

# Bear Essentials

'The Magazine of Cardiff Bay Yacht Club'

SPRING 2014

**Editors:**

Mike Slater & Angharad Pocock

Photograph by Neil Lambden

Published quarterly



# Club Notes

*Welcome to the Spring 2014 edition of Bear Essentials. As the late spring sun awakens thoughts of summer cruising some club members are already out adventuring. Mike Bailey and crew are half-way to Greece while Nick Groves and Adrian Ezard are half-way through one of the UK's toughest sailing challenges, the two-handed round Britain race. You can read about their preparations here, follow their progress via websites and, in the next issue, they'll be talking about their experiences. But you don't have to venture far before you've a tale to tell. The variations of time, tide, weather and things encountered along the way ensure every voyage – even to nearby ports or familiar anchorages – is unique. So write and tell us about your experiences; it can be an entire cruise or just one day when everything went right. Or even one day when everything went wrong! Whatever it is it will strike a chord with a lot of readers.*

## AROUND THE CHANNEL

### Breeding birds delay clubhouse plans

Weston Bay Yacht Club has begun work on a £75,000 clubhouse extension following a six-month delay to avoid disturbing birds on a nearby Site of Special Scientific Interest. The club got a £50,000 Sport England grant in September towards the extension which will provide new showers, toilets, storage and training facilities. They had hoped to begin work immediately and start the season with new facilities but the ruling meant work couldn't begin until this month.

### Birdsong!

Naturalists have set up a solar-powered sound system to play puffin calls on Ramsey Island, off St Davids in Pembrokeshire, in a bid to attract the birds back after a lapse of 100 years. Puffins breed on nearby Skomer but left Ramsey when their nests were destroyed by rats from wrecked ships. The rats have now been eradicated and it's hoped puffins might be enticed back.

### Marinas join to stage events

The RYA's 'Active Marina' partnership scheme has been taken up by Milford Haven and Neyland marinas who have joined to provide a programme of training and social activities for berth holders. A tour of Port Control at Milford Haven Port Authority in March and a diesel engine maintenance workshop in April were well attended and a river run to Pembroke Pool is planned for June 14 & 15.

### New Milford companies secure jobs

Thirty nine skilled jobs have been secured by the formation of two new companies following the failure of Mustang Marine in Milford Haven. Mustang went into administration in March shedding 66 jobs but continued to trade with 48 remaining staff. Now the boat building and marine services arm has been sold to a business consortium which will employ 30 and the dry dock has been bought by BDS Contracts, one of Mustang's biggest creditors. Their new venture, with Port Engineering Ltd., will employ a further nine.

## Cash crisis means Balmoral might not sail again!



The MS Balmoral, a familiar sight in the channel for 45 years, needs a £350,000 refit to get back on the water next year. She's due to go into dry dock in Bristol where a detailed investigation will reveal exactly what needs to be done.

An emergency fund-raising campaign has begun and £100,000 has already been pledged. But organisers warn that if the full sum isn't raised it will be impossible to carry out all necessary work, her passenger certificates will be lost and she might never carry passengers again.

Another fear is that a reduction in the cruise programme that Balmoral undertakes with the Waverley, the world's last sea-going paddle steamer, will mean less incentive for the owners of the piers the ships use to keep them in suitable condition. This, says the MV Balmoral Fund could restrict areas where they can operate and jeopardise a 200-year-old tradition of day excursions at sea.

The Balmoral was built in 1949 as flagship of the Southampton Red Funnel Fleet operating between Southampton and Cowes. In 1969 she was transferred to the P&A Campbell White Funnel Fleet of excursion ships and cruised throughout the channel with occasional visits to the south coast and North Wales. In 1985 she was bought by supporters of the Waverley and now both are recognised as being of national importance and are on the register of the National Historic Fleet.

The Balmoral Fund's communications officer, Paul Doubler, described the £100,000 raised so far as "a massive psychological first step."

He said, "If we can get together just another £50,000 we can probably get all the dry dock work done in one session, saving us thousands."

While she is in Bristol a small army of volunteers will continue to do the 1,001 jobs necessary to keep the furnishings and fittings in good condition. Volunteers, skilled and unskilled, are always needed for this work. You can volunteer, or donate, through the website:

[www.mvbalmoreal.org.uk](http://www.mvbalmoreal.org.uk)

# We're financially healthy and can plan for the future, AGM told.

A packed AGM in March was told the club was on a good financial footing despite a loss of £37,000. And club officers made the point that planning for future development was not just desirable but essential to adapt to the changing environment.

Commodore Jane Hall said the year had been "a rather challenging one" with big changes in the office and the yard. She paid tribute to the staff for their efforts and hard work during the changes and to Jamie and his team in the bar and restaurant. The Commodore said the CoM were considering a number of development options including, but not necessarily in order, the demolition and re-development of the bridgehead, additional veranda space, a new sundeck, better car parking, and improved changing facilities. It was important, she said, to explore all development options while there were few constraints and to that end an architect had been engaged to prepare a development plan, without any commitment on the part of the club. She reaffirmed, however, that decisions about the future direction of the club would be made by the membership as a whole. She said the CoM had tried to keep members up-to-date about legal action arising from the RIB incident but admitted the case had taken its toll of everyone including members of the CoM. She thanked Ian Aitken, who was standing down as principal of the Training Centre, and said the responsibilities would be taken on by the General Manager, Louise Jackson. She also thanked Vice Commodore Neil Baldwin, who was resigning from the CoM, for his work particularly with the bar and restaurant team. Bar sales had increased by 15% - the best yet - while the deficit had been reduced by 12%. Jamie and Louise were continuing to work to improve the situation, meanwhile the CoM were thinking of adding bar charge of £30 to the annual membership fee, redeemable for food and drink. Finally she thanked Secretary Mike Joynson who was also standing down. Paul Brindley had agreed to undertake the legal duties of Secretary as required by company law.

Rear Commodore Colin Parsons said it had been a year of change in the yard but Simon Thomas had been confirmed in post and with Ian, Steve and Falkland the team had found new ways of working and helping members. He said all wooden props had now been discarded and £7,000 spent on cradles. Ten old pontoons had been acknowledged as being not worth repairing and each



would cost £10,000 to replace. He said the increase in the wage bill was largely due to payment to Barry Metcalf, the appointment of a general manager and increased security staff at weekends. The floating dinghy store planned would release space for parking about 45 cars.

Responding to members' questions about purpose-built car parking, Colin said it was important to act now and get planning permission to keep options open and safeguard the club.

David Cairncross, the Sailing Secretary, said despite some inclement weather a lot of racing had taken place attracting visitors from Cardiff Yacht Club and there had occasionally been fleets of 20 - 25 boats. Last year 42 boats took part in the Frostbite, Early Bird and Spring Series. There were another six SWOG weekends in this year's programme, including Tenby, where last year 16 boats attended. There was a need, he said, to attract young sailors, possibly those reaching the end of youth dinghy sailing, and get them to join the club.

Ian Aitken gave a resume of the RIB incident, the legal actions that have resulted and the safety procedures that were put in place following it. He said subsequent inspections by the RYA and Cardiff City Council had given the club a clean bill of health and the safety culture was much improved supported by a more professional staff structure. He was asked why the safety boats needed 50hp motors when 8 - 10hp might be considered adequate and said the RIBs were not only used in the Bay. Last year they were safety boats at Newquay in a Force 6 and were also used to lay marks outside the barrage. Ian said around 600 young people had taken part in youth training and development through the training centre during the year in 2,000 sessions without accident or injury. He also mentioned the many young sailors from the club who had achieved at national level. In the Welsh schools and club championships sailed at CBYC in July, Rhys Williams was 1st Optimist, Alex Whitfield was 1st Topper

and Archie Dodwel was 1st Laser. Jemma Viney was 1st Optimist in the Welsh Youth Championships at Pwllleli and top girl and 6th overall in the selection for Worlds and Europeans at Weymouth. Matt Whitfield was second in the Laser youth opens and fourth in the national championships while Will Hall was first in the Optimist end of season championships at Rutland and first in the winter championships at Datchet. CBYC provided eight of the 48 GBR Optimist squad and 50% of Welsh elite squads in Laser, Feva, 420, Optimist and Toppers.

Angling Section chairman Bryn Thomas said the section was well supported and they had run two fishing competitions with Cardiff Yacht Club including the Bunny Cup which raised more than £1,500 for Velindre Hospital. The Open Cod competition had attracted more than 100 boats and 400 anglers.

Treasurer Anthony Thomas said the change from a surplus last year of £79,000 to a deficit this year of £38,000 was due to continuing cost increases and the effects of the management restructuring. The restructuring costs were a one-off and were not likely to recur in future years. Member and marina fees have not been increased for 4 years despite cost increases over that time. As a result of these costs a 5% increase in fees was necessary. He said the clubhouse income had increased but that margins had come down a little. The electronic tills were not being used to their full potential, he said, and could, for example, be used for sales analysis to better understand the clubhouse operation. Members would be encouraged to pay berthing fees by monthly direct debit to help manage the cashflow which presently results in substantial sums on deposit early in the year. On the plus side, the pontoon loan has been repaid leaving the 20-year mortgage on the clubhouse and land. The club was financially healthy and could make plans for the future, but warned, as others before, that those plans needed to be made now because of the imminent arrival of close neighbours.



# The RIB incident, Steering Group report and recommendations

Dear Members,

I am relieved that this prosecution, which has been a strain on so many people for so long, is now over. The Club has been fined £40,000 but because it has 6 months to pay it will not need to make a special levy on members or to increase subs or other charges. Costs were awarded against the Club and Nick Sawyer; these will be met by our insurers and not from Club funds. I hope that the Club and the Training Centre can now move forward successfully with this awful incident behind it.

