



# CARDIFF BAY YACHT CLUB

Bear Essentials

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John Mead

The sharp  
end of the  
Shanghai  
Cup

Judgement Day

*Photograph by Hilton Willott*

# Shanghai and Nimrod Cup 2010



This year Volvo Cars Cardiff sponsored the Shanghai and Nimrod Cup races. The partnership is promising as Roger Pugsley, Managing Director, is delighted to promote the return of Volvo to South Wales and to sponsor this particular event to celebrate Volvo's long association with the boating world through its RYA discount scheme.

In its 14<sup>th</sup> year, this prestigious sailing event has traditionally been held over four weekends during September. However, earlier this year, after consultation with many of the competitors and representatives from Swansea's racing fleet, it was decided that a change of format was well overdue. Our Principal Race Officer, David Cairncross, produced a bold plan to condense racing into two weekends. No easy task when taking into consideration our local tidal conditions as it meant we would have to complete eight races in the first weekend and three more the following Saturday. The plan was approved by all as it was felt that the shorter format would put less strain on skippers and crewing resources. Despite our PRO'S effort to implement an advance registration scheme we failed to attract the early entries that assist making events like this a lot easier to organise. However, they came through in the end and by registration on Friday September 10 we had 18 boats split into 6 teams for the Shanghai Cup and 9 for the Nimrod Cup. As the first weekend drew closer competitors began to arrive and a truly international flavour began to develop! 9 yachts came from Swansea and with the CBYC fleet returning from Cork and other parts of the globe. (*Purple Haze & Junior High* both



have high altitude towing records after returning from Lake Garda via the Austrian Alps) The newly crowned J109 European Champions *Blue Jay* with de-hospitalised skipper Greg Burgess graced our moorings. Local J109s *Jack Hammer*, *Judgement Day* and *Vriegelzeilig* with a truly international crew including J80 Italian National Championship crew Maris Lyons were ready for a class battle. *G&T* the Cork 1720

had just returned from the Dale Weekend with a class win and a cockpit full of prizes. GBR 470 squad sailor Nathan Bailey had borrowed a Laser SB3 to get involved with the action. Experienced campaigners *Musketeer* were breaking the Goachers out of the garage once again.



*Sleeper* had also achieved a remarkable finish to their under water appendages (Jonathan Tithecott please note) The Nimrod Cup Fleet were also in deep preparation and the weekend approached with anticipation. Saturday dawned with an early start essential to complete the 4 race schedule, starting with a round the cans passage race to Sully Bay followed by 2 races over laid windward-lee ward courses and a passage race back for Cardiff. A huge tide and



solid westerly breeze increased during the day and made for exhilarating and competitive sailing amongst all the classes. There were casualties at this early stage when a crew member with a head injury had to be taken to a waiting ambulance at Barry Dock with assistance from the mark layers R.I.B.

The passage race back returned the remaining crews safely to the Clubhouse for a well deserved hot meal and an evening of dancing to a local band. Well, I have to say, that the early start and demanding conditions had certainly taken its toll as far as the dancing

was concerned, although **G&T's** skipper made a good effort! Sunday's racing program followed the



same format and the strong tide made life difficult for the mark layers and our OOD Syd Thomas, many thanks to them for their perseverance. Once again, the racing was very close and it was some extremely tired crews that lined up for the last race from Sully Bay back to Cardiff. With eight races already in the bag for the first weekend there was still lot to play for at the top of the individual and team classes. **Blue Jay** and **Judgment Day** were almost inseparable in the IRC fleet and young gun Nathan Bailey was just ahead in Sports Boats. But



the Shanghai Cup is all about a team of 3 boats being able to sail as consistently as possible so there was still everything to play for the

following weekend. Any one of at least 4 boats were still in contention for the Nimrod Cup for **Moontide**, **Gatsby**, **Off Beat** and **Wizard** it was still

game on. After returning to work for a well earned rest most crews were back again on Saturday the 18<sup>th</sup> for the final show down.



What a contrast with races 9 & 10 scheduled inside the barrage there was absolutely no wind, but a little breeze did fill in eventually to complete race 9 before our OOD



Nick Sawyer and mark layer Simon Thomas wisely decided to move races 10 & 11 outside. With a windward leeward course set both races were completed in a very pleasant breeze. After a tremendous battle at the top of the IRC fleet **Blue Jay** just beat **Judgment Day** into first by half a point with **Jack Hammer** another J109 coming home third. Once again



the tribal elders on **Musketeer** came through and sailed impeccably with three firsts, **Sceptre** was

second and **Junior High** third after some enthralling team racing against **G&T** and **Purple Haze**. The results were computed and **Musketeer**, **Judgment Day** and **Junior High** emerged victorious winners of the Shanghai Cup 2010 with 58.5 points. In 2nd place, with 76 points, were **Blue Jay**, **G&T** and **Purple Haze**. **Vrigtelzeilig**, **Sceptre** and **Just in Time** were 3rd with 119 points. In the Nimrod Cup only 4 points separated the top three boats with **Moontide** 1st with 15 points, **Gatsby** 2nd with 16 points and **Offbeat** 3rd with 19 points. There were some very good battles lower down in the fleet and well done to all the competitors. With racing successfully completed the Gala Ball and prize giving got off to a great start on Saturday evening with Volvo Cars Cardiff MD, Roger Pugsley, presenting the prizes to the winning competitors and so with some impromptu cabaret from Jonathan Tithcott (sorry Andrea) and Greg Burgess & The Blue Jays the 2010 Shanghai and Nimrod Cup came to an end.

*Thank you to our sponsors Volvo Cars Cardiff, our race officers, the skipper and crew of Phat Cat acting as committee boat for both weekends, to everyone who was involved in organising this year's event and to all the competitors. An extremely professional collection of photographs were taken during this event by Hilton Willott, who also took our front cover image, and Mark Furse, our grateful thanks go to them too. Please go to page 4 for further images.*



# Cod and Congers galore (not to mention a Bass bonanza)!

Syd Hearn reports: Bill Gronow on *Ashley Jade* continues to dominate the individual points competition, although John Gittins on *Sea King* is only 14 points behind with John Harris third. *Ashley Jade* is also 3 points clear of *Phat Cat* and *La Paloma* on boat points. Leaders of the heaviest specimen remain the same with a Thornback Ray from Bill Gronow, Conger Eel from Rob Williams and a Bass from John Harris.

I would like to welcome all CBYC and CYC members to take part in our Interclub Cod Competition on Sunday 27 November. This will be a cod only competition between our two Clubs with registration at either CBYC or CYC. The weigh-in will be here at CBYC at 18.15.

Club members are enjoying a Bass bonanza in the area at the moment as far afield as Porthcawl with Phil Williams on *Grace* and the crew on *Deep Purple* catching Bass at the English and Welsh. Simon Leek also had a good catch off Porthcawl. Here are some images of members with their catch.



