one voyage to Spitsbergen for Cambridge University - Spitsbergen being 80 degrees North, real Tilman country! Since 1978 Margaret has been the Principal of the Barry Island Sea School, and has accompanied John (as crew!) on many of his voyages. She is currently running RYA Theory and Practical Courses both in South Wales and Mallorca.

*This is the first of an occasional series by the Harts for BE, designed to assist members of CBYC with some of the more interesting — not to say tricky — trips up and down*



*the Bristol Channel.* We start with a first passage from Penarth to Sharpness and then on up to Gloucester - we wonder what percentage of CBYC Club members have ever done this trip to Sharpness and then on up to Gloucester Docks - maybe five per cent? Here's Margaret and John's advice on how to approach this slightly daunting task. The first thing to say is that a first passage, unaccompanied, is not for the fainthearted!

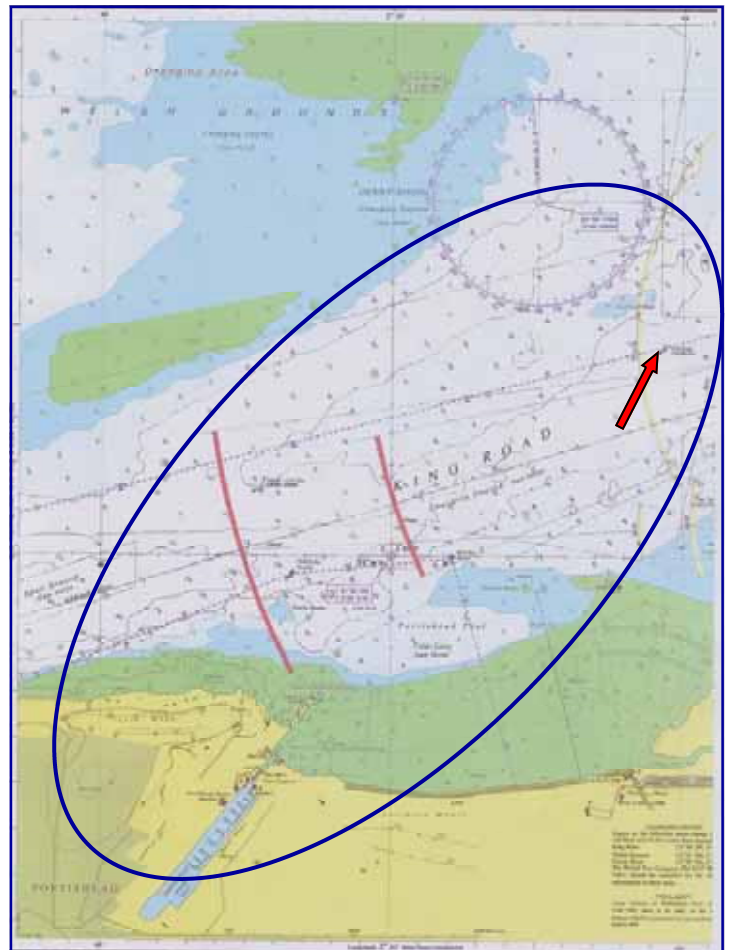
So let's make sure everything is in your favour. We'll choose a neap tide - the time is good for High Water about lunchtime. Only the full Admiralty charts will do Avonmouth to Sharpness in their new first edition Admiralty Folio for the Bristol Channel. Chart numbers 5608.20 and 5608.21 and 5608.18 cover all the important details. We can do the passage from Penarth on one tide, with a good bolthole at Portishead just in case you fall

behind schedule. Keith Berry is the Portishead Marina Manager - all relevant advice and



