

Bear Essentials



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Commodore

By the time you read this article my time as Commodore will have ended, after 11 years on the CoM.

Jonathan Crofts-Davies asked me, when I was Membership Secretary, if I would consider becoming the Rear Commodore. I was only too happy to agree but as the months unfolded the reality that I would actually be Commodore became rather worrying. Would I be up to the task? How would I deal with the problems that would inevitably occur? Could I cope with such a responsibility? But you are not alone because you have a great bunch of members working with you on the CoM all there for exactly the same reason – for the benefit of our Club. There aren't many businesses where the Board of Directors are all volunteers, who also have day jobs, but with our pooled knowledge we have the drive, enthusiasm and time to take the Club forward and are prepared to take on the responsibility of running what is now a substantial private members club.

One of the things that I didn't realise was the negative effect that we, as members, can sometimes have on our staff. They are in a difficult position as technically we are all their bosses and they know that we employ them to run the Club on our behalf. Members are always popping in and out of the office through to the bar for maybe a drink or lunch and most of the time there is a lot of light-hearted banter. But sometimes they may be feeling a bit grumpy about something that CoM has or hasn't done and can be quite vociferous in communicating this to whichever member of staff is looking after them. This can have quite a demoralising effect as they don't make the policy but are employed to carry out the instructions of CoM. I think that they do a fantastic job and whilst I know that they all try their best to keep us happy maybe we should aim our moans at our committee instead? Just don't get me started on the curtains!

It is very easy when you are on the inside looking out as you can forget that although you may know what is going on the majority of members don't and this can be very frustrating. This is something that we need to remember; communication is everything. I hope that I have helped improve this element of the Club as anyone can now leaf through the back catalogue of CoM Minutes, direct statements to members, Club reviews etc in the comfort of the Quarterdeck Bar in order to follow what happens at our meetings and our vision for the Club going forward.

The significant change in the Club's management structure came at just the right time for me as with the appointment of a General Manager I was able to concentrate on Club policy rather than get involved with the day to day running. Louise was very supportive and did a great job and I know that with the appointment of Richard Baum this will continue.

Going forward I hope that if the re-design of the Clubhouse is approved that it will be the start of another exciting chapter in the Club's history, we just need someone to write about it.

Jane Hall
Outgoing Commodore

Bear *CBYC*
Essentials

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Cardiff

Plans for a giant tidal energy lagoon at Cardiff came closer to reality with the Government's endorsement, in last month's Budget, of a similar, smaller scheme in Swansea Bay. The government will begin negotiations with developers Tidal Lagoon Power over how much subsidy the power generated will attract. The same company proposes to enclose the foreshore between Cardiff and Newport with a 14-mile sea wall at a cost of £6bn. It is claimed it will produce enough electricity to power Wales.

Porthcawl

The company involved in Porthcawl Marina has been awarded almost £300,000 by the Big Lottery's Coastal Communities Fund towards additional development. It will go towards increasing boat capacity, providing new water-sports activities and an education facility for visitors.

Watchet

The marina gate at Watchet has been repaired and plans are going ahead to have it fitted and put back into commission. An insurance company investigation has concluded that the failure was most likely due to obstruction by a submerged object. Meanwhile the marina continues to operate 7-days a week but would-be visitors should call before setting out.

Weston-super-Mare

Weston Yacht Club held a grand re-opening of their club house in April after the completion of a major extension. It will provide showers, teaching facilities and storage space – all with access for people with disabilities – and was partly funded by a £50,000 grant from Sport England's Inspired Facilities Programme. The club has moorings for 100 boats on the River Axe and visitors are welcomed. Contact the club on 07706 186200.

Pembrokeshire

Pembrokeshire Fish Week – the festival that has promoted foodie fish events in harbours throughout the county for many years – will not be held this year. A county council employee who is one of the main organisers is expected to be absent from work for some time because of ill health. The cancellation has attracted criticism because the event is estimated to generate £2.5 million for the local economy.



Quiz by Sparky

1. From what famous novel of the sea does this quote come - "They call me Ishmael"?
2. Everybody is familiar with 'the Heads' in a boat, the toilet being an important and welcome facility. Can you name any other type of 'Head' in a boat?
3. What sort of 'Treasure' would you expect to find in a Mermaid's Purse?
4. How many sails on your boat? Two, three - Zero! - Ah, got a motor boat then. But on a square rigger in Nelson's day and later, how many sails do you think could possibly be hung up to dry, on a flat calm day?
5. When going on a sea voyage of a day or longer, great care should be given to the menu or food stores for meals for all the crew. What did the "Owl and the Pussycat" lay away in their boat when they set sail? And who wrote it?
6. What is a 'Selvagee'?
7. '20,000 Leagues under the Sea' was written by Jules Verne but what exactly is a league?
8. Anybody ever had a fouled Killick? It doesn't sound like a desirable thing but it might be just the ticket to the right person.

Student sailors come aboard – with a prestigious national championship

Cardiff University Sailing Club has decided to make its home in Cardiff Bay Yacht Club and we will host the British universities and colleges fleet racing championships in November.



The championship is the first national sailing event of the academic year and draws 100 competitors from throughout the UK, some of them skilled high-performance sailors or even beginning Olympic campaigners.

President and Dinghy Section Chairman Idris Dibble said, "I am pleased to welcome Cardiff University Sailing Club to our club and congratulate them on their successful bid for this prestigious championship in which CBYC was also involved. They have already run a very successful inter-university team racing event in which 15 universities took part."

The bid was a competitive process against two other universities. Cardiff USC's bid was backed by the students' union, Cardiff University, CBYC and RYA Cymru Wales. Cardiff University Sailing Club is one of the top university sailing clubs in the country. It's the only one in the UK approved in its own right as an RYA training centre and has great facilities and capacity. Its more experienced sailors, many of them qualified instructors, play a key role in introducing students to sailing and supporting the more experienced to develop their skills. As well as having several teams competing in the annual British universities team racing championship, CUSC runs its own events including the popular inter-university team racing fixture, the Welsh Dragon. It also competes in keelboat racing at the British universities and colleges yachting championships on the Solent.

Just before Easter a Cardiff University team won the Welsh Trophy at the Student Yachting Nationals sailed over four days at Port Solent. It means they will represent Wales in the Student Yachting Worlds in Marseilles in November. In October last year Cardiff represented Wales in the World Student Yachting Cup at La Rochelle.

Idris said, "The university sailing club's main interest is team racing in Firefly dinghies with other universities, however, they do have a session on Wednesday afternoons for team racing practice and other sailing. We hope they will join our Wednesday evening and Sunday morning racing as well as the social side of the club."



Idris said, at the AGM, "I would like to welcome Sean Carter onto our committee. Sean sails a Supernova with a fair amount of success and is keen help out on committee. Also a warm welcome to new member Julian Carter who sails a Laser 2000.

All that remains for me to do is to wish you all blue skies and fair winds for 2015."

Idris Dibble, Dinghy Chairman / Club President

Risk Assessment – protects us all

One of the main topics discussed at the dinghy section AGM in February was the need to have in place a "Risk Assessment Statement" for our Dinghy Racing activities. After much work and deliberation by your committee we have introduced a "Risk Assessment Form" to be filled out by the Race Officer and returned to the office after racing. The purpose of the form is to show that the Race Officer has considered the risks of Wind strength / Visibility / Water quality / Safety boat ratio, so all the things a good OOD has been doing for years. So to summarise the responsibility of the OOD has not changed. All the form is about is assisting the OOD to make a decision whether to run the event or not and helping to protect the OOD from litigation as the result of an incident. It also demonstrates that as a club and individuals we are following current regulations.

Boatbuilding Wizard Aims for Oz!

We stood for a moment gazing at the huge catamaran that club member **Tony Birchley** had spent the past five years building in a tarpaulin hanger on the banks of the Severn in Gloucestershire.

"Wow", I said, "It's big, isn't it?"

"It seems to get bigger every time I look at it", said Tony. "Well come up and have a look around."