The cod are starting to show, especially on Penarth's shore and foreshore with some 7/11lb caught on the charter boats from Penarth Marina. Look at this 10lb cod, the largest this season for CBYC, caught by our very own Oggie on *Gladiator* at Sand Point. We can also see below the large 22lb tope caught off Woody Bay when Andy Vowles, Simon Watts and Alistair Spears went to Ilfracombe for the weekend.

Hopefully, this bodes well for a better season next year. Blonde Rays continued to dominate the last couple of competitions, with some large specimens of 18lb plus caught in Sully Bay. We have also seen some nice Bass from John Gittins caught at the mouth of the Rumney River although sadly for John not during a competition. Bad luck John!

As you know fishermen are a gregarious lot and enjoy many a trip away so until the good



weather returns here is an image from this summer taken on a trip to the Scilly Isles.

I would like to wish everyone in the Angling Section a good run up to Christmas and a very happy and successful 2011.

## BARRAGE CONTROL, BARRAGE CONTROL THIS IS BEAR ESSENTIALS, OVER

Our friends at Barrage Control have made a very generous offer to all members of CBYC. If anyone is curious about what happens when you go out through the locks they would be happy to show people around. They would prefer it to be in the evening and in small groups of approximate 6/8 people. If anyone is interested in taking them up on their offer please contact our Admin office to express your interest. We will then liaise with the Barrage to arrange a day and a time.



# How to keep warm and dry on the water this winter

Here's someone whose advice should be taken on board. 27 year old Ben Smith has been the Development Officer for the Welsh Yachting Association and is the former manager of Llanishen Sailing Centre in Cardiff. He now coaches the CBYC

Optimist Squad and has recently been crewing on the J109 *Blue Jay*. He was part of that yacht's crew when they won the European Championships in Cork earlier this year. His expert advice on sailing gear is for yachties of all ages and is perhaps especially interesting to parents who may be about to kit out their youngsters for the year to come. Ben writes: It was one of those discussions between myself and John Mead that led to me pencilling this loose guide on my own personal thoughts on winter sailing kit. I have tried to cover most areas of sailing from junior through to adult dinghy racing and, of course, inshore yacht racing but the dark art of offshore yacht racing will be for another time. So to start with let's look at the junior and youth dinghy sailing. To help me on this subject I have had input from many a parent and also Ian Viney of Bluefin Watersports who specialises in youth and junior sailing kit.

## The optimist sailor (and smaller Topper sailors)

If your child is looking to step into their first winter of oppies sailing at the club this year under the guidance of Nick Sawyer, there are two main priorities for you to



consider - warmth & comfort. There is a huge selection of kit available for these sailors on the market, and everyone has their own preference, so below are the basics to ensure that your little one stays as warm and comfortable as possible on the water. I will start with the base layer from the bottom up. The base layer:

**Thermals** - It's vital to get a good base layer and thermals are a must for the winter. Try to make sure they fit well - thermals do not work as well if they are loose fitting and baggy.



You don't need to pay a lot of money for sailing thermals - many of the supermarkets do good value thermal tops and leggings.

**A Teddy Bear** - This is an all-in-one fleece-lined jumpsuit. Excellent at keeping your little ones warm. The size of this is not wholly important, the most important thing is that it is not too small for your sailor and there is room to move freely in it.



**Socks** - thermal socks or ski socks are ideal. Thin neoprene socks worn under the drysuit are also great for keeping feet warm.

The outer layer:

**A Drysuit** - I'm afraid a wetsuit just won't cut the cold waters for the winter. Does exactly what it says on the tin - keeps your sailors bone dry. Important things to check are that the seals are comfortable and not too tight on the sailor, and front entry zips are easier to get in and out of (and to go to the loo.) than back entry drysuits.



**Footwear** - wet boots give yet more warmth to the extremities. Plus a firm footing when walking around the boat park. One thing to bear in mind is that you will probably need boots that are a size too big for your sailor to allow for the fact that your little one will be wearing ski socks, thus increasing the size of their feet. And here's a good tip to help you get their boots on - use ladies pop socks or plastic food bags.

**Gloves** - again vitally important and this is an item where it does pay to spend that little bit extra. You need to kit them out with full neoprene gloves or better to try and keep those hands warm.



**Hats** - pretty simple one really in that anything warm will do, my only thought on them is that they should be fairly quick drying so should your little one take a dip the hat dries off pretty quick. Anything with a micro fleece lining is ideal, oh and they have to be colourful of course.



**Neck gaiters** - down to personal preference but these definitely help to keep you warm. Again any sort will do, and as with the hats, a micro fleece lining makes all the difference when you get them wet.



That's pretty much it for your young sailors. The only thing left is the Hiking pants which strap over the drysuit.

Due to the fact that winter usually brings more wind, they will spend more time hiking out and the pants will help make this much more easy and comfortable and protect the valuable drysuit from abrasion on the deck. Just check that the hikers fit properly. The main thing to check is that the pads in the back of the pants still allow the sailor to bend their legs un-impeded.



### The older junior and youth sailor

Once sailors have grown and matured enough many will choose to stop up out of the drysuit. Thus usually coincides with sailors moving in to more physical dinghies such as the Topper or Laser.

So the base layer:

**Skins or wetsuits** - are the main base. These are supplied by many manufacturers in all sorts of guises. They basically do the same thing. Rooster led the way but now all the manufacturers stock these. Most sailors choose a long john type wetsuit (with good core coverage) or a race skin.



**Underneath the wetsuit or skin** - most wear a rash vest or thicker thermal lined version of a rash vest (polypro tops, skin tops, thermalite)

**Socks** - the boys tend not to bother with socks, or may wear short wet socks, however the girls can always be seen on the water wearing long multicoloured thick socks. More of a fashion statement I should imagine, but again a must.

Top Layer:

**Hickers** - not to be confused with the junior hikers, these are generally made out of wetsuit material and have shoulder straps. Again they add warmth to the sailor and also comfort when hiking.

**Spray Jackets/Tops** - Personal preference, but the majority will wear a 'hot top' or aqua fleece with some maybe opting for a drysuit top. Again there

are a load of different ones available on the market, but word has it that the Zhik top is the warmest this winter.

**Footwear** - wet boots are again the order, loads on offer and just like buying shoes the sailor just needs to make sure that they are comfortable to wear.

**Gloves** - most will wear full neoprene gloves to keep the cold out, but some do prefer gloves without the finger ends. Depends on how much they feel the cold. Again worth paying a bit extra.



**Hats** - exactly the same as the juniors, micro fleece lined will ensure warmth and quick drying.

**Neck gaiters** - again the same as above. Some will want them, some will not.

I hope that helps you to kit your young sailors out. The only item

missing from the list is a buoyancy aid. Again there are a number on the market and it really is down to each individual sailor's own choice, but the majority of sailors seem to prefer side zipped buoyancy aids leaving a large pocket on the front to stash sweets.