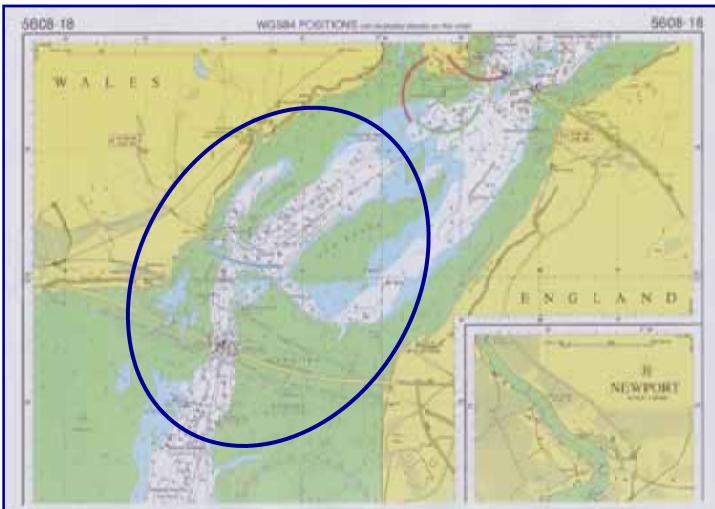
details can be obtained by giving him a ring on 01275 841941 or email [kberry@quaymarinas.com](mailto:kberry@quaymarinas.com)

You leave Cardiff Bay Barrage at low water, working the normal well-marked route towards King Road Avonmouth. If you intend going via the South Cardiff buoy and then East of Monkstone you had better leave a little earlier and take the last of the ebb. When approaching King Road - first decide (if you're a bit early) not to go past Cockburn Buoy (marked by the red arrow on the chart below) until two and a half hours to go to high water at Sharpness. It's about 16 miles to Sharpness and we don't want to arrive too early!





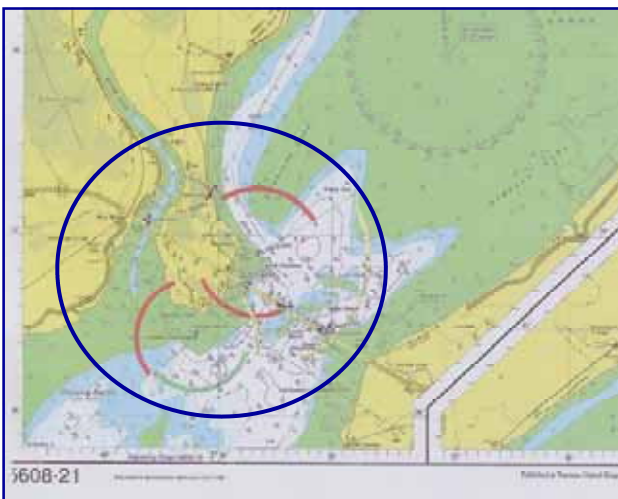
Shape a course from the Cockburn to pass between the towers of the new second Severn Bridge & Radcliffe Beacon.



Pick up the transit of Charston Rock L in transit with Radcliffe Beacon. This will pass you under the centre of the suspension bridge. Keep on this transit until quite close to Charston Rock – there is a back transit on the bridge, if you look at the chart. Now head for the centre of the old Bridge, keeping an eye on that back bearing.

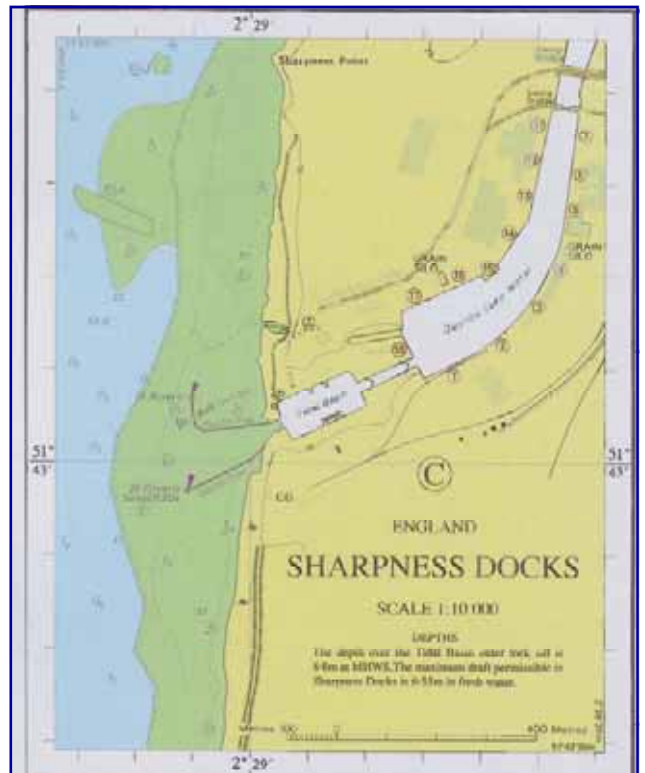


When you are abeam of Chapel Rock make for midway between the centre and left hand tower. Abeam of the tower turn to pass close to Lyde Rock Beacon, then towards Sedbury



Beacon until Slime Road leading lights come into transit on your port quarter.