When you step aboard the immensity of the project, now nearing completion, becomes even more apparent. AlumCat is 48 feet long, 24 feet wide and built of aluminium which means every stringer, every bulkhead and every plate had to be cut, machined, formed and then welded into place by hand. The dagger boards are almost twelve-foot long, ribbed and stringered like an aircraft wing and then covered in Kevlar. Now the two 29hp Yanmar Diesels are in and tested and the rudder linkages connected. Much of the main saloon is completed with table, upholstered seating,

cooker, fridge and sink along with fitted storage units hand-made by Tony. Water tanks are in, heads plumbed, showers fitted and deep freeze, water heater and holding tank installed. The mast is being made by Allspars in Plymouth and she only needs the wiring behind the nav station and anti-fouling to be ready for the water.

Not surprisingly Tony is an engineer by profession - though now semi-retired in his own company which makes pressure testing equipment for the diving industry and underwater camera housings and lights. He's spent much of his life around boats but mainly through diving and his association with yachting was almost a whim.

"I hadn't been into sailing much at all, to be honest", he said, "but I got up one day just around the Millennium and felt at a bit of a loose end so I thought 'I know, I'll build myself a boat!'"

The result was the 37-foot aluminium monohull sloop, Karnian, currently moored at the club. It's named for his three daughters, Karen, Nicola and Anna Marie and he's cruised her in the Bristol Channel and the West Country as far as Plymouth.

For many people a 37-foot sloop

would be big enough but Tony says, "I didn't like it leaning - things kept falling about - and it didn't go fast enough so I thought 'I'll build myself a cat'".

But before that he had a four-bedroomed house to build. "that was an interesting project as well," he says, "but it wasn't quite as hands-on as this one".

He decided on 48-foot as being the best weight to length ratio in aluminium to give optimum performance.

The plans were purchased from an Australian who builds one, sails it around the world until he finds a buyer and then goes back to Oz and builds another one. It doesn't have a class name but there are now around twenty sailing world-wide.

The plans were loaded onto computer aided design systems and the parts cut from 5083 grade aluminium - 3mm for top plates, 4mm for hull plates and one-eighth inch, 2x2 T-section for stringers - by plasma and water-jet cutters. The boat was now like a giant Meccano set of 600 parts.

"We identified the parts by etching in letters and numbers with the laser cutter but it was still a nightmare sorting everything out," Tony says.



One of the dagger boards



Tony against one of the hulls

The bulkheads, ring frames and backbone were bolted into place and welded then the T-stringers fitted into slots in the frame and also welded in. "I was amazed at the accuracy of the cutting via the CAD/CAM system," he says. "All the tooling holes, even 20 feet apart, all fitted perfectly."

The next step was plating the round bilge hulls. Every sheet was round at the base curving and flaring to half-way up the hull. Each sheet was different, relative to its position, and with 28 sheets to each hull side there were 112 to individually form and fit. It took him two months.

Being flat, the upper hull plates went on quite easily with the help of a friend but by the time it came to the top decks and bridge deck cabin all the welding had caused slight distortion and the CAD/CAM parts didn't fit as well as before but 'G-clamps and a big hammer usually sorted it out.'

The forebeam that holds the two hulls together at the bows had to be fabricated from sheet and was only accomplished after two fabrication companies had tried and failed wasting a lot of expensive aluminium.

As I write Tony's preparing for the launch. As meticulous as ever he's built two pneumatic-



Looking across the massive foredeck trampoline

wheeled trolleys with steerable axles which will allow AlumCat to be manoeuvred out of the hanger, around a tight bend and along fifty yards of road to the sea wall where a friend with a mobile crane will lift it in on a high Spring tide.

And then where? "Australia, possibly", says Tony. He's looking for people to come in as partners, partly to provide funding, partly, blue water expertise and, of course to crew the boat.

"There's a company which organises round-the-world



Looking across the massive foredeck trampoline

rallies where yachts cruise in company. They go from the Caribbean through the Panama Canal and across the Pacific to Australia returning via the Cape of Good Hope. But I'd be happy just to get to Australia...I think I'd stop there".

Mike Slater

“...what could possibly go wrong?”

Paul Ford recalls a short, sharp lesson from the sailing school of hard knocks

It was about seven years ago. Having owned a boat for six months or so and having done plenty of sailing in the Baltic Sea, under the heading of 'Adventure Training' when I was a serving soldier, I felt confident in taking my little craft for a pleasant over-night to Watchet, accompanied by two friends. For clarification, the craft was, and is, a 26 foot Westerly Centaur and the Baltic experience had been 30 years or so before, a time in a young man's life when he knows no fear and cares even less for seagoing precautions, hence the faded memories were ones of five young soldiers with an experienced skipper simply casting off from one harbour and pointing the bow at another with little thought of anything save how many drinking establishments there might be upon arrival in our next Danish port. In more recent times a friend and I had taken the boat in convoy to Portishead, relying on the more experienced convoy members to guide us. My friend had spent 30 years or more at sea so plenty of experience there you might think. This 30 years of maritime experience, however, was spent on tankers and other sizable vessels and mostly below decks. The paucity of combined experience outlined above, nevertheless, qualified us, I felt, to make the short hop over to Watchet for the night and to return the next morning in time for a drink in the clubhouse. A good plan I thought and my shipmates agreed. Any consideration of charts, headings, dangers, 'weather conditions' were conspicuous by their absence.

We might have been novices but we were quite conscious of safety requirements and were well kitted out. We had two radios, a GPS, a chart-plotter, a life-raft, copious life jackets, flares, a first aid kit and plenty of sun tan lotion. Desperately lacking, however, was in-depth, or even surface-level, knowledge of seamanship.

The month, I recall, was June. It was a beautiful day in the Bay and we'd spent an hour or so before setting off in provisioning the boat with lots of party food and gallons of drink in the form of beers, wines and spirits for the night – no drinking at sea was the rule; a sound one we all agreed. A brief sail around the Bay before heading out through the barrage confirmed the suitability of our little adventure. The sun was shining, the Bay had lots of craft - for once perhaps, overcrowded - and there was quite a nice westerly blowing. All three of us were in good spirits and were eagerly anticipating three or four hours of pleasant sailing topped off with a good night in Watchet harbour. I got on the radio. 'Barrage Control this is yacht Meltemi over.' 'Barrage, go ahead Meltemi.' Meltemi, requesting lock-out, over.' 'Barrage, lock number 1, 14.00, over.' 'Meltemi received, lock number 1 at 14.00 hours, out.' This apparently impolite, or brusque, procedure on my part was a leftover from military practice that I still find difficult to shake. I remember being taught, 'Communicate in as short a space of time as possible, there's no room for please or thank you in the middle of a tank battle.' Despite there being a distinct lack of tank battles in the Bay area and the 'Cold War' threat having long subsided, you know what they say, 'once a squaddie, always a squaddie.' Anyway, Barrage did pick up on this once and correctly guessed 'ex-military.' Nevertheless, I feel it's worth apologising to Barrage in this article that my apparent impoliteness is in no way intended.

At 14.00 hours precisely we made our way into lock number 1. We tied up smoothly, put the kettle on and tucked into some party food.



Over-confident novices: Paul and crew, happier and wiser!

The music was playing from the CD, one crew member was watching some match on the telly and the sun continued to shine. No more exchanges took place with Barrage Control.

"Look at that, for the first time we're the only boat in the lock," my mate remarked. "Oh yeah," I said, "unusual that AI, given there's almost always another three or four boats sharing the pontoons." Warning signals should have gone off then to be honest but, as I pointed out earlier, we'd only had the boat about six months by this time and the only qualification we had between the three of us was a radio operator's certificate for a one day course. I'm not quite sure my mate even passed this with flying colours as when he uses the phonetic alphabet he often cites 'Biscuit barrel, Underpants and Wilco' in place of Bravo, Uniform, Whisky. At last, the lock gates opened and we headed for the channel.