### Adult Dinghy Racers

A lot depends on your age, on whether you feel the cold or not, and finally on the type of boat you're sailing. If you're



sailing Lasers, Solos, anything RS and similar, then these are fairly active boats where you will be physically working pretty much all the time keeping your body warm. In these instances, in order to keep your flexibility, you're better off wearing skins rather than a clumpy drysuit. (See the youth list, everything listed is available in adult sizes too.) However if you sail in more stable boats, or on crewed boats (such as 420s, Laser 200s, Flying Fifteens) then quite often drysuits can be preferable in that they are more comfortable and give you ability to wear what you like underneath. It's pretty much down to your own personal opinion. If you are still unsure as to what to purchase, all of the manufacturers have websites that will explain what they have to offer. However, Bluefin Watersports does have a very handy section on 'kit bags' which will give you examples of what you need to have for the winter.

Cont/..

## Yacht Racing



A challenging environment with a mass of different manufacturers competing for your money. All have their pros and cons and I can only really go on my own experience and the advice and opinions of other sailors. So for this instance instead of giving you a list of possible clothing I will just give you the criteria that I would use should I be asked for my personal opinion. If you know of better or more suitable kit please let me know in the bar. So if someone was to ask me 'What should I buy for yacht racing in the winter' I would answer by asking a number of questions:

*Where and how far offshore are you going?*

*What type of yacht are you sailing on?*

*What's your usual position on the yacht?*

For an example my response would be:

*Mostly Cardiff or Swansea and at most a couple of miles, although if asked I might go further a field.*

*Usually a J109 or J80*

*Usually bow or mast*

Below is a description of the outer kit that I usually wear and the reasons why:

**Base layer:** usually just a pair of boxer shorts, ski socks and a SLAM Thermal top.

**Mid layer:** depending on the weather, my ski salopettes if it's due to be dry and not too windy, but if wet or windy my Musto mid layer salopettes. I'd top this with a micro fleece and a waterproof jacket with no fleece lining.

**Outer Layer:** if I've chosen my ski salopettes then just them; if my mid layers then my Musto Offshore Trousers. On top my Musto Inshore or Race smock. And Tribord deck trainers

**Gloves/Hats** – I never wear gloves mostly due to the fact that I don't suffer from cold hands, and unless it's really cold I very rarely wear a hat. However I often will wear a neck gaiter.

It may seem quite an odd selection but it suits my general job on the boat. As a bow man or mast man I need to feel mobile and not weighed down with lots of kit hence the lack of boots, and the choice of an inshore or race smock over an offshore jacket. Equally I spend a large amount of time scrambling around on the deck so I need tough wearing items. Ski pants are incredibly durable but not completely waterproof, hence should the weather dictate it I will transfer to heavy duty offshore salopettes, much more hard wearing than inshore trousers. Also the ability to remove items of clothing should I get too hot is invaluable, hence a micro fleece and separate waterproof jacket giving me numerous options about whether I'm hot but need to stay dry, or too cold but little chance of getting wet resulting in me being able to remove my outer jacket. As to the lack of gloves and hats that's just me and the fact that my extremities generally don't get cold.



If you do suffer from cold hands and feet then looking at dinghy clothing lists will often give you the answer you need, neoprene gloves, wetsuit socks, aqua fleeces and hot tops can all be used when sailing yachts.



So going back to the beginning, ask yourself those three questions, but don't be afraid to break from the norm and ask fellow sailors at the bar for their opinions.

Simply buying a full offshore suit from Musto may not be the right thing at all.

Ben Smith

**Did you know that** we now have a webcam sited on the Clubhouse wall looking out over the Bay towards Penarth - it can be a bit temperamental at times, just like our broadband, but please be patient things will get better soon. To view go to our website [www.cbyc.co.uk](http://www.cbyc.co.uk) and click on webcam.

# What would we do without our grandchildren?



Share with us Paul Breen's account of a day spent on his boat in Milford Haven with his 7 year old grandson, Dan.

You should understand that my grandson Dan is 7 but going on 37. He's a black belt in Lego. Dan is a dynamic little figure who woos women with his sensuous and godlike trombone playing whilst picking his nose. He can pilot bicycles up severe inclines with unflagging speed. He can cook Uncle Ben's minute rice in 20 seconds and I think he told me he's an outlaw in Peru. He has also been known to remodel narrow gauge trains in his lunch breaks, making them more efficient in the area of heat retention, and he's forgotten more than all of us know put together. Dan's main claim to fame is that he cannot resist touching and was borne to meddle. He translates ethnic slurs for Cuban refugees, he wrote an award winning opera and he manages his parents' time efficiently for them!

But to get back to my story – I have to ask when is a VHF not a VHF? Answer – when it gets you into trouble!

Until recently, communicating with the wife whilst in the wheel house when she was on the flying bridge had always been carried out by leaning out of the wheel house door and shouting as loud as I could. Well this method of communication has two problems as most men know.

- Firstly, most women don't like being shouted at even though you aren't shouting at them, just trying to pass on a message or communicate.
- Secondly, as I normally offended the wife by shouting in order to pass on a message or communicate, I generally ended up carrying out the task myself as you can bet your bottom dollar I'd upset her and she wouldn't carry out my request.



Anyway, to overcome this dilemma I purchased a new VHF radio. To say it's the bees knees of a radio would be an understatement, the only thing it doesn't do is butter your toast (it probably does I just haven't got that far into the instruction manual yet) But the main function for which I purchased it was that it gave a second VHF station for the flybridge which could also be used as an intercom between the flybridge and the wheelhouse.

Now I've set the scene I'll get down to the story.

It was Saturday morning. The previous evening had been spent watching DVDs with my visitors. One DVD was the Gavin and Stacey Christmas Special (which I had been too drunk to watch the first time round) – and one particular bit that had stuck in my mind on that fateful Saturday morning was the pet name used for Nessa by her boyfriend - "sugar tits". This made me laugh for so long that I missed the rest of the programme again. All was going well. We'd left Neyland Marina without wrecking anything (always a bonus), we cruised up Milford's glorious Haven to Dale, we'd had breakfast without incident which is a miracle in itself, as Dan and milk are a combination that normally leads to disaster. We were now on our way up the Haven to Lawrenny. I felt so relaxed at the lack of catastrophe and there was no shipping in sight that I decided to tempt fate and call the flybridge on the intercom. My first communication with the flybridge was to ask my son-in-law to take over the wheel. "Aye Aye Skipper," came a cocky reply. Next I asked if anyone wanted a cup of tea as I

was putting the kettle on. The quickest communication imaginable came back from above. "Three teas please and oh, have we got any biscuits?" I was surprised as I was expecting the motley crew to ask for a drink for Dan. Anyway, no problem - Dan came on the intercom himself "Granddad, can I have a drink of Coke"? I didn't answer him, but then came the "please".