At a full meeting of the Council of Management on Monday 9 June the Steering Group made a full report with the following recommendations that:

1. COM notes the fine imposed on CBYC and the payment arrangement
2. COM affirms its continuing support for its Training Centre
3. COM set up a working group to carry out a full review of the Training School and all of its operations. The working group will comprise of Phil Hall (Chair) Training School Liason on COM, General Manager Louise Jackson, Training School Principal and Committee Members Simon Watts and Blane Wilkinson. They will report back to the August meeting of the Council of Management.
4. The not guilty verdicts on the RIB drivers and the long judicial process they have been put through be noted and the pay deductions imposed by CBYC are repaid to the helms.

This report and its recommendations were endorsed by the Council of Management and members will be able to follow the outcome of the review through our usual monthly minutes.

The full report is appended below.

Jane Hall, Commodore, 10.6.14

## RIB INCIDENT – POST SENTENCING

A notice has been placed on the Club website advising Members of the sentences passed in the Crown Court on 30 May.

This report addresses the matters which the Steering Group has considered since sentencing. It deals with the actions required and, when published, will advise members of the implications of the sentencing.

### The sentence

The Club was fined £40000 and allowed 6 months to pay. This can be paid without any special levy on our members but discretionary spend may have to be delayed until the fine is paid.

### Future management of the Training Centre

The Judge, in his remarks before sentencing, said that he recognised the work undertaken by the Club to address the proper regulation of the Centre and COM will recall the excellent

report received in the RYA annual inspection of the Centre in May this year. This built on the progress recorded in the 2012 inspection, carried out by a manager from RYA HQ, recorded as “the Centre has taken good steps to improve their SOPs & everything was in good order. Well done!” The Judge noted that the Club took the matter seriously and investigated it in a thorough manner. He noted the good reports made by the RYA in recent inspections.

The Steering Group considers that the remedial work required following the incident has been done. The Club will now maintain its support for the Centre. The Principal, who since the AGM has been the General Manager, will undertake close management of it and ensure that Instructors at all levels undertake their activities strictly in accordance with the Centre’s Standard Operating Procedures (SOPs).

### The Chief Instructor

Another of the Judge’s remarks was that he considered, having heard the evidence in the trial of the RIB drivers, that CBYC and Nick Sawyer were equally to blame for the incident and that both defendants fell short of what was required of them.

The Club “fined” Nick Sawyer after the incident (see Investigating committee report at appendix 6 of the Mitigation Statement placed on the website on 30 May 2014)

Nick Sawyer was instrumental in improving the Training Centre’s SOPs in conjunction with the Principal. He has undertaken training attending both an RYA advanced power boat instructor course and an IOSH Safety Management course.

The Steering Group recognises that members’ concerns about the incident may have been reawakened by the sentencing but considers that, because Nick Sawyer’s response to the incident has been to work constructively with the Club there is no reason to subject him to any new investigation or sanction.

Nick Sawyer was sentenced to undertake community service. His time must be managed so that it can be shown that this is undertaken in his own time, not the Club’s time.

### The RIB drivers

The drivers of the RIBs which collided were not named in the Club’s report. They were prosecuted and so now their names are widely known. The Club accepts that publishing the report of the investigation may harm the drivers and has therefore put a notice on to the web site, ahead of Appendix 6 saying:

The following report relates to the investigation undertaken into the event of 27 October 2010. A trial took place at Cardiff Crown Court between the 7-15 April 2014, in which the drivers of the RIBs were acquitted of driving at an unsafe speed or failing to keep a proper lookout and that there was no finding that there had been any wake jumping on the night of the incident. It was found during the trial that there had been no wake jumping on the Monday prior to the incident and that any crossing of wakes occurred during the morning crossing on the Tuesday, when one of the drivers was not present. The witnesses’ evidence

also indicated that there had been no warning given to the drivers before the crossing on the evening of the accident. Thus the following report must be read in the light of those findings which the Club, of course, fully accepts” The Steering Group has also considered the deduction of two days’ pay imposed by the Club as a result of its investigation and considers that, in the light of the not guilty verdicts reached in respect of the helms; those amounts should be repaid to them. We would also like to clarify that the helms have retained their PB2 certificates, contrary to the information contained in the internal investigation report.

The Commodore wrote to the helms after the not guilty verdicts were delivered saying that the verdicts must have been a great relief and wishing them success in the future. The Steering Group considers that COM should resolve to write, on behalf of the Club, noting and accepting the not guilty verdicts, and expressing our empathy for the fact that the helms had been involved in a long judicial process which must have been a considerable burden for them and their families.

### Conclusion

COM and the Club acknowledge that the RIB incident should not have happened and bitterly regrets the injury caused to some of the children in the RIBs that night in October 2010. It also regrets the distress, hurt and inconvenience caused to all others affected.

The Club has worked hard to ensure that no similar event could take place and that all members, staff and visitors to the Club can go about their pastime or work safely. It has made a significant expenditure in boats and equipment, in reviewing its processes and in safety training.

The Club’s progress has been recognised by the Court and the RYA; it is now a better managed, safer organisation than it was in October 2010 and must work to ensure that it remains so.

### Recommendations

That:

1. COM notes the fine imposed on CBYC and the payment arrangement.
2. COM affirms its continuing support for the Training Centre.
3. That COM set up a working group to carry out a full review of the Training School and all its operations. The working group will comprise of Phil Hall (Chair) Training School Liason on COM, General Manager Louise Jackson, Training School Principal and Committee Members Simon Watts and Blane Wilkinson. They will report back to the August meeting of the Council of Management.
4. The not guilty verdicts on the RIB drivers and the long judicial process they have been put through be noted and the pay deductions imposed by CBYC are repaid to the helms.

# Cheaper than the South Coast and as close as the Scillies is a cruising ground that's well-worth exploring says Mike Slater

## The Celtic Sea's forgotten corner

The northern part of the Irish Sea is usually passed without thought by sailors racing to get to the west Coast of Scotland. Yes, it's home to the un-navigable Solway Firth and muddy Morecambe Bay but there are also historic towns, attractive villages, impressive scenery and, with the Isle of Man as a hub, the opportunity to daysail to a different harbour every night for the best part of a fortnight. Celtic Sea.....? Well it's bounded by Wales, Scotland and Ireland and the bit of England to the West is largely Cumbria which used to have it's own language, Cumbric, a Brittonic language related to Old Welsh. I've got to know the area because a friend has a fin-keeled Westerly Fulmar which for the past five years has spent the summer on the Clyde and winter at either Whitehaven in Cumbria or Glasson dock, off the River Lune, which runs up to Lancaster. Having a pal who keeps a boat on the West Coast of Scotland is a serendipitous event akin to discovering you've married into the Brains brewing family but the quid pro quo is helping him take the boat to and from her winter quarters each year. Delivery trips are rarely pleasant but in this area, with a choice of routes and accessible havens depending upon weather, they're no ordeal even in spring and autumn. In October last year skipper Neil, a retired architect; Robin, a retired consultant pathologist and myself came down from Ardrossan in an anti-clockwise loop via Portpatrick, Bangor in Northern Ireland, Peel, and Douglas to Glasson. At the end of March this year we completed the circle by returning via Whitehaven.

Glasson Dock, which still takes commercial shipping, grew as the sea link to the local canal system and the marina now occupies part of the canal basin. The village of Glasson has two decent real ale pubs and there's a third, The Stork, which is a gastropub, just a mile walk along the sea wall. It's 12 miles up the very tidal River Lune and controlled by a gate that only opens once a day - for 45 minutes before the daylight high water - so timing is obviously of vital importance. Buoys in the channel can be easily missed in poor light and are frequently off station although this is always noted in notices to mariners. We got stuck in the mud after missing a buoy in fog during arrival but got off because the tide was flooding. Leaving, at high water, we were aware we had just one chance to get it right



Glasson Dock entrance



Freedom at Glasson Dock

and so Freedom crawled down with every buoy entered in the GPS, a list of bearings from each to the next at hand and one of us on the binoculars, spotting. At Lune Deep cardinal we turned north west up the coast with a reefed main and part-rolled genoa in a gusty Force 4 - 5 - less than forecast - but because the wind was north-easterly the sea was calm. We had an excellent, if cold, sail to Whitehaven and, as the lock operates four hours either side of high water, got straight in after an 11-hour trip. Whitehaven's slightly shabby streets can't disguise its attractive architecture and layout - the most complete planned Georgian town in Europe, it's been called - but it is slowly recovering from the end of coal mining which it was built to serve. It was important enough, during the American War of Independence, for it to be raided by Captain John Paul Jones of the USS Ranger. He landed with thirty men in two parties, intent on setting fire to the hundreds of ships that lay packed together in the harbour at low water. He managed to spike the guns of the harbour fort but only managed to set fire to

one ship before the townsfolk were roused and put it out. With his men unwilling to fire on the townsfolk - 'ordinary folk trying to save their homes' as one put it - Jones had to retreat and row back to his ship, his raid a fiasco although of symbolic importance. From Whitehaven it's 45 miles west to the Mull of Galloway and another twelve, north, up the coast to Portpatrick. It seemed too much of a hike for the cold, short days of March - at our age we like a pub fire of an evening. Kirkcudbright is always a popular spot but the genteel and artistic little town would have offered no advantage as a mid-way stop-off on this trip. The pretty, sheltered harbour of the Isle of Whithorn, another favourite, and the attractive village of Port William were also discounted because they dry and we hoped to avoid drying out unless necessary. So we headed for Peel, on the Isle of Man.

It was another good sail on a bright day in another 4 - 5, again with one reef and partly-furled genoa, to the Point of Aire at the north end of the Isle of Man. As we turned to run southwesterly down the back



of the island towards Peel the wind suddenly increased and, against an ebb longer and stronger than we'd expected from the tidal atlas, kicked up a lumpy sea. After two hours it was blowing the forecast 7 and with the likelihood of recurring gybes we put away the main. Suddenly, with a flutter, a small bird landed next to the companionway and with a challenging glance at each of us, settled down for the ride. I'd seen a number of dun-coloured scraps being blown across the sea and had guessed they were early migrants without being able to identify them. This one appeared to be a meadow pipit.

