

# CARDIFF BAY YACHT CLUB

BEAR ESSENTIALS

PUBLISHED QUARTERLY

APRIL 2007

EDITION 1

Editors: Jane Hall and John Mead

## MEET YOUR NEW CBYC TEAM



## FOR 2007

From left to right - top row: Anthony Thomas (Hon. Treasurer), John Mead (President), Scott Cole, Steve Cooper (Sailing Secretary), Steve Parker, Jane Hall (Membership Secretary), Paul Simes (Rear Commodore), and Colin Farr (Vice President).

From left to right - bottom row: Stephen Savory (Hon. Secretary), Mari Jones, Jonathan Crofts-Davies (Vice Commodore), Kevin Rolfe (Commodore), Chris Jenkins, Gareth Davies (Social Secretary), and Brian Gupwell. The invisible man is Colin Lyons, our Sailing School Principal, who was on holiday at the time this photograph was taken.

### What's in this edition:

Page 2 ..... Roger Dunstan on the Fastnet Race  
Page 3 ..... Roger Dunstan on The Arc/Heineken  
Regatta  
Page 4 ..... Kevin Rolfe on the UK Mini Fastnet  
Page 5 ..... Sailing School update  
Page 6 ..... J80 National Championships

Page 7 ..... Cruiser Racing and diesel information  
Page 8 ..... International Sports Village and  
Fishing Section  
Page 9 ..... New owners of Cambrian Marine  
Page 10 ..... Social Scene  
Page 11 ..... Food  
Page 12 ..... Meet some of the CBYC Team and  
Dinghy Update

# A TALE OF

Roger Dunstan, a member of this Club since the early 1960s, completed his term of office as Commodore at the AGM at the next two years as Commodore of CBYC. Both men are extremely keen, confident and competitive sailors—they are also tales of their racing exploits ( in major international races) over the last eighteen months - now read on .....

The August 2005 Fastnet Race  
Cowes—Fastnet Rock—Plymouth  
by Roger Dunstan

We started in gentle North Westerlies with just enough Northerly in the wind direction to kite down the Solent in warm sunshine. Our crew consisted, on our borrowed boat—of Sally and myself, Nick Sawyer, Jeremy Taylor, Amanda Tristram and Timon Robson. Also on board was Martin Parry, who used to be a CBYC member before moving down to Emsworth, plus the final member, and only non-CBYC representative, our official photographer, Phil Cook. I should tell you here that our boat was a Prima 38 kindly loaned to us by Rod Emberson who bravely lent his Solent based yacht to a bunch of Welshmen! We were in Class 1 with 80 other boats, including 7 other Prima 38s.

Towards Anvil and Portland the wind went to the South West, as expected with the sea breeze, and we settled down to a long beat. Next stop the Lizard and Lands End. The wind was fickle around the Lizard and across to Lands End. We are now quite pleased with ourselves - sailing with bigger boats and our rivals all set up comfortably astern.

We cross a boat rated slightly lower than ours, the only real threat we have identified so far. We manage to get to the right side of a shift leaving Lands End that puts us on our way to the Fastnet with our competitors in line behind. We settled down to a steady close reach—some elect for a kite but the wind is forward of the 60 degree mark, so we boat-for-boat it with an IMX 43 under kite! In the company of bigger boats—all the Primas behind—it looks possible we are doing reasonably well in our class—so a happy crew!

The wind goes lighter—we start bets on our Fastnet rounding time—15 miles away we were ahead of all our class and many bigger boats. At the rock we have lost several hours and worse—White Knuckles, another Prima, went round an hour and a half ahead. To add insult to injury, we were becalmed less than a mile from that damn Rock and Longbow appeared over the horizon, sailed up to the Rock and away—rounding 45 minutes ahead of us. The wheels had fallen off the cart and the horse had left too!



We had our Fastnet bubbly in a reflective frame of mind! We consoled ourselves with the fact that we still had a good 250 miles to go; we plainly had enough boat speed and with a little luck we might steal a bit back to enable us to get back in the fight.

The wind started to fill in and we were off the wing mark. Rounding it gave us our first small gain as when the others got there the wind was so light they had to sail very wide angles—and we could go a bit lower giving us a bit of separation.

The forecast came in and gave NW to N winds filling in over the course. As we were sailing in a North Westerly we decided that we would go out to the North in the hope that if the wind went west we would get a better angle.

Surprisingly no one, apart from AON, an IMX43, and Wings seemed to share our opinion.

However, this did give us substantial separation on our opponents which at least made the sort of gains we needed possible.

