

Bear

Essentials



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Gaffers' Archive

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COMMENT



One of the things I like about going down to the club is knowing that among the handful of people in the bar there'll always be one or two I know... people I've sailed with, or against, for years, both here and at Barry Yacht Club. People I can immediately relate to and begin a relaxed conversation.

But I'm in my 70s... and so are many of those people whose company I enjoy. Even most of the 'youngsters' I race with are either recently retired or beginning to strategically plan it. The popularity of sailing is in decline. It's slow and variable but over the last 10 years the overall trend has been down. There are lots of theories as to why this should be. They include club fees, the entry costs of getting into boating, available time and even the weather. Over the last twenty years winds have been getting stronger, on average, and wave height has increased. Two members have told me in recent years that they have sold up because in most summers conditions were such they rarely felt comfortable about going out. But it must also be accepted that part of the reason for the decline could be the ambience and age group within clubs. If two twenty-somethings walked into our club for the first time and saw a gang of people like me they'd probably turn round and walk straight back out again. It's not that we're not friendly or approachable, it's just we don't appear to have anything they want. It's not just our problem, of course, it's something we share with golf clubs, cricket clubs, rugby clubs et al, the problem of attracting and keeping young adult members. Steve Mona, chief executive of the World Golf Foundation, says golf clubs must urgently adapt to the demands of young people to ensure the sport has a future.

'Can you go out on the course with your shirt un-tucked? Can you wear your cap backwards? Can you play music in your cart? Can you use your mobile device out there? Can you drink beer while you're going round? Millennials are used to being able to do all these things in their recreation. We need to make it the same for golf.'

There aren't direct parallels with golf but the message is clear - sports club members must embrace a cultural change. And where sports organisations have accepted this they have reversed the trend. Devon Cricket commissioned professional research into how to attract families into clubs after estimating that each family put between €500 and €1,400 into a club each year in fees, bar and restaurant use and merchandising. The research revealed that in families where the father had no sporting alignment it was the mother who selected the children's sporting activities. Now Devon Cricket advises clubs how to tailor their marketing to the 'wants and needs' of mothers - even down to the words and phrases that will resonate - and how, once they have dropped off their children, they, too, can be lured into the club with coffee corners, social events with other mothers and even free use of the club gym.

Claremont Colts RFC in Ireland went from nothing to 200 young people playing in just three years by deciding it was the young people who were the customers and asking 'What do they want?' Hillsfoot RFC in Scotland thrived when they changed the club's ethos to 'Everyone Plays' - a message that goes through all the club's communications. It was a change in emphasis from winning - focussing on progression to the First XV - to developing everyone's enjoyment of the game.

CBYC hasn't got a problem yet - but demographics suggest we will have some time in the future and the CoM is aware of it. But to address it might involve a culture change and the recent rejection of social membership suggests many members are deeply suspicious of changes to the status quo. If we are to contemplate changes persuasion and reassurance must come first.

Mike Slater

Editor

RNLI Sailday smashes its own record



Lifeboats

The RNLI Sailday – hosted by CBYC in June – raised more than £24,000 – an all-time record.

With near perfect sailing conditions the yachts, all given freely for the day by their skippers from CBYC, Cardiff Yacht Club and Penarth and Cardiff Marinas, raced around various way points in the Bristol Channel. Commercial sponsors paid to place crew members on each boat, and they were unstinting in their support with many of the boats having 8-10 people on board. Penarth RNLI's Atlantic class lifeboat marshaled the start and, joined by Barry Dock lifeboat, escorted competitors around the course, providing great photo opportunities.

The day had begun with bacon sandwiches and a briefing at CBYC where the sponsored crew members met their skippers and it ended back at the club for an after-race buffet reception, raffle and charity auction, with prizes donated by many local organisations.

Jason Dunlop, Lifeboat Operations Manager for Penarth RNLI, thanked everyone for making the event such a huge success. "The generosity of the sponsors and supporters today will help the RNLI ensure our crews have access to the best training, equipment and support to ensure they are fully equipped for rescue. I should like to pay tribute to the work of the organisers, led by Colin Lyons of Cardiff Bay Yacht Club, for making the event run so efficiently and providing us all with such memories."

The Bill Davies Memorial Cup went to Joyride and Chris Watler of CBYC. It was sponsored by solicitors Berry Smith whose guests were invited by Sian Reynolds. She said, "We all thoroughly enjoyed the event; of course we were blessed with super weather and had a grand time."

Day Skipper and Yachtmaster

Don't dream it... do it!

When you're sitting at your fireside, what will be your dreams for the next season? Chartering a yacht in Ireland or Scotland's west coast, bareboat charter in the Med or the Caribbean or perhaps just being a bit more adventurous in your Bristol Channel cruising.

Underpinning all dreams are skill and confidence and you can improve both by taking a Day Skipper or Yachtmaster course at CBYC this winter.

Practical courses that will give you access to yachts worldwide all specify that students should first complete shorebased theory courses. But if all you plan is local coastal cruising, completing a shore-based theory course will add the confidence to undertake night passages and be more adventurous to your self-achieved experience.

Day Skipper and Yachtmaster courses begin in September so look out for details on the club website or contact the office for more details.

Which one is for you?

The **Day Skipper Shorebased Course** is a comprehensive introduction to cruising for inexperienced skippers. It equips you with enough knowledge to navigate around familiar waters by day. A basic knowledge of lights is also included to introduce you to night cruising.

Course topics include:

- Basic seamanship
- Essentials of coastal navigation and pilotage
- Chartwork
- Electronic charts
- Position fixing
- Plotting a course to steer
- Weather forecasting and meteorology
- Tides
- Collision regulations
- Construction, parts and equipment of a cruising boat
- Emergency and safety procedures including distress calls, use of flares, safety harnesses, lifejackets and liferafts

If you already have the Day Skipper ticket or are more experienced then the **Coastal Skipper/Yachtmaster Offshore** could



be for you. This course equips you to navigate safely on coastal and offshore passages.

Course topics include:

- Position fixing
- Course shaping and plotting
- Tidal knowledge
- Use of almanacs and Admiralty publications
- Electronic position-finding equipment
- Taking and interpreting forecasts
- Plotting weather systems
- Weather predictions using a barometer and by observation
- Collision regulations
- Customs and excise regulations for cruising abroad

It allows some time for revision of the basics and then moves on to advanced navigation techniques.

This course will take your theory knowledge to the standard required for the Yachtmaster Coastal and Yachtmaster Offshore practical exams, concentrating on advanced navigation and meteorology skills.

At CBYC both courses are taught over 20 two-hour sessions through the winter, in the downstairs bar or the training room.

The RYA has developed a chart plotter specifically for use on training courses, giving you a realistic insight into electronic navigation. Use of this plotter is an integral part of both the Day Skipper and Yachtmaster shorebased courses and brings the courses into the modern world of chartplotters.

Moorings Moan

Whether you're chartering in the Balkans or sitting in our marina moaning about the mooring fees, here's something to think about.

This is the tariff for mooring on the quay at Cavtat, just south of Dubrovnik in Croatia, for yachts up to 18 metres. Most of the year... 15 Kuna – or just under £2 – per metre. In April, May and June this goes up to around £4 a metre. In July August and September it is an eye-watering blanket charge of 720 Kuna a night – or £90. And that's without showers or loos – shore power only. Cavtat is a nice little place but it ain't Nice! Looks like the Balkans are following Italy and Greece in looking at yachtsmen as captive customers who can be fleeced and it might be worthwhile factoring mooring charges into the cost of your charter holiday – or checking that they're included.