The rest of the passage is done on transits - bear in mind the ideal time to arrive at Sharpness Dock is 30 minutes before high water at Sharpness, so you have lots of time to adjust your speed. Slime Road is a good time to start deciding if you need to increase or reduce your speed.



Call Sharpness Dockmaster for traffic information. Beware of the strong tide across the entrance. Enter the outer basin. The dock is the other end of the basin and there is a holding pontoon for you to use. There is a marina beyond the dock and the Gloucester Canal beyond that. If you decide to go on a spring tide be ready for the very strong fast tides above Avonmouth. Finally, study the charts and get acquainted with the general layout of the land. Do a detailed passage plan with these notes to help. Have a good trip on one of the most interesting pilotage regions in reach of our sailing area. Once again, the charts you want are 5608.21, 5608.20 and 5608.18. Take care and good luck. John and “Mags” Hart.

**Next article** - the inner passage around Land’s End - when and how do you do it, how long it will take you if you have to go around the Longships. May we both wish you good sailing in the meantime. Cheers!



*Charts published by kind permission of The UK Hydrographic Office, Admiralty Way, Taunton, Somerset, TA1 2DN.*

# THE PIRATES OF PENARTH



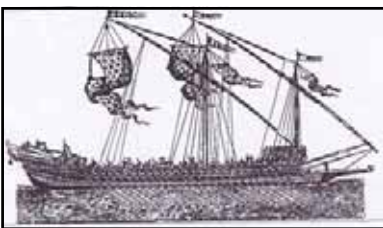
Local maritime historian and broadcaster Alan Thorne tells the story of a couple of hundred years of rape and pillage in the Bristol Channel. Alan was born in Penarth and now lives in Cardiff - he specialises in the history of commercial sail in the 19<sup>th</sup> and 20<sup>th</sup> centuries in our area. He tells the somewhat amazing (but true) story of our

local sea-borne brigands.

The CBYC Clubhouse looks out on what is now called Cardiff Bay but before Cardiff Docks were built the area was officially known as "Pennarth Harbour," and this is where the pirates had their lair. In 1577, John Davis, a local Cardiff J.P noted that "*Pennarth Harbour is a general resort of*



*pirates who were sheltered and protected there.*" In addition, it is interesting to note, particularly for members of CBYC, that in 1840 a Parliamentary Select Committee decided that Cogan Pill was "the length of the River Ely from Cogan Pill House (now the Beefeater Inn) then East to the Penarth Head Inn". For some two centuries that's where the pirates moored their craft. The earliest reference to local piracy is in a document dated 1233 held at Tewkesbury Abbey: "*Several ships of Kerdif, Newport and Bristol were equipped in the manner of armed galleys to attack each other should they cross the sea*". A year later in 1234 Geoffrey de Marisco



and his son William together with a large gang of desperadoes, settled on Lundy and their fleets of galleys preyed on the shipping in the upper Bristol Channel. They

were caught in May 1242, tried in London, found guilty on Friday July 25<sup>th</sup> 1242, and were dragged by horse to the gibbet, heads bumping on the cobbles. Father and son were hung, then suspended on a hook and disembowelled and while their bowels were burned their bodies were quartered. As one witty yachtsman once observed to a friend on a sailing trip down channel, as they quaffed a beer or two in the tavern on Lundy that still bears the Marisco name, "that nasty end almost puts you off your ale doesn't it?". During August 1530 the "Valentine of London" owned and commanded by Richard Hoare was taken while lying at Cogan Pill.