We were now doing 7.5 knots through the water with just two-thirds of the genoa up and as the ebb faded we began to make a lot of ground. With land close our little visitor jumped into the air and zipped across the water and we scorching into Peel harbour to find the fishing fleet, three deep, along two hundred yards of quayside. Finally, at the very end of the stone breakwater, under the shadow of the castle, we found a drying space with just enough room for Freedom's 32-foot. We looped a rope around the mast to hold her upright and once she'd settled, headed off to eat. Peel is one of the Isle of Man's three major towns and the prettiest with cottages winding down narrow streets to the seafront. There's all-tide access but the marina is tidal and controlled by a lifting sill. Douglas is the capital with all the bustle and facilities of a resort. It's also all-tide with a marina again controlled by a sill but there is also a pontoon in the outer harbour which can be used for a short stay or overnight. The third town, Ramsey, is quieter and there's plenty of alongside mooring space but the entire harbour dries.



**A tight entrance to Portpatrick**

The trip west to Ardglass was unremarkable with the wind dying and we had to motorsail occasionally to maintain progress. Ardglass is a pleasant village with even pleasanter people. At one point cars stopped on either side of the road to let Robin and I cross. When we inquired, at the bar in which we were drinking, if there was music anywhere the landlord drove us to another pub in a neighbouring village and not only refused payment but arranged for the landlord of the second pub to bring us back to the marina at the end of the night!

We awoke to find ourselves in the middle of a film set. Bearded, helmeted warriors wandered around the pontoons where two longships were moored. It was a joint BBC Northern Ireland/Scotland/RTE production on the life of Edward the Bruce – younger brother of Robert – who, after his brother's success at Bannockburn got together an invasion fleet in a long and ultimately fatally unsuccessful attempt to become King of Ireland.

As the country basked in unseasonably warm weather brought in by southerly winds from the continent, we were again stuck with a north easterly and so motored into it as far as South Rock, around twelve miles up the coast where we got a good angle to turn northwest to Bangor. We got a very good sail - doing nine knots over the ground at points which again suggested a local tide far greater than that indicated by the atlas. Off Mew Island at the entrance to Belfast Lough, is Ram Race so as the waves began to build we hove to, dumped the main and ran down gently under genoa to Bangor. It's a large, attractive town and has the advantage of a fast and regular train service to Belfast which means there's enough to see and do for a stay of several days.

But it was time we didn't have and the next day saw us heading out for Portpatrick. The wind was 3 - 4, southerly, at last, and with wind and tide heading north the North Channel had never looked to benign. Three hours later the town appeared spotlighted in sunshine and we moored up in the inner harbour with just enough water to stay afloat. Portpatrick is the jewel in the area's crown, tiny, unspoiled and cheap - £16 a night for a ten metre yacht - but with showers and a selection of pubs and restaurants selling high-quality a reasonably-priced food. After several days of convenience food and cup-a-soups, we enjoyed breast of pheasant on a bed of black pudding with a whisky, cream and peppercorn sauce and new potatoes for just a tenner a head.

The rest of the trip was uneventful and, because technically 'The Clyde' it's outside the scope of this article. The northern part of the Irish Sea provides huge variety, plenty of all-tide harbours, nice pubs and people, lots of interesting shore-side places to visit and, with the exception of a handful of places like the Mull of Galloway and Calf Sound on the Isle of Man, non-demanding conditions. It's well worth the trip.



**(left) A meadow pipit settling down for the ride**



**(below) We woke to find ourselves in the middle of a film set.**







## “What places around here are worth visiting?”

When a new club member asked David Shankland this it set him thinking...

They'd certainly asked the right person. From canoes to cruisers David has spent a lifetime afloat so he and his wife Juliet sat down to work out what places they'd enjoyed visiting over the years. “We thought we might come up with a dozen or so,” said David, “but it brought back a flood of happy memories and we were surprised how easy it was to come up with fifty. And that's just around the channel and the Devon and Cornwall coast.”

The fifty include things to do and anchorages as well as places to visit. They include several places not noted in charts or pilots but probably known to the old sail traders as useful places, in settled weather, to overnight or wait for a tide.

David was an expert canoeist and in 1965 set a record for crossing the English Channel of 3 hours and 36 minutes which stood for 13 years. He raced Enterprise dinghies for seven years and set another kind of record by capsizing 23 times in an open meeting but still finishing third – an exercise in determination that earned him a write-up in *Yachting World*. When children arrived they moved up to an Iroquois Catamaran, Razamatazz, in which the family had many holidays. They now own Swashbuckler, a Beneteau First 325 with a shoal-draft keel.

From the fifty we've picked a few which stand out either because they are unusual or because of David and Juliet's associated memories.

**River Usk and Transporter Bridge:** You can visit Newport Usk Sailing Club which has a pontoon for visitors but you can continue upriver and sail under the transporter bridge to get a great view of this spectacular structure.

**Old Harbour, Barry:** There's hard sand and good shelter alongside the stone pier for a quiet night.

**Cardiff Sands:** We visited the sands on a fine, calm day. Suddenly I heard a strange noise that I realised was the burgee at the top of the mast. The wind was getting up. We'd only put a couple of fathoms out so we quickly started back to the boat. Suddenly the wind became strong. We got on board safely but the boat could have blown away leaving us on the sands. If you go out to the sands take an anchor ashore!

**Slipway, Weston-super-Mare.** Anchor here and you wouldn't think you were in the Bristol Channel.

**Knightstone Harbour:** Just past the slipway at Weston-super-Mare. You can lean against the wooden dolphins or against the curved, stone harbour wall.

**Avon Pill:** It's just past the motorway bridge on the right. It's a good place to wait for the tide up to Bristol but we have spent the night there.

**Clevedon:** Anchor off and row ashore. We visited the yacht club there and were a little surprised at the enthusiastic welcome – they were all over us. It transpired the Commodore had seen our sail in the distance and had won a bet with fellow members that we were heading for the club.



David and Juliet aboard Swashbuckler



Knightstone Harbour



Clevedon





Woody Bay

**Brean Down:** The north side is a nice place to anchor and you can dry out on the sands in settled weather. On one occasion the crew went ashore in the dinghy and were gone for so long the tide came in and started moving us up the beach. When they eventually returned they explained they'd found an unexploded bomb and had been helping the coastguards. In the excitement they'd forgotten about us.

**Minehead White Mark:** To the west of Minehead harbour there's a good anchorage marked by large white mark painted on a rock on the shore. It's possible to go ashore but the rocks are very slippery.

**Blue Anchor:** A very pleasant place to drop anchor and spend a couple of hours. The train runs along the top of the sandy beach and it's so different it's like 'going foreign'.

**Lynmouth:** Beautiful, you can anchor in the bay or go into the harbour. We wanted to go into the harbour against the wall on one visit and I thought as we moored there didn't seem to be much wall. The tide kept coming in. I did some quick calculations and realised that where we were the tide would go over the wall! We had to reverse out again through the trots of moorings.

**Woody Bay:** Three miles west of Lynton it's the perfect place for a day anchorage because you're moored under spectacular cliffs.

**Stepper Point:** Good anchorage on the west side of the estuary to wait for the tide up to Padstow. One of those places it's handy to know about.

**Wadebridge:** Many don't go any further than Padstow but going up to Wadebridge is very straightforward and you can lie alongside the harbour wall.

So of the fifty, what's the favourite? "Well, St Ives is lovely", says David, and Boscastle, and Padstow...Clovelly and Lynmouth – they're all lovely when things are going well. But Minehead harbour is hard to beat on a good morning when the sun rises over the harbour wall and lights up the thatched cottages – it's just beautiful."



Wadebridge



Clevedon



Minehead White Mark



Blue Anchor Bay



Lynmouth



Stepper Point

# It's a puzzle



by 'Sparky'

## Test your boating based knowledge...it's just for fun!

1. Have you got a 'Slush Fund' to fall back on. No, nor I, but did you know the term originally referred to something nautical. What do you think it was?
2. Why were old sailing ship's crews commanded to 'Man the Yards', ie. To have all the crew of a sailing vessel not required on deck to handle the ship, go aloft and spread out along the yards.
3. "As useful as an ashtray on a motorcycle" denotes a piece of useless equipment. But why is it a 'good idea' to have a rear view mirror on a motor boat?
4. Where on board a wooden ship or boat, is an 'Archboard' and what might you expect to find there?
5. In sailing, you may sometimes find the word 'Katabatic' referred to? What is it and why is it considered dangerous?
6. Everybody is familiar with port and starboard. Traditionally, port was the side you walked ashore or loaded goods but what are the origins of starboard?
7. Which sea shanty does this phrase come from - 'Weigh, hey and up she rises...'
8. Complete this old sailors' saying, "Mackerel sky and mares tails ..."

### Answers

1. The money obtained by the cook selling slush ashore. Slush being the greasy substance obtained by boiling or scraping the fat from empty salted meat storage barrels. Also used for greasing parts of the running rigging of the ship and therefore valuable to the master and bosun.
2. Originally used in harbours to display the whole crew to the harbour authorities and the other ships present, to show that the vessel's guns were not manned and hence her intentions were peaceful.
3. When you are towing ie. A water skier
4. The plank along the stern where the name of the ship is commonly painted.
5. A Katabatic wind (from the Greek: katabaino - to go down) is a strong downhill wind (particularly at night) sweeping off an elevated coastline, often catching mariners, especially sailors, unaware.
6. Starboard goes way back to the Viking ships, where they had a large steering oar mounted on the right hand side. Rough translation was 'The Steer Oar or Board'. This mutated to Starboard.
7. "What shall we do with a drunken sailor?"
8. "...make lofty ships carry low sails"



# Dinghy Section

## A chill wind blows some good

After many years of not racing through the winter months, it was decided to run a "Frostbite series" for the more hardy sailors. Although one or two races were cancelled due to bad weather, when racing did take place it was much enjoyed by all who took part with some very competitive racing. First was Jack Preece, CBYC, Laser; second, Toby Bedford and Liz Stewart, CYC, RS200 and third, Andy Freemantle, CBYC, Phantom.