LUČKE PRISTOJBE NAUČIČKI VEZ - PORT DUES

| DULJINA PREKO SVEDA - m LOA - m | OPREMNJE DNEVNI 01.07. - 30.09. KUN | OPREMNJE DNEVNI 01.10. - 30.06. KUN | OPREMNJE DNEVNI MURSELI DAILY REST OF THE YEAR KUN |
|--|---|---|--|
| PLOVILA DO 18 m YACHTS UP TO 18 m | 720,00 | 30,00 | 15,00 |
| PREKO 18 m / OVER 18 m PO METRU / PER METRE | 40,00 | 30,00 | 15,00 |

ZADRŽAVANJE DO 15 MINUTA BESPLATNO
ZADRŽAVANJE DO 4 SATI (NAKADNJE DO 18 SATI) SE DOBIVANJE LUČKE OPREMNJE 50% PRISTOJBE
BRNOVI VEŠANJI I ČETVERVEŠI PLAĆAJU IZNOŠ IZNAJEN ZA 30%
VIŠETRUPCI PLAĆAJU PUNO IZNOŠ NAKNADNE NEKRETNOSTI I NAČINU VEŠAVANJA
BRNOVI NA SPOJNITU LUČKE PLAĆAJU IZNOŠ IZNAJEN ZA 50%
LUČKA PRISTOJBA JE NAKNADA ZA KORISTENJE ORALE I NE UKLJUČUJE DOODMINE USLUGE
UP TO 15 MINUTES FREE OF CHARGE
UP TO 4 HOURS FREE 50% (AT THE LATEST UP TO 18^H AND WITH CONSENT OF PORT OPERATOR)
PRICE FOR SHIPS BERTHED ALONGSIDE
SHIPS BERTHED AFTERN PAY 70%
MULTIHULL BOATS PAY FULL PRICE
SHIPS ON ANCHORAGE PAY 50%
PORT DUES INCLUDE ONLY BERTH
PAYMENT VIA AGENTS, IN CASH OR CREDIT CARDS

MasterCard, American Express, Visa, Visa Electron, Diners Club



Coastwatch

Eyes and Ears Along the Coast

Wales' first Coastwatch station at Nells Point, Barry, has just celebrated its 10th anniversary. Mike Slater went along to meet the men and women who man it.

To some it was a cutback, to others a strategic response to improved communications technology, but the retrenching of coastguard operations lost the service a vital asset – a local presence and local knowledge.

Now that gap is increasingly being filled by volunteers of the National Coastwatch Institution who, in 53 stations around England and Wales, put in a quarter of a million hours a year watching our coastline. Every station is entirely self-funding with no money coming from central government.

"We are here to use our eyes and ears; or as we say, to spot, plot, report and respond," says Nells Point Station Manager Terry Ewington. "We don't initiate operations and we don't direct them. If we see or hear of an incident we dial 999 and inform the coastguard. They might say, 'OK, keep us informed on channel 0' and from then on we are in a very good position to provide up-to-date information. If then, for example, the lifeboat has to be called out, as they leave Barry Dock we can provide a current range and bearing for the casualty because it's likely to have changed considerably since they received the original 'shout'."

The most regular incident for watchkeepers at Nells Point is people being stranded by the tide on Sully Island. They inform the coastguard if there are people likely to be trapped because the biggest danger to life comes when people try to cross the causeway as the tide is flooding it. Last year they reported 20 potential strandings involving 53 people.

To augment the 'eyes and ears' the station has radar, AIS, a pair of very high-powered, pedestal-mounted binoculars, a fixed device for plotting bearings and two VHF radios, monitoring channels 16, 0 and their own channel 65. The station is manned by two people, and occasionally also a trainee, on four-hour watches throughout daylight hours so there is always one person permanently scanning the sea. "A parachute flare will burn perhaps 20-30 seconds," says Terry, "To miss something like that would be disastrous."

Trainees work with qualified watchkeepers for six to eight months, going through a wide wide-ranging and detailed syllabus – similar in scope to the RYA's Day Skipper course – in a personal logbook. At the end of this time they are assessed by an outside examiner. Training and constant examination are built into the whole organisation. Each station is regularly involved in exercises with the RNLI, coastguards, fire brigade and ambulance and, in the case of Nells Point, the SAR helicopters which are only four minutes flying time away at RAF St Athan. Each station

is stringently examined by a team of scrutineers every year and when a new station opens it will be examined after 12 or 18 months before allowed to become a 'declared' station. That professionalism has helped defuse early tensions when volunteers were opening stations while some in the coastguard agency were still resisting closures.

It's a mark of the current trust and Memorandum of Understanding between the two that the head of HM Coastguard Agency, Sir Alan Massey, was keynote speaker at the Institution's annual meeting in Bristol two years ago. They have a similar Memorandum of Understanding with the UK Border Force because a coastal lookout is one of the best ways of spotting drug smuggling or illegal immigrants.

The organisation has come a long way from its beginning in 1994 when two fishermen drowned just two miles off a closed-down coastguard station at Bass Point on The Lizard. Local people were shocked by the tragedy and decided to restore a lookout there by manning it themselves. Other communities around the coast copied them. As it expanded it became clear there was a need for national co-ordination and nationally-agreed standards of competence and training which led to the establishment of a board of trustees.

The organisation is still growing because there are still large areas without cover including the whole of the north coasts of Somerset, Devon and Cornwall and the Antrim coast in Northern Ireland.

"In the early years stations opened wherever there was a building



Terry Ewington

and some enthusiastic local people but we now look to provide cover where there is a particular need. But we also have to look at whether there are enough people in the area to provide watchkeepers and to raise enough funds run the station. Although there is a need, many areas on the north coast of Devon and Cornwall are sparsely populated with small, isolated communities."

At Nells Point they consider themselves one of the more fortunate of the coastwatch stations. Barry is an urban centre and local people and businesses are very supportive. Vale of Glamorgan council rents them the building at very advantageous terms. Fortunate, too, in that the building they occupy is a former coastguard station, completely refurbished just before they took it over and providing a heated, glazed position from which watchkeepers have an uninterrupted view from Sully Island across to Weston and down channel as far as Foreland Point from a swivel chair. On the ground floor is a disabled-standard toilet and two rooms that are an education centre but can also be training rooms or become a forward command post for the emergency services in the event of a major incident. Elsewhere a huge variety of disused buildings have been pressed into use including a water tower and a disused fort. Their colleagues on Worms Head, Gower, occupy an unheated wooden shed with no running water or toilet.

Go Baby Go!

After nights on board and trips in the Bay it was time for baby Ollie to go to sea.

Easter Bank Holiday weekend arrived and it was perfect weather for sailing with a baby...? Perfect in the sense of light winds on the Friday and Monday and favourable tides to travel to Bristol. Richard was confident this would be a great passage for Oliver's first trip out although I was quite anxious and would have settled for Mermaid Quay. I guess I worried that the weather and sea state would not be as expected; that Oliver would cry all the way, or would be sick or that I would be sick from having to sit in the saloon with him all the way.

As we left our berth Oliver had to be put in his carrycot at which he protested and wailed all the way into the barrage. But after some milk and cuddles he had dropped off to sleep by the time we got to the Outer Wrach. Phew! Indeed, he did not wake up again until we reached the Avon river. He was hungry and needing a nappy change, easy enough to get done in the flat calm of the river. A few more protests when he was put down in the lock and for berthing but soon he was smiling again. It was about 9pm now and Oliver was wide awake and playing. We were all happy to have arrived safely in Bristol and a glass of wine and some snacks were enjoyed before we all went to bed cuddled up in the aft cabin. We had a great weekend in Bristol. We walked, shopped and walked some more. Quite a contrast to our last visit where the whole weekend focused on drinking and socialising. Richard made a makeshift play zone on the boat out of bungy cord and soft toys so Oliver was entertained.

The sail home was very similar, Oliver slept all the way. The gentle sway of the sea must have been responsible as he doesn't normally sleep for three hours at a time. So we were more relaxed when the tides and 10 knots of westerlies created perfect conditions for a trip to Portishead. Ollie was now too big for his carrycot, so we weren't sure what exactly what he would lie/sit in.