It was loaded with alum, salt, tunny fish and wine from Andalusia. Believe it or not, this vessel was pirated by William Herbert, later to be the Sheriff of Glamorgan!! The Elizabethan period was the heyday of local piracy,



the principle pirates being John Callice and William Chick, described as "*a great doer and chief champion among pirates*" who, with an associate, one Captain Court, used Sully Island and Penarth Harbour as a base for their illegal activities. Callice with an accomplice Brother Battes captured a Breton vessel, "The Grace of God," in

1574 and brought the prize into Penarth Harbour. He had numerous pirated captures to his credit after that, including an enterprise by one of his associates, Ferdinando Ffielding, who in 1577 captured a Portuguese vessel. State papers record: "*with 100 chests of sugar they aryved with the same at the rod of Pennarth beyond Cardief.*" During 1577 Callice was taken, tried, and found guilty but saved his neck by turning Queen's Evidence. Many of his associates were taken and executed - large numbers of the local great and the good were tried at Ludlow. They included William Herbert, who was at the time High Sherrif of Glamorgan. He was joined by John ap John of Cogan Hall, John ap Ieaun J.P, Robert Adam J.P. Thomas Lewis of the Van, Edward Kenys of Cefn Mably, all arraigned for dealing with the pirates, having shares in pirate vessels, financing "ventures", vitalling vessels etc etc. They were all fined and succeeded in escaping the gibbet, which was the usual punishment. The well-used gibbet for the seafaring malfactors stood on Dumball Island at the mouth of the Bristol Avon, that island now dredged away and long gone. In 1584 Sir John Chichester, ancestor of Sir Frances, wrote to Sir Edward Stradling at St. Donats that one of Chichester's vessels, loaded at Ilfracombe for Biscay, had been taken off Land's End by the English pirate Storey, "*a full faced man with a red beard*". The letter then stated that Storey in his 70 ton vessel was lying with his prize "*at the ellye ouse nare Caryffe*"! So with all these nefarious activities going on in the upper Bristol Channel it was no surprise that during 1613 four "Ships of War" were built and fitted out at Bristol by the Crown, to combat Bristol Channel Piracy. They included HMS Phoenix and the sloop HMS Severn which was stationed at Portishead - this new fleet of warships spelt the eventual end of the infamous Pirates of Penarth!



## THE WIND OF CHANGE IS BLOWING FORCE 4

At the Excel Boat Show in London earlier this month it was announced that Force 4 – the nationwide chandlery and mail order company – is about to occupy



this site just off Penarth Road. They will be a major part here of the new Cambrian Marina organisation who are leaving their present site and moving here. Bear Essentials has been told that the time scale for completion is April/May this year.



This big development is centred around the old Cowlins building which has lain derelict for over 40 years. The old building has been reduced to

two storeys and the new chandlery, together with Cambrian Marina offices, showrooms and workshops, will occupy the major part of this virtually new edifice.

Bear Essentials has been allowed access to the site of the large boatyard which is being constructed behind a new quay which is going to be built on the banks of the River Ely. We have learned that over £300,000 is being spent on machinery which will mainly be used for moving, lifting and storing boats. Because of limited clearance under the various bridges and pipe works there will be a high speed (and cheap) rig removal appliance operating at the present Cambrian Marina site. There will also be a number of other marine organisations taking up residence here, including Westpoint Marine, the power boat and outboard motor facility currently at



Cambrian Marine, together with our old friend Josh Brown, owner of "Severn Sails Ltd" who will have his new loft here.

We are told that the whole complex will be the biggest boat plus chandlery sailing centre ever opened in Cardiff.



CBYC members will be pleased to learn of the speed at which this facility is coming on line. It is due to open in April/May 2008.

## NEW R.Y.A. COURSE FOR ALL BOAT OWNERS



Howard Easton is a Yachtmaster. R.Y.A. Shore-based instructor and also a VHF instructor. He was a training officer at Newport Uskmouth for 6 years running both Day Skipper and Yachtmaster shore-based courses. He started sailing at University in 1963 but stopped while his kids were growing up and re-started in 1989 when he moved down to South Wales from Yorkshire. He has sailed his previous boats all along the UK south coast from Ipswich to the Bristol Channel and up to Scotland, down the French coast and across Biscay to Spain. He currently sails a Moody bilge keeler from CBYC and has been a member for approx 4 years. Here he explains about the Course he will be

The Royal Yachting Association has brought out a new shore-based course written specially for fishermen, power boaters, and divers, as well as for sailors, and CBYC will be running this course for the first time this spring.

The course covers navigation, both paper and electronic, tides, buoyage and colregs (the Marine Highway code), together with weather forecast basics and safety. It is not an academic course – it's a practical classroom course run in a way that makes it interesting. All you need is simple school arithmetic skills and access to a PC running Windows. There is no exam at the end of the course!