I got on with the task in hand, putting all my favourite biscuits on a plate, then taking a few off and keeping them for myself. It's good to be selfish now and again, and anyway I said to myself I'm making the tea so they must be my biscuits anyway. I was still chuckling about Nessa's pet name from the night before. Well you've probably guessed what happened next but just in case you haven't I'll give you the full sordid details. I made the tea, poured the Coke but was unable to carry everything myself in one trip up to the flybridge. So rather than making two trips, I picked up the intercom and asked for "sugar tits" to come and give me a hand with everything. It was at this point that I realised I hadn't just asked "sugar tits" to assist me but had shared the request with anyone else who had been listening on Channel 16 too because Dan had pressed the Channel 16 button on the flybridge when he'd said "please". Needless to say I would like this to be published anonymously, but half of Milford Haven must have known it was me that Saturday morning. As my wife once said to me, "Everyone knows it's you on the radio - you sound like an excited schoolboy when you use it." So it was Dan's fault again! Grandchildren. Who'd have them on board boats?

# What's on offer during the winter at CBYC

There have been a few changes in the Clubhouse recently culminating in the need to look further for a Clubhouse Manager. However, in the interim our existing staff are all pulling together to ensure that the Bar and Restaurant will continue to run as normal. Our thanks to them for their hard work and diligence.

**Don't forget by the time you read this we will be in our Winter Opening hours.**

We are currently working on our Christmas Menu and it will be advertised in the Clubhouse soon. In the meantime here are some special offers during the month of December:



**Wednesday** evening will be returning to our popular Curry Night but with a twist: a curry and a beer for the inclusive price of £5.00

**Thursday** evening will now be known as our Bistro night and to complement our chef's home cooking after dinner coffee is on the house if eating in the restaurant.

**Saturday** - This offer will also be available on Saturday evening but only if the restaurant is open for normal meals. *This offer will not apply if a Club function has been organised.*

**Friday 26 November 2010**

**Wine Tasting Evening -- 8pm**

Tickets £8.00 to include a selection of cheeses, biscuits and fruit, available from our Admin Office or the Bar

Missed out last time? Come along and enjoy a new selection of wines.

The best tasting notes will win a free bottle of wine.

**Friday 3 December 2010**

**Dinghy Laying Up Supper  
7.30 for 8pm**

Tickets £14.00 to include a hot buffet, available from our Admin Office or the Bar

All welcome to our end of season supper to round off a great season of sailing

**Saturday 11 December 2010**

**Christmas Party to include the presentation of prizes for the Cruiser Racing**

**7.30pm for 8pm**

Tickets £10.00 to include a hot buffet available from our Admin Office or the Bar

**Live music**

**All Welcome**

**Sunday 12 December 2010**

**CBYC Childrens Christmas Party  
2pm to 4pm**

For all members' children/grandchildren up to the age of 10. 40 places available, on a first come first served basis. Closing date **Wednesday 2 December**

We hope we can persuade Santa and his elves to drop in for a visit with some presents!

**Wednesday 15 December 2010**

**Christmas Carol Concert - from 7.30pm**

Please join us to listen to and join in with the Cowbridge Choral Society suitably nourished with mince pies and mulled wine to get you into the Christmas spirit

We are pleased to announce the return of our Programme of Winter Talks as follows:

**Tuesday, January 11 2011 - 8pm start**

John Hart will be talking to us on all aspects of Sea Survival:

- Emergency equipment available
- What it's for
- How to use it - culminating in popping off a life raft and discussing how they are serviced.



**Tuesday, January 25 2011 - 8pm start**

Rosie Swale-Pope MBE record breaking adventurer and author has achieved the near impossible overcoming extreme conditions to raise money for charity will be regaling us with her adventures both on and off the water including her 70 day transatlantic voyage and her voyage on two feet. Rosie firmly believes that all journeys and all dreams that come true start with the sea.



**Tuesday, February 15 2011 - 8pm start**

Tom Cunliffe  
"The sailing pilot cutters of Cardiff and Barry"

Tom Cunliffe, sailor, author and broadcaster, owned and cruised a 1911 Barry pilot cutter for 15 years, sailing her as far as Newfoundland, the Caribbean and Soviet Russia. His knowledge of these great vessels and the men who sailed them runs deep. He draws on it in this lecture to generate an evening that is highly informative, as well as entertaining. Fully illustrated from the archives and his own photography.



**Tuesday, March 8 2011 - 8pm start**

Ted Hill, Managing Director of ECHA Microbiology Ltd

- on "The Mighty Microbe Strikes Again Thanks to New Fuel Regulations from Brussels"

Ted will be discussing the subject of Ultra Low Sulphur Diesel, the new guidelines brought in on the 1 January 2011, and the impact this will have on CBYC members.



**Tuesday, March 22 2011 - 8pm start**

Robert Jones Parry, MSc. MIEEM, Conservation Manager, Wildlife Trust of South and West

Wales - on the resurgence of the otter in Cardiff Bay and who else, in the wildlife world, do we have as our neighbours.



**Tuesday, April 5 2011 - 8pm start**

Steve Parker and his crew - regaling us with their exploits on Courtier when they sailed to the Azores



We hope that you will all find something of interest in the selection of talks we have organised and look forward to your support. The talks are free but to assist us in gauging numbers, to ensure we are not oversubscribed, tickets will be available from December either from the Bar or our Admin office. To tempt you further for one hour before each talk HB will be £1 a pint on production of your ticket (*maximum 2 pints per ticket*).

# THE LIFE AND SUPRISING ADVENTURES OF ROBINSON CRUSOE plus a few notes that might be of interest to Club members the next time they cruise to Bristol



The real Robinson Crusoe was a man called Alexander Selkirk, a quarrelsome professional seaman and sailor who in 1704 survived alone for almost four and a half years after being marooned by his Captain (at his own request) on Isla Juan Fernández off the coast of Chile. Rumour has it that the Captain had been relieved to see what he thought was the last of Selkirk. The island is 14 miles long and 8 miles wide and Selkirk lived here, entirely alone, for 4 years and 4 months, with only the items he had been allowed to bring ashore with him – a musket, some gunpowder, some carpenter's tools, a knife, a Bible, some clothing and pieces of rope.



He was finally rescued by sailors from an expedition led by the renowned Englishman, Captain Woodes Roger R.N., in early 1709. The rescue party had seen smoke coming from the island and on putting a landing party ashore they had discovered a wild-looking man dressed from head to foot in goatskins, with which he had replaced his tattered clothes. He had survived all that time on shellfish and goat meat, suffering all the while from loneliness, misery and remorse. He had supplemented his diet by cultivating wild turnips, black pepper berries and cabbage. He had built two huts and a look-out. There was no Man Friday and when pirates had landed on the island from time to time, Selkirk had hid in the certain knowledge they would kill him if they found him.

The legend of Selkirk's self-imposed isolation was the inspiration for the story of Robinson Crusoe, a legend that was to grow and grow over the following years. Defoe's story "Robinson Crusoe", based on Selkirk's experiences, was published in 1719 and in the intervening years it is reputed that this book has sold more copies than any other, with the exception of the Bible.