For the first time this year we also held a Winter Dinghy Regatta, in aid of British Heart Foundation. Eighteen boats from CBYC/CYC and a visitor from Llandegfedd, took part on February 22 in some very boisterous conditions! The event consisted of seven short races over a trapezoid course, a format that was very much enjoyed by all who took part.

The local BHF rep who attended the prize-giving event after the racing presented the BHF Trophy and other prizes. First place went to Andy Freemantle, CBYC; second to Sarah and David Green of Llandegfedd SC and third to Liz Stewart and Toby Bedford, CYC. First youth sailor was Aiden Ball, CYC.

Thanks must go to Nick Sawyer for overseeing the event and for being OOD on the day and Richard Jennings and Rob Ingram for running the safety boat. I am pleased to say that the event raised £349 for BHF.

*Sail Fast Have Fun! Idris Dibble*



Aiden Ball (above) and Andy Freemantle (below) on the water and collecting their trophies.



# Angling

## Bunny cup raises £1084 for velindre

The Angling Section hosted the annual Bunny Cup, an annual competition held between CBYC and CYC, aimed at raising money for a cancer charity. We were delighted to team up with Velindre Cancer Care for 'Bunny Robbins' in whose memory the competition is held.

The competition was run on Sunday, May 4, with over 40 entries. The target fish being the Thornback Ray with fish over 8lb eligible to be weighed-in. The weather for the day was fantastic with light winds and amazingly sunshine which greeted the competitors after locking-out through the barrage.

Fishing during the day was somewhat patchy, with boats fishing from Newport through to Stout Point; however, 5 fish were weighed-in over 8lbs.

**Nick O'Donnel, CYC**  
Jackanory 10lb 8oz

**Simon Watts, CBYC**  
TyCyll 9lb 6oz

**Steve Denning, CBYC**  
Hannah 9lb 2oz

**Colin Barry, CBYC**  
Strongbow 8lb 8oz

**Chris James, CBYC**  
Mustang Sally II 8lb

Nick O'Donnel won the competition on Jackanory with a fish weighing in at 10lbs 8oz, so the trophy and 'prestige' will reside across the Bay at CYC until the next running of the Bunny Cup, scheduled for Spring 2015.

The clubs raised £1,043 during the day and a big thank you goes to Paul Ackerman and Shane Wheeler for organising the day and various raffles which helped raise this impressive sum and thanks also to all who contributed to the day and who helped this very worthwhile charity.



# Here Comes Summer!

## A Bear Essentials guide to WHAT'S ON in channel ports this summer

Why not plan a weekend trip to hit one of the many colourful and entertaining festivals, fun days and shows that take place in most of our channel ports at some time in the summer. This will suggest where and when. If you're already planning a cruise in the area it will tell you what to expect when you get there.

### APPLEDORE

- **Summer Festival:** Friday, Saturday and Sunday, July 25, 26 & 27. A grassroots show of all Appledore can offer in music, arts, crafts, dance, cookery etc. General good fun
- **Appledore Book Festival:** Saturday, September 27 – Sunday, October 5. Line up yet to be confirmed but it attracts big names; last year Peter Snow, Lynda La Plante, Jonathan Dimbleby and Michael Palin were among those talking and reading.

### BIDEFORD

- **Bideford Heritage Week.** Saturday, June 21 – Saturday, June 28. Seven days of Elizabethan culture and costume culminating on June 28, Heritage Day, with jousting on horseback, mediaeval combat, falconry, archery and music.
- **Bideford Water Festival.** Sunday, July 20. River races, duck races and general water-based activities all along the quayside.



### CLOVELLY

- **Clovelly Beer and Cider Festival.** Saturday, May 24 – Monday, May 26. In the Red Lion and the New Inn.
- **Clovelly Maritime Festival.** Sunday, July 20. Celebration of the village's association with the sea including teas, music, cookery demonstrations and handicrafts.
- **Woolsery Agricultural Show.** Monday, July 28. Really, Woolfardisworthy but now generally written as pronounced. Held in Clovelly Court, a private house near the village. The gardens are also well worth a visit.
- **Clovelly Crab and Lobster Festival.** Sunday, September 7. Crustacea in pubs, quayside kitchens and cookery demonstrations plus a mini beer festival and music.



### ILFRACOMBE

- **Ilfracombe Victorian Week.** Saturday, June 7 – Sunday, June 15. Victorian courts sit and all sorts of other costumed re-enactments with even Victorian-era cowboys riding into town regularly.
- **Ilfracombe Carnival.** Thursday, August 21, from 1800. Floats, walkers, bands and groups in procession through the town to the harbour.
- **Sunwest Beer Festival.** Friday, August 22 – Monday, August 25. Landmark theatre, Ilfracombe.
- **Ilfracombe Folk and Cider Festival.** Thursday, Friday, Saturday, September 10, 11 & 12. Landmark Theatre. What it says on the tin!



### MILFORD HAVEN

- **Pembroke Fish Week.** Saturday, June 28, Grand opening on Milford quayside of a week that was dubbed 'Britain's top Food Festival' by the Independent in 2013. Ends on Saturday, July 5, with proms, prawns, fireworks and Cardiff Philharmonic Orchestra in Pembroke Castle. Lots of activities for foodies at harbours throughout Pembrokeshire during the week. Check the website for details.

### MINEHEAD

- **West Somerset Folk Festival.** Friday, June 27 – Monday, June 30. Carhampton.
- **Mediaeval Weekend.** Saturday and Sunday, July 26 & 27. Bowlore Mediaeval sword and archery group take over Stogumber station for the weekend.
- **Minehead Summer Festival.** Wednesday, August 13. Seaford. Red Arrows and Red Devils display teams plus art, craft and produce stalls.
- **Minehead Harbour Festival.** Saturday, July 12. Old Harbour. Sail trading ketch Irene will visit on a 'cargo exchange' with South Wales plus historic craft, stalls, fancy dress etc.
- **CAMRA Real Ale Festival.** The Station. Saturday and Sunday, September 13 & 14.





## PADSTOW

- **Padstow Carnival Week.** Sunday July 27 – Saturday, August 2. Events, activities and things to do all week.

## PORLOCK

- **Porlock RecFest.** Outdoor folk, rock and country music festival. Sunday, June 15

## PORLOCK WEIR

- **Natural History Walk.** Sunday June 15 and Thursday, September 18, 1400 – 1600. Guided exploration of rich and unspoiled area.



## SWANSEA

- **Marvellous Mumbles.** Friday, May 23 – Monday, May 26. Three days of music and literature at Oystermouth Castle with a mediaeval fayre and picnic on the Monday.
- **Gower Show.** Sunday, August 3. Family day out in the grounds of Penrice Castle. Buses will run from the bus station.
- **RNLI Mumbles Lifeboat Crew Fun Raft Race.** Teams in improbable craft attempt to race from Norton to the Knab Rock to raise money for Mumbles lifeboat. An entertaining start for a night out on Mumbles. Date TBC.
- **Swansea Bay Beer and Cider Festival.** Thursday, Friday and Saturday, August 21, 22 & 23. Brangwyn Hall. Probably the only chance to have a leisurely look at the massive British Empire Panels by Sir Frank Brangwyn (1867–1956) with a pint in your hand.

## WESTON-SUPER-MARE

- **Weston Air Festival.** Saturday, June 21, seafront. Formation display teams, fast jets and historic 'planes.



## PORTHCAWL

- **Welsh Rockabilly Festival.** Friday, September 19 - Sunday, September 21. Twenty hours of live rockabilly music, seven DJs, classic cars and bikes and the country's biggest traditional funfair.
- **Elvis Festival.** Friday, September 26 - Sunday, September 28. One of Europe's biggest gatherings of Elvis artistes - don't call them impersonators - and fans. Put on your Blue Suede Shoes and get down there.

## SAUNDERSFOOT and TENBY

- **Long Course Weekend:** Friday, Saturday and Sunday, July 11, 12 & 13. One of Wales' top triathlon events attracting talent from all over the UK and around the world. Wales Swim on the Friday evening in North Beach Bay, the cycling is on Saturday and the marathon and half-marathon on the Sunday. Saundersfoot the best place to watch the cycling. The run heads from Tenby, then west towards Pembroke Dock.
- **Ironman Wales:** Sunday, September 14. A long distance triathlon consisting of a 3.8km swim, a 180km bike ride and a 42.2km run. The swim starts in Tenby but Saundersfoot is the place to watch the cycling section as you can cheer the athletes on as they tackle the aptly-named Heartbreak Hill. Gordon Ramsey is rumoured (by the tourist board) to have entered. There are also a series of events on Saturday 13 for children of all ages to take part in - the splash and dash - on North Beach.



## WATCHET

- **Watchet Wheelbarrow Race.** Sunday, May 25. Teams in fancy dress race around the town.
- **Watchet War Memorial Dedication.** Saturday, June 28. There's national interest because for the first time Watchet will have a memorial on which all 56 names of the fallen are commemorated in one place. It will also be 100 years to the day since the assassination of Archduke Franz Ferdinand.
- **Watchet Carnival and Fete.** Sunday, July 27. Parade, street circus etc.
- **Watchet Summertime.** A week of fun culminating in Friday Fun Day on Friday, August 15 and fireworks on Saturday, August 16.
- **Watchet LIVE Festival.** Friday, August 22 – Sunday, August 24. Family-friendly music festival with three stages and fifty bands including Top Loader and Geno Washington and the Ram Jam Band.