We'd just come level with Penarth Pier when my other mate announced, "Look at that, for the first time we're the only boat in the Channel, not another sail in sight." "Oh yeah," says I, "unusual that Steve, given there's almost always quite a few other sails out and generally quite a few fishing boats." Somewhere, not too far away now, a penny began dropping. The gentle westerly began picking up quite severely and the flat waters in the Bay bore little resemblance to the now churning waves of the Channel. The conditions had changed in the space of about 20- 30 minutes. 'Switch to channel 16 AI for Swansea coastguard.' I shouted. Only five words came across, but they answered all the questions that had been nagging at me from the time we entered lock number one. Why were we the only boat in the lock, why were there no other sails in the channel, why were the fishing boats conspicuous by their absence, why had the conditions changed so severely in such a short space of time and why were we bobbing around like a cork in a washing machine. The words coming from Swansea coastguard were... 'Warning to all pleasure craft...' You can guess the rest.

Our little trip was abandoned, sails were furled, the engine was fired up and we scurried back as quickly as possible. It seemed to take an age to return against the tide; cups and glasses were smashed, party-food littered the cabin floor and the CDs fell out of their racks. My two mates were shouting at me for being such a 'bloody incompetent Captain', to which I retorted, rather childishly I admit, 'I didn't want to be the bloody Captain in the first place.' Communication between us all became rather tense and un-gentlemanly for a while but as we went back through the lock and into the Bay the mood immediately lightened. The Bay was tranquil and the sun was glorious. We sailed straight to Mermaid Quay and moored up, cracked open the beer and the wine, repaired the CD and applied sun-tan lotion. We partied into the early hours and fell asleep about 0400. We'd had our night out – just not at Watchet.

About seven years have passed since that calamitous attempt at a trip. We have a few more qualifications between us now, including the Day Skipper's Certificate and, more importantly perhaps we have a fair bit of experience under our belts. If we decide to go anywhere these days, however, my mates always say 'check the weather forecast - remember that Watchet fiasco.' They still blame me!

Life-changing voyages on Wales' Tall Ship



Don't miss out on jumping aboard Wales' Tall Ship – Challenge Wales

Fancy volunteering, sailing, sponsoring a berth or fundraising for Challenge Wales? Then please get in touch
www.challengewales.org
 or call 029 20 220 266.

In March, Challenge Wales set sail in somewhat chilly conditions with students onboard from the Royal National College for the Blind (RNC) and what a fun voyage it was for staff and students but also volunteer crew; “Thank you for the superb experience students had with you. It was magic. Students with Visual Impairments tend to have less of a chance to do this. Long may Challenge Wales continue to do such excellent work” said one of the Group Leaders!

In 2013 Challenge Wales won the ITV People's Millions Award to deliver sail training voyages with visually impaired young people and this was the last trip the funding, from the BIG Lottery Fund, was enabling us to run.

Onboard Challenge Wales to support visually impaired (VI) young people are talking tactile charts, audio compass (enabling anyone to helm) as well as cooking aids ensuring the boat is accessible for everyone.

One of the group leaders shared some of their experience with us: “To sail in a 72-foot yacht weighing 50 tons is an extraordinary thing in itself. After being warmly welcomed aboard, the first thing we noticed is how much is in a relatively small space! After we had made supper the students were introduced to tactile/audio charts, which was not only fun, but encompasses VI students rather than excluding them. The following day was a health and safety briefing, donning waterproofs, then up on deck to get ready to sail. The students were included in as many aspects of this as possible, which they loved. There were so many new skills that the students and staff had to begin to learn and they did. The students liked the excitement of being outside; being part of the elements. The crew of Challenge Wales were unfailingly patient, good teachers and encouraging. We all had a simply fantastic time, learning so much about sailing, ourselves, teamwork and life.”

We often take walking along a pontoon or stepping onto a boat for granted, but for many who sail on Challenge Wales it's a completely new. One blind student told us after his voyage: “I thoroughly enjoyed my time upon Challenge Wales. I had never had a chance to sail before and found it educating and thrilling. The Skipper, Andy, and crew were fantastic in supporting my needs. I spent most of my time helping with the ropes in the rear cockpit – a perfect use of my abilities as I have balance and coordination issues, so being able to put my weight into winching the ropes was a good compensation for this.”

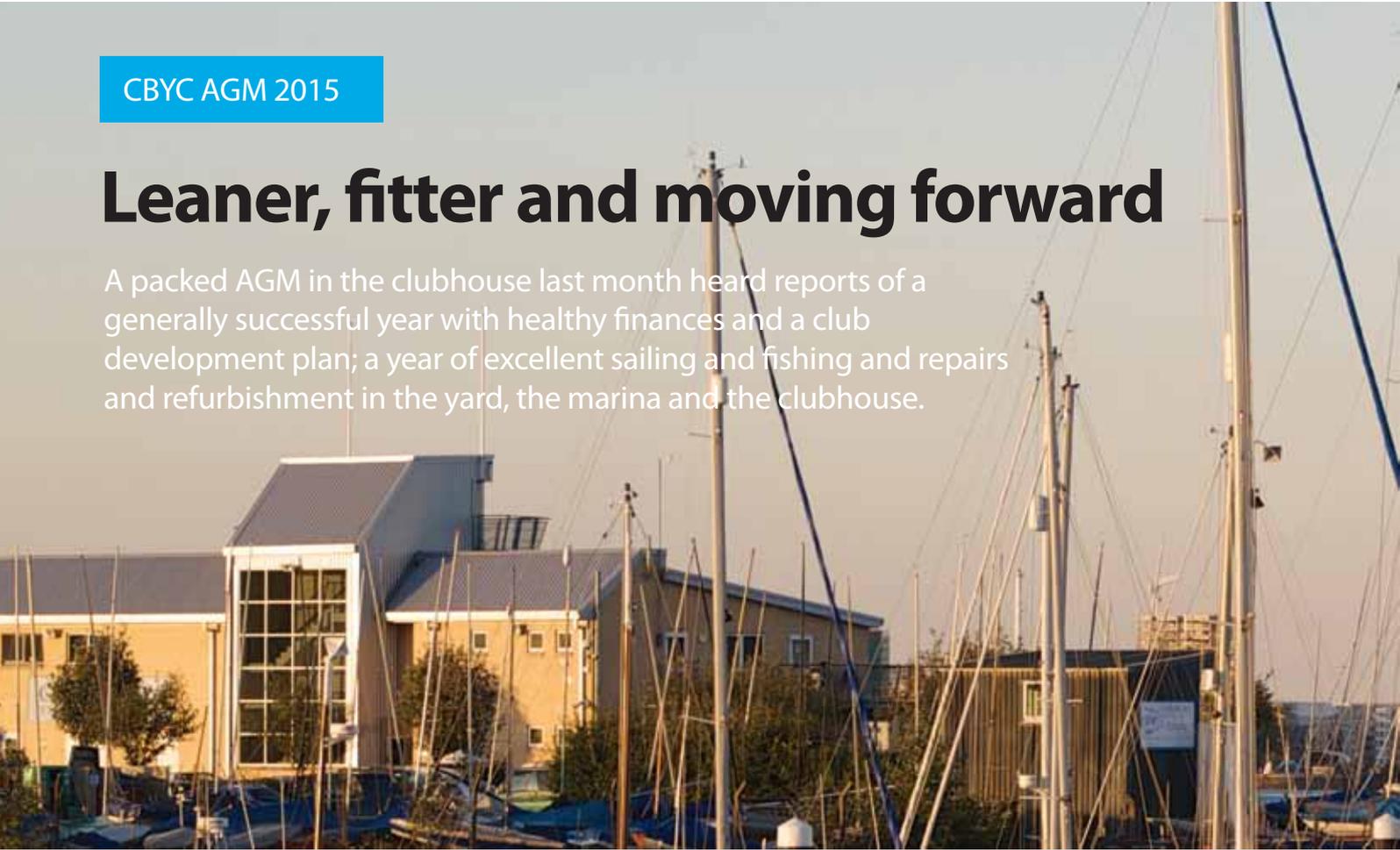
Challenge Wales can only undertake its voyages with funding and with funding cuts dominating the news it means the Challenge Wales Trustees have to find different ways, and work harder, to bring in revenue to enable these opportunities to take place. Most of these opportunities are getting adults – like you and your friends, taking part

in some of our sailing activities! So what's next for Challenge Wales?