*A small footnote in history: on 1 January 1966 Selkirk's island refuge off the Chilean coast was officially renamed Robinson Crusoe Island.*

But now it's time for the Bristol Channel, Bristol Docks and the River Avon to come into our story because this was where Selkirk eventually arrived having sailed back to England, on past Lundy Island, past Swansea, past Newport, and then for the last 5 miles up the River Avon as far as Bristol Docks.



If only the waters of this stretch of the River Avon between Avonmouth and Bristol could talk they would tell an incredible story of the events they have witnessed and the extraordinary personalities involved.



This is the famous pub in which it is said that Alexander Selkirk met Daniel Defoe and told him of his adventures. Selkirk's story may also have inspired Robert Louis Stephenson to write "Treasure Island". Who knows, perhaps the Llandoger Trow in King Street, Bristol, was the inspiration for the "Admiral

Benbow" pub in "Treasure Island"? We do know that a journalist by the name of Steel who was working at that time also interviewed Selkirk on his return and was moved to observe: "This plain man's story is a memorable example that he is happiest who confines his wants to natural necessities; and he that goes further in his desires, increases his want in proportion to his acquisitions". One might say that nothing has changed in the last 300 years. As Selkirk sailed up the River Avon on his return to Bristol he could hardly have known of the extraordinary panoply of events that had taken place, and were to take place on this five-mile stretch of muddy tidal water.



This is where the River Trym flows into the Avon at Sea Mills. The Romans called this little harbour Portus Abonae.



It was a useful port for them as it was used to land supplies destined for the Roman Legions as they slowly conquered the rest of Britain. This is where the Romans



built their administrative facilities, workshops and living quarters overlooking what is now Sea Mills, with its view of the Avon up to the Horseshoe Bend.



Then in around 1090 Robert Fitzhamon, together with 12 knights, 24 squires, and 3,000 men, sailed from Sea Mills to Penarth and fought two major battles at Penthy's and Cardiff's Great Heath, and in so doing won over all the land between the Rivers Rhymney and Tawe. No wonder South Wales is a bit suspicious of Bristolians!

In 1712, Joshua Franklyn, a wealthy Bristolian, built a wet dock here and in 1716 he set up the Sea Mills Dock



Company. The dock occupied an area of some 9,000 square yards. From its opening it was used to re-fit privateers, and between 1750 and 1761, believe it or not, it was used as a whaling station, to which the whalers would bring in the carcasses for the blubber to be cut away, boiled down and processed. The whales were caught off Greenland and brought to Sea Mills in sailing vessels that included the *Adventurer* the *Bristol* and the *St Andrew*.

The infamous Henry Morgan, later Captain Sir Henry Morgan, sailed down the Avon in 1656 bound for the West Indies, followed some years later by the young Bristolian Edward Teach, who



was to become known, many years later, as "Blackbeard", the pirate who terrorised the Americas. But to return to the story of Robinson Crusoe, a.k.a. Alexander Selkirk, the man who rescued him, Captain Woodes Rogers R.N., left Bristol in 1708 in the 302 ton, 30-gun vessel *The Duke* with her crew of 117 men. Ten years later, in 1718, Woodes Rogers was appointed the Governor of the Bahamas, having been issued with a King's Commission to wipe out all of the pirates he could find in the area. His approach was very robust with many a pirate being hung in the process. With naval discipline like this perhaps Selkirk had made the right choice when he had requested to be put ashore on his own on what is now Robinson Crusoe Island after arguing and complaining so persistently to his Captain.

*Once again, Bear Essentials is indebted to Alan Thorne for his assistance in researching this article.*

# International Sports Village

The Cardiff International White Water Centre continues to be a success story for the Harbour Authority. The centre is trading well above its business plan and in recent months has hosted the Premier Division Slalom, which sees the top competitors in the county compete, the Youth Freestyle competition and the British Raft Race series, which included a selection of the British Squad. The Welsh and British Squads train there on average 4 days every 6 to 8 weeks in readiness for London 2012. The CIWW has also hosted 2 successful events, Paddlefest and Rock and Raft, where visitors can try out rafting and kayaking at a reduced rate in a festival atmosphere. The expected drop off in bookings as result of winter approaching is not as severe as was expected and the centre will continue operations throughout. Some minor alterations are being carried out to the course during October which will allow it to run with less water and be used by younger children.



Pont Y Werin is now an established route to and from the Sports Village and the number of pedestrians and cyclists using the bridge is increasing day by day. It has become a popular commuting route from Penarth to Cardiff with a sizable increase in the number of people cycling to work. The bridge is now fully under the control of the team at Barrage Control and

requests for it to open to allow passage of vessels should be made by calling them on channel 18. Barrage Control advise that lifting is half-hourly during the day and hourly (on the hour) through the night. However, because the bridge is not subject to a great deal of use they will normally take a pragmatic approach and "adjust" the lifting time to help out. It is worth bearing in mind that the headroom is 4.8 metres and that this will allow many motor vessels to pass without the need for a bridge lift.

In terms of new projects at ISV, design of the new Ice Arena is nearing completion and this will be followed by a planning application. Preferred developer status was awarded to the Arena Group (Planet Ice) after a tender process which looked at design, business plan, operating arrangements and community benefit. The design of the building is dramatic, as can be seen in the attached artist's impression. The concept is based on the outline of an iceberg with backlit "fissures" along its length. Planning consent should be granted early next year with construction commencing promptly and the new facility is confidently expected to be up and running by the first quarter of 2012.



After a brief hiatus, plans for the Waterfront area are being revisited and an architect has been appointed to review the master plan. Tenders for a development partner to work with

Council to deliver the remainder of the scheme will be issued in late November and the hope is that detailed design will commence during 2011. The Council is maintaining its commitment to a snow facility and this will still form part of the scheme. Looking further ahead, the last element of the Sports Village plan is a Multi-purpose Arena and again the preliminary design for this is being reviewed with a view to bringing the plan to fruition. All in all the Sports Village and the peninsula are due to become much busier.

**Caption Competition** ..... The winner of the last Caption Competition on our website was CBYC member Iwan Basten. Why not have a go and enter the new one on [www.cbyc.co.uk](http://www.cbyc.co.uk) The best caption will be rewarded with £10 credited to their bar card.

# Cardiff Optimists do La Rochelle - 9 to 17 July 2010

## Philip Straw reports .....



'La Rochelle – did you say 'La Rochelle ?'' So that made the decision easy, to go to the French Nationals in July and experience International Optimist racing. A small contingent began to discuss and plan for the event, getting bigger as interest built and people thought of summer holidays in France. Nick Sawyer was the lead and became the focal point for organisation and preparation. Ferries and accommodation had to be booked (and the campsite was booked twice just to make sure!).

The group consisted of a mix of very young sailors – 9-10 years, right through to seasoned veterans of 13/14 years of age. Finally the week came around and the journey to La Rochelle was undertaken across all channel ports – and the tunnel.