Tuition totals 16 hours which we can do either as one evening a week for 8 successive weeks, starting in March 2008, or as two full days in one or two weekends again in March 2008. If you are interested, come along to the enrolment evening to hear more and we will sort out dates and decide whether to run a 2 day course or an 8 week course (or both) at the time.

**Enrolment: CBYC Clubhouse – Quay Lounge (Downstairs Bar)  
Tuesday 5<sup>th</sup> February 20:00 hours**

If you can't make enrolment but are still interested in learning about the course, then phone me, Howard Easton, on 01291 671118 or email: [howard\\_easton@hotmail.com](mailto:howard_easton@hotmail.com)



# THE DO'S AND PLEASE DONT'S OF BEING A MARINA MANAGER

Barrie Metcalf explains.....



**PROPOSED SPORTS VILLAGE CANOE SLALOM** - You might have noticed that the pontoons reorganisation has not yet started. This is because the Cardiff Harbour Authority has not yet finalised the funding for this major project. Due to timing restrictions concerned with the environmental situation, there are only two “windows” in the year when piling can be done – they are January to March and August/September. We have missed the first one, and as you will see from Kevin Doyle’s report on page 5, we just might make the September one – watch this space!



**GETTING IN AND GETTING OUT OF CBYC** - Members sometimes leave their key cards either on the boat or at home. People then press the buzzer and sometimes complain to me that they can get no answer. Someone asked me if it would be better to wedge the door open during a normal day – well no it wouldn't! The reason you get no answer is that the buzzer is connected through the bar, so when the bar is closed there is no-one to answer the buzzer. The key card is the front line of our security in the club and wedging the door open would compromise that security. In addition, with the door of the Club wedged open we

lose a lot of heat! **THE MAIN GATE** - I am also often asked what one should do if you arrive at the main gate in a queue of cars and open the gate with your card - you then let a lot of cars through who are backed up behind you, I'm often asked who are these people? It's a good question! All members have key cards although sometimes they forget them. Please remember that ALL guests to the club should be welcomed by their hosts. If you are unsure who you are letting in then a polite question should not cause offence. If you are still in doubt take down some details and have a word with either the Marina staff or a committee member.



**WAITING LIST FOR BERTHS** - I'm often asked by current berth holders about the system for retaining that berth for a further year. Well, it's much the same system as in previous years. In early February all members will receive a berthing application form which will need to be returned by the specified date (probably mid March). Those with current contracts on the pontoon system will be given priority. If, however, you do not return your form, that priority will be lost and any available berths will be allocated to those on the waiting list – who also need to return the forms to confirm their position.

Please note that if you do not return your form you are likely to lose your berth or position on the waiting list.



**CHANGING THE NAME OF YOUR BOAT** - There is a tradition in the sailing world that it is unlucky to change the name of your boat. Whether this is true or not is both a matter of experience and your superstitions. The one thing you must do is inform the admin staff in writing – or email ([admin@cbyc.co.uk](mailto:admin@cbyc.co.uk)) If your boat is registered with the Small Ships Registry you need to inform them too. If you change your boat the admin staff will need a new berthing form from you.



**SHORING YOUR BOAT UP IN THE COMPOUND** - If you have a fin keel yacht, you clearly need adequate equipment of your own to complete this task. Recently the club has purchased four adjustable cradles which are available at £10 per week. We will of course shore up your boat with your own equipment providing that is suitable.



**WARPS AND PONTOON ETIQUETTE** - Warps on the pontoon system. The boat owner is responsible for all warps from the pontoon cleat onwards. On a mooring the boat owner is responsible for his mooring warp or chain on top of the mooring buoy to his boat. Do not undo the shackle or the whole mooring will disappear to the bottom of the Bay!! Club staff may at times add or adjust lines when they think that the existing ones may be defective. This does not in any way negate the owner's responsibility. The Club reserves the right to charge for this service. When

mooring, the tail (the left over bit) of the warp should be on your boat and not on the pontoon. If you are sharing a cleat then your lines should be attached with loops. When putting a second or subsequent loop onto a cleat the loop should be passed under and through any existing loops before being put over the cleat. In this manner any line may be removed without having to take all lines off the cleat. All craft should be secured with fore and aft springs and bow and stern lines. At this time of year, mooring lines should be checked regularly for signs of wear.