# KEEP AN EYE ON THE SKY FOR OUR SUMMER VISITORS

From the far north, from across the Mediterranean and from sub-Saharan Africa thousands of visitors are descending on Cardiff Bay. These are the migrating birds which, like the thousands of human visitors are here for a comparatively short time during the long days of summer. Together with bats, which are not visitors but are most active and more usually seen in the summer, they add variety to the ecology of the Bay which is becoming an important wildlife habitat. In the summer, reed warblers and sedge warblers make the Bay their home. They can be difficult to see due to their shy personalities. You will most likely hear the sedge warbler's noisy, rambling warble, sometimes delivered during a short song flight, and the more rhythmic song of the reed warbler delivered from the fringing reedbeds. The scarce Cetti's warbler - pronounced chetty - skulks around the reedbed and usually makes its presence known with explosively loud bursts of song from the depths of the reedbed and scrub. Swamp warblers look very similar to non-experts but the sedge warbler can be identified by having a streaked back while the back of the other two is uniformly brown.

If you are out on the water a glance up to the sky may reveal large groups of swifts and swallows. Many of these will be nesting on buildings nearby and they congregate in the Bay to feed on the large numbers of insects that are available there.

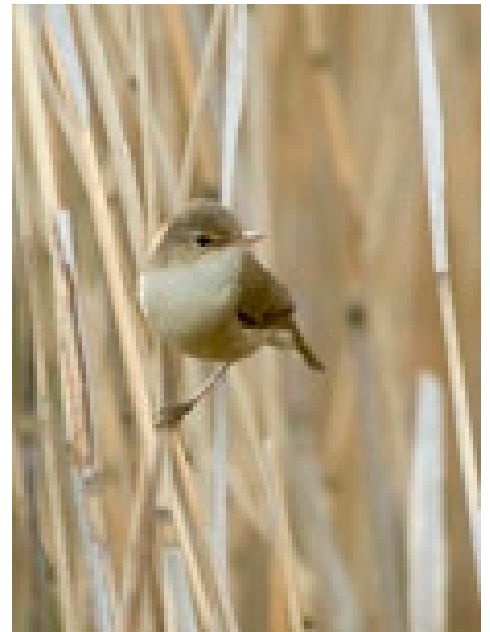
In late spring, you might be lucky to see common tern and arctic terns. You might first notice them by their dancing, buoyant flight, much more graceful than gulls, and, when closer, by a distinct forked tail. They too can be difficult to tell apart with black heads and bright red beaks but the beak of the common tern has a black tip. In late August the Bay becomes home to large groups of mute swans gather en-masse at the end of the breeding season. There are also three kinds of bat seen regularly in the Bay. The small bats that flutter around lights, trees and hedges with fast, erratic flight are one of three kinds of pipistrelle - probably the common pipistrelle. If you see something that looks like a small flock of starlings flying high above the pipistrelles they will probably be noctule bats. They are about the same size as starlings with pointed wings and often employ a flap-and-glide flight which can make them seem bird-like. Finally, a bat seen flying low over the water or flying in a tight, distinctly circular pattern is probably Daubenton's bat. You might even see them touch the water to scoop up an insect with their large, hairy feet.

You can find more about visiting birds and about bats at:

[www.rspb.org.uk](http://www.rspb.org.uk) and [www.bats.org.uk](http://www.bats.org.uk)



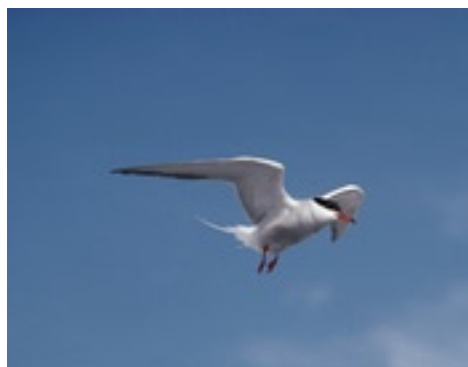
sedge warbler



reed warbler



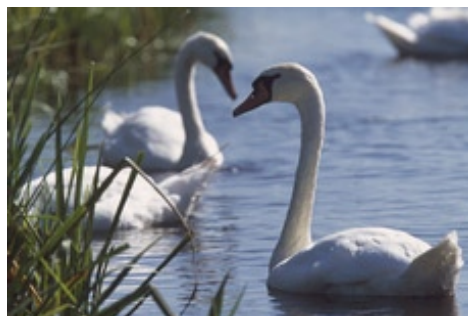
swift



common tern



Daubenton's bat



swans



noctule bat



# It's never too late...

**Richard Jennings enjoys a late summer cruise aboard Mike Bailey's Sanamiru and finally gets to the Scillies.**



In late September Mike and I decided to take ten days out to go sailing. This journey was to be one of my most enjoyable cruises aboard Sanamiru to date. I was hoping to reach the elusive Isles of Scilly, having tried many times before but prevented from doing so by unfavourable weather and sea conditions. Mike and I set off on an early ebb tide from Cardiff Bay bound for Padstow, and laid a course for the Horseshoe Buoy, a cardinal mark at the beginning of the Bristol Channel, approximately three miles off Bull Point. With a gentle northerly wind of force 3-4 and excellent sea conditions, we sailed at an exhilarating 8.5 knots through the water, making good time west with the outgoing tide. The weather was overcast and cool so we took it in turns to go below and make tea or coffee, at the same time marking our position on the chart. We rounded Mort Point just before the completion of the ebb tide, encountering the new flood tide half way across the bay to Hartland Point. The old Hartland light no longer exists, having been replaced by a small high powered light at the base of the lighthouse. This does not emit the lloom that some may previously be familiar with from this location. The lighthouse is no longer manned and is up for sale.

With the change in course and anxious to go quicker, we put up the cruising chute which increased the speed to 12 knots. Mike decided that this would be a suitable time to prepare one of his culinary delights, faggots, peas and chips with gravy; we enjoyed the hot food and beautiful scenery, while admiring the boat's performance in a near idyllic sea state. After a further couple of hours the wind speed had increased and was shifting to the west so we decided to drop the chute. As we neared the Camel estuary Mike made some quick calculations and concluded that we might be able to make the lock. As most of you may know, Padstow's HW is about two hours before Cardiff. Whilst approaching the Camel River Mike contacted the harbourmaster to check what time the gate would be closed only to be told that we would not make the lock in time. However, the harbourmaster said that he would hold the lock open for us for as long as he possibly could. We dropped the sails as we entered the river and with me on the helm, put the boat on full throttle in an attempt to get there in time. Mike stayed in contact with the harbourmaster, giving him regular updates of our position in the river. True to his word, the harbourmaster held the gate and we just made it in, at which point Mike realised that we had sailed from Cardiff to Padstow in one ebb and flood tide. Also, to the surprise of the harbour master, we made it up the river to the lock in a very fast time.

The weather the next day looked unsatisfactory

for the next stage of the journey to the Scillies and the weather forecast confirmed this, so we had a lazy day in Padstow. I awoke the following morning to bright sunlight, clear skies and very little wind so we paid for our berth and set sail for our intended destination. We were having a fabulous sail in a westerly force 4 when we heard a mayday call from a fishing vessel taking on water about four miles west of our position. We informed Falmouth Coastguard that we were altering course to go to the vessel's assistance. A number of faster fishing vessels and helicopter also proceeded to the casualty and were able to provide assistance before we arrived so we called Falmouth Coastguard for permission to stand down, which they immediately granted.

Approaching the Scillies in the late afternoon we dropped the sails and began looking for a suitable place to anchor. There was a slight swell running from the Atlantic and the forecast had spoken of northerly overnight winds so we decided that Porth Cressa was the best place to stay.

We anchored up in the bay and enjoyed a quiet night. I used the opportunity to try out an app I had downloaded called Anchor Watch. Unfortunately, at 6am the next morning one of the boats near us broke free of its anchor and pulled on our chain, resulting in the anchor dragging. I was asleep below when my phone alarm started ringing and then the anchor alarm on the boat sounded. As I raced up topside to start the engine a boat flew past me going astern, the skipper trying to keep clear of other boats. I looked around and saw one of the mooring buoys had become available so decided to move Sanamiru over to it rather than re-laying anchor.

Later that day Mike and I ventured ashore in the dinghy to take a look at St Mary's which is very picturesque. We eventually found ourselves in a local watering hole where there was mounted on a wall an old brass windshield wiper which entertained us for quite some time with its engineering and length of time it ran with just a little spin.

After three tranquil days in the Scillies we decided to sail back to the UK south coast and explore other beautiful sailing areas along the mainland so we set sail for Falmouth. The forecasts predicted a low pressure system on route so we thought it best to be on the mainland in case we needed to leave the boat.

When we arrived in Falmouth it was late afternoon and as the pontoons next to the maritime museum were full we decided to drop anchor. I went to Tesco to replenish food supplies, then after a short rest and a G&T we decided to take a look further up the estuary with the intention of possibly eating in the Pandora Inn. The tide would

not allow us to achieve this goal so we tied up at the lovely little marina in Mylor.

Mike had recently contacted an old army friend who lived in Mylor and piloted the ferry. Once Sanamiru was berthed he went in search of his former friend and returned an hour later with him in tow. We sat and had a coffee and Mike and John chatted about the good old days in the army. Later in the evening we had a meal with John and his wife with Mike and John again reminiscing about old days. Well, it had been forty years since they had last met.

Mylor is a pretty little place and away from the hustle and bustle of Falmouth. It has a lovely, lively marina, a couple of restaurants and a yacht club. There are moorings off the marina that are serviced by the ferry so you can get ashore easily. But be warned, it is expensive.

After spending two days in Mylor, we decided to make tracks for home. As we motored down from Mylor we came upon Sir Francis Chichester's Gypsy Moth going out for a sail. We raised our sails and set off towards Newlyn. The weather was warm and sunny as we made our way down the coast and we took in some of the sights. We went in to St Michael's Mount and then on to Newlyn where we had arranged to meet up with Hugh Kelsall who was joining us for the return journey to Cardiff Bay. After two days in Newlyn we set off for home. We rounded Land's End and sailed close inshore up the Cornish coast so Hugh could show us the area he knows so well, around St Agnes, or Aggy as Hugh calls his home town. We eventually arrived back at Padstow and went out for a couple of beers in the evening and had a pub meal. We spent the night there and left the following morning bound for Cardiff, arriving home late in the evening, having sailed some 70% of the time and having enjoyed some amazing places and some amazing company.