The light came up as we converged on the Scillies. Yachts pop up from all over the horizon—where are we? We cannot identify the Primas, but .... we are ahead of many bigger boats—we begin to realise that we may have just made the jump into the next group. There is a Luftwaffe 50 (or some German boat), there is a J133 and a 47.7. We start to dare to believe it might be good and the closer we get to the Bishop, the less likelihood there is of the two Primas being ahead. We gybe around the Bishop a very happy boat indeed.

We settle down to the last miles to try to ensure we do not snatch defeat from the jaws of victory. One hundred miles of glorious spinnaker sailing and several headless beers later we cross the finish line just before midnight.

We had won Class 1 in the Fastnet beating 80 other boats!

The boat went well - many thanks to Rod for having the courage to lend us his pride and joy and thanks to all the crew for keeping it in one piece and going fast and (mostly) in the right direction.

We had our fair share of luck, although we were not so convinced the world was a fair place at the Fastnet Rock.

We will be back, although the next one will be my 13th !

# TWO COMMODORES

end of March. As you can see from page four, his Vice Commodore, Kevin Rolfe, then took his place for the very reticent over their accomplishments on the water—we had to severely twist their arms to produce these extraordinary .....

And now fast forward three months to the ARC race—across the Atlantic from Gran Canaria in the Canary Islands to Rodney Bay in St Lucia in the Caribbean -



Roger takes up this story.....

We started and hoisted the spinnaker. 2,900 miles and 13 days 17 hours of sailing later we dropped the spinnaker and finished. We never broke the 240 miles in a day barrier but came mighty close on most days—it was hot!



There was lots of wind mostly above 20 knots and often close to 30. Other competitors saw 30 foot waves and 45 knots of wind - but not us!

One skipper went mad - we reckon ours was mad before he went.

Several got dismantled or lost their rudders.



We won our class !

.....  
We now fast forward three months to February this year - it's the Heineken Regatta on Sint Maarten in the Caribbean - once again Roger and Sally .... Roger takes up the story again .....



Arriving in Sint Maarten, an island part French and part Dutch, was a short hop on an inter-island flight from Antigua. I had forgotten how hot it is out there, and had also forgotten the prime rule of travelling - the smaller the country the more the bureaucracy. More of that later.

Our ride for the Regatta was to be the very same Beneteau 47.7 - (just like this one sailing in front of us in the Regatta) that we had used to cross the Atlantic in November 2006. The Regatta was over four days at the end of February, a mixture of short course racing over windward leeward courses and a couple

of 35 mile passage races, one of which ended up on the French part of the island.

Thoughts soon turned to food and drink after our lengthy journey so we repaired to a local bar. Half way through the meal we became aware of some familiar voices, and turning round we found ourselves a few feet away from a fellow club member, Maris Lyons, with Michelle and his crew on a J109. A small world !

The start of the Regatta saw some 250 yachts of all sizes competing in many different classes .....



The organisers seemed determined to give us value for money - and kept us out there for quite a while each day. Racing was normally in 20 to 25 knots of breeze, so each day left us fairly tired and in need of a few of the local rum punches. We won our class !

Finally, we had to take the boat back to Antigua, which is where we come back to the bureaucracy. When the boat arrived it was registered with the names of the incoming crew. The outgoing crew were different, so the officials wanted proof that the incoming crew had already left the country. This, of course, we did not have as they were at the airport waiting for a flight. Without proof we could not get our departure papers. Brilliant !

We are lucky to be in the European Union !

# A TALE OF TWO COMMODORES Cont.....

Kevin Rolfe, our new Commodore, has been a keen member of the Club since 1990. He has been an outstanding foredeck crew on a number of boats, including the Sigma 33 "Hooligan" owned by Phil Williams and he also crewed on another Fastnet adventure on "Spirit of Tilman," a Sigma 33, owned by John Mead. Kevin finally bit the bullet associated with owning a boat and bought a J24 called "Dreams". He now has a fast sports boat called "Zulu". This is his story of the Mini-Fastnet race last year in words and pictures.



Last summer I entered the first ever UK Mini-Fastnet race, starting from Plymouth then across the Irish Sea, round the famous Fastnet rock and its lighthouse and back to Plymouth. This is us leaving Plymouth in "Yellowfin" number 583 Alex Bainbridge, the owner, is on the helm and with yours truly as crew.



The start was quite windy - gusting up to well over 25 knots. The spinnaker stayed in the bag for the next couple of days. Mini transat boats are optimised for downwind and

tend to be very wide - 6.5 metres over all with a 3 metre beam! Here we are trucking out of Plymouth Sound - just after the start we were having that "should we - shouldn't we"



discussion about the spinnaker as since we only had the big 85 square metre one available.