Registration was on the Saturday, and for the parents this was probably the most stressful part – I personally visited the Jaugeur 3 times, eventually triumphing over the language barrier (having lived/worked in France I didn't think my French as so bad). Boat and papers in order – one parent at least could relax. Sunday was a practice race day and the conditions were very good – nice wind and sunshine (if only this would continue throughout the week). The junior team started well and began getting used to:

1. the one hour+ it took to get from the slip to the race area
2. the La Rochelle tide
3. reasonable sized waves – rarely seen in Cardiff Bay.

Enthusiasm levels were high when they returned ashore. Monday was first actual raceday. Catastrophe struck in that there was no wind, and I and my wife suffered food poisoning and the little one came down with chicken pox! Rigging a boat incapacitated was not easy. Anyway Monday was abandoned because of no wind and everyone hoped for good wind on Tuesday.

Tuesday was a windy day – very windy! Race start was delayed forcing the sailors to sit around fully clothed in intermittent sun anxiously waiting.... and waiting..... and then they were off (after the hour or so it took to get out). I was with Nick on the RIB and it didn't look like the wind had died down – it was windy and the waves were quite big – certainly bigger than anything the young ones had sailed in before. It was tough, not just for the sailors but also for the RIB. One race was completed and the second was about to start before it was abandoned. The conditions were atrocious – the wind gusting 25-30 knots. Fortunately most parents could not see what was happening close-up!

There was less enthusiasm when the sailors came ashore. The next three days the wind strength lowered and conditions were good for racing. For the parents and siblings ashore, a routine of launch, go to beach for 4-5 hours, recover was quickly developed. Towards the end of the week the 6 hours/day sailing began to tire the sailors, but the smiles returned and you could see that they were enjoying the unforgettable experience. I shall never forget the 2 days I was on the RIB taking photos of the team. I have never before been up-close to the sailors, watching them in such trying conditions (remember the young ones are just 9-10 years old), showing such raw sailing ability and fearlessness, I have total admiration and respect for them.

William Hall and Hannah Roberts-Straw were the highest placed Benjamins from Cardiff, well done to both. And in the Minimes Myles Jackson and Sara Doust were the highest placed, again well done to both. For a Nationals event venue La Rochelle is not a bad place to be. I think for most it felt like a holiday and was very pleasant. The event coincided with the Bastille Day celebrations on July 14<sup>th</sup>, and the fireworks display was very impressive. Also, one afternoon the whole ensemble of c.500 optimists (from 14 countries) sailed in a procession to the town's inner harbour, a truly impressive sight. Finally the event came to a close and everyone said their *au revoirs* before heading back to Wales. A week later, most of the sailors would be at Weymouth participating in the British Nationals.

I think everyone will be looking forward to the French Nationals next year. Philip Straw

Benjamin Fleet Entrants (Youngsters):

William Hall (GBR5634), Rhys Lewis (GBR4815), Mila Monaghan (GBR5566), and Hannah Roberts-Straw (GBR5723)

Minime Fleet Entrants (the Seniors):

Jack Nunn (GBR5903), James Thomas (GBR5904), Alex Cole (GBR5641), Myles Jackson (GBR5970), Sam Thomas (GBR5792), Ciara Berry (GBR5746), Sara Doust (GBR5906) and Gareth Viney (GBR5971)



## This photograph was taken in Penarth 146 years ago!



### 1864 Picture of coal staithes and horses Penarth Dock

This is a photograph taken nearly a century and a half ago and it shows the construction of Penarth Docks in 1864. These are the coal loading staithes under construction along the south side of the Inner Basin, where the boatyard and boat lift are today. The horses are standing on what is now Plas St Pol de Leon. Note that one of the men holding the horses has moved a little during the long photographic exposure required in those days, with the result that the image of his arm is blurred. And here's another interesting fact; the population in Penarth rose from 300 people before the docks were built (it was originally just a small village), to some 6,000 residents by 1880. South Wales was in fact the home of some of the earliest pioneers of the then new and exciting medium of photography? Did you know that in the 1820s and 1830s bitumen (asphalt) was used in photographic systems? So let's speculate on who might have taken this photograph of Penarth Docks in 1864? There are some interesting candidates. Remember this was an age when the art of photography was in its infancy.

Fox Talbot would perhaps be the first likely guess. He was the inventor of the calotype (or Talbotype) process, the precursor to most photographic processes of the 19<sup>th</sup> and 20<sup>th</sup> centuries. Many of his very early family photographs were taken on the steps of Margam Abbey in Port Talbot, which he virtually owned. However, many of the photographs attributed to Fox Talbot were in fact taken by the Reverend Calvert Jones, the son of a Swansea landowner and a maritime painter. He had originally been a daguerreotypist (named after a very early photographic system using the light of the sun) before he adopted Fox Talbot's calotype process. Calvert Jones practised photography with the help of his rich friend Fox Talbot for some years.

He took many maritime photographs of the ships, docks and bays around Swansea. He travelled widely with Fox Talbot in his steam yacht to take pictures not only in the Bristol Channel but also in Malta and Italy. He even took pictures at Ilfracombe before the pier there had been built. A few years ago a small album of Calvert's original photos was sold at Sotheby's in London for a quarter of a million pounds. Calvert Jones died in 1877.

Finally, there is a possible third candidate for this early photograph of Penarth Docks – John Dillwyn Talbot Llewelyn, a wealthy Welsh industrialist. Llewelyn spent many months working closely with his cousin-in-law, William Henry Fox Talbot in Swansea. Llewelyn went on to become a pioneering landscape photographer and chronicled family life at his picturesque estate in Penllergaer, Swansea. He later became a founder member of the Royal Photographic Society. He died in 1882.

I wonder if we will ever know who took our picture in 1864. Remember, at that time there weren't many people with cameras wandering around taking photographs of interesting developments at the start of the Industrial Revolution in South Wales. There is yet another contender, albeit something of a long shot. This photograph of William Henry Fox Talbot was taken in that same year, 1864, by John Moffat, so might he have been our photographer? Moffat's photograph of Fox Talbot was taken in Edinburgh. He ran a very large photographic business for many years and died in 1894. Could he or one of his team have visited Swansea and Cardiff in the early 1860s? Will we ever know the answer?



# Club business



Our Marina Manager Barrie is a worried man – he says he feels like a very strict headmaster dishing out rules to the class! So please pay attention to what he has to say.....

## Put it in writing, please

Recently I have been getting a number of complaints about speeding craft and craft causing unnecessary wash in the river. At a recent presentation by Cardiff Harbour Authority the matter was also raised. CHA are putting in place a method of reporting incidents via their website and urged the assembled group to use this facility. They expect to build up a picture of problem areas and vessels and will advise, warn and ultimately prosecute persistent offenders. The Authority website is [www.cardiffharbour.com](http://www.cardiffharbour.com) and it contains the Notices to Mariners, tide tables and an events calendar, as well as other useful information. Reporting can also be done through the club by email to me at [barrie@cbyc.co.uk](mailto:barrie@cbyc.co.uk) Club members causing persistent problems will be reported to the committee and suitable action will be considered. If in doubt, slow down and monitor your wash behind you.