Hopefully there will be more to come in the future with bigger and better sailing ventures ahead.

Best wishes to everyone for 2014 and may you all enjoy the journey.



## Two men who are about to embark on one of the toughest yacht races in the British calendar both admit, 'we prefer cruising to racing'.

Nick Groves, owner of catamaran Rock Steady, and Adrian Ezard are taking part in the Royal Western Yacht Club's two-handed Round Britain and Ireland race which started from Plymouth on June 1. Before them is 2,000 miles of headlands, sandbanks, shipping, rocks, tidal gates and overfalls; gales and variable winds which can die away to nothing for days at a time, described by the RWYC as 'a terrific test of endurance and seamanship'.

So why do it? It was Nick's wife who helped him make up his mind. "She's always up for anything exciting and interesting while I am more cautious," said Nick. "She said, 'Look, you've got this boat that goes like a rocket, you have always wanted to do something like this, so why don't you do it?'"

But by January this year he still didn't have a co-skipper. He went to the Multi-hull Offshore Cruising and Racing Association AGM in Southampton and, arriving before time, found himself talking to Adrian, one of the half-dozen people who'd also got there early. Both agreed they preferred cruising but Adrian too had a long-standing wish to fulfil.

"I once had the opportunity to crew in the Sydney - Hobart race and turned it down because it clashed with a holiday I'd already booked," he said. "This year is the 20th anniversary of turning that race down and my 50th birthday - so it is a year of two significant anniversaries."

The race is in five legs with compulsory 48-hour stops at Kinsale, Barra in the Hebrides, Lerwick in the Shetlands and Lowestoft in Norfolk. The boat is a Dazcat, 11.95 metres to get under the twelve metre rule, designed by Darren 'Daz' Newton and built on the Tamar in Cornwall of foam sandwich construction with twin 1.5 metre daggerboards that drop through each keel. It's well equipped but more equipment and modifications have been necessary to meet the race's exacting safety standards. The tyre they used to drag as a drogue had to go - they've had to buy a proper sea anchor and guard rails have been fitted all around. The use of engines is, of course, not allowed, but rowing is and they have two 14-foot gig sweeps which can be lashed to the aft cleat on the stern of each hull to provide motive power in calms.

They completed the 300-mile qualifying trip while taking the boat down to Plymouth in May by making a long dog-leg towards the French coast and back again. They carried a French courtesy flag in case they went 'a bit too far' and, jokingly, also carry a Norwegian courtesy flag in case they go past the Shetlands. They will spend a lot of time sailing alone while the other sleeps - four hours on, four hours off, but in northern Scotland, with almost 24 hours of daylight in mid-summer, they'll probably both stay up and enjoy the unique experience.

They are up against 23 other competitors including another Dazcat, Sueños, skippered by RB&I veteran, Rubert Kidd whose crew last year was 'Daz' Newton and who described the race as gruelling. This year's race is already being sub-headed 'The Battle of the Dazcats.' So, no pressure there then!

"We have just two aims," says Nick. One, to get round safely and two, to enjoy ourselves."



Nick (left) Adiran (right) completing preparations in the marina



## It could be you!

### Fantastic Challenge Wales opportunities

Challenge Wales has received funding for a Mate's position onboard and is now on the hunt for young people aged under 25 to apply as soon as possible. The role is funded through Jobs Growth Wales and is no doubt one of the most exciting opportunities Jobs Growth Wales have on their books. Andy Hall, Skipper of Challenge Wales, says; "If you're interested in working in the marine industry this role could be a significant step. The Mate will be part of a team working 4 weeks on and 2 weeks off. With the Commonwealth Games activity and Tall Ships Racing on our schedule this year there couldn't be a better time to be part of Wales' sail training charity. This is the first time we have had a paid Mate role." All applications need to go through [www.careerswales.com](http://www.careerswales.com). When on the site do a vacancy search for Challenge Wales.

More great news is on the horizon with Challenge Wales, particularly if you are aged 16 - 25. Challenge Wales now offers a 75% bursary to Welsh 16 to 25 year old residents for several of its summer residential voyages, including the Tall Ships Regatta and voyages up to Scotland and across to Ireland. Most people over the summer join us to try big boat sailing, add the experience onto their CV, have a working holiday making new friends, achieve their Gold residential D of E Award or to become future volunteers.

For more details about the above contact Challenge Wales

by phone on: 029 20 220 266  
email: [reservations@challengewales.org](mailto:reservations@challengewales.org)  
website: [www.challengewales.org](http://www.challengewales.org)  
Facebook: [www.facebook.com/challengewales](http://www.facebook.com/challengewales)





# “A first class single from Cardiff to Paris? Of course sir, that’ll be 45 shillings and fourpence”

Almost two hundred years ago – less than two years after the Battle of Waterloo – paddle steamer services began on the Bristol Channel. Together with the expanding railways and scores of piers they formed an astonishing transport network. And yes, by the 1850s, you could buy a ticket from Cardiff to Paris, as historian Alan Thorne recounts.

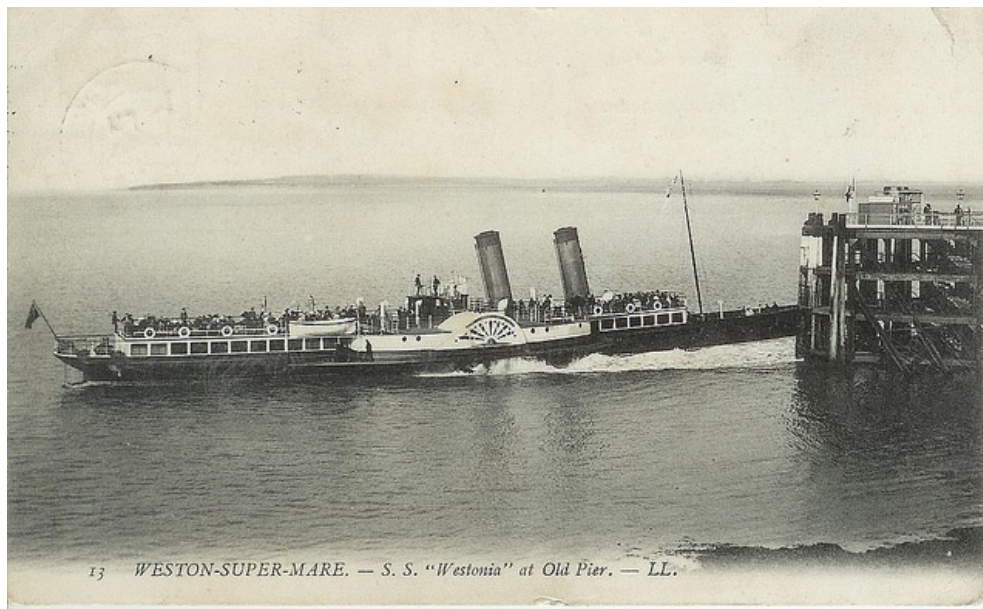
The first steam vessel to work on the open waters of the Bristol Channel was the paddle steamer *Britannia* which was launched at Greenock in 1817 and arrived at Bristol on April 29 in the same year. The P.S. *Britannia* ran trips to Swansea, Tenby and to Flat Holm and Steep Holm. In 1822 the P.S. *Glamorgan* was launched at Rotherhithe and the following year began a service between Bristol and Swansea. She was joined by the Bristol-built P.S. *Bristol* in July 1822. When the service started a call was made off Sully Island in each direction, passengers to and from Cardiff being landed or taken off in small boats. The two 90-foot-long vessels ran a thrice weekly service and fares were: Swansea to Sully (for Cardiff), after cabin nine shillings; fore cabin, six shillings and forecabin, five shillings.

In 1858 a 900-foot-long jetty was built at Burnham, from the Esplanade near the Queen’s Hotel to a little beyond the low water mark. Although a jetty it was known as Burnham Pier and an extension of the Somerset Central Railway ran from Highbridge to Burnham and right along the pier. In 1865 a Cardiff to Paris service was started. Passengers would travel by steamer from Cardiff to Burnham where a train would be waiting to take them to Poole in Dorset. There they would embark for Cherbourg where another train would take them to Paris. Three years later Cardiff’s own pier opened. It was 400 foot long, and 34 foot wide with a carriageway and a railway running to the seaward end where there were waiting rooms, a band room, a lighthouse and lifts.

This was a golden age of pier building in the Bristol Channel. Two piers were opened in 1863 – one at Portskewett and the other two miles away on the opposite side of the channel at New Passage. Both were over 600 feet long with an hotel at the landward side and railways ran along each to lifts and pontoons at the seaward side. Two paddle steamers, the *Gem* and the *Relief* ran a shuttle service between them and when the company acquired the 132-foot paddle steamer *Christopher Thomas* it celebrated with a cruise for the great and good from Portskewett to Aberthaw with a formal luncheon off Sully Island.

The Royal Victoria Pier at Tenby was opened in 1899 by the Duchess of York who later became Queen Mary. It was like two early Bailey Bridges put together – a design that did away with the need for a continuous line of supports or legs – and had a very large ferry landing at the end.

In 1897 a pier was opened at Woody Bay, west of Minehead. It was privately built by local landowner Benjamin Green-Lake to attract guests to a hotel he had constructed at the mansion he owned.



Four years later Minehead got its own pier. It was 700-foot long, 24-foot wide and had a 76-foot landing stage which could be accessed at all stages of the tide. And at Chepstow, passengers who had for years endured a Heath Robinson structure finally got a proper pier in 1907.

Now, sadly, all are gone. Chepstow was the shortest-lived, being demolished in the 1920’s. Cardiff pier was truncated in 1880 and finally lost with the construction by the Butes, of the Queen Alexander Dock which opened in July 1907. Older members of the club might remember a signalling station in the bay many years ago which was the last remaining part – the seaward end – of the original pier. All that remains of Burnham’s 900-foot jetty is a short slipway but under the concrete are still the tracks of the broad-gauge railway that once ran along it.