April saw Challenge Wales being sailed to Lymington, to be lifted out for antifouling... which volunteers did! Pwllleli beckons as Challenge Wales takes part in the All Wales Boat Show in May, in June we head to the Solent for Round the Island Race – we are the current record holders for the Challenge 72 fleet and if you fancy joining then let us know. Visiting the Tall Ships in Belfast will be a fantastic 7-day voyage in July for those aged 16 – 25 years as well as activity at the Bristol Harbour Festival. For Gold DofE participants we have plenty of voyages that would qualify for a Residential and remember all of our voyages for under 26 year olds are subsidised.

Leaner, fitter and moving forward

A packed AGM in the clubhouse last month heard reports of a generally successful year with healthy finances and a club development plan; a year of excellent sailing and fishing and repairs and refurbishment in the yard, the marina and the clubhouse.



Retiring Commodore Jane Hall began her report by referring to the RIB incident and court case. The past few years had been very difficult for a lot of people, she said, but this chapter of our history was now behind us and it was time to move on.

Recommendations following a review of the training centre which were published to members in October were being put into place. Reviews of both the Clubhouse and grounds and the Marina were currently under way and when concluded would be published too.

Recommendations of the Accommodation Review were published in February and could be found, together with previous reports, in the A4 file kept in the bar so members could keep up to date with developments.

The Commodore said, "We will now seek planning permission and once achieved it will then be up to you to decide which specific project or projects to pursue. My own personal opinion is that if the redevelopment of the

clubhouse goes forward it will give us an exciting opportunity to make this a far more versatile building for the benefit of all members, but don't worry I won't be involved with the choice of curtains!"

The bar card charge of £30 brought in last year had worked well, on the whole, and it would be increased this year to £50.

"Sadly we have now lost Louise but in her time with us she worked hard to pull the staff together to work in more cohesive way. She was a great asset to us and while she will be missed I am pleased that we have appointed a new General Manager, Richard Baum. He called in earlier so I hope that you were able to meet him but don't worry if you missed him as his first day on the job is tomorrow. I should also like to take advantage of this opportunity and thank all the other members of the Club's staff for their contributions and support throughout the year.

"I hope that the various avenues of communication are better now than ever before. CoM Minutes including any direct statements to members and Review reports are published on the website, in the A4 file in the bar and sent out

electronically. You can now also sign up to receive CoM Minutes, once ratified, by email. Our weekly electronic newsletter continues making it so easy to find out what is going on in the Club. Bear Essentials also has a new look and are to be congratulated as I think that it is looking more professional now than ever before. However, I realise that it is easy if you are inside looking out to know what is happening and sometimes we forget this so if there are any other communication ideas that you may have, or indeed other ideas for the future development of the Club, then please do let us know.

"The Club runs with the support and help of not only CoM but many other members too, none of whom expect payment, and who don't always get the recognition they deserve. Without their support we would be obliged to incur significant additional costs so thanks to all those who have given their time freely to make the Club the success that it is today.

"As this is my last AGM as Commodore I would also like to thank those that have helped, advised and supported me during the past two years. I can be a bit strong willed at times and their

steadying influence has, I hope, rounded off some sharp bits!"

Fred Jenkins brought up four questions he had earlier submitted in writing and they were answered in turn by Jane.

Q What is the thinking behind the extensive alterations and extensions to the clubhouse?
A The thinking has been covered extensively in the reports of the Accommodation Review Group which have been published to members and are available in the A4 file here in the bar.

Q What is the total cost of the incident in the bay and why was Nick Sawyer taken onto staff when he was formerly a sub-contractor?
A I am surprised at the question as you attended a meeting on February 28 as representative of petitioners and approved a copy of the minutes. They were published electronically to members on March 24 and are also available to read in this A4 file. The relevant points are 9, 10 and 11.

Q Why are some people on the CoM appointed to flag rank when others with far more time served are overlooked?
A Historically the Commodore

asks a committee member to become a flag officer. Any member of the CoM or ex-member with one year's service can, however, nominate themselves. The last time this happened was at the 2004 AGM.

Q How much longer is the committee going to allow the club to bleed members' hard earned monies on dining and the kitchen?

A There is a nucleus of members who use the facilities regularly but far more don't. We hope the bar card contribution will encourage more members to do so.

Rear-Commodore

Incoming Commodore Colin Parsons said the yard and pontoon system were a safer and better facility and thanked in particular Simon, Ian, Steve and Falkland for their help and cheerful enthusiasm. Maintenance schedules were in place for the hoist, the marina, moorings, and workboats and all maintenance was up to date. Among an extensive list of replacement, renovations and improvements he cited:

- * Replacement of D, G and J pontoon legs and quotes obtained for the next replacement phase
- * Steel anti-spill boxes and fire extinguishers fitted to allow the filling of diesel cans
- * A new workboat purchased, powerful enough to handle any boat in the marina, and the steel workboat stripped and ready for sandblasting, welding and painting
- * New lifting wire, hoses, sheaves and bearings on the hoist
- * All swinging moorings lifted and checked
- * New cradles and boat stands purchased to make the yard tidier and safer.
- * All staff given first aid and fire fighting training. Simon successfully completed British Marine Federation Intermediate Marina Management course.
- * Clubhouse bar repainted, LED lights fitted in the bar and on the pontoons to save power
- * Downstairs balcony floor and hand rail replaced
- * Portacabin installed and power run to it.

The CoM had set up a small

working party to investigate a 'Use It or Lose It' policy for pontoon berths and an equitable formula for members relinquishing a berth and wishing to return with that vessel, or in exceptional circumstances another one, after a period of absence.

Finance

Our treasurer, Tony Thomas, presented the audited accounts for the year to November 15.

The deficit for the year was £15.5k after taking account of the fines and related uninsured legal costs. The fines and costs totalled £41k and as they are one-offs, without them the club would have a surplus of over £25k.

The sailing and social costs related to support for all sections of the club. They were creeping up and steps will be taken to pare back some of these costs. The membership section included the court fines and some part from timing issues on utility costs were at comparable levels to last year, he said.

The deficit in the clubhouse remained higher than the CoM would like. A clubhouse contribution of £30 was introduced last year and around £6.6k remained unspent by the end of February, these unspent amounts would be forfeit by those members. For the current year the contribution would be £50.

The clubhouse review group has considered various options and outsourcing the bar and catering did not seem possible unless additional functions could be accommodated. The review group would look at what could be done including changing the way we work, opening times and also additional catering and functions.

The marina was full and there was a waiting list. Harbour dues had gone up by almost 6% but the annual fees would not be increased this year. The premium for paying by direct debit (DD) over the one-off annual payment had been reduced to 2%. CBYC does not get any significant benefit for having large deposits so it made sense to spread the

payments.

"The pontoon loans have now been repaid which means that the Club has the capacity to raise funds for other capital projects, these are being examined and proposals for the clubhouse will be advanced and presented for the members to consider.

"It has been a stressful year for the club but we have managed to balance the books and can move forward with our new team to enhance our reputation," he said.

Sailing Secretary and Vice Commodore, David Cairncross, said 2014 had been a great year for sailing with extended periods of great sailing weather. The club had no problem attracting youngsters to sailing but it was more difficult to get young adults between 18 and 30 so it was particularly pleasing that Cardiff University Sailing Club had decided to base itself at CBYC. It had already held a two-day race meeting that attracted 180 sailors and had successfully bid for the

2015 University Fleet Championships which we will be proud to hold here, he said. Cruiser racing had been successful with 47 boats taking part in the Frostbite and Early Bird series.

Membership secretary Jason Griffiths said membership was stable at 923, comprising 792 full members, 43 juniors, five student, 52 associate, 30 life and one honorary member.