However, off we go to Ireland. Sometime later I managed to tread on the camera we had on board so the next 450 miles of beating to windward in too small a boat remains unrecorded! We did go round the Fastnet Rock and we did return to Plymouth in some much better weather.



Man of All Seasons stayed with us until just after they rounded the Fastnet Rock, where they unfortunately collided with a semi-submerged object that nearly tore the transom off. The class rules require enough glassed in foam to make the boats unsinkable - so she was towed into Baltimore in Southern Ireland by the Irish Navy - half full of water but still afloat.



"Deception" was having this much fun with their small spinnaker - so we decided to leave ours in the bag.



Here we are storming up the Cattewater towards the finish line after 4 days, 2 hours 54 minutes and 20 seconds and a little later we discovered that we had won!



I may look happy in this picture but actually I am dying for a pint - it was a long hard race but great fun. I would like to give special thanks to the UK Mini Class Association and the Royal Western Yacht Club who organised the race. Then I must thank Janet Warren and Halina Mikolajek who took the pictures and, of course, Alex Bainbridge who owns "583 YELLOWFIN" and who allowed me to go along as crew!

The 2007 race starts on August 5th this year - all I need is a boat, a partner and some money - anyone got any ideas?

Kevin Rolfe

# TOP CLASS CBYC JUNIORS !

## National - European - World Championships



David Pain in his Oppie racing at Mumbles



Tomas Pain racing in Barry Docks

To give you some background information on some of our young sailors featured on this page:

Nia Jones - a very strong contender in the GBR Squad, sailing extremely well and has gained a position in the Euro/World Selection taking place at the end of this month - Good Luck Nia !

Nathan Bailey - was responsible for bringing the first modern day Oppie to CBYC 5 years ago. Selection to GB in the European Team in 2006, narrowly missing the World Team by 1 point.

David Pain - a strong contender in the GBR Squad. Has been chosen to go to Braassemere in Holland where the top 40 sailors (under 15's) from all over the World are competing.



From left to right: Nia Jones, Nathan Bailey and David Pain - training in the Bay

**What's happening to current CBYC trained youngsters?** ..... This month the GBR Squad will have Nia Jones, James Parker-Mowbray, Tom and David Pain and Eleni Morris in their ranks. They will take part in the World Selection Trials at Weymouth and Pwllheli (NB: David Pain is the youngest yet again). At the end of May 12 Optimists from CBYC will travel to Falmouth for the S W England Championships. It is worth noting that 4 years ago there were no CBYC youngsters in any Squads. Now we dominate the Squads and this is happening because of the commitment and enthusiasm of the youngsters, parents, Trainers and Volunteer helpers ..... Thank you ! The Regional Squad for SE Wales trains at CBYC, 70% of its members are CBYC juniors. In Oppies - David Pain is the Welsh Championship winner and the fastest 11 yr old in the UK. Tomas Pain was the Schools Championships winner and the winner of the Eric Twinane Cup. A previous winner was a certain Mr Ben Ainslie ! Tomas won with 4 x 1st Places ..... Well Done Everyone .....

**Earlier this month .... CBYC Sailing School** will be providing the following courses this year:

- Monday evenings for under 12 Optimists under 14 Toppers.
- Wednesday evenings Race Training - all levels.
- Thursday evenings for very young Optimists and adults.
- 30th May to 1st June: S Wales Intermediate Race Training Camp- 1st and 2nd year.
- 24th May to 21st June: Keelboat Sailing (RYA Level 1).
- June 28th to 29th: RYA Powerboat Level 2
- 11th to 12th August: J80 Performance Sail Racing

Additionally, CBYC can provide First Aid and VHF Short Range Certificate Courses - in all cases contact the Admin Office on 029 2066 6627

We will be following their fortunes in our next edition in July.

# THE J80 NATIONAL CHAMPIONSHIPS 2007 AT CBYC



Our new Sailing Secretary is Steve Cooper, in action above in his J80 "Junior High". We asked him to tell you something about his new boat and the major event happening this summer at CBYC. From Wednesday 6<sup>th</sup> to Saturday 9<sup>th</sup> June this summer Steve has succeeded in bringing this year's Nexus J80 National Championships to Cardiff Bay, with CBYC hosting the event – nine races are scheduled over windward leeward courses in the channel.

