

CARDIFF BAY YACHT CLUB

BEAR ESSENTIALS

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***What do all these seven
familiar faces have
in common?***



Turn over to find out.....

The answer to the question posed on the cover of this edition of Bear Essentials is that all these CBYC members - Nick Sawyer, John Colleypriest, Colin Lyons, Sally Livsey-Davies, Mike Bailey, Rob Freemantle and Simon Thomas - have at one time or another attained the RYA Yachtmaster qualification.

The list also includes Colin Parsons, who was away when we took the front cover picture. Here he is relaxing in the Club compound.

So how did the Yachtmaster Certificate come into being?

John Hart is the Principal of the Mallorca Sea School and is, as

we all know, the former Coxswain of the Barry Lifeboat. John has been involved in the Yachtmaster Scheme since 1973.

John picks up the story of how it all began. In the early 1930s the British Government decided it would be prudent to have a body of trained and qualified seamen who would be ready to take command of small vessels, patrol boats, harbour launches, inspection vessels and so on in times of national crisis or, God forbid, war. These men and women would come from the ranks of the leisure and pleasure boating community, and so the Yachtmaster Scheme was born. Candidates undertook training courses at nautical colleges established in every major port around the UK. There were two certificates available - Yachtmaster Coastal and Yachtmaster Ocean. They were modifications of the standard commercial Board of Trade qualifications for Merchant Seamen. The Yachtmaster Coastal took the navigation and collision regulations at a Mate's Home trade level without any "cargo stability" and merchant ship complications. There was no requirement to spend any time at sea and once a Yachtie had completed his or her theory course at the local seafarers' college (which included morse at six words a minute, semaphore and the International Code of Signals), they would be eligible to sit the signals examination that was held at the local Board of Trade office once a month. Here they would line up with Masters and Mates examinees. A roomful of candidates would be put into pairs, one with his back to the signal light at the front of the class, the other facing the front and looking at the small light set into the wall. On would come the message at six words a minute, the reader whispering the letters to the writer. They would then change places and hopefully end up with two messages. They had to achieve a high degree of accuracy. Next would come the semaphore test which was delivered in the same way. Once the signals examination had been successfully passed (it sometimes took several attempts) the candidate was eligible to sit "writtens", three separate tests covering navigation, IRPCS and meteorology. "Writtens" were then again taken at the Board of Trade office and the results posted outside the office.



Once this was over, the only thing remaining was the so-called "lantern" test. Pass the Board of Trade colour visual standard and you were then eligible for the oral. Candidates would again find themselves back at the local Board of Trade office and this examination was a very nerve-racking experience. The waiting room was usually full of second mates, mates and masters, foreign-going mates and masters, foreign-going mates and masters home trade, and all this was viewed with great suspicion by the Yachtmaster Coastal and Yachtmaster Ocean candidates. Describing the atmosphere as tense would be an understatement. The orals lasted for 1 - 2 hours of quick fire questions and sometimes sudden death. ***"I am sorry Mr Jones, you have failed your examination. Good day to you."*** In 1973 the Board of Trade announced that it had authorised the Royal Yachting Association to issue Certificates of Competence, the Yachtmaster Offshore and the Yachtmaster Ocean qualifications on behalf of the Board of Trade. The first Yachtmaster Qualification Panel met that year and soon set about appointing examiners to carry out the necessary examinations. The Nautical Colleges continued to deliver RYA shore-based courses, while adult education centres also provided shore-based training. RYA Practical Schools delivered practical courses and as the Nautical Colleges began to close down took on more and more responsibility for providing shore-based instruction. The examinations themselves - which were oral until 1973 - were being slowly updated; first by offering "direct assessment", a practical examination at sea for experienced yachtsmen and women. The value of the practical exams was soon recognised by examiners and over time this has become the universal method of examining candidates. The Ocean Certificate has changed very little save for the addition of an "ocean passage" in addition to the shore-based course. To be eligible you also had to have the ability to sit an oral exam! John Hart took his Yachtmaster's examination in 1973, by which time just 3,122 certificates had been issued. Since the RYA has been authorised to issue the certificates they have awarded more than 34,000 of them and these have become a qualification that is now recognised all around the world.