In the angling section report Bryn Thomas said membership was increasing and it was particularly pleasing that this was true of the junior section. He said some members with sailing boats came out fishing and they would welcome more joining them. The Open Cod had been another successful day with 27 fish landed. Some competitions had been cancelled in the past year because of bad weather but this year the section was planning to run two competitions a month. He congratulated Harvey Preston who was the year's best fisherman.

There were ten nominations for six positions on the Committee of Management and those elected were Paul Akerman, Mark Evans, Andy Freemantle, Paul Oakley, Mike Slater and Emma Townsend.



Paul Akerman



Mark Evans



Andy Freemantle



Paul Oakley



Mike Slater

New CoM Appointments

Head west then follow the 'planes

Veteran club member **Ted Hill** recalls a trip to the Scillies in the 'bucket and chuck it' days of basic boating.

The article 'Cardiff to the Scillies' by Neil Lambden in the last edition of Bear Essentials certainly brought back some memories – 61-year-old memories. Anyone lucky enough to have a collection of old club handbooks will see that in 1954 the 'auxiliary sailing cruiser' Mystery is first listed, owned by Penarth GP Dr Paddy Easby. Paddy bought Mystery, a beautiful classical yacht about 35-foot overall, in Plymouth. Then one evening he appeared in our Glebe Street club house to raise a crew to bring her home to Penarth. At that time I was permanent crew on Hylton Coward's Robert Clarke-designed sloop 'Carys' but I cheerfully volunteered for the voyage on the Mystery. A crew of one as it turned out. Equipped with out-of-date charts, a copy of the Bristol Channel Pilot and a bearing compass we took a train to Plymouth to stock up for the trip.

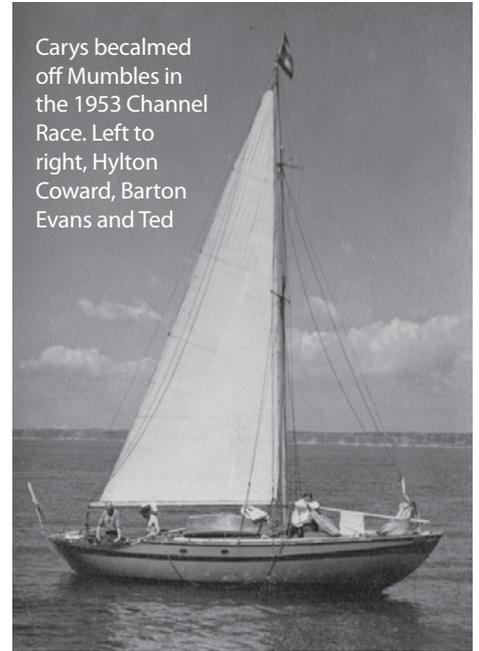
It was one of those glorious summers that seem to have disappeared – sunny each day with blue skies and light winds. Both of us had time to spare and we planned a leisurely cruise with few days in the Scillies and lots of stopovers in strange harbours. I seem to remember Falmouth, Penzance, St Ives, Newquay, Padstow and Lynmouth which were not on the usual itinerary for club members – some, as it turned out, for good reasons such as hard groundings and unpleasant swells. But the highlight of the trip was the Scillies.

We set off from Plymouth with unbounded confidence. The weather was terrific but visibility was poor - a permanent heat haze. The ship's compass had not been adjusted in living memory. Neither had the charts but we noticed we were going with, across and against some fierce currents, their speed often exceeding the speed we could make in the light breezes. Our auxiliary engine was a tiny Stuart – simple and reliable but totally lacking in power. After many hours we had not the faintest idea of where we were.

Then we realised there was something that could tell us. The Scillies were already a hot spot for holidaymakers and they got there by using a primitive airline from Penzance – a regular shuttle service of low flying Dragon Rapide bi-planes. They became our guiding star. Every time we spotted one heading for the Scillies we adjusted our course and eventually arrived safely. Beat that if you can, you electronic navigators.

We then cruised the islands for several fabulous days. How did we get

Carys becalmed off Mumbles in the 1953 Channel Race. Left to right, Hylton Coward, Barton Evans and Ted



back, you ask? Fresh southwesterlies and good visibility! This incident reminds me, too, of an epic summer cruise on the Carys where the leg from Ilfracombe to Tenby almost turned into a transatlantic crossing. There was no on-board electricity, and so no refrigerator and the toilet in those days was a bucket. Carys did, however, have a ship's compass built into the bulkhead between the cockpit and the cabin which was regularly adjusted by club secretary Ray Hope. With good charts, a trailing Walker log, an Aldis Lamp, bearing compass and a lead line we thought we could go anywhere.

At 'combe we stocked up with tinned food and stowed it away. The leg to Tenby was sunny with a steady breeze on the beam but a thick heat haze forced us to sail a compass course. The Devon coast disappeared and we bowled along ticking off the miles on the Walker log – but no sign of Tenby or any part of the Welsh coast. On and on we went. Where the hell were we? We checked the ship's compass against the bearing compass. If the bearing compass was right we were on course for the wide Atlantic. Where was the ship's compass pointing then? Straight at the cans of food neatly stacked in the cabin locked behind the compass. You live and learn.



Left: Ted in the '50s. Note the mackerel line - any fish caught were sold on the quayside for beer money.
Right: The gaff cutter Lady Betty - the first boat Ted sailed on.



Ted began sailing in GP14s - designed and built originally by Bell Woodworking of Tewkesbury, hence the distinctive bell emblem on the mainsail. "You could either buy them ready-made or as a kit," he recalls. "We couldn't afford to buy one ready-made so, as several impoverished young medics did, we built ours in the

mortuary room of Cardiff Royal Infirmary because the tools were so good. Occasionally we would be working in one corner of the room while the pathologist, a cigarette hanging from the corner of his mouth, conducted an autopsy in the other."

The first cruiser Ted sailed on was the gaff-rigged Lady Betty and he was still sailing his GP14 while crewing on the Carys. He later had his own Folkboat, the Kate, built by Peter Rundall in Penarth. It became one of a fleet of five Folkboats in the club.

F1 Blue Moon Wilson Flyer owned by James Hobbs. Very stable cathedral-hulled fishing dory.

F4 Katie Cornish Shrimper owned by Jon Woods.

F5 Elsa Leisure 23SL formerly owned by Ken Trevithick but now with a new owner. "Time has caught up with me and I am hanging up my sailing gear," says Ken. She'll be going back to Barry where Ken bought her twenty years ago.

F6 Musk3teer Cork 1720 owned by Ian Jones and Duncan Syme. "She's designed to race and that's our main interest," says Ian. "She's crewed, in addition, by Roger, Barry and Chris and we'll all be seen on the boat on race days."

F7 Glain owned by W. R. Hawtin.

F9 Misty II Orkney Pilothouse 20 owned by P Shepherd.

F10 Ashleigh Jade owned by Bill Gronow who describes the Arvor 250 AS as 'an out and out fishing boat'. The plans this season are to get out as much as possible and chase the summer bass. The family use her together but as none of them eat fish the catch is usually put back alive. They also plan to enter as many competitions as possible this year but keep the fish alive and run back out to return them.

F11 Eagle Five Sealine 35 owned by Doug Powell.

F12 Bonny Mary Colvic Atlanta owned by Andrew Higson. Tough, go-anywhere motor-sailer that can dry out.

F14 Larkspur Dehler 22 owned by Mark Hodges. Fast trailer-sailer with a lifting keel from the board of Van de Stadt very handy thing if you happen to misjudge the depth as we did in the middle of Bembridge harbour, says Mark. Bought in 1986 she was sailed out of Chichester and Gosport then stored in an old egg farm while we were otherwise occupied, arriving on Friday pontoon last year. Larkspur is a blue flower of the buttercup family but as she doesn't look like a buttercup and isn't really blue why she's called Larkspur we don't know - she just is, he says.

F15 RJS J24 owned by B. R. Smith.

F16 Morskoy Beneteau Antares 8 owned by Bryn Thomas.

F17 Intrepid owned by Graham Pike.