The J80 has now become Europe's best selling sports boat and its enduring success can be attributed to a number of factors, but principally relates to its inspirational design and top quality construction. The J80 is an ISAF one design and as such is entitled to hold both European and World Championship status events. Class rules restrict sail purchases to one suit per year. You are permitted to use any sail maker, provided the sails are made to the class dimensions and from approved materials, although it is usually the sail makers who are the most active in the class that produce the best products and tuning guides. Professional helmsmen are not allowed to "parachute in" for regattas, racing is fair, fun and targets owner drivers. A combination of built in buoyancy and lead keel for high stability (48% ballast ratio) make this the only sports boat in production with a Category B offshore classification. The boat has a very robust twin spreader mast, "Harken" jib furling and a large cockpit contributes to easy handling, with the balances and

responsive helm making the boat a pleasure to sail. An asymmetric spinnaker is flown from a retractable carbon fibre pole and launching, recovery and gybing can be carried out from the safety of the cockpit. On a breezy day down wind speeds of 15 knots plus are easily achievable, often exciting but never intimidating.

The J80 has been adopted by the RYA and WYA as an approved keel boat for race and sail training and collectively they have 12 boats in their own fleets. The French Navy also operate 50 J80's for similar purposes and Santander Yachts will take delivery of 34 boats this year. In the UK we have a very active



class association, with 80 boats, 40 of which were sold in the last two seasons. The class is also well established across Europe with active fleets in Sweden, France, Germany, Spain and Italy.

The history of J-Boats dates back to 1976, when the American Rod Johnstone designed the then ground breaking J24, which I am sure many of you have sailed on in the past and some still do. There are now over 900 J80s worldwide and 10,000 J-Boats in total. The largest growth this year is anticipated in Italy and Spain, with 150 boats by the end of the year.

In Cardiff we currently have eight J80s, including four belonging to Cardiff Bay Racing, which are available for charter during the year and give people the opportunity to try before they buy. If you think sailing a J80 would appeal to you contact [www.cardiffbayracing.co.uk](http://www.cardiffbayracing.co.uk)

Our own training school will be running a number of J80 keel boat courses this season, so please have a look on the Club website or contact Nick Sawyer for more details. Last year local boats "Purple

Haze" and my own boat "Junior High" travelled to Brest for the European Championships – with Scott Coles' "Purple Haze" helmed by Simon Thomas finishing 19<sup>th</sup> overall in a very competitive entry of 35. The reigning UK National Champion Kevin Sproul finished 4<sup>th</sup>, with French crews in the top three places. "Purple Haze" went on to the UK Nationals in the Hamble and finished 7<sup>th</sup> and 2<sup>nd</sup> in the J80 Autumn Cup held in Plymouth.

I cannot close without mentioning "Red Skye" as this boat, crewed by a group of our club's senior citizens, namely Roger Dunstan, Nick Sawyer and Paul Simes, aided and abetted by various crew from the junior section of the club, scored a resounding victory in the Sports Boat Class in last year's extremely well supported Frost Bite Series.

The J80 Nationals this year are hosted by CBYC and we are extremely pleased to welcome Nexus Marine as the title sponsor, with examples of their wide range of marine and electronic equipment taken from the following brands – Nexus, Lowrance,



Eagle, Gerber and Silva which will be on display at the club during the week.

Don't forget it's the 6<sup>th</sup> to the 9<sup>th</sup> of June and it's at your Club! The sailing should be spectacular! For more information about the J80 National Championships please visit the club website [www.cbyc.co.uk/j80nationals](http://www.cbyc.co.uk/j80nationals) or contact me.

Steve Cooper  
J80 Class Representative  
[s.cooper364@btinternet.com](mailto:s.cooper364@btinternet.com)  
07966367538  
01443 820574

## CRUISER RACING - AN INSIGHT INTO THE HANDICAP SYSTEM!



David Cairncross is not only the webmaster of the Club's website, he is also the CBYC chief racing officer – here he explains the complexities of the Club's handicap and racing programmes for old and new members alike!

Cruiser racing has long been established as one of the key activities of Cardiff Bay Yacht Club. For many years, until the start of the 2006 system, racing was organised as the Cardiff Bay Channel Fleet. This was an organisation championed by Syd Thomas and supported by Cardiff Yacht Club, Penarth Yacht Club and Cardiff Bay Yacht Club. Syd is still very much around as a race officer and Penarth Yacht Club still let us use their line for starts in the Channel, but since 2006 CBYC has taken over the role of cruiser race organisers, offering a very similar

Firstly the PY (Portsmouth Yardstick) fleet. This is aimed at two main groups of sailors – those who are new to racing and those who want to race but don't want either the expense or the time and effort of keeping a boat up to an IRC handicap. The second fleet is the IRC fleet – or should I say fleets? Last year we ran a Sportboat fleet and an IRC fleet. In the former were the J80s and the Cork 1720s. After consultation with all the fleets, it was agreed that from January 2007 there will be a separate Sportsboat fleet and all non-PY entrants will race with IRC certificates. (These IRC certificates are issued by RORC in Lyngington and currently cost about £70 per annum).