They are also fortunate in recruitment. They have 45 qualified watchkeepers with two trainees and 11 people waiting to join. They come from all walks of life – Terry was a senior South Wales Police detective – and although there is a sprinkling of master mariners there are very few yachtsmen and many have no previous sea-going experience. Chris Collard, who is sharing this watch with Terry, and his wife Rosie are a case in point. Chris is a retired civil servant and Rosie a retired banker and although neither had been boating people both had a love of the sea and Chris had written books on Bristol Channel ships, notably the paddle steamers.

"We were walking along the beach one day, saw the old lookout station and came in. It's the best thing we've ever done," said Chris.

You can contact Nells Point on VHF 65 for a radio check or local weather and sea conditions report. They are keen all boaters should do this because, among other things, it gives the watchkeepers practice in VHF procedure and helps make it second nature. So make 65 one of your scanned channels.

We brought his car seat and bouncing chair but he conveniently fell asleep on the aft cabin bed five minutes before we left. When we got in the barrage I put some pillows either side of him and opened the window. That way I could see him directly from the cockpit.

Ollie slept most of the way but the rolling woke him up and he wanted to be out of the bedroom. He was moved to his bouncing chair and strapped in but was a little grizzly. Moments later we came around the Portishead breakwater and smiles and laughs erupted. We spent two nights in Portishead visiting the indoor swimming pool, the outdoor lido and the annual raft race. We had some lovely walks and bought a crabbing kit from the RNLI shop that kept me busy! It surprised me how much "other stuff" there was to do in Portishead as previously we were only concerned with the pubs and restaurants. The journey back was similar, Ollie played in the aft cabin wedged in with pillows. He was super relaxed and only showed grievance when we were in the barrage. Now Ollie is on solid foods, there's even more things to bring... plastic bowls, cutlery and beakers; baby porridge, rusks and finger foods. Our boat remains cluttered but we are used to it now.

Louisa Laurent



Volvo Ocean Race Ready For The Off!

**VOLVO
OCEAN
RACE**
●●●●●●●●
ROUND THE WORLD

In just a few weeks, seven Ocean 65 yachts containing some of the world's top skippers and sailors will start to race around the world and in Cardiff the countdown will begin to one of the biggest sporting events to hit the Welsh capital.

In May next year the Volvo Ocean Race yachts will be racing across the Atlantic from Newport Rhode Island to Cardiff and a finishing line just off the barrage. Not only has Cardiff bagged a host city role but the 'Blue Riband' event – the last tough ocean race of the edition – and a 14-day stop-over which will see the fleet lifted out and undergo a full service to restore them to 'new' condition.

It's a fortnight in which Wales, its capital city and Cardiff Bay in particular will get worldwide media attention. The race itself will be the longest in its 43-year history – around 45,000 nautical miles, visiting 12 major cities on five continents. It will include three times as much Southern Ocean sailing where the crews must be prepared for winds of up to 70 kilometres and 100-foot waves and throughout Grand Prix-style cameras will transmit the action live.

And although the clock starts ticking when the boats leave Alicante, preparations here began from the announcement of Cardiff's successful bid back in 2013. Already work is well under way to prepare the site for the huge Volvo Ocean Race Village; approximately 40,000 square metres of land between the Queen Alexandra Dock and the barrage is being cleared, levelled and services installed. On it will go a three-storey sailors terrace for sponsors and their guests, a complete, covered boatyard with a viewing platform where the public can watch the boats being refurbished and the huge Volvo Pavilion which will house a cut-away Ocean 65 so people can see how the crews work, eat and sleep on board and a mass of interactive attractions to keep visitors educated and entertained. Entry to the site, throughout the day and early evening will be free.

During the fortnight the 65s will be operating offshore sails for

sponsors and M32s – the big carbon-fibre cats used in the World Match Racing Tour and capable of up to 30 knots – will be racing in the Bay to provide action.

The village itself will arrive in excess of 120 containers to be erected on site. It is one of two identical villages which leapfrog each other, each keeping one stop ahead of the fleet, around the world. The Cardiff village will be shipped from Itajai as the race leaves Brazil for Newport Rhode Island. Once the fleet leaves Newport Rhode Island they will be in Cardiff within six or eight days so erecting the village in time will be a considerable logistical challenge for the race organisers.

A logistical challenge for Cardiff, the delivery city, too. The Bay is too shallow for the 65s so they will lock into the city docks which, in turn, has relied upon the co-operation and support of ABP Cardiff whose land, dock and car park will be taken over to create the village. Everything, from hiring special cranes to get the boats in and out of the water to catering for the helicopters used by sponsors and TV camera crews, has to be planned for. That's the responsibility of the steering committee, supported by a raft of sub-committees which each look after individual aspects of the visit. Helping pull it all together is Cardiff Bay Harbourmaster Andrew Vye-Parminter.

"The estimated economic benefit to Cardiff and the wider area could be up to 80 million euros," said Andrew. "This event once again puts Cardiff and its waterfront on a global stage and demonstrates the commitment of both Cardiff Council and Welsh Government to continue to promote Cardiff and Wales at an international level.

"In addition, two of the sub-committees are specifically looking at education and legacy to ensure that we continue to get benefit long after the event has ended."

Fresh Light on Our Sailing Heritage

We know almost nothing about the Viking traders and raiders who sailed the Bristol Channel in the Dark Ages because they left only place names to mark their passing. But we do know what their ships looked like, how they were constructed and even how they sailed.

And just how we know is one of the fascinating collection of facts, anecdotes and reminiscences that makes up *Sailing Ships of the Bristol Channel*, a new book by CBYC club member Viv Head.

For years fishermen at Roskilde Haven in Denmark had been bringing up bits of old wood in their nets but it wasn't until a full investigation was mounted it was discovered they belonged to the remains of five Viking longships which had been deliberately sunk in the channel to form a defensive barrier. And when the timber of the largest, Skuldelev 2 at almost 100 feet long, was analysed it was discovered it had been cut in Dublin in 1042. More than 1,000 years later a longboat of exactly the same materials, construction and dimensions sailed from Denmark to Dublin contributing enormously to our knowledge of the skills and techniques of these early sailors.

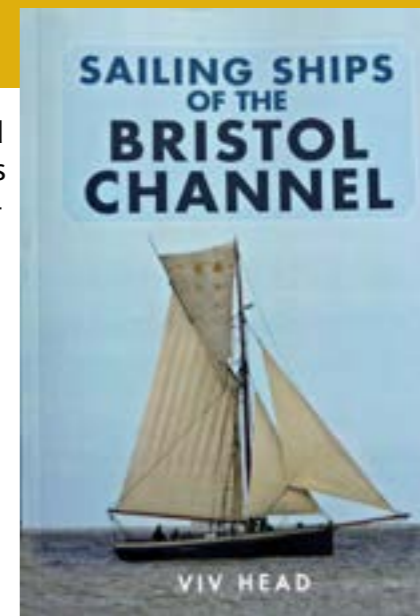
Dublin in the 11th Century was an important Viking commercial centre – it included a slave market – and it's highly likely that the Skuldelev 2 and others like it took the prevailing Westerlies across the Irish Sea to the Bristol Channel.

Viv was persuaded to produce the book by publishers Amberley who he had approached with an idea about a book on policing Cardiff Docks, based on his experiences during a career in the British Transport Docks Board police force. They pointed out that their preferred format was books of 50-50 illustration and text and – clearly having done some research on Viv himself – said, "We see you're interested in sailing... why not do us something on that?"