After all the study, time at sea and work this is your reward:



Editor's Note: Thank you John, for that glimpse into how things were in the early 70s.

Today the Yachtmaster examination costs £167 to sit. How things have changed since 1973!

“From the top - lines from the Commodore’s forehead”



I'm glad of the opportunity to say a number of things in this issue. Firstly, congratulations to the winners of the Shanghai & Nimrod Cups. The event went very well, you all seemed to enjoy the dinner and as I said on the night – thanks to all those involved in the organisation. The Ellen MacArthur event also went very well, although I was slightly saddened after hearing her speak but was not surprised to read last week that she is giving up competitive sailing to devote more time to energy saving. It's a worthwhile cause but I do think the country will miss an effective and very personable ambassador for sailing. We wish her all the best in what is bound to be an uphill task. I think we were the only yacht club she has visited on this tour, the rest being church halls, colleges etc., so we should be honoured. Her team said it was the best hospitality they had received to date so thanks to all who helped in the arrangements. Did you hear her earlier this month on Radio 4's "Desert Island Discs"? What an extraordinary caring young woman she is! As you can read elsewhere in this edition of Bear Essentials, she has inspired us to take up a new stance on recycling. The Club coped very well with the influx of Optimist competitors taking part in the Oppie Welsh Nationals over the August Bank Holiday weekend. Again thanks to all who were involved and who generally helped to make it run smoothly. Events like these are important – they put us on the map, so the more the merrier.

Do you recycle?

As the Commodore mentioned in his article, we recently hosted a very interesting and inspirational talk at the Club by Dame Ellen MacArthur who has recently announced her retirement from competitive sailing to concentrate on environmental campaigns. As a direct result of the latter part of her talk I looked into what we, as a Club, recycle and with the exception of our oil and oil filters the answer is not a lot. We are now in the process of taking steps to try and improve our green footprint. We have applied for a Volvo Eco Challenge Grant to assist us in setting up recycling stations for all glass, paper, newspaper, plastic bottles and cans used in the Club. We have yet to work out the mechanics of where the bins will be sited, but in all probability they will be in the same area as the skip used for our rubbish and our oil recycling banks. However, it was rather disturbing to discover that when our Marina staff emptied the oil filter recycling bank they found used nappies among other items bearing no resemblance to oil filters. This lack of consideration is unacceptable, especially when we have bins for the disposal of such items within the Clubhouse. I would hope that when we have our new recycling banks in place that members will show their support by recycling the items noted above in the specified bins.

Jane Hall - Rear Commodore

I had rather hoped not to have to say this, but may I take this opportunity to list a few reminders about using the club in a club-like manner:

Children & the car park - As a driver and a parent I am very aware of children using small bikes and skate boards in the car park. With modern, large 4 X 4s and vans they can't always be seen and it will be too late after an accident. Please could parents keep a careful eye on their children, not always easy I know, but nonetheless necessary. Likewise those children who use skateboards – please don't leave them outside the front door, we have plenty of retired members who don't want a sudden trip and slide on a skateboard.

Dogs - Four times now I have cleared away fouling by dogs, twice on the pontoons. This is unhygienic and downright anti-social. I've caught one dog but was not able to find its owner. We have notices saying dogs should be kept on a lead, please do so.

Dress Sense - I've had a couple of complaints about the standards of dress in the bar. I know it seems a bit of a fashion statement at the moment, but – lads – please use a belt!! They're really good at keeping up trousers and even better for those people who inadvertently catch sight of a part of you they'd prefer not to see.

The main car park gate - Twice now I have caught children swinging on the main gate. We have already had one minor accident with the gate. It's for entering & leaving the club and nowt else!!

Gate cards - please try and remember to bring them with you, the number of people putting their names on the "sign in list" in the office is getting longer and quite distinguished. I keep mine on a lanyard on the car indicator stalk, I know where it is and it saves having to be let in every time.

Finally a reminder that the Frosbite Series started on the 11th of this month – I look forward to seeing those of you who have entered on the start line each Sunday. And remember, the prize-giving in the Clubhouse is on Saturday, 12 December.

Fair Winds and Tides!