## The Green Cross Code

Look left, look right, then look left again. Seriously though, when leaving your berth be aware of other boats moving, especially when entering the main channel. The channel in the River Ely is narrow and vessels traveling upriver will inevitably be close to the boats on the hammerhead. They will not have a view of anyone maneuvering in and amongst the pontoons and visa versa. I have seen many near misses. Please proceed with caution.

## Cigarette butts

You will shortly find some of these sited outside the Club and we would be grateful if you could make use of them rather than using the buckets currently in situ or just leaving your cigarette butts on the ground.



## Hauling out this winter?

As the evenings draw in I am beginning to get requests to haul out. These are the ground rules that we operate. We only accept bookings for haul out up to one month in advance. When the compound is full we cannot always guarantee that there will be the necessary equipment and space available. For fin keel yachts that require a club cradle, when all the cradles are in use, we will put your name down on a waiting list and contact you when a cradle becomes available. If you then decide the time is not convenient we put you back at the bottom of the list. Please note that in the case of large fin keelers we only have one cradle!. The yard fees are published all over the place but still catch people out. They are as follows:

Haul Out or In £55. Wash off £1 per foot. Compound fees are £1.00 per foot for the first month. £5.00 per foot for months 2 and 3 and then £10 per foot per month thereafter.

These fees have been in place for some considerable time and act as a rationing device to give all members the opportunity for time out of the water.

Now if I really were a very strict headmaster I would probably be saying "Now write out at once, fifty times, the following three lines:

- I must not go at more than 5 knots past the moorings.
- I must keep a good look out as my boat leaves the pontoons.
- I must study carefully the table of fees for staying in the compound."

## Hello Sam!



We would also like to welcome, Samantha Harding, a new recruit to our Admin Staff. Sam says: "I've just returned to work after four year of being a stay at home mum, originally from Poole,

I have been living in Cardiff for just over a year. I come from a sailing back ground and before having my daughter spent a lot of time wakeboarding, waterskiing and generally messing about on boats, time for all those hobbies has sadly gone now, but it's lovely to be working in the yacht club if only to smell the sea breeze"!

## We say Bon Voyage to .....

**Fred Minchin** – sadly died of a heart attack on Saturday the 22<sup>nd</sup> of October at the age of 70. Long standing members will remember Fred from the days of PMBSC. He was a keen dinghy and cruiser sailor who was always ready to pass on to others his wealth of knowledge of all things nautical. Fred started out as a Royal Naval diver and on leaving the services became an air traffic controller with the Civil Aviation Authority. The nature of Fred's two careers meant that he had to be absolutely precise in all that he did. This he carried through to his sailing which ranged the UK and near continent. Fred and his second wife Sue left Penarth 20 years ago on his promotion to teach the trade to new air traffic controllers at the training school in Bournemouth. They retired to Poole in Dorset some ten years ago. Fred was a founder member of the newly formed Penarth Yacht Club lifeboat crew Laurie Pavelin now the Deputy Launching Authority of Penarth Life Boat Station recalls that many legends still abound from Fred's days in the RNLI crew in Penarth. He will be sadly missed by those members of CBYC who remember him.

**Alan Harris** - sadly passed away at the end of October. Alan owned boats at the club for many years, *Sinaloa* being the most recent. After the sale of *Sinaloa* in 2007 Alan became an associate member and was not seen at the club on a regular basis, spending time at his new home in Brecon. Our thoughts go out to his family and friends.

# It's official .....Tarka is Back!



The novelist Henry Williamson, author of "Tarka the Otter", published in

1927, would have hardly believed his ears if had had heard those words in the old Tiger Bay! Henry Williamson was a famously idiosyncratic character. As a young man he had fought in the First World War, went on to become an admirer of Hitler and a follower of Oswald Mosley, he was the author of 15 highly acclaimed novels and a friend of T.E. Lawrence. Fascinated with otters from an early age, he would be delighted to know that these wonderful animals have been making a great come back over the past few years and are now to be found in increasing numbers in every county of the United Kingdom except Kent. Robert Jones Parry has worked for the Wildlife Trust of South and West Wales for six years, where he is now the Trust's



Conservation Manager, having initially joined as a volunteer, taking part in wildlife surveys and projects focusing on habitat management.

He writes:

The most significant cause of the decline in the number of otters was the farming practices of recent times which involved the use of endocrine-disrupting chemicals – among them organochlorine pesticides. Polychlorinated biphenyls from industry were also to blame. Eating contaminated prey meant toxins built up in the animals' body tissue, in turn affecting such biological processes as reproduction. By the 1970s the otter population was largely confined to Scotland, the West Country and Mid and West Wales. Damaging agricultural and industrial chemicals were eventually banned, but conservation efforts to help the otter continued. Together, these actions have brought about the gradual recovery of the otter population, and today these wonderful creatures can be found right across the UK. Here in Wales, their presence has been reported in upland streams and lakes and in lowland rivers and coastal habitats. Today there are regular sightings, even in urban locations such as Haverfordwest town centre, Aberystwyth harbour, and increasingly right here in the heart of our capital city,

on the River Taff outside the Millennium Stadium, even in Cardiff Bay. Otters in and around Cardiff Bay will also be making use of the nearby woodland and scrub habitat as shelter



and somewhere to raise their cubs. They prey on a range of different foods, not just fish but also amphibians, small mammals and even invertebrates and can travel large distances to find their food. Otters are extremely elusive and are rarely



seen during daylight hours, preferring a nocturnal existence. However finding evidence of otters is relatively easy as they use their droppings

(or "spraints") to mark out their territory. Spraints are most often found on ledges under bridges or on top of large stones and even boats and jetty walls. They are roughly the size of your thumb, normally black or dark green, and full of fish bones. However they are most easily distinguishable from other mammal droppings by their smell, which is similar to freshly mown grass. Despite the good news of the otter's return, they are still under threat, especially from habitat destruction and disturbance or by being run over. This is why it is so important that we find out more about their ecology and distribution, especially in urban areas. If you would like to find out more about otters or wish to help support your local Wildlife Trust, please contact Robert Jones Parry, MSc. MIEEM, Conservation Manager, Wildlife Trust of South and West Wales on 01656 724100 or by email to

[r.parry@welshwildlife.org](mailto:r.parry@welshwildlife.org)

*Thanks Robert. I'm sure a lot of our members will be interested in knowing more about these wonderful creatures when you visit us to give your talk on Tuesday 22 March 2011. Long may they flourish in Wales.*





**Some Otter Facts**  
 Scientific Name: *Lutra lutra*  
**Family:** Mustelidae (along with stoat, weasel, polecat and badger)  
**Distribution:** Throughout Europe, as far south as Indonesia  
 Length: 1.3m (male), 1m (female)

**Diet:** Mainly fish, but also birds, small mammals, amphibians, crustaceans and molluscs.

**Breeding:** Only once every 2 years as the cubs remain dependent on their mother for a year.

**Gestation:** 9 weeks

**Offspring:** 2-3 cubs

**Lifespan:** Average 4 years in wild but can live up to 8 - 12 years.

**Habitat:** All freshwater, wetland and coastal environments from rivers and canals to saltmarsh and estuaries.

**Home range:** Highly variable depending on habitat and prey availability, 3-4km (productive coastline) – 40km (upland habitat streams and lakes).