F18 Arwen Memory 19 owned by Roger Wallington. Gaff-rigged in the image of the small fishing smacks of a century ago from Brightlingsea on the East Coast. The hull is GRP but moulded with carved planking lines which, with her wooden spars and fit-out, give her a very traditional appearance. A lifting centre-plate means she can be dried out or trailed with ease.

F19 Serendipity Nauticat 331 owned by Sonia and Spencer Liggett. This traditional motor-sailer has been in production for 45 years and the combination of ease of handling and comfort has resulted in almost 1,300 hulls completed. They bought her in Ireland and their first trip was bringing her back to Cardiff via the Fastnet Rock. Last year they cruised to Scillies and this year hope to get to the Channel Islands and/or Brittany as well as joining the wonderful SWOG events, says Spencer.

F20 Millie Ann Dollars Arvor 250 owned by Justin Hay.

F21 Black Arrow Moody 29 owned by Les Davies.

F22 Riot OOD 34 owned by Philip Downing. Designed for inshore

and offshore racing, around 80 OOD 34s were built between 1978 and 1981 pioneering a vacuum-assisted resin injection system developed in association with Lotus cars.

F23 Arona Talisman Mk II owned by Carl Hull.

F24 Orca McGregor 19 owned by Peter Lloyd Jones. A trailer-sailer/motor-sailer and forerunner of the McGregor 26 it has a lifting centreboard and is water ballasted. When in ballast it's stable and self-righting but with good sailing performance while drained it will plane under power and can make 25 knots.

F25 Bubbles Feeling 1090 owned by Peter Smith. Built as a fast, comfortable sailing cruiser it was boat of the show when it was launched at the Paris Boat show in 1989.

F26 Foxy Lady Dufour 2800 owned by Bob and Jaci Keep. They bought her in 2006 after years of enviously watching yachtsmen while holidaying in Brittany and Scotland. They plan to cruise Pembrokeshire this summer which might also allow them to indulge in their other interests of canoeing, biking and mountaineering.

F28 Ocean Freedom

F29 Equinox Sadler 32 owned by Paul Brindley and Pam Price-Thomas for the past three years and sailed to Ramsey, Lundy and the sands of Instow, drying out on twin keels. But usually head for marinas to keep the dog happy. The boat has been in the club for many years but was previously brown.

F30 High Spirits Jeanneau Sun Odyssey owned by Neil Andrews.

F31 Roumeli Catalac catamaran owned by A. W. Noakes. Roumeli is the old name of what is usually referred to as Central Greece but there is also an Agia Roumeli in Crete.

F32 Certo Cito Kelsall 32 catamaran owned by Dave and Mary Price. It was built by Dave and his father, Jack, in the back garden and the name means 'swift and sure' which was the motto of the Royal Corps of Signals with whom Jack served in WWII. They cruise the Bristol Channel between Sharpness and the Scillies and once a year Dave is joined by a motley crew of six ex-Cardiff air traffic controllers for a reunion. "Apologies for any problems we cause," he says.

Walkway between E & F

Souris a Skipper 17 owned by John Elmer. It's the type of boat that Dame Ellen MacArthur sailed as a teenager. John uses her for day-sailing in the Bay with the grandchildren, weather and time permitting.

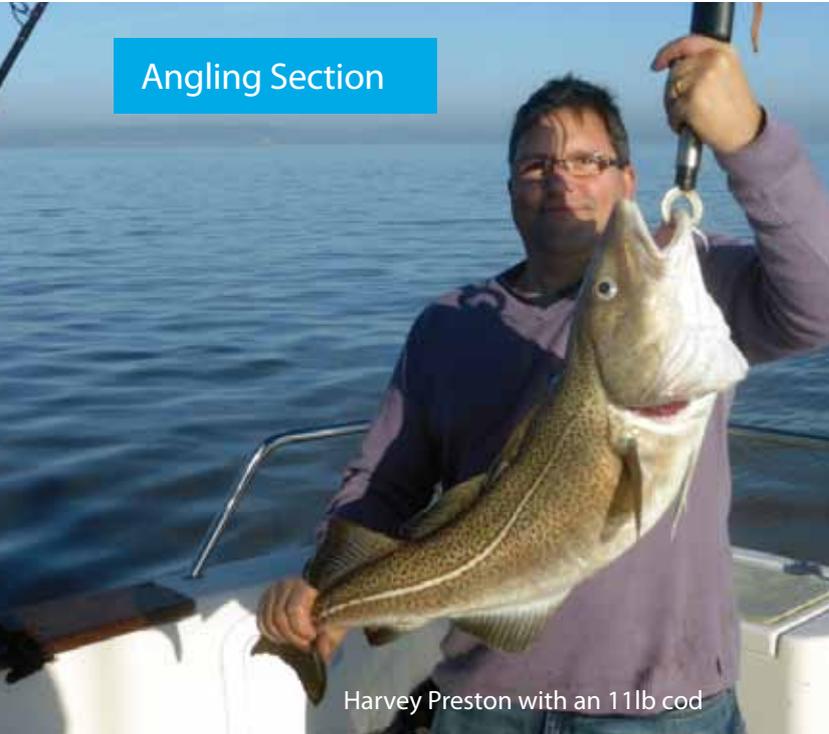
Next Edition

E Pontoon

Please submit entries for the next edition to:

email: geoff.parr@gmail.com

text: **07817 108168** or leave written entries in the CBYC office.



Harvey Preston with an 11lb cod

Biggest Fish

Bass **Paul Sutton** 2.72kg 6lb
 Cod **Harvey Preston** 5.09kg 11lb
 Conger **Paul Akerman** 14.21kg 31lb
 Thornback ray **Colin Barry** 6.49kg 14lb

Fish of the Year

Andrew Harris
 Dover sole 1.24kg
 81% of Welsh record

Best Junior

Owain Lane
 Thornback ray 4.34kg
 30.4% of Welsh record



Colin Barry with 14lb Thornback

Come and join us, says growing angling section

The 2014 Angling Section fished its last competition of the season on Sunday March 15 and following the weigh-in, the points could be tallied. During the season we had an average of 18 anglers per competition and would welcome any new members to join this active section of CBYC.

The season started off slowly with only one competition being fishing in the April with Brian Hewitson on board Louise T bringing a small-eyed ray to the scales weighing 4.36kg. The weather and fish did not play ball until June 1 with the next fish to be weighed in being a bull huss of 6.1kg (65% of the Welsh record) on Mustang Sally II. The summer months saw Paul Akerman land a massive conger of over 30lb on board Zander II.

The summer period saw Andrew Harris on La Paloma weigh in a magnificent dover sole of 1.24lb (81% of the Welsh Record), Phil Evans on

Magpie won the last competition in August also with a dover sole of 0.8kg. September saw Andrew Harris on La Paloma weigh in the 1st blonde ray of the season. November saw the first cod of the season caught by Harvey Preston on Mustang Sally come to the scales at 2.81kg, caught over on the English and Welsh bank, and he was lucky enough to repeat the feat the following week with a cod of 5kg caught from the same mark.

In January, 2 competitions were run with Phil Williams on Sea Scout weighing in a 3.6kg cod and Colin Barry securing victory on Strongbow with a superb 6.5kg (14lb) thornback ray. February's competition was won by Jeff Thomas on Lucy Lou II with the last cod of the season at 4.2kg and the last competition secured victory for Harvey Preston on Mustang Sally II with a Thornback of 4kg.

The 2015 season started on

Sunday April 12, with 29 club competitions planned through to Sunday March 12 2016. The Open Cod competition is planned for November 22 and we will be looking to repeat the success of the last two years with over 100 boats partaking in this event.

We would encourage anyone interested to join us in the Angling Section - you will be more than welcome!

Please keep an eye on the noticeboard and the angling section of the CBYC web-site for updates and progress through this coming season.