**RECYCLING & WASTE DISPOSAL** - The Club supplies a waste skip for general waste. Please do not put bait, batteries, tyres or gas bottles into it. We also provide a waste oil tank for used oil or diesel. Oily waste should be disposed of at the pontoon alongside the barrage locks, as should the contents of your holding tank. We do not yet have a recycling facility for cans, bottles or plastic but we are looking into it. We do NOT have the facility to dispose of batteries, tyres or gas bottles. Please take them to your local depot.



**AND FINALLY THE QUESTION OF DOGS!!** - Unfortunately the club is not a very dog-friendly environment. Club rules require dogs to be kept on a lead at all times and only guide and hearing dogs are permitted within the clubhouse. The environs outside the gate are pretty bleak doggywise - although at the moment Baypointe remains empty. Your only practical option is to take your dog in a car to one of the local parks, but even then please remember to clean up after your dog. Next time it might be you who is antifouling under your boat!!

## SOCIAL SCENE - A LOOK BACK AT RECENT EVENTS



### THE CARDIFF MALE VOICE CHOIR CHRISTMAS CAROL SERVICE

The Christmas Carol evening on Wed 12th Dec was a huge success; the

choir not only sang "Carols" but also went through their varied repertoire of classical and fun songs.

To add to the festive spirit our caterers laid on mince pies with hot mulled wine and with all the positive comments from members on how much they had enjoyed themselves, it is anticipated that this will become an annual event.

### CHILDREN'S CHRISTMAS PARTY

Although only 20 children registered for the Christmas party, it turned out to be one of the highlights of 2007. The childrens' ages



ranged from 18 months to 10 years, and individual presents were delivered by "Santa" for all of them. They

were entertained by a first class entertainer, Mr T Ricks, who worked tirelessly for over 2 hours, finishing off the afternoon with "Face Painting."



Once again our caterers provided a tasty buffet for everyone and without doubt all left with a big smile on their faces, and judging by the intense look on some of the adults when Mr T Ricks was clowning around, I will include the adult's faces in that as well.



### NEW YEAR'S EVE

New Year's Eve finished off the social calendar with a "bang". We had our usual Disco playing into the early hours, a super young female vocalist by the name of

Sophie Doyle who turned out to have a fantastic voice, singing song by Whitney Houston, Celine Dion, Shirley Bassey and many more, including a song by Meatloaf that had the audience "spellbound". Top of the bill was the "superb" voice of "Mr Entertainment" himself, Sam Cash, who not only sings lots of Tom Jones numbers, but has a real "rapport" with the audience. We were fed with an excellent "Buffet" of hot food, which went down really well. All in all a brilliant night to end the year on!



Best wishes to all for 2008  
Gareth Davies (Social Secretary)

## DATES FOR YOUR DIARY

An RNLI Supper has been organised at CBYC on 14/03/08 at 7.30pm with the first race starting at 7.35pm. This will be the ever popular "Horse Racing Event" where boat teams can back their horse to win...but mind the bog on the way!! All proceeds to the RNLI. Raffle as usual with superb prizes donated by friends of the RNLI. Come and support your Club and the RNLI...please. *Tickets can be purchased from Colin Lyons, 07886022343, or from CBYC bar, 02920 226575 - price £10.00.*

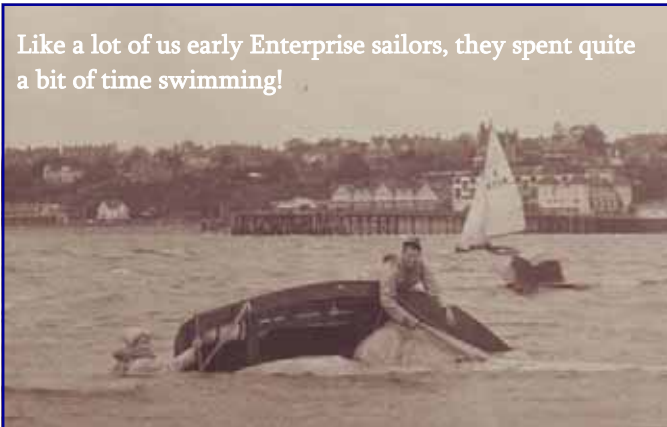
**Cardiff Bay Yacht Club AGM will be held on Wednesday 26th March 2008 - more details to follow. Curries will still be available as soon as the AGM has finished.**