We are now in April – following on from the Frostbite and Early Bird series we are now engaged in the Spring Series which will, in due course, be followed by the Tuesday evening Summer Series! The Spring Series runs from the middle of this month until the end of June.

After the Shanghai and Nimrod Cup competitions in September we embark on the Frostbite series once

I also mentioned the Tuesday evening Summer Series in the Bay – it starts every Tuesday evening at 19.00 hours and lasts for about an hour and a half – after which there is a hot buffet in the Clubhouse laid on by our marvellous Sue Jones and her catering team. Everyone and anyone is welcome to this very reasonable priced feast.

All the above series also have social events and prize givings attached to them! So, if you want to join in, what



do you do next? It's easy really – just get in touch with Steve Cooper (Cruiser Racing Chairman), Richard Southwell (our Secretary), or me – David Cairncross – you can check out everything if you wish on the Club website at [www.cbyc.co.uk/cruiser.html](http://www.cbyc.co.uk/cruiser.html) - where you will find all the information you might need.

Have very good sailing in 2007!

## NOW WE HAVE DIESEL!



Barrie Metcalf, Marina Manager, answers some frequently

asked questions:

### How and when can I get it?

Any time when Marina staff are present. Monday to Friday from 08.30am to 17.00pm. Plus Saturday and Sunday mornings.

### How do I pay?

If you purchase your fuel during normal week day office hours then you simply

need to call in to the office once you have filled up to pay either by credit card, cheque or cash. If, however, you acquire fuel on the weekend you will then be sent an invoice from the office.

### Why is it the price it is?

CBYC price is cost + 25% + VAT. Current price is 49.9 pence per litre. At this rate it will take the Club between 7-8 years to recoup the installation costs of £20,000.

### When it is going to stop being red diesel?

Maybe red diesel will go at the end of the year when white diesel will then be available. Maybe at a low EEC rate of tax, few know!

### Can I fill cans of diesel?

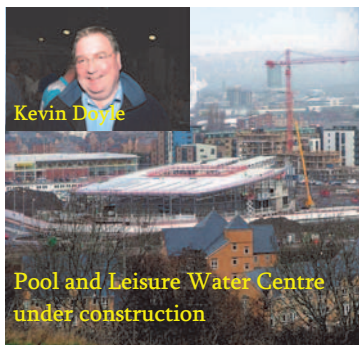
Yes, providing they are on the boat. Filling cans on your berth is against Harbour Bye Laws and also CBYC rules—we are trying to reduce/prevent spillage.



For further information please contact the Admin Office on 029 2066 6627

# THE INTERNATIONAL SPORTS VILLAGE

Kevin Doyle is the Programme Manager of the International Sports Village. He is also a keen member of Cardiff Bay Yacht Club so what better person could you have to tell us what is going in the facility that very nearly surrounds the Club. Here's what Kevin has to tell us: The International Sports Village is an ambitious project for Cardiff County Council. At the centre of the site, the frame of a new 50m international-standard Pool and Leisure Water Centre is complete and on programme to open at the end of the year. This facility will have one 50m pool, 2m deep throughout its length. A smaller 25m pool is also included as part of the Leisure Water area which will have a range of flumes, chutes and other water-based attractions. A feature of the Pool is its two lifting booms, which will be able to separate the main pool into three areas, two



of which have moving floors allowing variable depths and improving access for small children and disabled users. The Pool will also boast a health and fitness centre with

a sauna and spa. A temporary Ice Rink, home to the Cardiff Devils, Cardiff Junior Ice Hockey Club and several other teams, has also recently been completed. The rink also caters for figure skaters and the general public.

Phase 2 of the project is to start later this year with the design of a new multi-purpose Arena capable of seating 6,500 for sporting events, rising to around 9,000 for concerts. Preliminary design work has already commenced on the Arena and a concept design will be available within the next two to three months.

Proposals are also expected soon from the Council's development partner, Orion Land and Leisure, for the proposed Snow and Ice facility, although this will follow the Arena in the programme of work. It has been widely reported that Manchester has been "granted" the UK's first Regional Casino. This however, is a recommendation only and Cardiff, along with other aspirant cities, have not given up hope. A number of challenges have been prepared contesting the decision and although a delay is inevitable, Cardiff is confident that the site will boast a Regional Casino in the not too distant future.

Nearer to home, the access road to the Yacht Club has to move once again to allow the Pool Car Park to be constructed. This will involve constructing a connecting road from the existing access road to the bus lay-by adjacent to the Ice Rink. The work will be carried out during April and disruption will be kept to a minimum.