Tight lines,
Harvey Preston

individual points 2014

Harvey Preston	48
Andrew Harris	20
Sid Hearne	18
Paul Sutton	18
Phil Evans	18
Bill Gronow	15
Brian Hewitson	10
Paul Akerman	10
Colin Barry	10
Jeff Thomas	10
Owain Lane	9
Phil Williams	9
Bryn Thomas	9
John Maynard	8
Andrew Griffiths	7

boat points 2014

Mustang Sally II	15
La Paloma	6
Magpie	6
Katherine	5
Lkats Whiskers	5
Louise T	4
Zander II	3
Sea Eagle	3
Strongbow	3
Lucy Lou II	3
Hannah	2
Cee Jay	2
Sea Scout	2
Morskoi	2
Ty Cy II	1

'Cheesy' but fun - join this year's cruises in company

The SWOG was originally a cruiser racing series aimed at those who were looking for longer passage races, but over the course of time it had rather faded away. Now it's back for the sixth year in its new format reports

David Cairncross



2015 cruises

Bristol	2-4 May
Padstow	23-25 May
Swansea	20-21 June
Lydney	4-5 July
Watchet	8-9 August
Tenby	29-31 August

SWOG+
25 July - 2 August
9-day cruise

Although it still includes the opportunity for racing there hasn't been any for two years! Now it has become a cruising event with perhaps greater emphasis on the snack product and the social programme than on gybe angles. The series includes destinations from those that are easily reached in a few hours to those that are up to 100nm away to hopefully provide a mix of venues to suit the bigger boats but also to encourage the participation of the novice and smaller boats. It's not just for sailing boats either. Motor boats are more than welcome to come along and join in the fun.

The basic format for each weekend away is that on the previous Wednesday evening those interested meet at the Club to discuss the weekend's plans. There are always lots of experienced sailors there who are only too happy to share pilotage and planning tips. Groups of boats often agree to lock out together and travel in company to the destination. On the Friday night any overnight racers set off followed by the day racers and cruising fleet on the Saturday morning. The plan is that everybody arrives at the chosen destination on the Saturday afternoon and meets up at the quayside for an informal gathering that will almost certainly include wine and possibly cheese.

Everybody then returns to Cardiff on the Sunday, either racing or cruising. Often boats take the opportunity to take a couple of extra days and possibly set off a day ahead and come back on the Monday or Tuesday.

This year sees a repeat of the SWOG+. This is a nine-day cruise

around the Bristol Channel from July 25 to August 2. The exact destinations will be decided nearer the time but might well take in Clovelly, Padstow, Lundy, Dale and Tenby.

The series ends in mid/late October with an informal evening party at the Club with live music and possibly even a presentation of prizes.

For the modest fee of £10 it will be difficult to resist, I should have thought. You get free event-wear and the chance to buy extra and there will be more goodies as well! The series is suitable for pretty much anyone who wants to cruise in a bit of company under power or sail, or those who want either short day passage races or even longer races of 100 miles or so.

If you are interested in taking part then you need to enter now. It's easiest to do this online from the website where all the details will be published when they become available. If you want more information about the event or would like an email update of plans then email to swog@cbyc.co.uk or visit the SWOG page on the website.

Tackling Medical Emergencies at Sea



Tackling medical emergencies at sea is a matter of preparation. Many people assume all medical emergencies will be non-preventable and unpredictable but that's not necessarily the case, says **Geoff Parr**.

What are the known issues, preventable or treatable, that relate to you and your crew? Ensure that where possible they, and you, carry the appropriate medication and be conscious of, and sensitive to, those situations that might exacerbate the problem. If that's covered, most other medical emergencies will be unexpected and will probably be physical injuries – trauma, bleeding or burns.

How you prepare for these will depend upon the sea area you expect to sail. The Global Maritime Distress and Safety System (GMDSS) is a set of internationally-agreed procedures, equipment and communications protocols for aiding vessels in distress. They categorise the sea into three areas as regards communications.

A1 Where there is RT coverage of VHF coast stations where continuous Digital Selective Calling (DSC) is available. This is roughly up to 60 miles offshore in European waters.

A2 RT coverage of MF coast stations in which continuous DSC is available – roughly 60-150 miles offshore.

A3 Ocean-going, 150 miles plus. In-mare satellites.

For each of the areas it is recommended that a skipper or (preferably and) member of the crew should have the following training and available equipment.

A1 Basic RYA First Aid or International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Elementary First Aid. Basic first aid kit or category C first aid kit which includes medication.

A2 STCW Medical First Aid Qualification, which is a four-day course costing around £450. Category B and C first aid kits although category A should also be considered.

A3 STCW Medical First Aid and Proficiency in Medical Care – a six-day course. A combined course can be taken over nine days. Category A, B and C first aid kits.

In the event of an emergency the first thing to do is assess the casualty.

Are they safe?
Have they an airway?
Are they breathing?

Do they need CPR?

Deal with other injuries: stem bleeding, immobilise breaks and dislocations, deal with burns and treat for shock.

Then manage the casualty. Get them below or out of the way for their safety and yours. Make them as comfortable as possible and reassure. Then decide is it immediately life-threatening (Mayday) or do you require urgent advice (Pan-Pan).

This is not always clear cut. A compound fracture – providing there's no unstoppable bleeding – is probably a Pan-Pan call in coastal waters. In the middle of an ocean it is probably a Mayday call.

Mayday, from the French M'aidez, is used only when there is grave and imminent danger to a person, vessel, aircraft or vehicle. Everyone should know the Mayday call procedure but Pan-Pan is, perhaps, less familiar. As a spoken message it is:

Pan-Pan, Pan-Pan, Pan-Pan

Falmouth Coastguard, Falmouth Coastguard, Falmouth Coastguard

This is yacht Blue Moon, Blue Moon, Blue Moon

Call sign SXT56 MMSI 233058765

My position is 49° 43' .8N 002°56' .1W

I have an injured crew member and request urgent medical advice.
Over

The assistance that arrives in either case will depend upon where you are and the urgency. Inshore it could be the lifeboat with a doctor or paramedics. Offshore, possibly a rescue helicopter or even a passing ship.



There are some specific do's and don'ts about helicopter rescues.

Once contact has been made listen carefully to the pilot's instructions and make notes if necessary. When the aircraft is overhead you will not be able to hear the radio.

Never fire a parachute flare when the helicopter is near – they will find you. But dig out an orange smoke flare and keep it handy. They might ask you to use it to help gauge wind speed and direction.

Fasten down all loose gear on deck.

Do not touch the hi-line winch wire or the winchman until they have 'grounded' by first touching the sea.

Do not attach the hi-line to the boat

Finally, a word about seasickness. Not usually dangerous in itself but it goes hand-in-hand with hypothermia. A seasick person becomes lethargic, this leads to chilling which in turn makes them more prone to sickness and a vicious spiral begins. It means incidents leading to emergencies are more likely to occur and those emergencies are more likely to deepen.

Getting 'Aliseo' ready for the biggest race in the world

Annie Mitchell got to know Martin Mulholland over a number of years as they raced together on Gatsby. They were married four years ago – just about the time Annie was told she had incurable ovarian cancer.

Now they, Team Gatsby and friends are preparing their 39ft classic Bavaria Lagoon 'Aliseo' for the Round the Island Race in June. And the story of the re-fit, registration and the race will be posted, day-to-day online to raise money for Target Ovarian Cancer.

Annie represented her school in dinghy racing and her interest was re-kindled when she joined the racing crew of Gatsby in 2002, competing regularly until 2010. She met Martin a few weeks after he bought Aliseo, on the day he brought her home to Cardiff Bay Yacht Club.

This will be her fifth race but for the first time, declining



Abby can do a bowline, now she just needs to find her sea legs

health and limited mobility means she won't be taking part. She'll remain on the island with Hilary Morrison, a retired GP, and Martin's daughters and grandchildren, following the fleet around the island, taking photos and posting updates on Facebook, Twitter, and the charity site JustGiving where Team Aliseo's story is unfolding.

The people sailing Aliseo on Saturday, June 27, exemplify the thousands of sailors who will be one the water for this extraordinary race – the biggest in the world. They are a mixture of very experienced Yachtmasters and racers, keen novices and one complete beginner.

This will be Commodore Colin Parsons' third Round the Island Race. With him will be regular Gatsby crew and club member Roly Maclarg, who has a day boat moored at Rumney and in his spare time builds helter skelters.