Jonathan Crofts Davies – Commodore



PAMIR



The end of an era

These two legendary (and huge) sailing ships, the *Pamir* and the *Passat*, arrived in Penarth Docks exactly 60 years ago in October 1949. The *Pamir* had been built in 1905 in Hamburg, the *Passat* in 1911, both in the same shipyard of Blohm and Voss, which is still operating in Hamburg today. They were 4-masted barques designed to be primarily used throughout their long industrious lives to carry nitrates from the west coast of South America to Germany, then in their last decade to carry grain from Australia to Britain.

PASSAT



Onlookers at the launch of the *Passat* in 1911 must have been astonished by her size! The *Pamir* weighed 3,020 tons; at 316 feet long, she had a beam of 46ft and drew 26.2 ft. The *Passat* weighed in at 3,183 tons with

dimensions of 3,022 ft; her beam was 47.2 ft and she drew 26.5ft. Here's Alan Thorne, Bear Essential's historian, standing next to the double wheel of the *Passat* to give you an idea of how big she was. Both vessels sailed



across the oceans of the world, carrying commercial cargoes for the best part of half a century. In the first week of



October 1949 both vessels arrived at Penarth Dock, both carrying cereal - the *Pamir* 4,233 tons of barley, the *Passat* some 55,000 sacks of grain. They were the last

square-rigged commercial vessels to make oceanic passages around Cape Horn (known in their day as Cape Stiff). They arrived in South Wales in October 1949; their voyage had taken over 130 days. The crew of the *Pamir* pose on the dockside in Australia in 1948 before leaving port.



The following year the two barques discharged their cargoes at Ranks Flour Mills in Barry Dock, and were then both laid up in Penarth. It was the end of an era. They were eventually towed away in 1951 after they had been sold at auction. Their new owners fitted them with 1100 hp diesel engines and they started trading once again, under sail, between Hamburg and South America, sometimes carrying bagged cement on the voyage out and usually grain on their return. Then in 1957 disaster struck. The *Pamir* was homeward bound from Buenos Aries to Hamburg with a cargo of grain in bulk. She was overtaken by hurricane "Carrie". Some 600 miles south west of the Azores she was overcome by the wind and went over almost on her beam ends before foundering. Out of a complement of 86, many of them young trainee deck officers, only 6 persons survived. In that same year the *Passat* left Buenos Aries a few days after the *Pamir*, and was then caught by the tail end of that same hurricane; her cargo shifted, she took on a list and put into Lisbon, where both her cargo and the ship were re-trimmed. The *Passat* was eventually preserved and now lies at Travelmunde in the Baltic, where she is today used as a stationary school ship and museum.

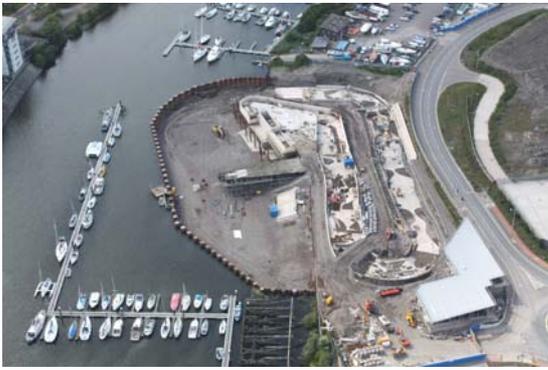
In May 2004 Alan Thorne went to see her accompanied by that legend of sailing and boat building in Penarth, Peter



Rundle, and here they are on the deck of the *Passat* in northern Germany. For the record they both slept on her deck that night. Alan says the last time he had slept on a deck of any sort before that was in 1949.

Two legendary ships, one tragically lost at sea, the other now a restored treasure for visitors to view and perhaps dream of that magical, tough, legendary bygone age when enormous commercial sailing ships would ply their cargoes across distant oceans. It is a story in which the Port of Penarth played more than just a small part.