**Resting sites:** Called holts, often tree roots but also in caves, rocks or even flattened vegetation (couch)

Otters can travel up to 400m underwater, holding their breath for approximately 4 minutes and reaching speeds of 12km/hr underwater and can outrun humans on land.

**Weight:** Average 8-10kg (male), 6-8kg (female)

**Physical features:** medium to dark brown on upper body, pale cream/fawn fur on underside. Two layers of fur consisting of a waterproof outer layer and an insulating inner layer. Legs are short with webbed feet and prominent claws, small ears and a broad muzzle, with long sensitive whiskers. All these features aid hunting for food.

## Some Dinghy News

Idris Dibble reports .....



So here we are again at the end of yet another successful sailing season. One of the highlights this year was the Regatta, with the Wednesday evening racing again proving very popular. This series is jointly organised with CYC and at this time of the year your Dinghy Committee is in overdrive thinking up new ideas to improve the enjoyment of our dinghy sailors. Some of our ideas for next year will entail closer involvement with both Penarth Yacht Club and our good friends across the Bay at Cardiff Yacht Club. We are still at the planning stage at the moment, but ideas currently include a move to encourage the formation of an RS200 Fleet. RS200s are a modern asymmetric boat, which should appeal to younger sailors coming to the end of the Welsh Yachting Association's youth sailing programme and who are perhaps now looking for a good boat to continue their competitive racing at both club and at national events.

### Laying Up Supper

On Friday 3rd December the Dinghy Section will be holding its annual laying up supper and prize giving and we hope you will make every effort to attend what promises to be a good evening. I would also like to take this opportunity thank all those members who sponsored David Moore and myself in the Cardiff Half Marathon. For the tactically minded, we finished in 2hrs 38mins, not bad for a pair of Flying Fifteen sailors!

Idris Dibble, Dinghy Chairman and inexperienced but profitable charity marathon runner.



### "Don't dabble with the diesel!", says the expert

Ted Hill, acknowledged expert on bugs in fuel and long-time Club member, has sent us the following information on the subject of changes to the fuels we shall be using in 2011. Ted will be delivering a talk in the Club on Tuesday, 8 March 2011, but in the meantime he has asked Bear Essentials to publish his misgivings on this important topic. Ted asks whether all Club members are aware that from 1 January 2011 all fuel sold in coastal waters will be Ultra Low Sulphur Diesel with 7% bio-ingredients (rape seed oil, cooking fat etc) permitted. But according to Ted, this is a recipe particularly well suited to growing bugs, as has already been widely established in the U.S and Europe in connection with automotive fuel. New chemical bug killers are having to be developed to combat the problem. There is obviously some confusion about what will be supplied to yacht clubs depending on whether members could be considered off-shore and entitled to red marine diesel or inshore/fresh water and will have to use Ultra Low Sulphur Diesel or the optional ULSD plus Biodiesel (up to 7%) or will be at the whim of their supplier who will not have the infra-structure to handle more than one grade (and nor will the Club). Apart from the bugs issue there are a number of technical problems surfacing with ULSD used in yachts, particularly a possible aggressive attack on seals and sealants used in marine engines and failure to lubricate the fuel pump adequately. This is another classic EU cock up which I will deal with in detail in my talk on the 8 March 2011. More from Ted soon, but for now - you have been warned!

### A cautionary tale of some inflated egos

John Mead tells the cruel facts just as he remembers them. Once upon a time, there was a very astute businessman called Bill Budd, who set up the Budd electrical empire in Cardiff. A master of cutting costs and maximising profits in his electrical stores and warehouses throughout the city, Bill was also on the Club's committee and was a very keen racing yachtsman. His friend and one of his crew, Andy Temple, also a Club member, was himself a sailor and electrician who prided himself on never being defeated when trying to solving any nautical problem. Bill had just had his boat lifted out of the water for a major refit and one day, in his big main office on North Road in Cardiff, he was having a meeting with Andy to discuss whether there was anything that still needed to be done before she went back in the water. Bill had just had received the estimate for servicing his big 6-man life raft, and he had been quoted several hundred pounds. Andy told him that the price was ludicrous and there was no need to bother with sending it back to Avon. He would do the service himself - free of charge. A few days later Bill was back in the office with the life raft and Andy arrived to get on with the job. Bill looked at the canister in the middle of the room, and said 'Well where do we start?' Andy smiled and with great condescension said, 'Just leave it to me Bill, it's not going to take that long and then you and I can have a cup of tea.' With that, Andy started to take the tape seals off the canister. He was getting on well when suddenly, without warning, the canister exploded, inflating the life raft just as it was designed to do in an emergency. The inflated raft filled the room right to the office walls, pinning both Andy and Bill firmly to the sides of the office. At that moment one of Bill's secretaries opened the door holding a tea tray. The tray went straight up in the air - cups, tea, biscuits scattered everywhere. The girl screamed and in great alarm asked 'How on earth did you two get that thing in here?'

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## CARDIFF BAY YACHT CLUB

### Bar and Restaurant opening hours

#### Winter Opening hours with effect from November 2010

DAY	BAR	RESTAURANT	
Monday	17.00-23.00	Closed	
Tuesday	17.00-23.00	Closed	
Wednesday	12noon-23.00	12noon-15.00	18.00-21.00
Thursday	12noon-23.00	12noon-15.00	18.00-21.00 ****
Friday	12noon-23.00	12noon-15.00	Closed
Saturday	12noon-Midnt	12noon-15.00	18.00-21.00 ****
Sunday	12noon-22.30	12noon-15.00	**** Closed

- \*\*\*\* To avoid disappointment it is always advisable to book, especially on a Sunday
- **Sunday Lunches** - Traditional Sunday lunches are served throughout the year and consist of 2 or 3 courses.
  - **Wednesday Night** - Always referred to as Fishermens Night with a varied menu available also incorporating a Curry Night.
  - **Thursday Evening** - Bistro night serving a selection of steaks and grills together with a mouth-watering and varied 3-course menu throughout the year and is highly recommended.
  - **Saturday Evening** - Our regular menu is available unless we have a Club function, and with specials changing weekly.
  - A selection of **Midday Meals & Bar Snacks** are also available

For further information or to book a table please phone 029 2022 6575 during the Bar opening hours as above, or out of Bar hours, our Admin Office on 029 2066 6627.