Elsa Stewart is another regular Gatsby racer but is also part-owner of 'Blavinge', an Albin Ballard, which she and her sailing partner bought in Sweden and sailed back to Cardiff. We featured their trip in an earlier Bear Essentials.

Hilary's husband Paul recently completed his Day Skipper theory and practical in the Mediterranean so the Solent's unusual 'double high water' will be a particular challenge. He's not a keen swimmer so they've had to promise Hilary not to let him



Round the Island Race

Only 'Henry' on deck



Annie, Martin and Colin Parsons at Shepherd's Wharf

fall off the boat

And Abby Mulholland, Martin's daughter, has very little sailing experience but is bravely challenging her fear of sailing, the sea, and seasickness. As an osteopath in London, however, she might be a useful person to have aboard for the afflictions of a tough sea race.

Aliseo is currently at Dickie B Marine in Plymouth where she was stripped to a shell, re-decked and given eight coats of paint but now the portholes are back in, the guard rails are in place and the mast is being re-cabled.

Annie has spent the last two years raising awareness of Ovarian Cancer and is a familiar figure at Westminster and at Cardiff Bay where she has lobbied the Welsh Government to provide better resources for the dedicated doctors and nurses tackling

cancer in Wales. We caught up with her at her hospital in London where she goes to access drugs and treatments that are not available here.

"It's become more of a career for me than a disease," she said. "It's important not to become a victim of cancer and to continue to do things I enjoy.

"We chose Target Ovarian Cancer because this charity has not only been a great support to us personally but it has been actively lobbying for years to establish parity of treatment for cancer patients in Wales."

You can follow Team Aliseo's story on the JustGiving website: <http://www.justgiving.com/Annie-Mulholland-Round-the-Island-Race>.

Fitting a New Fuel Filter

Rob Cowley fitted a combined filter / separator to **Libra Lass**

In a previous edition of Bear Essentials in "Me and My Boat" I mentioned that when we brought **Libra Lass** round on the delivery trip from Gosport I fitted a combined filter/separator in the fuel line to replace the original water separator. Diesel bug and general rusty muck from the tank had ruined the fuel lift pump and kept blocking the diesel filter on the engine. Since that article appeared I have been asked for more information on the work done. Apologies to the experts among you – I know this is routine work.

I wanted to protect the new fuel lift pump with a primary filter with cheap and easily available elements particularly as the pump was a sealed unit and couldn't be

dismantled for cleaning or maintenance. This would also keep the worst of the muck out of the engine fuel filter and prolong its life.

I didn't photograph the original separator before binning it but Fig 1 shows a similar unit. This is typical of those fitted in many boats.

The filter/separator that replaced it is shown in situ in Fig 2. You will see that the two units are similar in form, with the combined filter/separator being about 30mm deeper than the original unit. In my case the mounting holes on the new



Fig. 1

Fig. 2



unit aligned perfectly with the original fixings.

The Lucas CAV filter separator and replacement elements are easily available online – typically £40 for the separator complete with hose tails or adaptors and about £2.50 for the replacement Delphi 296 replacement element. The choice of connections to the filter body will of course depend on type and size of your existing pipework. It is important to ensure a good seal on all the connections to avoid fuel leakage or air ingress when the engine is drawing fuel through the filter. I use Loctite 511 sealant on the threaded

connections and pipe olives. Remember when you install the unit to leave enough room beneath it for some sort of vessel to collect fuel when draining the filter – to minimise spillage I use a plastic tub big enough to contain the used element as well as the fuel and glass bowl.

Finally, if you have serious concerns over fuel contamination and cannot thoroughly clean the system it may pay to fit two of these units in parallel with suitable isolating valves to allow contaminated elements to be changed while the engine remains available.

Jamie Green's Recipe

Melting Turkey Rolls



Serves 4

Made at home. Cook aboard.

Preparation Time: 10 minutes

Cooking Time: 15 minutes

Ingredients

- 4 turkey breast steaks
 - Salt and freshly ground black pepper
 - 30 ml/2 tbsp tomato puree (paste)
 - 30 ml/2 tbsp stoned (pitted) black olives, finely chopped
 - 12 fresh basil leaves
 - 4 slices of Cheddar or Gruyere (Swiss) cheese
 - 4 slices of Parma ham
 - 30 ml/2 tbsp olive oil
- To serve: buttered noodles and a crisp green salad

Method

1. Put the turkey steaks, one at a time, between sheets of clingfilm (plastic wrap) and beat with a rolling pin or meat mallet to flatten.
2. Remove from the clingfilm and season with salt and pepper, then spread with the tomato puree. Sprinkle the olives over, then lay three basil leaves and a slice of cheese on top of each one. Roll up, then roll each in a slice of Parma ham
3. Heat the oil in a frying pan (skillet). Add the rolls and cook over a fairly low heat for 15 minutes, turning a little every few minutes until cooked through and golden all over.
4. Transfer to warm plates. Spoon over the pan juices, if liked, and serve hot with buttered noodles and a crisp green salad.

Ben

No lesser person than Robert Louis Stevenson believed it was better to travel hopefully than to arrive. No lesser dog than Ben (11) believes it is better to arrive than travel... hopefully or otherwise.

So when travelling with Jon Darke on his Discovery 29, Escapade, Ben settles beside Jon's feet and gets his head down until the boat is moored. Then he's onto dry land and off exploring. Watchet is a favourite – a Jack Russell, he's small enough to get under the security gate and can be at the pub before the crew.

The exception is fishing trips. Ben is always excited when lines are reeled in and shows obvious disappointment if there's nothing but a hook on the end. The other thing about fishing trips is the way people leave snacks around; strips of mackerel and squid cut into delicious bite-sized pieces. Jon has so far managed to stop him getting at the ragworm.

He's been in the water a few times: more usually through an exaggerated sense of his ability to cover the distance



between boat and shore than deliberately although he's a good swimmer. So while cruising he wears his own lifejacket. There's always a first time!

1. 'Call me Ishmael' is a quote from the beginning of the famous 'Moby Dick'.

2. **Masthead** (top of the mast), **Head of the Sail** (the top edge of a sail), **Deckhead** (the under-side of the deck above), **Head rail** (a curved rail that extends from the figurehead to the bow of a ship), **Head sea** (a sea where waves are directly opposing the motion of the ship), **Header** (a change in the wind direction which forces the helmsman of a close hauled sailboat to steer away from its current course to a less favourable one), **Headsail** (any sail flown in front of the most forward mast), **Compass HEADING** (the direction in which the ship is pointing).

3. Mermaid's Purses (also called a Devils Pocketbook) are the egg cases of some dogfish, sharks, skates and rays and are sometimes to be found washed up on beaches after hatching.

4. Did you guess 11, 14 possibly 17, even an ambitious 21? With wonderful names like Jib of Jibs, Moons'l, Upper Jigger Tops'l and Spanker, the number of sails aloft could add up to at least 28 on a 3 masted vessel with studding sails out the sides. But on a 4 masted whaler of the 19th c I counted at least 35. See if you can find one with more.

5. Although there is mention of a pig and a turkey, they only helped with the marriage. All they took was 'some honey and plenty of money, wrapped up in a five pound note.' Wise advice indeed and the author of 'The Owl and the Pussycat' was of course Edward Lear.

6. Selvagee, like a quoit, are strong, durable straps much used for blocks aboard ship, for handles to boxes and chests, and in other similar ways. It is made by passing a number of strands or yarns around pins or nails set in a board and binding the whole lot together with a seizing of yarn or marline to make a rope ring.

7. In this case, 5.556 km or three nautical miles. The League was first an ancient Celtic unit, it being the distance a person could walk in about one hour. The Romans adopted the league and it became a common unit of measurement throughout western Europe and Latin America.

8. A fouled Killick (or anchor fouled with rope) is the substantive badge of non-commissioned officers in the RN. Seamen promoted to the first step in the promotion ladder are called 'Killick'. The badge signifies that, here is an Able Seaman skilled to cope with the awkward job of dealing with a fouled anchor.