What has happened to the "White Water Rafting Project" - or should we say the "Olympic-Standard Canoe Slalom Facility" it just rolls off the tongue doesn't it? Intensive funding negotiations continue every week with the facility expected to open in 2008! Watch this space in the next edition of Bear Essentials for updates. Have a good season sailing! Kevin Doyle

## GET HOOKED – JOIN THE ANGLING SECTION Bryan Morgan, the Secretary, tells us.



15<sup>th</sup> April. This will be the first of 22 comps that have been arranged for this 2007-2008 season.

Membership of the Section only costs £10.00 for adults and £1.00 for juniors for the whole year and is now available at these prices at any time during the season. Membership forms are available from the Section Notice Board and the Membership

Sec. is Syd Hearne ("Foxy Lady").

We hope to encourage more members this year. Remember! You don't have to have a power boat to go fishing. Brian Israel does quite well from his boat "Sailer".

The comps prizes are awarded either as cash or tackle vouchers, usually having a minimum value of £50/1<sup>st</sup> and £30/2<sup>nd</sup>. Last season a total of £1,623 was paid out in prizes so it really can be worthwhile "Going for It". In addition to the prizes, we always run a fishing-pool and these winnings can be quite lucrative. On one occasion £76.00 was scooped as the 1<sup>st</sup> prize. This was on 25<sup>th</sup> June when more than 40 anglers fished the competition, 38 of

whom actually entered the pool @ £2.00 each.

We will again be organizing several "special" comps, including the Grand Cognac Cup and the Tri-Ad Shield comps, both fished in competition with C.Y.C. Also, the "Big One", the Open Cod Competition in November and then the Christmas Comp. where every member who fishes will get a large free Christmas chicken, the first three winners also receiving a large fresh turkey!

We expect to hold a few social events during the coming months and in fact one has already been organized. Our Annual Presentation Night will be held on 21<sup>st</sup> April. There will be the usual hot buffet, cabaret, raffle etc. Watch the Section Notice Board for further details.



# SOME INTERESTING PROSPECTIVE NEW MEMBERS!

It's always interesting to know what is going on around us in the Sports Village and even more so when it concerns an adjacent boatyard. Well, very soon our Membership Secretary - my co-editor - will be grilling Chris Codling-Smee and his fellow director, Drew McDonald, all about the virtues and delights of being a member of the Cardiff Bay Yacht Club. We thought it might be an idea therefore to talk to Chris and Drew to see if they could tell us something about their future plans for the boatyard, as that subject is of great interest to all of us. This is what they had to say:-

As you may have heard on the grapevine, Cambrian Marine is now under new ownership as it has recently been sold to heartless property developers. However, we have

good news for you all! You will not be losing this valuable service and repair facility in Cardiff Bay. Very shortly we will in fact have an improved facility on your doorstep.

Cambrian Marine's new management team have set aside a multi-million pound investment fund to build on a new site further up the River Ely. The new site allows for the creation of a "Marine Village" concept. The village will bring together marine-related businesses that will dovetail their offerings and create a "one stop" centre for their combined customers. It will



From left to right: Kelly McDonald (Director), Simon—you all know him! Dave Freemantle, Jason Witham, Drew McDonald (Director), Stan Cheeseman, Chris Codling-Smee (Director), Andrew Freemantle, John Freemantle (Retired), Ellen Baldam (Secretary), Dave Ruiz (Westpoint Marine) and last but not least Alan Mitchell (Escapee!)

also allow specialist service centres like osmosis treatment, rigging, and sail making services to develop alongside more traditional boatyard activities. This move allows Cambrian to invest in

more staff. With a larger workforce and improved workshop facilities they will be able to take on more work and will be able to turn work round for their customers more quickly without compromising service or quality.

We even have a website which introduces us to you at [www.cambrianmarine.com](http://www.cambrianmarine.com) We are about to undergo the rigours of being interviewed by your Membership Secretary, Jane Hall, who we gather has a somewhat fearsome reputation. We hope we shall pass the test for membership and if we do manage that - well we would like to buy you all a drink sometime!

The picture shows us standing amongst many of your old friends who are assisting us to get off the ground.

We hope we will have a very enjoyable time in Cardiff Bay Yacht Club.

## TALKING OF NEW MEMBERS! said the Membership Secretary.....

Following on from the above article in which Drew McDonald has very generously offered to buy everybody a drink! Mine's a Pimms by the way!

We are going to reverse the tables as after successfully completing the hurdles set by our Membership Secretary to join our Club and as compensation for the grilling they usually get, we will be organising an

informal get together every quarter to welcome new members into the Club! It will be an ideal opportunity for our new members to meet existing members and Committee members in an informal atmosphere at the Club. The first Welcome evening will be sometime in July.