The book includes tales of some famous ships that traded in the channel, including the Cutty Sark whose voyage from Penarth in 1880 ended in an on-board murder and the suicide of her Captain who calmly stepped overboard in the Java Sea. There's the inspiring story of the Irene, a familiar sight around Milford today, which became derelict and was restored then burned and sunk and was again restored... and by the same owner. Not so lucky was the Scotia – the first of the 'ice ships' from the great age of British Antarctic exploration which had to be beached on Sully Island when fire began in her cargo of coal. But lucky for locals who collected bags of free coal as the cargo was dumped in a vain attempt to fight the fire.

The book contains details of surviving examples of many craft unique to this area including the double-ended Somerset flatners built for the shallows of Bridgwater Bay, the Tenby luggers, the Cornish luggers, the Severn Trows and, of course, the Bristol Channel pilot cutters. Seventeen original pilot cutters still exist – the oldest, Madcap, being built in Cardiff in 1875 – and several still race annually in the Cock o' the Bristol Channel race from Barry.

There are the boatbuilders too: Harold Clayton who built boats



Madcap, the oldest surviving pilot cutter

from two sheds on the Penarth foreshore and Andrew Anderson who took them over. Anderson built a wide variety of craft from dinghies to substantial yachts – eight of which are still sailing today, 80 years after the yard closed. Caplin, a gaff-rigged ketch and the Bermudan cutter Amoral are in New Zealand and the author has visited both.

Boats range from the biggest – huge four-masted barques like the Glicruix on which poet John Masefield sailed out of Cardiff as a 16-year-old apprentice or the ill-fated Pamir – to the smallest, the tiny General Picton which was a lifeboat for a Bristol Channel lightship and is now restored and sailed by the West Wales Maritime Heritage Society.

This is Viv's second book – the first, *Sailing Gaffers – Stories from Fifty Years of the Old Gaffers' Association*, was produced for the association's golden jubilee. He's now working on his third which will be a history of docks policing but extended to cover other South Wales ports which gives more scope for photographs. It should be out next year.

Sailing Ships of the Bristol Channel by Viv Head is published by Amberley Publishing, The Hill, Stroud, Gloucestershire, GL54EP, www.amberley-books.com at £14.99

Like a Mediterranean Flotilla... without the Med

Mike & Helen Steel

When looking for a local sailing club to join after purchasing our first boat in September 2016 we were drawn to CBYC because of the active cruising group, AKA The SWOG. Having had the pleasure of cruising with company on several flotilla holidays in the Med we knew a similar thing in the Bristol Channel would be equally fun and rewarding albeit without the blue skies and crystal clear waters.

After spending the winter getting to know the boat and making sure it would be reliable for the forthcoming season, we were keen to join the first SWOG to Padstow. Unfortunately this soon changed when we realised most boats were going to Watchet (perhaps next year we will make Padstow).

Apart from the social side of cruising in company it is an opportunity to seek advice and learn from others which we took advantage of from the off, bombarding ADA Swogmeister Martin, off Sabriel, with questions throughout the weekend. A big thanks to him. Our objective for the weekend was it should be drama free so we set off Saturday morning earlier than the other boats only to question "what are we doing wrong" when they caught up with us before making the Rannie. Not wanting to be left behind and knowing we had a tidal gate to get into the harbour, the iron topsail was started up and

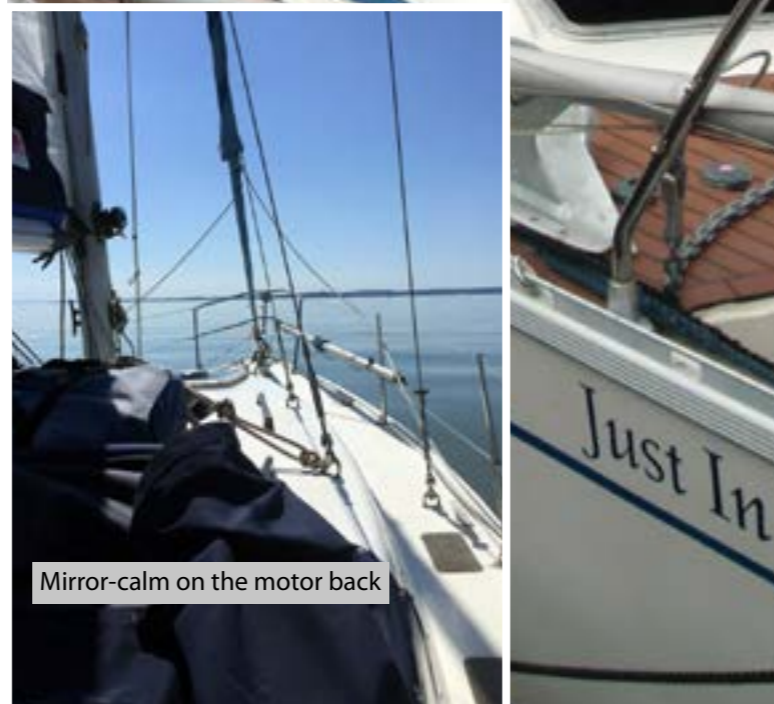
on we ploughed. It was good to see the boats now in front were on a very similar bearing to us which gave confidence in my tidal drift calculations. We made it into the harbour where most of the weekend's flotilla had already moored up and were waiting to take our lines.

The evening's cheese and wine reception was very welcoming but tested the grey matter – not only was there everyone's names to remember but their boat names as well. I am hopeless remembering names at the best of times so with over 30 names and the wine flowing I had no chance. I'll apologise now for not remembering most names, it's a good job Helen has a better short-term memory than I. It was good to see there was no pressure to stay with the fleet all the time. This was evident when some of the boats split from the main party to do their own thing whilst most went to sample the gin and cider in Pebbles and then onto the local curry house where a good night was had by all.

Watchet is a surprisingly quaint harbour town. As always when we travel to new places we will go beyond the main streets and seek out how the locals live. This little place did not disappoint with its winding streets lined with cottages of all shapes and sizes, some with the picture postcard look of a thatched roof. Added to its charm is the stream running through to escape into the Bristol Channel.

We had planned to go back to Cardiff on the Sunday but

continued p.12 >



Mirror-calm on the motor back

Home again – and no bones broken!

Jason Smith

Our story started back six years ago in GE Aero Engines Wales where myself, Nigel and Mark were all working on the same section testing aircraft engines while dreaming of owning a boat and talking of the adventures we could have sailing exotic places all over the world.

We started scanning eBay, Apollo Duck and other websites looking at 'boat porn' as we called it and the dream eventually became a reality with a Macwester 26', Akrasia.

As she travelled into the water for the first time in the club's hoist we were horrified to see water rushing into the bilges. We didn't know there was a drain plug in the skeg which had been removed but it probably gave the yard crew a laugh. It was the beginning of a long learning curve on Akrasia but after a while it was time to upgrade both the boat and our adventurous ambitions. So, enter Catchwind, a Colvic Countess, and our entry in the SWOG to Portishead. Sailing with clubmates, getting advice on the journey from experienced sailors and having the reassurance of safety in numbers seemed a good plan. I am friendly with Mike Kendrick in work who I knew had been a member of CBYC for 30 years and had attended many SWOG cruises and he agreed to come along and help us 'newbies'.

We met for the briefing on the preceding Wednesday and I was pleased that Nigel had

thought to bring a pen and pad to take down frequencies for Portishead, Bristol BTS and our flotilla channel number! Nigel is a regular member of Barry Dock Lifeboat and he made sure we were well prepared for the journey. I don't think I slept much the Friday night before we departed. I was so excited to achieve a goal that we had worked towards for so long. Saturday was gloriously sunny but calm and our lock was full, mostly of CBYC boats going to Portishead. I was a little eager on the way in and Mike had to use all his strength to stop us nudging Little Fish who was in front of us.

Once through and past the Outer Wrach it was so calm there was no point in setting sail so Mike suggested we motored with the genoa and he commenced telling us his sailing story - a riveting tale of high seas danger and doom. Looking backwards we could see the next lock out with another half a dozen boats behind us. Then again 30 minutes later the same again while Mike was still telling us the perilous tale. I was so glad the weather was good and unbelievably the wind had picked up and we hoisted the main and turned off the motor. We could have been sailing in some exotic place as it was boiling hot, calm waters and porpoise breaching off the bow. Soon we were making 7 knots.