Woody Bay pier was destroyed by a storm in December 1900 and all that remains is a section of quay wall at the foot of the cliffs. The piers at Portskewett and New Passage – designed by Brunel’s pupil, Charles Richardson – fell into disuse when the Severn Tunnel, which he also designed, came into operation. Only the stumps of the pier support mooring rings remain at Portskewett. Minehead pier was demolished around 1940 – to stop it being used by invading German forces according to local legend – and only stumps of the supports can still be seen. Tenby pier was demolished shortly after the war after years of neglect.

But what we have left is still a nationally-important collection of Victorian and Edwardian piers and we’ll be looking at their history – and future – in the next issue.

Below: Royal Victoria Pier, Tenby. Above: S.S. Westonia at the Old Pier, Weston-super-Mare





# IF YOU FAIL TO PLAN YOU PLAN TO FAIL

**It was 'now or never' Mike Bailey decided when contemplating the trip of a lifetime to the Med. But the work and planning needed for the voyage and a year in Greece came as an eye-opener for the crew. Alyson Charnock reports.**

Mike Bailey has had a prominent position in CBYC for a number of years, so prominent that his 46ft Beneteau Oceanis occupies berth A1 on the pontoon opposite the slipway by the training hut at the front of the club. If you are a visitor to the club it is one of the first boats you see and invariably Mike will be sitting topsides with a cup of tea greeting everyone with a smile and an offer of a fresh brew. This was how we got to know Mike after joining CBYC in 2010. Very soon afterwards we took up his offer of a sail and, although being devoted motor-boaters, we accepted, were instantly hooked, and haven't really looked back since. So, back in October of last year, when Mike tentatively suggested he might like to take his boat to the Ionian Islands for a long spell, we jumped at the chance to go with him. What Mike realised, but we didn't quite have a grasp of at this point, was the preparation that was required to enable this to happen. In late October last year Mike and his prospective crew, consisting of Richard Jennings, Ed Risby, Alyson Charnock and Jon Jenkins-Waud, got together for the first meeting to start to build a schedule of planning and preparation for the trip.

The list of jobs and equipment soon started to build. Between October and Christmas we looked at the Cruising Association webpage for advice on long distance sailing and used their equipment checklist as a basis for the kit needed and started to check off what we had against what was required. Other essentials for the trip were a reliable source of power and serviced safety equipment so two 200w solar panels, which can generate 16 amps of power between them, were sourced and ordered. The frame for the solar panels was then measured and ordered to be custom built for Sanamiru's stern. The aft head was without a holding tank, a must for Mediterranean cruising, so this was measured and ordered. All safety equipment was removed and sent for servicing or battery replacement; the sails were taken off and sent for cleaning and to have new UV strips. All electrical connections were checked and the radios, electronic equipment and the fridge were checked and serviced. The Eberspacher heating unit was removed and dismantled to be cleaned, 12 volt sockets were fitted in all cabins in anticipation of some Mediterranean sunshine and an electronic counter was fitted to the anchor windlass to aid with anchoring or stern-to mooring.

Christmas came and went, then after New Year work really began in earnest with virtually every weekend spent at the club working and reassembling everything that

was taken apart! The aft holding tank was fitted and beautifully boxed in with matching wood, hatches resealed and deck speakers replaced. A new mp3 sound system was fitted along with a silver water filter and a new spray hood and bimini. The mast and rigging were removed and the mast checked, wiring serviced or replaced and the rigging replaced.

In the midst of all this the crew and skipper had regular monthly meetings with passage planning, jobs done and left to do, personal safety, medical issues and menus standing items on the lengthy agenda. Of all the things to think about the menus proved to be one of the most challenging. There will be six people on board and the route we have chosen is a direct line across the Bay of Biscay, first stop Gibraltar. This means we have planned for around 10 days at sea with no stops. A shared folder was created online and menu template was put into the folder along with the watch list for the trip. Each meal has a separate page which is split into boxes, one for each day. In each box is one meal, with the ingredients required listed underneath. The crew member cooking that meal chooses an option then only uses the ingredients listed. The meal used is then crossed off so the next person knows exactly what is available. This system also helped build the shopping list for the trip. The watch rota is based on a 2 hours on, 4 hours off rotation with a 1 hour overlap. Each hour there will be two people on watch. The first hour of the watch will be checking charts, position, making tea etc. and the second hour on the helm. The watch rota is designed so that each watch has an experienced sailor with one that has not previously undertaken a long trip.

Easter came and it was time to try out all our hard work. A shakedown cruise with five of the crew aboard was planned over three days. The weather forecast was favourable and strong to moderate winds were predicted for two of the days planned for the trip. On Saturday April 19, after nearly six months of planning and preparation, Sanamiru slipped gracefully out of the barrage lock and we sailed furiously for Porlock, trying to put the newly fitted rigging and sails under some stress to test her for the trip ahead. Everything worked beautifully. We moored in Bristol later that day with very minor issues, a faulty steaming light and a flickering stern light. Both of which were rectified the next day.

She is ready. The crew are prepared, albeit slightly apprehensive. The preparation was long and hard but seemed to speed up post-



**Mike with Richard Jennings who will crew for the full trip**

Christmas. We feel we have done all we can to get Sanamiru ready for her long voyage. The monthly meetings and regular weekend maintenance have meant all the crew have got to know each other very well. We have all sailed together before, with the exception of one member of crew who is joining us to make up the six. Wish us well and we will see you all on our return.

## **And a final comment from the skipper:**

The past eight months has been one of the most interesting times in my life.

Working on the boat and getting it ready with all the guys has at times been a huge strain on me, let alone the expense. The boat at times was a real mess with things all over the place which we were constantly losing and then finding again; Eddie wanting something, then Donna trying to make us tea, Richard on the rigging, Alyson creating a drop box to keep us informed and in touch with each other and Jon cleaning as we went along. But Hey Ho! We have made it. I am in the final stages of cleaning with just the stores to come on board.

But what I really want to say is a huge THANK YOU to all you guys who have made this possible for me - without you it would not have happened. But then, surely this is what a club is about; people helping each other, having fun, learning what we can achieve, giving our individual skills to each other. Even while sat in the bar people constantly gave me encouragement so a big THANK YOU to you also.

And so with these thoughts in my mind I will leave you all to enjoy your club and sailing in the coming months.

*Fair Winds and Safe Sailing...  
Mike, Yacht SANAMIRU*

**Sanamiru has now reached Cadiz. You can follow her progress...**

- **club's weekly e-newsletter,**
- **Twitter - [Sanamiru@sanamiru](mailto:Sanamiru@sanamiru)**
- **Facebook - [Sanamiru Bailey](#)**
- **e-mail - [sanamiru@yahoo.co.uk](mailto:sanamiru@yahoo.co.uk)**



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

How many times have you walked to your boat and looked at others, thinking things like “I wonder what that is?” or “who owns that?” In the latest of a series of articles to cover this, we are looking in this edition at J pontoon. Inevitably some of the info will be out of date by the time we go to print, but that’s life. Next edition of BE will look at H pontoon, so if you and/or your boat reside on H pontoon then please do get in touch.

Some of the information below gleaned from the club handbook and other sources – accuracy not guaranteed  
**(Next edition H – please could owners submit entries to: [geoff.parr@gmail.com](mailto:geoff.parr@gmail.com) text to 07817108168, or leave written entries in CBYC office, many thanks to those who have already done so).**

**J31 - Limejuicer; Catamaran.** Owner: D. McFarlane

**J29 - Takari.** Owner: B.Carpenter

**J27 - Chara Fishing Vessel.** Owner: A Thorne

**J25 - Friendship.** Owner: David Jones

**J23 - Matrix 11, Motor Vessel.** Owner: Paul Grant

**J21 - Seaspray.** Owner: Tony Matthews

**J19 - Breakaway** (presumably a chocolate covered biscuit, popular in lunchboxes).Westerly GK24,Built 1989  
Owner: Jason Dykstra: Used for cruising, recreation.

**J17 - Krisndam II Trapper 500.** Owner: Stephen Jenkins.  
Up for sale as I have acquired White Wash, a 1984 Sadler 34 (Bilge keel) which I will be sailing up from the Hamble.

**J15 - Kingfisher.** Owner: M. Seaward

**J13 - Hysteria, Sports Boat** Owner: D. Swain

**J11 - Loriton B Yacht,** Owner: A J Baker

**J9 - Scallywag Motor Sailer.** Owner: M. Williams

**J7 - The Braich.** Owner: G. Price

**J5 - Sloop John B First 211 Yacht.** Owner: J.Bowsher

**J3 - Typhoon.** Owner: Lee Moreton

**J1 - Dahtoo Westerly Griffon 26ft.** Built in 1980, owned by Roy & Miriam Beaumont. In keeping with owners naming their Westerly's after winds we searched for a list of winds, looking for something unusual and found the name Dato being a wind off Gibraltar, however when registering the boats name it came back mis-spelt with an “h” in the spelling and it's stayed that way since .Usage: pottering in the bay and cruising in Bristol Channel in summer.

**J32 - Catamaran** – Unnamed. Owner: A.Thorne

**J30 - Shay Marie Motor Vessel.** Owner: D.Evans

**J28 - Sheldrake Motor Vessel.** Owner: Gareth Cook

**J26 - Saratoga.**Owner: W. Knott

**J24 - Drifter.** Owner: W. Travers

**J22 - Dipity.** Owner: Oliver McCarthy

**J20 - Sea Jay, Draco 27** cabin cruiser with semi flybridge, c.1985. Owners: Kenwyn & Debbie Ball.Fitted with twin petrol Volvo engines.Used for pleasure sailing only but has not been in use for some time. Needs serious TLC & for sale as a project, due to work commitments preventing me from dedicating the time that the boat requires.