**Cardiff Bay Yacht Club Annual Dinner will be held on Saturday 29th March 2008 - Bryn Phillips is our Guest Speaker. Further details will be published on the website and in the Clubhouse.**



# A VERY RELUCTANT HERO

Cardiff Bay Yacht Club is now one of the biggest sailing establishments in Wales and has been in existence since 1932. Sometimes in a club of this size you see people around over long periods without really knowing much about them, or indeed what they have achieved over the years David Shankland fits very neatly into this category. He was born in Llandaff, married a teacher of art and music called Juliet, produced three children and eventually became involved in PMC, as it then was called, in 1957. David was a chartered accountant whose initial passion, (which he shared with his wife) was canoeing. They joined this Club in the early 1960s and they bought an Enterprise.



Like a lot of us early Enterprise sailors, they spent quite a bit of time swimming!

They moved on to buy “Razamatazz,” an Iroquois Mark 2 multi hull, which they raced and sailed the length and breadth of the Bristol Channel, and were regular visitors to France until they sold the yacht in 1985. They then bought their present yacht “Swashbuckler” and today regularly sail her up and down the Bristol Channel.



But David’s best and extremely well-kept secret, is his early career in canoes. The Bear Essentials editorial team have had to really twist his arm so that at last and very reluctantly David has told us about some of his astonishing early achievements.

With canoes he was over the years, the British National Marathon Champion, the British Junior Sprint Champion over 500 and 1000 metres and the British National K2 (pairs) Champion over 500 and 10,000 metres. In 1958 he canoed from Penarth Pier to Tower Bridge in the centre of



London, carrying all his camping gear in his canoe – he paddled the 220 miles in 10 days – the object he said was to visit Juliet who at the time was in college in London. Between 1954

and 1965 he concentrated on canoe racing. These were marathon courses, usually between 12 and 21 miles - with sprint courses over 500, 1000 and 10,000 metres. Here he is in 1959 at Cold Knap in Barry



having won the annual Bristol Channel Canoe Race between Weston Super Mare and Barry. It took him just 1 hour and 46 minutes to complete the course. The following year

there was a near disaster in that event. The race was postponed from the Saturday to the Sunday owing to bad weather. This time the course was from Barry to Weston and forty competitors took the White Funnel paddle steamer from Weston to Barry to participate in the race. The Chief Engineer on the paddle steamer, however, had an accident and had to be taken to hospital, the steamer was delayed, fifty competitors started very late from Barry, the ebb was already running and the fleet of canoes were swept down channel. David was halfway across to Flat Holm when the gale struck. In those days no-one was wearing life jackets because in the event of a capsizing it was thought they would just roll over 360 degrees and come up the other side. At one point the rescue services, such as they were, telephoned Juliet, who was waiting at Weston, to tell her that David was lost!! David stayed out in the Channel, between the islands. He was caught in a cauldron of crazy crashing white water, sometimes on a crest with

air on either side and then suddenly at the bottom of a trough with walls of water on either side.

By the time he got to Weston there was no water at Knightstone Harbour, so the finish was off Anchor Point David was first home in 2 hours and 55 minutes, but only six other boats finished. He had now won this race 3 years in a row, but after that experience the race was never run again.

That same year David was awarded the Dexter Trophy for the most meritorious solo performance in the 10,000 metre National Championships, and other awards followed in quick succession:

- In 1961 he became British K I Junior National Champion over 500 and a 1000 metres
- In 1962 he became the first Welshman to represent Great Britain at the World Canoe Championships at Essen in Germany.
- In 1963 he was British National Champion I K2 (pairs) in the 10,000 metre event.



In 1965 he crossed the English Channel in a record time of 3 hours 36 minutes, a record which stood in the

Guinness Book of Records for over a decade.

David has also been a coach at Atlantic College - his favourite trick in a canoe, (he says he did it to relax and amuse his students), was to put on a top hat - light a cigarette - then roll the canoe through 360 degrees and come up with the hat still on and the cigarette still alight. These days political correctness would probably not allow him to continue with



that exploit, but he also did the trick with a bucket on his head.