Three hours passed by so quickly Mike had hardly had time to finish his second sailing story before we were there - Catchwind had got us to our destination effortlessly. As we approached our berth Mike said, "Reverse her



in, Jase," so I pulled forward to get Catchwind as straight as possible and began the reversing manoeuvre! I did not explain to Mike that Catchwind has a mind of her own in reverse gear! Sometimes she behaves and goes where asked but at other times does her own thing! Today was the later of the two. I asked her to turn to port so she turned to starboard! Forward again then reverse again. Oops, we were sideways now and to make things worse we were now twinned in a sort of waltz with Bellella that was heading for a

berth nearby, spinning around each other. Probably a very entertaining sight to see and it could have been the birth of Strictly Yacht Dancing but thankfully it ended before a collision. Suddenly our bow was pointing at the berth and I decided to head straight in to save face and before anyone said different.

I was pleasantly surprised with Portishead in general as it was far nicer than I was expecting. With Mediterranean weather

continued p.12 >

the advice from the others was that the weather Monday morning would be better. So with an extra day ashore it was a tossup between a ride on the steam train to Dunster or a walk around two museums (Watchet town history and Watchet boat museum). The steam train won as Helen is not a museum person and I know the "I'm bored" look would soon be upon her if I dragged her around the boat museum. However when we got to Dunster we realised we had already been to the town and castle some years back so it was afternoon tea and a little bit of browsing in the shops before returning to Watchet. The museums can wait until a return trip. Another reason for a return trip is to explore the different pubs of which there are plenty – it seemed to be every fifth door was a pub. Any town with that ratio of pubs gets my vote. Sunday night's entertainment was on Sonrisa where Simon, Laura and their boys hosted a very pleasurable get together.

On Monday morning at 0600 the wind was howling through the rigging as we had our morning coffee and I did start to question the advice but by the time the harbour gate was down and the traffic lights had turned green the wind had abated. It was very much like being on a race starting line with everyone watching for the green light and then charging though the harbour entrance to beat the incoming flood. Once into the channel I was under orders not to put all sails up so we motor sailed under main only. That was fine by me as I'm not a purist and after being an armchair sailor for 20 years am just happy to be out on the water in my own boat.

Halfway across Helen started to feel nauseous so out came the ginger cookies and with a stint on the helm, so she had something to take her mind off the oncoming seasickness, she was soon feeling fine

again. Ginger has never let me down when combating seasickness and when at sea I will always have ginger biscuits of some description on board (our recommendation is Tesco Finest Dark Chocolate and Ginger) together with a small pot of ginger jelly cubes used for cooking.

At the end of the weekend we had achieved what we set out to do, meet some like minded people, have a good time, and have our first adventure without drama. Everyone was friendly and inviting.

Due to work commitments and our daughter's wedding we have not been able to attend another SWOG. We did try to do the Lydney/Burnham-on-Sea but the weather was not in our favour. We are making plans to do the SWOG++ and although we will be very surprised if we do actually make it to Ireland we won't be disappointed if we don't because wherever we end up will be a new adventure for us. I appreciate we have only one SWOG experience under our belts but for those that haven't tried it I would say give it a go; it means help is to hand when needed (a problem shared and all that), which gives you the confidence to push yourself and explore new places and you will make new friends. One thing we would do differently next time is take some photos. There is no excuse these days for not doing so when we both carry smart phones with us.

I would like to take this opportunity to thank Simon and his yard crew who were a big help when lifting the boat in and out during the winter. It was reassuring to have a wealth of knowledge at hand whilst checking the boat over.

Mike & Helen Steel

Just In Time

it felt like we were abroad and not in the Bristol Channel.

After a shower in the impressively spacious and modern marina facilities we met up under the Harbour control tower for the cheese and wine party. It was a lovely hour on the quayside with two young men efficiently ensuring our glasses were always topped up. We all enjoyed chatting to other SWOG members and many of us migrated to the Royal pub near to the marina to continue the evening. The Royal is a lovely pub - it has fantastic grounds and is several hundred years old with heaps of character. We sat outside in the garden with a fabulous view of the Channel and the Welsh coast near the new Severn Bridge. We were told there was a long wait for food as the restaurant was very busy so we decided to head over to the Posset Cup for steaks and had an enjoyable meal.

We'd had a wonderful enjoyable day and said how well it all turned out but on returning to the boat it was dark and Nigel suggested taking the opportunity of checking our navigation lights. Yes, all seemed well, he said, but as he could not see the masthead light from his position on the pontoon I obligingly walked backwards along the cockpit seat trying to get a view. Back one more step I could nearly see the light, then OMG thin air and I was down in the cockpit having scraped my leg down the tiller. At that point I heard Nigel shout, "The lights are working fine I can see them now." I replied, "Get a bandage, I am bleeding everywhere."

After some first aid we settled down to a good night's sleep. The following morning I woke up feeling refreshed initially, until I moved my right leg then it all came back to me as I knocked my bruised scraped leg against the hull. It wasn't a pretty sight! A lump the size of a chicken's egg and a 10" scrape down the shin! Mike

and Nigel put my fall down to the beer but I reckon it was a freak wave in the marina called the Portishead Bore. Then it was back to Wetherspoons for a fried breakfast washed down with a coffee this time before preparation for the 1300 lock which, thanks to advice from Ed, we had booked the previous night. It turned out Ed failed to take his own advice and, as locks were all fully booked, he had to wait for the 1430. Outside the channel was again without a breath of wind so we put up the main, turned on the engine, set the autohelm and sat back for a relaxing cruise home and to reflect on a fantastic weekend.

As we arrived at Cardiff we heard Barrage Control say Bellella, our neighbour and 'partner' from the previous night, was under tow from Equinox. This is one advantage of cruising in a group, there is someone at hand to help if needed! All three locks had to be used to get the fleet through and it was like a scene from the Wacky Races on the Bay side, with boats everywhere but we got back to our pontoon and I made it home for a late dinner.

The following day I attended A&E and had X-rays taken but thankfully no bones were broken. I was prescribed antibiotics and a week off work but I hope to recover in a few weeks so I can join another adventure!

Jason Smith

Catchwind

Goodbye Cardiff, hello Baltic!

Vicky Williams

On June 9, Challenge Wales, Wales' Tall Ship, left Cardiff for one of her biggest adventures yet. Since then, Challenge Wales has hunted – unsuccessfully – for the Loch Ness monster, been Tall Ships Racing in the Baltic with the almost 100-strong International Tall Ships fleet, visiting no fewer than eight countries along the way and sailed nearly 4,000 miles.

Strong winds had meant an exciting, port-hopping, sail from Cardiff to Belfast for the first leg of our summer adventure. One of our newest volunteers was onboard this voyage "With little sailing experience, I joined Challenge Wales for 26 days. Day 1 I was sea sick, Day 2 I was experiencing Force 8 winds, Day 3 I was cooking meals at a 45 degree angle, once I had settled in I experienced, and loved, the exhilaration of sailing Challenge Wales and learnt loads!"

In Belfast we crew changed before heading to Fort William to enter the 60-mile Caledonian Canal. The same weekend where the UK was basking in 30 degrees of sunshine, was the wettest for Scotland and rain followed Challenge Wales through the Canal. Despite the weather, lots of people came out to see Challenge Wales climbing Neptune's Staircase, an amazing engineering feat and the longest staircase lock in Britain lifting her up 20 metres. We motored quickly through Loch Ness, and once we had left the Canal stopped in Inverness before sailing non-stop, 3 hours on/3 hours off, to Aberdeen where we were warmly welcomed in the port usually dominated by huge ships.