Canoe Slalom on target to open in February



CBYC member and Progress Manager for the Sports Village, Kevin Doyle, brings us up to date with the latest news on two exciting projects. The focus of attention remains on the White Water Canoe Centre and the new Pont Y Werin bridge over the Ely

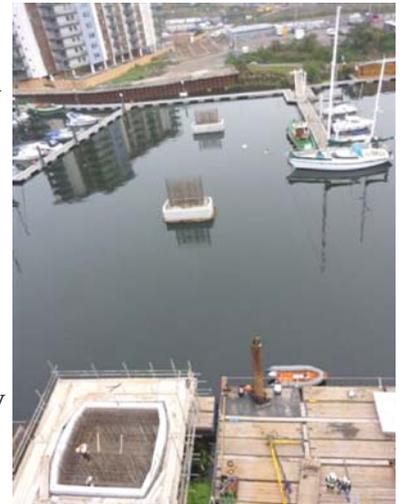


River. Work on both projects remains on programme, with the Canoe Centre due for completion in February and the bridge in June next year. As can be seen from the above recent photograph, the course is taking its final shape. The Retained Water Pool (the area enclosed by the coffer dam) is at its final level and sealed; the facilities building now has a roof and work during September focused on completing the concrete works with the four main pumps arriving this month. Installation of the pumps, each capable of pumping four cubic meters of water a second, will be completed this year, with initial commissioning taking place before Christmas. These photographs show the extent of the work on the historic (it's the only one still existing in

South Wales) "Coal Discharger." At first there was concern that this structure might be damaged beyond repair, however the specialists have now agreed that it can be saved, in many instances by salvaging timbers from the existing structure and renovating them.



This photograph shows the location of the three completed bridge piers for the Pont Y Werin over the River Ely.



Fabrication of the steel bridge spans has commenced, although the completed sections will not arrive on site for some months to come. Until then, work will focus on the bridge abutments and approaches. Elsewhere on the site interest from developers remains strong, although their efforts towards delivering the remaining elements of the Sports Village are still being delayed by funding problems resulting from the current financial climate. But cheer up, you could well be paddling on the canoe slalom in early spring!

Cod's Wallop on 16 November. Angling Section Chairman, Syd Hearn reports.....

Well the only wallop we are going to do on 16 November for our prestigious Open Cod Competition will be ourselves if we don't catch enough fish, but the omens are good! There have been reports of an 18lb cod caught off Penarth/Sully Bay and a couple of 7lb cod caught off the Cardiff Foreshore. Applications for the competition are already being received. Will section members please note that we will either be calling the competition off, or more hopefully confirming that it's on at 06.00hrs on the morning of the event itself, so please make sure you ring or arrive early. The kitchens will be open from 06.00hrs too. The leader board for individual points is again hotting up, with Andy Vowles maintaining his lead of one point over Alistair Speirs with Kevin Ledley five points behind. With regards boat points, *Duchess* is still one point above *Loon-a-Sea*, with *Ice Maiden* and *Gladiator* close behind. We had an excellent species comp with Cardiff Yacht Club in the Triad Shield. This was well attended with some 70 or so anglers and, I believe, a record 28 fish brought to the scales. The first ten places were taken by small-eyed rays. Simon Watts and Rob Roy emerged as the winners. The prizes, cup, and cash prizes will be awarded on Presentation Night, 3rd October. Membership continues to rise and it looks like we will beat the all-time record of 170 members within the next couple of weeks as keen anglers come in for the Cod season. We were pleased to be able to support the Shanghai and Nimrod Cups with three committee boats attending, all with members of the Angling Section. Our thanks go to Simon Leek of *La Paloma*, Craig Deans of *Phat Cat* and Andy Vowles of *Duchess*. It is pleasing to note that we have integrated a little better this year and we look forward to supporting our Yachting friends in the future. Ray Perkins of *Ibis Moon* continues to dominate the bass scene, catching upwards of 30-40 fish per session, but only keeping the big ones! These fish were coming from his area of Porthcawl. Finally thank you for your continued support for the Section. We really need to get moving now for the Open Cod Competition and the Chicken Run. There are now 24 qualifiers for the Chicken Run and they have entered and fished their requirement of three competitions. Syd Hearn, Angling Section Chairman.