David is still a character with a quiet twinkle in his eye! Watch out for this couple David and Juliet, in their Beneteau First 325 - "Swashbuckler" you might be able to learn some more facts as to what David has done in the past!

## MISCHIEF RETURNS!



Sometime very soon, between the 31st of January and the 4th of February - this replica of a legendary Bristol Channel Pilot Cutter will, for the first

time, sail out of Bristol Docks, where she has been built and fitted out, to test her liking for the Bristol Channel for which her original namesake, Bill Tilman's first Bristol Channel Pilot Cutter was designed. It is planned that she will make a fairly brief



visit to our visitors' pontoons sometime during the above period - weather and tide, as always, playing a large part in those decisions. Members will be

welcome on board to have a look around, and maybe some might even get a sail out to sea if there is time.



Later this year she will be sailed up to the West Coast of Scotland for charter work.

This will be a once in a lifetime opportunity to see a replica of a boat Bill Tilman sailed, year after year to the Arctic and Antarctic to climb mountains, cross ice caps and explore the unexplored; he was rightly described in a recent book as "The Last Hero". You may think so too when you visit this 45ft long, historic boat, and think of the trips made in it's original namesake.

Watch for announcements on the Club website regarding the actual times of her visit.



## YOUR CLUB REALLY NEEDS YOU! Kevin Rolfe, our present Commodore, looks ahead to the AGM on the 26th March 2008



It's that time of year again and our AGM will soon be upon us. The continued existence of our Club depends on many different things. However, one thing it cannot do without is a committed and, hopefully, competent Council of Management. It is important that the management, as a whole, represents the membership and has the necessary skills and experience to run what is becoming quite a large and complex organisation, at least by yacht club standards.

As I am sure you know, the COM is made up of members who voluntarily offer their services for the good of our Club, all bringing to the table various levels of experience and expertise. This is how our Club is, and always has been, run. The only qualification needed is to have the best interests of the Club and its members at heart. If you feel that you might be interested in becoming more involved in your Club and want to find out a little bit more then please either have a chat with me or any other committee member. Our contact details can be found on the website or in the Club handbook. We can even be found having the occasional drink in the bar! Who knows, one day you might be Commodore!

## A NAME WITH A VIEW



Some time ago the Club advertised to members that they could have a name (with that of husband, wife, partner) inscribed on the base of one of the glass panels

running along the quarterdeck balcony. The price, to include the glass, was originally £150 but unfortunately we failed to arouse much interest. Only four names were forthcoming so the Council of Management decided that the Club would pay for all the old metal mesh to be taken away and replaced by glass.

As you know, this has now been done and the Club is consequently able to offer you a very special deal of just £60 for your name/s to be made memorable – as illustrated here. There



are now forty glass panels in total. All you have to do is write to our Vice Commodore, Jonathan Croft Davies, via the Club's admin office with the details of the names you wish to be inscribed and a payment of £60. The money will go towards defraying the cost of replacing the old panels and if you do this your name, as they say, will become part of Club history!!

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#### Affiliated to:

Royal Yachting Association (RYA)  
Bristol Channel Yachting Association (BCYA)

## CARDIFF BAY YACHT CLUB

### BAR AND RESTAURANT OPENING HOURS

**Restaurant run by Sue Jones Catering—Tel No: 07779250517**

**Winter Opening hours with effect from 1st October 2007 until the 30th April 2008**

DAY	BAR	RESTAURANT
Monday	17.00-23.00	Closed
Tuesday	17.00-23.00	Closed
Wednesday	17.00-23.00	18.00 - 21.00
Thursday	12noon-23.00	12noon through to 21.00
Friday	12noon-23.00	12noon-15.00 Closed (unless there is a Function)
Saturday	12noon-Midnt	12noon-15.00 Closed (unless there is a Function)
Sunday	12noon-22.30	12noon-15.00 Closed

- The restaurant serves a Traditional Sunday Lunch of 2 or 3 courses.
- Wednesday evening will continue to be our Curry Night during the winter - It's four for the price of three ! Don't forget!
- Thursday evening is our Restaurant night when a mouth-watering and varied 3-course menu is available and is highly recommended.
- On Thursday, Friday and Saturday mid-day bar meals are also served.
- To avoid disappointment it is recommended that you ring Sue on 07779250517 to book a table.