After a crew change in Aberdeen and welcoming young people onboard it was time to cross the North Sea to Kristiansand (Norway), past Denmark and then onto Halmstad (Sweden) to meet up with the Tall Ships fleet. Our first race was Sweden to Finland. On July 3 as we left Sweden in the Parade of Sail, choppy seas and westerly winds of up to 30 knots greeted the fleet. We still had 100 miles to the start line so after a few hours of sailing I dove into a port to get some sleep. We crossed the virtual start line in our allocated time window the following evening and we were off. After 24 hours the strong winds faded and when the Skipper reported in to the Challenge Wales office he said, "We're having curry tonight, we need the wind, we are currently sailing at a speed of 0 knots!" Some boats made the decision to retire, we stuck at it! Once we crossed the finish line, we motor-sailed to the beautiful city of Tallinn, Estonia for a day of shore-side exploring before heading to the Tall Ships host port of Kotka in Finland for partying, parades and the celebrations typical of Tall Ships Races.

It was amazing to think that 30 different countries were being represented at this event with over 100 vessels taking part in the Race series and more than half-a-million visitors attending each port to see the vessels and festivities.

A Cruise in Company was the next part of our adventure and we welcomed a new group of Welsh young people onboard, we sailed through the spectacular Finnish archipelago; hundreds of islands home to historical buildings, traditional boatyards, picturesque landscapes and interspersed with private island villas. Those onboard had the opportunity to fine tune their sailing skills before we headed into Turku, a Finnish port that had hosted the Tall Ships Races no fewer than five times! More crew parades and partying was in order; more festivities, music and fireworks before we waved goodbye and welcomed the next group onboard.

Race 2 was from Finland to Lithuania and 27 knots of wind meant the race finished much earlier than expected. Challenge Wales was the first boat home in her Class C group, so well done everyone!

From Lithuania, Challenge Wales raced in the last leg of the Tall Ships Race to Szczecin (Poland), crewed by young people from Caerphilly. Then it was homeward bound from Poland to Amsterdam, Amsterdam to Gosport and Gosport to Cardiff in time for going on display in the Cardiff Harbour Festival on the August Bank Holiday weekend.

Without our funders, the young people, and our committed volunteer crew, we wouldn't have been able to represent Wales and the UK at this spectacular Tall Ships event, or undertaken the delivery voyages, so thank you to them all.

Our sailing season will continue into September and start to slow down in October as we begin training our next season's volunteers, giving them the opportunity to get seamiles under their belt, improve their sailing experience and give those who are interested in youth work and helping young people something different for their CV.

To find out more about Challenge Wales visit www.challengewales.org or follow our journey at www.twitter.com/challengewales

Gift could begin Gaffers Archive

A sackload of books, photographs and old model sailing boat plans that were destined for the skip are to become the core of what gaff sailors in the Bristol Channel hope will become an archive of information on traditional sailing ships.

The collection was built up by CBYC member Terry Rooney over many years. It includes several out-of-print books including 'Falmouth For Orders', Alan Villiers account of crewing on the four-masted barque Herzogin Cecilie during its race with the Beatrice around the Horn in 1927.

Terry was an enthusiastic GP14 sailor with PMBSC in the '50s and '60s and spent a lot of his early life in the Merchant Navy. At that time the only examination available to yachtsmen was the Board of Trade Yachtmaster Certificate of Competence. The term 'Master' had legal significance in those days and the course was two years of evening classes which included basic seamanship, chartwork, tidal calculations, meteorology and signals.

"It was the signals and examination of Morse code that the students found most difficult," recalls Terry.

"Instruction was supervised by a retired RN Yeoman of Signals known by the professional students as 'Captain Blood'. The examination consisted of 90 letters and numerals mixed into 18 blocks of five followed by a 'plain language' message of 20 letters: total 100 marks. The blocks were sent in 3 mins 40 seconds and the sentences in 1 min 20 secs and the pass mark was 90%.

"This was the killer of the course because the standard was exactly the same as that for professional mariners studying for their

certificates and so, although many PMBSC members satisfied in the main subjects they fell by the wayside with the signals exam."

This led to Terry being invited to put together a sailing competence course for members of PMBSC. Members hired a classroom at St Cyres School from September to March and in 1966 Terry ran the club's first training course, dealing largely with chartwork and tidal calculations for the Bristol Channel. The content was suggested by the students – Colin Lyons, Eddie Miles, Peter Mills, Eddy Ayres, Walter Pollard, Peter Setchfield among others – and there was no examination but it ran its full term.

The books, plans and photographs have been collected as part of a lifetime interest in sailing, particularly in traditional craft.

They were going to be thrown out but a chance remark brought them to the attention of Colin Lyons, through him to Bear Essentials and then to Viv Head, a traditional boat enthusiast, author and member of the Bristol Channel section of the Old Gaffers Association.

"We've been thinking about creating an archive for the section and I hope this collection will be the nucleus that will help it form," Viv said.

***Latest. The July Committee of Management meeting approved permission for a bookcase to be sited in the downstairs bar as repository for the Old Gaffers archive.**



Windfall gets Charlotte restoration under way



With the new cant frames her lines begin to appear again

Two huge oak branches, ripped from a tree in a Cardiff park during winter gales, have helped volunteers make a start on restoring the Lancashire Nobby, Charlotte.

Cut into pieces and hauled back from North Cardiff to the restoration tent at the World of Boats on Cardiff Bay they've been fashioned into the first of the new frames. Each frame is in two pieces – an upper and lower futtock bolted together – and every one in the boat is different. This means they must be removed one-by-one, a template made, and then the replacement fitted. Two new 'full' frames, numbers 6 & 8, have been fitted; work on making and fitting frame 12, the mid boat frame, is under way and once some more oak logs have been cut into slices, work will start on making a new frame towards the stern of the boat.

Other work has been to make new floors for each of the new frames, and then bolt them to the bottom of the new frames. Once the new frames are finally fixed into place, the floors will then be bolted onto the top of the keel.

Even pieces of oak that are unsuitable for structural members are being utilised to make 'in-fill' pieces, like supports for the bowsprit. "These may be sideline projects but they help the volunteers build up their skills with the tools, their experience of working with oak and their confidence," says Matthew Goode, a member of the Bristol Channel Area of the Old Gaffers' Association and graduate of Lyme Regis Boatbuilding Academy, who is organising the work.

But what has had more impact visually is the fitting of six new 'cant' frames in the bow. The cant frames are single piece, and are fitted at an angle to the keel; not at 90 degrees like most of the other frames. Therefore a bit more thought had to be used to get the plank bevels and fit angles correct.

"The team did very well in quickly understanding how to work out the angles needed, and they did a good job. Now there is more to show for the team's efforts which, of course, gives us more to show off to visitors."

With the cant frames fitted and battens tacked to them you can begin to appreciate the lines of the Nobby as the hull itself again takes shape. The word 'Nobby' is believed to be a dialect

word meaning 'rough wood' and they were, typically, a no-frills, gaff-rigged workboat, slim and fast but capable of being sailing short-handed and with a low freeboard to aid the shooting and retrieval of nets. The Charlotte was built around 1908, possibly by Crossfields who had yards in North Wales and at Arnside in Cumbria and worked as a Morecambe Bay prawner. Her last owners brought her from Watermouth but for many years she was moored in the Bay beneath the Grangetown link road and weather took its toll. Eventually, 60 per cent of the frames will be replaced along with all the planking, all done as faithfully as possible to the original. Her gaff and boom were sound and these have been sanded and varnished with new jaws soaked in Stockholm Tar – a traditional mix of pine tar, turpentine and boiled linseed oil. The team are still looking for more grown oak, in particular a 32-foot piece for the beam shelf which supports the deck beams, although Matthew admits they might have to scarf lengths together to make it.