Happy Snaps! Smile Please



This is how we all remembered him, laughing, wearing his Breton cap, and of course a dickey bow, which he always wore when sailing one of his famous yachts. Eddie Turner (of “Happy Snaps” fame) was born in South Devon on 24 May 1910. He passed away on 24 May 2002 on his 92nd birthday. He lived for many years in Cardiff and opened his famous Camera Shop, “Happy Snaps”, in Bridge Street, Cardiff, in 1951. But despite his many years in Cardiff he never lost his broad Devonshire twang. This was Eddie’s



first boat, a converted lifeboat, named after his wife Flo who nearly always sailed with him. Eddie, a famous wedding photographer, loved sailing and fishing. It was also true that he and Flo loved the many “sailing” social occasions, especially throughout the 60s and 70s. Eddie was Commodore of Cardiff Yacht Club from 1976-77, and became President of Cardiff Yacht Club in 1977, remaining in that post until his death in 2002. A bearded John Mead was social secretary at that time, and for many years organised the annual dinner and dance of PMC at the Top Rank Dance Hall in Queen Street, Cardiff. These were huge events and on one occasion no fewer than 720 people sat down for dinner!

It was John’s job to make sure all the guests were happy and here he is greeting Flo Turner, on the right, on one of those evenings.



Eddie had by this time become very famous in Cardiff as a photographer, yet still found time to sail his much loved Folkboat, *Christina*.



For many years Eddie and Flo cruised far and wide in this yacht. John Mead, way back in the 60s, invented a panel game



called “Cuckoo in the Nest” which was recorded each week in HTV’s studios in Pontcanna. Three celebrities would try to guess which of three contestants were what they claimed to be. John trawled the membership of all three local Yacht Clubs to seek out interesting contestants. This turned out to be a very successful move because when asked why he went for members of the Yacht Clubs all the time, John replied “Because they are all brilliant at telling fibs!” There was Dickie Morgan of PYC, pretending to be a banana ripener; two members of PMC coming on as fake fakirs (men who lie on a bed of nails with no sign of apparent pain). The real fakir was asked why he felt no pain and replied that it was because he had an IQ in single figures. So the object of the game was to have fun, and this is where Eddie was brilliant. With his West Country burr, John felt that Eddie would be outstanding as a fake lighthouse keeper, and he was right! Here he is on the programme. No John hadn’t changed his name, just for this appearance on TV – Aloysius was Eddie’s real middle name! All three contestants had to answer



questions and Eddie was expert at it, being the only fake keeper since the two ladies were in fact real lighthouse keepers. One of the celebrities on the panel said “If he isn’t a lighthouse keeper I’ll eat my hat”, and was forced to do just that.

In their later years Eddie and Flo became renowned as somewhat eccentric characters. At the time they had a motor home; Eddie's eyesight wasn't too good and so they would drive their motor home together, Eddie partially in charge of the steering, Flo changing gear while Eddie's foot pushed on the clutch pedal, and Flo tasked to keep a lookout for oncoming traffic and occasionally steering as well. On one famous occasion Eddie complained that the road had become increasingly bumpy. Flo replied it was because he was driving with two wheels on the pavement and the bumps were caused by the intervening driveways into houses. Amazingly they never had an accident!! You couldn't envisage that going on today, could you? Flo and Eddie were very good at singing songs together from the musicals. They also had their own special rendition of their "Happy Snaps" song, which frankly had to be heard to be believed.

Now it has to be said that Eddie was a bit of a ladies man. At one of the Club's dinners it is alleged that he approached a very pretty young girl and asked her if she had a partner. She explained she did have a husband and he was Eddie's son! It must have



been the wine! Eddie was always a very keen racing sailor. On one occasion, the foresail shredded on the last leg of the race. The crew asked Eddie if he had a replacement. "Indeed I have," he replied. "Where is it?" asked the crew. "In the

garage of course," Eddie replied.

These days Eddie's interest in photography lives on in his son Doug and Eddie's grandchildren who still run the Camera Shop in Morgan Arcade. Here outside their camera shop in the Morgan Arcade, Cardiff are Eddie's son, Doug, and Eddie's grandson, Nick.



Bear Essentials would like to wish them all well. Like them, we have fond memories of their father and grandfather, one of the greatest characters in sailing in Cardiff over the past 50 years.

We are indebted to Keith Doust for supplying Bear Essentials with some of the anecdotes quoted above.