**P.S.** Don't forget membership fees are due by the end of April. Please

make sure your fees are paid promptly and that also applies to Berthing and Storage fees. If, for any reason, you are unable to pay in full please contact Ruth Coles in the Admin Office to discuss things.



All calls will be treated in strict confidence.

## WHAT'S IN STORE ON THE SOCIAL SCENE THIS YEAR -

Our Social Secretary, Gareth Davies, has this to say .....



Over the next twelve months we are looking at every opportunity to give you, our members, far more in the way of social entertainment.

Some plans are already under way: we are looking at a Festive Christmas Draw, Summer Barbecue, a party night, Quiz nights, Casino and horse racing nights to name but a few. The main ingredient of success for any event is a good fun loving room full of people - and that means you.

What do we do for the "Wives" of our members? - Let me think. Nothing! How about a few bingo sessions, yes bingo! because we want to appeal to everyone. Why not hold your child's birthday at the Club, imagine a super

fast boat ride in the Bay, using the Yellow Rib, and then back to the Club for a party complete with children's entertainer. The list is endless but at the end of the day it is "You" who will make it a success or not. We have many new members who, for whatever reason, have not used the social side of our Club. Now is the time to try it. Let me have your ideas, tell me what you want and I will do my best to provide it. It's up to you - I need you to support our social scene — See you there!

## ANNUAL DINNER 2007



Our Annual Dinner took place on Saturday, 17th March and was a great success. Frank Hennessey kept us all amused with his stories and can be seen eating his favourite snack, a Clark's pie! awarded to him by our Master of Ceremonies for the evening, Gareth Davies. Frank finished off his performance by singing a few of his favourite songs.

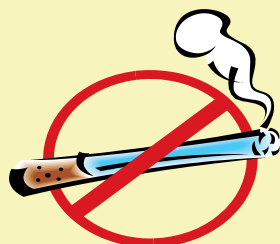


Trophies awarded this year were:  
Sportsboat of the year which went to 'Junior High' owned by Steve Cooper.  
IRC went to Wishbone owned by Colin Lyons

The Helping Hand Award went to Brian Gupwell for his invaluable help in concreting the compound and the Farmer's Trophy went to Iwan Basten, but why he was such a suitable recipient will be a story for another day

## NO SMOKING BAN

As with the rest of Wales, there is now no smoking allowed anywhere within any Club building. Infringements can be subject to fines of up to £2500, so please don't do it.



## 10 YEARS - Would you believe it?

At the end of March Roy and June had a surprise celebration organised by the Club to celebrate 10 years in office as Steward and Stewardess at CBYC. They wanted to say a big thank you to everybody for what was a wonderful evening. Is Roy going to stay for another 10 years?

**Ask June!!!**



# CBYC DISH OF THE MONTH - PHEASANT IN MAY



Young Ben - our Chef

For details of this month's recipe - Zibi's Beetroot Borscht - and June's dish of the month - Sue's Beef Curry-go to [www.cbyc.co.uk/food](http://www.cbyc.co.uk/food) Or come to CBYC any Thursday evening for Sue Jones' Gourmet Night - it's delicious!

Ring Sue on 07779250517 to book a table.



Sue Jones - The Boss !



## PHEASANT WITH PUY LENTILS - Serves six

3 x 1kg pheasants, plucked - young hens are best  
3 x 50g slices of thin streaky bacon, salt and pepper  
6 - 8 juniper berries or to taste - crushed  
75ml corn oil  
2 onions, peeled and chopped  
1 carrot, peeled and chopped  
1 celery stick, trimmed and chopped  
1 leek, washed and chopped  
2 garlic cloves, peeled  
300ml chicken stock

### LENTILS

100 Puy lentils  
1 large bacon hock bone or a 50g piece of bacon  
1 garlic clove, peeled, 2 sprigs of fresh thyme, half a bay leaf  
500ml chicken stock and 1 tbs bacon lardons, fried

## METHOD

1. Soak lentils in cold water for 10 minutes. Preheat oven to 200°C/400°F/Gas 6
2. Cover each pheasant in with slices of bacon, season and add the juniper berries.
3. Heat the oil in a roasting tin, brown each bird on all sides. Add the vegetables and garlic then put it in the roasting tin for about 35 minutes, basting regularly.
4. Meanwhile strain the lentils and add them to the hock bone, garlic, thyme and bay leaf. Cover with chicken stock, bring the stock to the boil, cover and simmer until the lentils are soft. Add the fried bacon lardons.
5. Meanwhile, boil the stock until reduced by half. Strain into a small clean saucepan. Bring the gravy back to the boil, skimming off any foam - keep warm.
6. To serve - first remove the legs and then the breasts of the pheasants arranging the meat on top of the lentils and spooning over some gravy. Good served with roast or new potatoes and shallots.