"A recent visitor to the restoration tent happened to be leading a restoration team on the Monmouthshire Canal near Cwmbran. They kindly offered lengths of oak off-cuts from oak used to make new lock gates. We are of course very thankful for the oak, and will find a use for them where we can. This just shows what can happen when the right person walks into the restoration tent and sees what we're doing. Both groups now have a link and a mutual understanding of what the other group is doing and why."

Eventually Charlotte will be larch planked on oak and restored as a three-quarter-decked, gaff-rigged, open cockpit fishing boat – without an engine – and the restoration team, which includes a number of CBYC members, will have the pleasure of crewing the first Lancashire Nobby to sail in Cardiff Bay for many a year.

If you are interested in helping with the restoration email matthew.goode@ntlworld.com. If you have anything to donate or would like to become involved in fundraising for the project, contact CBYC member and old gaffer Viv Head on viv.head@talk21.com

***Since this article was written World of Boats has gone into receivership. It is not yet known how this will affect the restoration project.**

Boat Love

Never let your true love meet your playmate!

*"Heaven has no rage, like love to hatred turned
Nor Hell a fury, like a woman spurned."*

William Congreve (1697)

The commodore of my old club gave sound advice which I regret I failed to heed. He said never keep a yacht long enough to fall in love with her. Fiat Lux was a gaff cutter which I inherited from my father and she was in the family for 30 years. I had some wonderful adventures with her and it is an undeniable fact that I was in love with her. It is easy to understand how you can be in love with your yacht but it is a more difficult concept how your yacht can be in love with you.

All was well until I proposed marriage to a lady who was inexperienced in yachting and Fiat Lux was hopelessly cramped and uncomfortable for matrimony. I therefore sold her and purchased a larger yacht, Playmate. But the love affair with Fiat Lux did not die and I naively thought that I could maintain a cosy relationship with both yachts. I therefore encouraged the new owner to moor Fiat Lux nearby so that we could keep an eye on each other's boats and I put Playmate on Fiat Lux's mooring. When Fiat Lux saw this she went mad. She dragged her mooring in a gale and crashed into Playmate. The bowsprits became entangled and they remained alongside each other for 24 hours. People watching from ashore knew that both yachts were or had been mine and assumed that they were innocently sharing a mooring and properly fendered. Fiat Lux had much lower freeboard than Playmate and her chainplates sheered off and the jagged steel acted like a saw and cut a hole right through Playmate's topsides. After a day of violent bashing, Fiat Lux became disentangled and dragged the mooring further and collided with another boat.

The damage to Playmate was about £3,000 (which was a lot of money in 1987) and I notified my insurance company. Fiat Lux's jealousy and fury was not yet spent. Her insurance company repudiated the policy on the grounds that the new owner had misrepresented the mooring arrangements and the damage had to be covered by my insurance company and the uninsured loss by myself. The delay while the two insurance companies argued who should pay meant that no repairs could be carried out until the following year and I lost the entirety of my first season sailing Playmate.

You will no doubt say that it was all a terrible coincidence but it didn't feel that way at the time. It felt as if Fiat Lux's fury was like a woman spurned.

Even then I failed to heed the advice from the old commodore and I kept Playmate, who was over 100 years old, for 25 years until she became rotten and had to be scrapped. Another love affair which ended in tears.

John Maxwell

Doreen (with whom I am trying not to fall in love)



About John...

John is a new member of CBYC and a few weeks ago moved Doreen into a berth on J pontoon.

John was brought up in a seafaring environment. Before the war his father was in the Merchant Navy and during the war he was the captain of a minesweeper. John was three years old when his father was demobbed and immediately purchased a sailing canoe and then graduated to a small yachts. John took over his father's yacht Fiat Lux and cruised the Kent, Essex and Suffolk rivers from Ramsgate to Ipswich and across to Holland, based at the Gravesend Sailing Club.

John's work took him away from the East Coast to the Midlands and the drive back to Birmingham from Gravesend up the M1 on a Sunday night after a weekend sailing became irksome. He moved his yacht Playmate to Bristol and later Portishead and cruised the Bristol Channel and twice to Brittany. He was elected the president of the Bristol Channel section of the Old Gaffers Association and remained so until he became a 'Bermudan'.

In 2011 the surveyor declared Playmate to be unseaworthy and she was scrapped. John, who had sailed nothing but old wooden gaff rigged boats, decided at the age of 68 to buy a Bermudan fibreglass yacht Doreen. This was a real culture shock. He looks back at kneeling on the foredeck of Playmate plunging into a short sea between the Holms up to his waist in green (or was it brown?) water wrestling the jib off the bowsprit and thinks "Why didn't I change to a modern boat ages ago?"

It's all change in the Galley



There's a new look to the club's Galley with the arrival of head chef **Matt Preece** and a new menu.

Matt was chef at Cottrell Park Golf Resort in the Vale of Glamorgan and has worked for Jamie's Italian and The St David's Hotel and Spa but latterly has worked with an agency. It was while at the agency he first worked at CBYC and immediately saw the potential. "I saw there was a fantastic opportunity here," he said. "There wasn't a lead in the kitchen and there was a chance to stamp my impression on things."

Within a fortnight he was doing that with a new menu which extends the range of meals available morning and night while retaining old favourites and all with the emphasis on locally-sourced ingredients. Meat comes from two family butchers in Newport and Crickhowell while fish is from Ashtons.

"There's a great opportunity here," says Matt, "and the Quarter-deck Bar is a superb function room."

A recent innovation is Saturday Seafood Night with a sharing platter for two of garlic prawns, breaded calamari with aioli, cod goujons, mussels and whitebait for less than a tenner a head.

Book now!

Starbrite Black Streak Remover

**DOES
what it
SAYS**

Starbrite Black Streak Remover was recommended to us a while ago by our now Vice Commodore, Steve Cooper, for a problem we had with some stubborn marks on our gelcoat - and it worked! After discussing similar problems, including removing the dreaded 'spider poo' stains,* with another member recently, we thought we would pass on the recommendation to fellow members.

It's not the cheapest of stain removers but we found it one of the best. We did try another make but came back to Starbrite as it's much more effective. It can be bought online or at a chandler. Usually about £13.99 but sometimes it comes in a bit cheaper with special offers.

Shake bottle before using and spray Black Streak Remover directly onto the stained area. Let it soak in for 30 seconds before using a clean cloth, brush or sponge to wipe away stain. Rinse well with water. Severely stained surfaces may require a second treatment and light scrubbing. It will not remove wax or polish and is safe for fibreglass, vinyl, plastic, stainless, rubber and painted surfaces which makes it a good all-round cleaner for all marine surfaces.

Happy cleaning!
Stuart and Gaynor Preece

** Yes, that is exactly what you think it means, spiders do poo on boats, leaving small, black stains, which was news to me but that probably says a lot about the state of my topsides. - Ed.*

£13.99



Know Your Neighbour

Pontoon Walkways

This proved to be my greatest challenge of all the pontoons. Many of the boats on the walkways are there on a short-term basis awaiting a pontoon berth. I have now finished the 'Know Your Neighbour' series but there have, of course, been many changes since I started several years ago. Should anyone feel like updating details of their pontoon or notifying boats leaving, moving or arriving please contact the editor.

Signing off. Geoff Parr – Out.

A to C Pontoons

Purple Pride

Rose Catherine: Orkney Pilothouse 20, 6.1m, owner Garry Short.
Zubenab: Sadler 26 yacht, 7.9m, owner Pablo Bermell.

Melyn Trefin: Colvin Atlanta motorsailer, 9.1m, owner Rowland Morgan. Bought in 2006 and used locally in the Bristol Channel... when Rowland isn't cruising the Atlantic!

Yamas: Princess 30 DS motor yacht, owner Phillip Vrettos.
Wanderer

D to F Pontoons

About Time: Boston Whaler Montique, 4.9m, owner Ronald Walters.