Saturday evening dining and forthcoming events

Now that the Shanghai and Nimrod Cup event is over, and due to the continued success of Saturday evening dining, our Restaurant will continue to open on Saturday evenings until the end of December. To start the ball rolling again we are offering a free bottle of house red or white wine to all bookings of 6 and over. This offer is also available on Thursday evenings, but don't forget to book! Please also keep an eye out for the Christmas Menu. For a three month trial period we are also open for lunch on Wednesdays, as well as our usual Thursday and Friday. Our Club is a perfect lunch time venue, whether you just want a change of scene from the office, or have clients you would like to entertain for lunch. The menu is very reasonable and the view across the Bay rather special, even on a dull day!

December is going to be a busy month for events as follows:

Saturday 5 December, 7.30pm for 8pm – Dinghy Laying Up Supper. All are welcome and is an ideal opportunity for those members who may be interested in dinghy racing in the Club to come along and see what it is all about and have a drink at the same time! The restaurant will be open but will be serving a limited menu.

Sunday 6 December, 2pm to 4pm - CBYC Children's Christmas Party complete with an entertainer and hopefully a visit from Father Christmas, if he has the time! It's free and open to all members' children and grandchildren up to the age of 10 years. Please register your interest by contacting Kirsty in our Admin Office immediately.

Saturday 12 December, 7.30pm - Christmas Party and Cruiser Racing Frostbite Series Presentation. All welcome and again an ideal opportunity for those members wishing to find out more about Cruiser Racing in the Club in a friendly and relaxed atmosphere. On this evening the Restaurant will be closed.

Wednesday 16 December, 7pm - The Penarth Male Voice Choir will be entertaining us with their extensive repertoire, including a variety of Christmas carols. All fuelled by mince pies and mulled wine. All welcome to this free concert.

Saturday 19 December - Sailing School Regatta and Christmas Party - this will take place during the afternoon so our Restaurant will be open from 7pm as usual.

Thursday 31 December 7.30pm for 8pm - New Year's Eve Party, with hot buffet. See in the New Year in the company of friends and dance to the sounds of Nightshift, a local band performing songs from the 60's through to the 90's, and accompanying disco.

To view the posters and for further details on tickets prices etc please go to www.cbyc.co.uk or the Club's notice boards. All tickets can be purchased either over the Bar or by telephoning our Admin Office.

As always your support is needed to ensure the success of all these events in our Club.

All-round good news from the CBYC Sailing School



Last month, Colin Lyons, the Principal of the CBYC Sailing School, gave a financially very encouraging report to the Club's Council of Management. He announced that the Sports

Council for Wales had finally agreed a substantial grant for the purchase of a new RIB. The money has now arrived and so has the RIB.

The Sports Council grant also means that a matching grant from the Reardon Smith Nautical Trust is assured and,

like the funding for the new RIB, that money has now safely arrived in the Club's coffers. It will be used to assist in funding the training of new instructors for the CBYC Sailing School.



Now let Nick Sawyer, our National Coach of the Year, take up the exciting story of our young sailors' visits, first to Brest in south west France, and then to an extremely wet Largs in Scotland. We think this will make encouraging and interesting reading for all our Club members, young and old.

Nick writes: Cardiff Bay's well-travelled Optimist sailors (complete with parents, of course) arrived in Largs in Scotland after 12 fantastic days competing in the



French Optimist Championships in Loctudy, just below Brest in the south west corner of France. This team was helped with their expenses thanks to a very generous grant from their UK Class Association. It turned out to be some of the hardest and most competitive racing our young sailors have yet experienced, with teams from all over the world taking part and winds in excess of 35 knots on the final day.

As a work-up for the forthcoming trip to Scotland, (to compete in the British Nationals) it allowed us to hone our skills and get some very good practice under our belts. What it did not manage to do was to harden our team to the cold and rain lurking in the Highlands of Scotland, where, incredibly, it had rained and rained for every one of the forty days after St Swithin's Day. Our 12 days in France will be remembered for the



sun, champagne sailing, warm, barmy evenings and a fantastic French welcome. In contrast the road to Largs proved a long and not uneventful trip. We had 30 sets of parents, towing RIBs, boats and caravans, so the chances were that someone might come a cropper on this difficult 8-hour trek north. I'm sorry to report that the bad luck fell to Rosie Cole who wrote off her caravan in the Scottish Borders, but thankfully it was only her pride that was hurt.