**J18 - Rubydoo** Tony Rogers bought this 24 ft International motor cruiser in April and has been preparing her the new season. He's recently completed powerboat and VHF courses at the club and hopes to do some cruising in company to get to know the local waters before introducing his grandchildren to boating – one of them called Ruby.

**J16 - Quadrille,** ( type of dance popular in the 18th-19th centuries), Moody 31, 1996. Owner: Rhys Hopkins. Cruised locally and Bristol Channel all year round. Made it down to Milford Haven last year for a fortnight, hoping to go on some longer cruises in the future, weather, work and cat-sitters permitting

**J14 - Epernay, Jeanneau Merry Fisher 645** – 2012  
Owners: Blair and Lisa Mullen – Trying to catch fish (mainly unsuccessfully!), family cruising trips and socialising on the stern! (Epernay is the place in Champagne, France where my wife and I met—ahhh!)

**J12 - Hetty Pegler Cornish Crabber.** Owner: Alan Senior

**J10 - Vesper.** Owner: Mark O'Brien

**J8 - Pure Chemistry MG24 Yacht.** Owner: C.Mallory

**J6 - Nomad Day Angler 21 MV.** Owner: R.Lewis

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





## Me and My Boat

Owners: Andrew Noakes and  
Ed Petherick

Boat: Roumeli

### Two Hulls and Two Owners

Andrew Noakes, Ed Petherick and Alan Savage, (CBYC Commodore in 1982-83), used to sail together in the Bristol Channel and would holiday in Addaya in Menorca, where Andrew kept his 24 ft Diamond catamaran.

During their holidays between 1994 and 1999, they couldn't fail to notice an abandoned Catalac catamaran called Roumeli, languishing in the marina. She was 9m long and had been built in 1978 and was named after a village in Crete. Eventually, Andrew and Alan decided to buy her for the price of the outstanding marina fees and by this time she was in a very sorry state. Both 6hp Couch-Renault engines were seized and the interior and the electrics were a mess. (A previous American owner had installed a deep freeze in the galley, which must have placed a heavy load on the small motors).

Over the next few years, they gradually restored her. Using Alan's engineering skills, 2 x 2 cylinder Kubota diesels from a refrigerated container were adapted and attached to the existing gearboxes. Later a 3 cylinder Kubota diesel salvaged from a ride-on mower was installed.

Roumeli was pronounced seaworthy in 2004 and they sailed her back to the UK via the Midi Canal and an uneventful passage across the Bay of Biscay. As expected, the

windward performance was poor, but she went well downwind. Alan Savage then retired from the project to be replaced by Ed as co-owner leaving Andrew and Ed to cruise Roumeli around the Channel, which was a familiar area for Ed. As an apprentice carpenter in Cardiff, Ed, who had joined the club in 1962, had started sailing with a converted lifeboat which was powered by an old car engine. The army recognising his nautical experience sent him on seamanship courses which prepared him for service on tank landing craft around the UK and in Singapore. Later, having settled back in Cardiff, Ed acquired an Iriquois catamaran hull in 1974 which he fitted out at home together with Brian Fowler. They cruised quite extensively to the Scillies, South coast and Brittany. Andrew was brought up in Southern Rhodesia (now Zimbabwe). During the WW2 his father had served in the Royal Navy Volunteer Reserve, so a young Andrew was sent to school at HMS Conway in Anglesey. His poor eyesight ruled out a naval career, so he used his home background experience and became a tobacco buyer, travelling around the world. Employment with Gallahers resulted in him working at the Hamlet cigar factory on Penarth Road until his retirement in 1999.

If you would like to tell us about your boat and the adventures you've had racing or cruising on it, then write around 500 words (one side of A4) and chose a photo and email us at:

[beaessentials@cbyc.co.uk](mailto:beaessentials@cbyc.co.uk).

Or you can hand it in to the club office, FAO Bear Essentials.

## PETS ON THE PONTOONS



"I'll just nose her to port a bit and we'll clear the Merkur buoy." Nell knows her buoys, Oh yes! In her six years she's notched up weeks at sea and hundreds of sea miles with owner Alan Wright aboard the Trinity House vessel Mair, sailing from Barry to maintain beacons and buoys as far away as the south coast of England. Recently, she's taken to sailing in Alan's Wayfarer dinghy and, despite having a little difficulty getting a paw-hold on the fibreglass, she's up to windward like an Olympic crew as soon as it begins to heel. Like all Jack Russells she loves water but nothing has so far tempted her to jump in. Well, when your planing along with the wind in your fur...who wants to chase seagulls!



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





facebook



If you use Facebook then please do search for Cardiff Bay Yacht Club or copy this link into your browser: <https://www.facebook.com/CBYCWales> and 'like' the page to be kept up-to-date with what's going on and to see all of the latest photos.

# Regatta

Saturday & Sunday, June 21 & 22

After last year's hugely enjoyable event the regatta this year is lots of the same with some great new attractions. There will be dinghy and cruiser racing on both days; an angling competition and 'try sailing' opportunities for children. On shore there will be face painting, a surf board, a bouncy castle, a bungee run and a 25-foot high climbing wall offering a challenge for children and adults alike.

There will be live music on Saturday from Sarah Campbell-Horner, former lead singer with the Root Doctors, and Big Mac's Wholly Soul Band.

See you there!



Photos above from last year's regatta



Climbing wall!

## GALLEY GOURMET

Let's hear your own favourite one-pot cruising meals. Mike Slater anticipates a sunshine summer with...

### Mediterranean Lamb

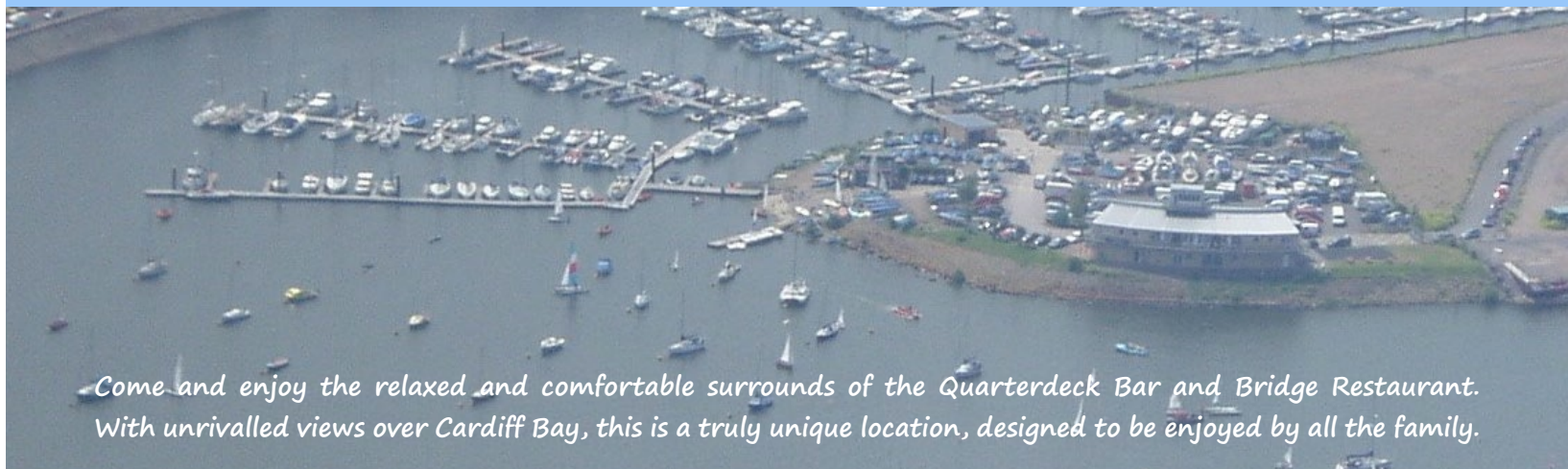
- 6 lamb chops
- 3 peppers – preferably different colours
- 2 courgettes (or mange tout, asparagus etc.)
- 1 onion
- 1 cupful couscous
- Garlic

Couscous is a boon for the cruising cook – the only starch apart from instant mash you don't have to cook!

- Bone the chops and cut each into three or four pieces and fry in a large pan until browned.
- Chop peppers, onion, courgette and garlic, turn down the heat and add to the pan.
- Cook, stirring occasionally, until vegetables begin to soften. If you can only get – or wish to add – mange tout, asparagus, quartered tomatoes or any other quick-cooking vegetable, put them in now and cook for a couple more minutes.
- Take the pan off the heat and add the couscous.
- Add about half-a-pint of boiling water, salt and pepper to taste, stir once to mix in the meat and vegetables and then cover for five minutes before serving.



# CARDIFF BAY YACHT CLUB



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

## Winter Opening Hours

### Quarterdeck Bar opening hours

Monday:	12noon - 23.00
Tuesday:	12noon - 23.00
Wednesday:	12noon - 23.00
Thursday:	12 noon - 23.00
Friday;	12 noon - 23.00
Saturday:	12noon - 23.00
Sunday:	12 noon - 22.30

### The Bridge Restaurant opening hours

	Breakfast	Lunch	Dinner
Monday:	Closed	Closed	18.00 - 21.00
Tuesday:	Closed	12 noon - 15.00	18.00 - 21.00
Wednesday:	Closed	12 noon - 15.00	18.00 - 21.00
Thursday:	Closed	12 noon - 15.00	18.00 - 21.00
Friday:	Closed	12 noon - 15.00	18.00 - 21.00
Saturday:	09.00 - 10.30	12 noon - 15.00	18.00 - 21.00
Sunday:	09.00 - 10.30	12 noon - 15.30	Closed

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

To avoid disappointment, please phone 02920 226575 within the opening hours, as above, if you wish to make a reservation to dine in the Restaurant. Bookings for Sunday roast dinner MUST be made in advance. If outside these opening hours then please phone our Admin Office on 02920 666627.

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

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

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

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

Affiliated to: Royal Yachting Association (RYA)  
Bristol Channel Yachting Association (BCYA)