Elaine: Raider 18 Wheelhouse, owner Ian Barnes. "I have been a CBYC member for five years having previously been splitting the year, the summer six months at Swansea Marina and the winter six months at Cardiff Marina. I am a keen member of the Angling section."

Malpe: Tremcett 8.0m, owner Malcolm Maylin

Petal: Westerly Pageant sailing yacht 7.0m, owner Phil Coles.

Lucky Aud: Express Pirate 5.2m, owner David Davies

Souris: Skipper 17 sailor, owner John Elmer. Sister ship to Dame Ellen MacArthur's boat Kestrel used between her O-levels and

A-levels. Souris replaced Miel, of similar design, which was fire damaged at the club a few years ago. She is used for day sailing with the grandchildren in the Bay, weather and time permitting.

Moonraker: Westerly Centaur yacht, 7.9m, owner B Ostrich.

F to J Pontoons

CJ

Aquila: Merry Fisher 620, owner Barrie Carter.

Doris Irene: Warrior 165 Fisher, 5.1m, owner Gerard Prosser.

Photon: Warrior 165 powerboat, owners Huw & Stephanie Williams. "Why Photon? Photons are miniscule bundles of light energy - and nothing goes faster than the speed of light. Big talk for people who usually confine themselves to the Bay and, of course, scrupulously observe all speed limits!"

Pencoed Jack: Fantasie 19, 5.8m yacht, owner David Macfadyen.

Pippa: Raider 18, 5.5m, owner Glyn Ballinger.

Wild Blue

J to L Pontoons – Finger Pontoons

W1 One In Front: 4.9m Rib, owner Simon Atterbury.

W2 The Pearl: Hurley 18, 5.4m, owner Michael Fussell. Mike sails her single-handed in the Bay or around the Holms. She's a good sea boat, very easy to sail and I can be on the water within ten minutes of getting down here, he says.

W3 Phonix: Fisher 6.0m, owner John Andrews.

W4 Casper: Seafarer 7.0m, owner Andrew Lewis

W5 Ellie May: 7.0m

W6 Tom Cat: Hardy Fisherman 18, 5.4m, owner Peter Legge.

W7 Llamados: Hardy Seawings fishing boat, 6.0m., owner Paul Freeman.

W8 Wild Goose: Colvic MT sailor, 7.2m, owner E G Davies.

W9 Sea Breeze: Sea Breeze was the first Jeanneau Cap Catamaran 5.5wa in the country and is still one of only four UK-based boats. Owned by David Richards, the boat is used almost every weekend, weather permitting, with a cruising speed of 22 knots and top speed of 32. David has completed several SWOGs to Portishead and Watchet, trips to Bristol, fishing competitions and

can often be seen around the Bay and Channel or just having day trips with the family and friends. Several of these trips are covered on Dave's YouTube channel or www.watersportsimages.co.uk Plans for this year included the B2P in May (Bristol to Penarth via the 2 Severn bridges), Beating of the bounds, (Milford Haven to Haverfordwest) and joining the Tenby SWOG which will be done by road and sea.

W11 Cadi Ha: Westerly 22. 6.7m. This was the first model to be built by the Westerly Company and production began in 1963. It was also one of the first production boats to be produced in glass fibre and, like all early GRP boats, is very solidly built. Owner Dave Robbins says he doesn't sail her because his spare time is taken up racing in Forebitters so she's reluctantly for sale 'at around the original sale price' which in the early '60s was £1,300.

W12 Yelo: 7.0m, owner Christopher Hole.

W13 One More: Shetland 535, 5.4m, owner Richard Morgan.

W14 Lady Laura: 5.7m

W15 Nutmeg. Cornish Shrimper. Gaff-rigged and built on traditional lines it's owned by Viv Head who's a member of the Bristol Channel Section of the Old Gaffers Association.

W16 Piglet: Skipper 17, owner Roger Flambert. "Built in the 1970s as a Bermudan "trailer sailer". I bought her in April 2015, since when, I have converted her to a gaff rigged yawl. I had one of these Peter Milne designed boats, new, in the mid 1970s on Poole harbour. I have no regrets in revisiting this great little craft in my retirement.

W18 Penelope: 5.0m

W19 Sea Breeze II: Microplus fishing boat 6.1m, owner G Ford.

W20 Sea Mist: 6.4m . Owner S Bullock

W21 Antoinette: Westerly Pageant 7.0m yacht. Owner Terry Barnaby.

W22 Kestrel: Jeanneau Marlin 6, fishing vessel, 6.4m, owner Mark Stevens.

W23 Margot Vivian: Hurley 22 yacht. 6.7m, owner Reg Lawrence. Reg has set her up for single-handed sailing and has visited Lynmouth and most harbours on the Welsh side of the

Channel but now sails mainly in the Bay, occasionally with his six-year-old grandson.

W24 Top Catch: John Dory 4.9m fisher, owner K.Ashcroft.

W25 Ferret: Hunter 490. 4.9m, owner D.M.Moore.

W27 Jezebel: Cornish Crabber 17 Day Sailer, 6.0m.

Pontoons L to N

Quickstep: Owner Bill Turner. Carter design built in Sweden as match pair for Admiral's Cup was initially called Tidespring. Before the Admiral's Cup race where she was a reserve boat. She was not required and was then sold off to a southern Irish millionaire and name changed to Quickstep. Competed in 1979 Fastnet race, completing the course race without injury or incident despite hurricane conditions and so many other yachts coming to grief. Became too successful in Eire yacht racing and was handicapped out of competitive racing and was sold onto two previous owners before I purchased her lying in Sines Portugal in 2000. Brought her to Bristol Refurbished her and then circumnavigated her from 2002 until 2008 (east to west) when she returned to berth again in Portugal. In 2008 brought back into Gloucester then various marinas until arriving in Cardiff on replacement of all Keel bolts in 2012. Stainless rod rigging on 65 ft through deck mast and hydraulic oil back tensioner with slab reefing (4 reefs) on main and roller furled headsail. Carries a total of 12 spare sails including spare main and two spinnakers and big boy. 19 winches of all sizes. With the two main cockpit ones double linked and all lines controlled from open weather cockpit Carries two life rafts and can sleep 8. Fully computerised and pretty much touch button steering with 4108 Perkins diesel driving a hydraulic connected folding prop giving a comfortable 5 knots under power at 1400 rpm, best recorded speed single handed and 3 reefed down was 14 knots in a blow between Cape York and Darwin. I had the 4th reef put into the main as result of this on arrival at Darwin. Unfortunately has barely been used since arriving in Cardiff and Bill is looking to sell.

Kathryn: Beneteau Antares fishing vessel 7.6m, owner Peter Bartlett.

Penny Lane

Sea Pain: Van de Stadt 12.1m, owner Chris Pain.

Ludwen: Express Pirate 7.3m, owner Stephen Jones.

Binnacle Bolts

We were in the North Channel heading south to Ardglass from Bangor in a friend's Rustler 36 when a crew member was flung against the binnacle.

The whole unit became loose and it became clear that one or more of the bolts holding the binnacle and the wheel had sheared off. At the time we were tacking against a strong breeze which was producing 6 metre waves at the offshore end of the tacks. We decided to head back inshore and motor the remaining 10 miles. At Ardglass we were fortunate in finding an excellent engineer who discovered that two of the four bolts had sheared off due to corrosion and the remaining two were equally badly affected.

What would have happened if all four bolts had sheared doesn't bear thinking about. The bolts were alloy – presumably the people who specified this assumed seawater would not get in. But, of course, it always would. If you have wheel steering and access to the underside of the cockpit sole it's worth checking those bolts.



One of the corroded binnacle bolts

Quiz - 'Sparky' is away but the quiz will resume next issue.



Bear Essentials

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Front: Commander Ali Al-Hosni (taken from the vessel Shabab Oman II)

Back: Neil Lambden