All of us camped in the compound of Largs Yacht Club (in company with another 200 plus families from all over Britain) and received a

very warm welcome from members of Largs Yacht Club, which was just what we needed in the face of such cold and wet weather. Our young sailors competed in 3 races a day over 6 days, sometimes still being on the water in the early evening after launching at 10.30 a.m. At the end of this very hard, cold and always wet week, our Cardiff sailors did CBYC proud with 5 of them finishing in the top 30 of the senior fleet and 6 in the top junior fleet. Young Matt Whitfield came second for the second time in the last two years. On the last day of racing, with winds constantly above 20 knots, not to mention torrential rain (our camp site ended up knee-high in water) the Spirit of the Event Trophy was won by Cardiff Bay sailor James Dando. He capsized at least 3 times and was firmly at the back of the fleet, sailing all on his own, when at the last downwind mark, all on his own, he was hit by a squall. He rounded up and touched the mark, then keeping to the letter of the sailing rules, he promptly did his penalty turns. Unknown to him an American coach had witnessed his action and was so impressed by James' sportsmanship that he wrote it up in his diary blog on the American web site. This was spotted by a UK Class member and James, quite rightly, went on to be presented with that Spirit of the Event award.

So much for Largs!

Let's return south now, when the sun came out for the August Bank Holiday Oppie National Meeting in Cardiff where we had the chance to return the fantastic hospitality we had enjoyed in both France and Scotland. I can report that all our visitors left with very broad smiles on their faces! These young Optimist sailors would like to thank everyone at CBYC for the help and consideration that went into making this event such a success. Just under 100 sailors from all over Britain descended on our club for the Fourth Welsh Championships, and after 3 days of brilliant weather and fantastic sailing, I can report that the Dragon Trophy stays in Wales in the hands of young Matt Whitfield. Well done everyone!



And not forgetting



CBYC members Nia Jones and Eleni Morus are seen here racing in Tenby at the Welsh Yachting Association's Schools and Clubs Championships, where they took first place in the handicap event with virtually a perfect record, winning all but one race and being able to discard that one second place result. Matthew Whitfield also won the Optimist category after some fierce competition, the second year running that he has taken the title.

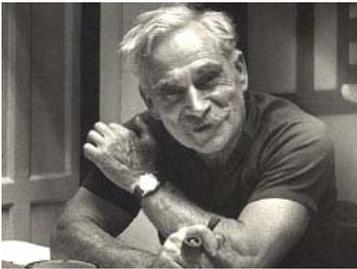


Iwan Basten and Chris Pain pictured right - poor Iwan looks rather bored with Chris but then we know how temperamental these television people can be!!

Olympic Gold medallist, Iain Percy, seen here chatting with our Juniors during a recent visit to the Club.



“It’s blood, sweat and tears” - The full story of *Starship’s* involvement in this year’s Three Peaks Yacht Race



It was described by this man, whose climbing and sailing exploits inspired the race, as “just a bit of fun!” H.W. Tilman – Bill to all those who knew him – lived for most of his life in Barmouth in North Wales. It was here in 1977, at the Merioneth Yacht Club, that Tilman presented the prizes



to the winners of the very first Three Peaks Race. Later that year, at the age of 79, he set sail with a young crew to visit an island on the Antarctic Peninsula which had a mountain on it that according to Tilman “was in need of climbing”. They sailed across the Atlantic, before leaving Rio de Janeiro on 1 November 1977. Nothing has ever been heard since of their boat, *En Avant*, her young crew, and the extraordinary adventurer who was Bill Tilman. Tilman had started climbing mountains in 1929. In 1935 he and Eric Shipton achieved the astonishing feat (one that can never now be repeated) that in the space of three months in the Himalayas, they climbed 26 peaks, all of them over 20,000 feet, including 24 first ascents. After the war his mountaineering career came to an end when he discovered he suffered from altitude sickness at above 20,000 feet. So in 1954, after learning the rudiments of sailing in Barmouth, he bought his first Bristol Channel Pilot Cutter. This one was built in Cardiff in 1906 by Thomas Baker and named *Mischief* after her first owner, a pilot whose nickname was Billy the Mischief. Tilman sailed *Mischief*, then *Sea Breeze* and finally *Baroque* (all Bristol Channel Pilot Cutters) every year to the far ends of the earth, visiting both the Arctic and the Antarctic, often travelling some



20,000 miles in the process. He visited unclimbed mountains, unexplored glaciers, and remote islands. The 32nd Three Peaks Yacht Race was held in June this year and *Starship* won the Tilman Trophy. Here is their story, told in their own words, of how they dealt with a race which, according to Tilman, was intended to be no more than “just a bit of fun”!