Sue says - if you do it like us it will taste just like it does on a Thursday night in the Club. So, if you fancy cooking it at home for the family or a dinner party try us first. We'll be happy to give you advice as you eat it! Just ring us up and book a table.

Someone once  
said we are the  
best kept secret in  
Cardiff Bay !

We'd like not  
to be a secret  
any more !

## MEET THE CBYC TEAM THAT LOOKS AFTER YOU AND THE CLUB MARINA—

The Club is proud to have such a diverse and talented team of berthing masters.



**Phil Day** - Married to Eileen - they have 8 children. Started his working life in the Merchant Navy, then 9 years in the Royal Corps of Signals. Following that he opened a garage in Barry, after which he lectured in mechanics at various educational colleges around Cardiff.



**Falkland John Anderson** - As his name implies he was born in 1984 in Port Stanley, the capital of the Falkland Islands in the South Atlantic. (Population 2,500 plus the military) Still currently serving as a reserve in the FIDF (Falkland Island Defence Force). He has 6 years' experience as a painter and decorator. If he is by chance serving you with diesel at the Club and is called away because of trouble in the South Atlantic - be warned he may be some time!



**Ian Gorton** - After 23 years in the RAF as an aircraft technician Ian started sailing in 1988. He then became a sailing instructor. In his spare time he is the proud owner of 'Bugweed' - a Crystal 23 sailing cruiser.

## USE IT OR LOSE IT - Mike Joynson, Dinghy Secretary, gives us an update .....

After sixteen months of hard work the 'Use it or Lose it' policy for the Dinghy Section is now fully operational. Approximately one third of the boats failed to register the requisite six sails last season to qualify for a berth in 2007/8. Their owners have been asked to remove them. A number have already gone, with the remaining boats going over the next few weeks. We can now release space to ten new members and when all the ineligible boats have been removed the main compound/car parking area will no longer be required as an overflow area for the storage of dinghies. The concreting of the main yard has been extended to include the area of the dinghy compound between the winch house and the bridge head and, in addition, wires have been provided for tying down the forty boats in Rows B, C and D. These securing points have been provided for the benefit of members, not only to minimise potential damage in high winds to their own boats, but also those of their neighbours. Please make sure that these tie-lines are used. A power brush has also been purchased to clean the immersed section of the dinghy slipway. The brush attaches to the tractor and is hydraulically operated and it is our intention to inspect the slipway once a week during the summer and clean as required. Hopefully this will make the future launching and recovery of boats much easier.

### Cardiff Bay Yacht Club

Ely Harbour

Ferry Road

Grangetown

Cardiff

CF11 0JL

Admin: 029 2066 6627

Fax: 029 2066 6627

Bar: 029 2022 6567

E mail: admin@cbyc.co.uk

#### Editorial Information:

Jane Hall: 07974561514

E mail: jh@janie.f9.co.uk

John Mead: 07770760872

E mail: office@johnmeadtv.co.uk

#### Affiliated to:

Royal Yachting Association  
(RYA)

Bristol Channel Yachting  
Association (BCYA)

## CARDIFF BAY YACHT CLUB

### BAR AND RESTAURANT OPENING HOURS

Restaurant run by Sue Jones Catering—Tel No: 07779250517

#### Summer Opening hours with effect from 30th April 2007

DAY	BAR	RESTAURANT	
Monday	12noon-22.00	Closed	18.00-21.00
Tuesday	12noon-22.00	12noon-15.00	19.00-21.00
Wednesday	12noon-22.00	12noon-15.00	19.00-21.00
Thursday	12noon-22.00	12noon through to	21.00
Friday	12noon-22.00	12noon-15.00	Closed (unless there is a Function)
Saturday	12noon-Midnt	12noon-15.00	Closed (unless there is a Function)
Sunday	12noon-22.30	12noon-15.00	Closed

- The restaurant serves a Traditional Sunday Lunch of 2 or 3 courses.
- Tuesday night is usually a hot buffet to link in with our Cruiser Race Night.
- The Restaurant also provides evening Bar meals on Monday, Tuesday and Wednesday evenings.
- Thursday evening is our Restaurant night when a mouth-watering and varied 3-course menu is available and is highly recommended.
- A selection of midday Bar meals is also served.
- To avoid disappointment it is recommended that you ring Sue on 07779250517 to book a table.