Well it all started one winter evening over a beer when *Starship’s* owners thought it would be a good idea to enter the Three Peaks Yacht Race. Each yacht is allowed a crew of five. The skipper was Laurie Wheeler, an anaesthetist, while Stuart Quine, an E.N.T surgeon was recruited as prospective cyclist/runner to Scafell. Andy Evans, a pharmacist, was to be the runner on Snowdon and Ben Nevis; Mark Lewis, a knee surgeon, would act as runner and cyclist on Scafell, and finally Jim Charles, a school teacher, would be the runner on Snowdon and Ben Nevis. At the beginning the conversation apparently went like this: “It’s only 400 miles of sailing through some of the trickiest coastal waters of the UK and it involves only three mountain marathons. Oh, and it usually attracts some of the best sailors and some of the best runners in the country. What’s not to like?” Our initial planning was beset by problems. Our first runner fell off his bike and broke his hip; our second runner got sea sick while still alongside the Barrage lock. With the boat out of water, we were becoming increasingly frustrated with the “fix one problem, find another ten problems” sequence. We then had a great idea. Instead of trying to find two dedicated runners, why don’t WE do the running and the sailing? “Brilliant, that will stop me getting bored.” Laurie immediately produced a doctor’s note signed by himself stating that he had bad hips. We had three doctors to fix knackered knees, a pharmacist to tell you how to take your sea sickness tablets and a teacher to read you



a bedtime story. We thought we had all bases covered! The training began in earnest and was soon beginning to take its toll on our far from youthful bodies

and our long suffering wives. It was at this stage that the team motto “Whose idea was it to enter?” was coined. The light winds forecast had us panicking about lack of oars, but a last minute visit to Cardiff Rowing Club saved the day. We are forever indebted to Simon Thomas, their rowing captain. He asked us what we intended to do. “We might have to row a 9 ton yacht”. “How far?” “Only to Scotland.”

We finally arrived in Barmouth without any ambitions of being serious contenders, remembering very much veteran Three Peaks man, Barrie Metcalf's priceless bit of advice – "just survive". However we were one of three Sigma 38s in the race and we were keen to see how we measured up. Team *Helly Hansen* was an all-female, sponsored team of semi-pro sailors and super endurance athletes with a serious pedigree. We were slightly in awe of them but a chance meeting with them on the eve of the race did not go well. We wondered if they had one piece of advice they could offer Team Starship? "Yes..... follow us." No further motivation was required!

The First Leg. Barmouth to Caernarfon via Bardsey Sound. Thirty-two yachts started the race on Saturday 20 June. The



start was at 18.00 hrs. We had a bright start (second over the line) and made good progress to the first tight spot, the first tidal gate. Bardsey Sound in light northerlies, on a mid tide, proved a real handful. Boats were hugging the Llyn Peninsular shore but were being spun around and spat out by the tide. Even the fifty footers were struggling. Our only way through was to sail to the rocks in total darkness and only when we could hear and see the breaking waves would we tack away! It took us three attempts. During the night along the north coast of the Llyn Peninsular we reeled in the tiny stern lights of the leaders by secret use of the spinnaker tri-sail.

2nd Tidal Gate.

The dreaded Caernarfon Bar had held back the leaders, but by pure luck, welcomed us past, with rising tide, in good depth, and more of the infamous breaking waves. This meant that Jim and Andy could begin the Snowdon run at 7 a.m. However the skipper pleaded with the runners to



return with better than personal bests in order to avoid a "Swellies Depth Lock Out" in the Menai Straits. Well they set an incredibly quick pace to the summit, unbelievably overtaking three teams, but Andy picked up a knee injury. This is where the support of his running partner really made a difference, enabling them to dig deep and complete the 8 mile road run back to Caernarfon. Would the pain sacrifice be enough?

3rd Tidal Gate.

Some describe The Swellies through the Menai Straits as the "best of the race". With hearts in our throats we listened in disbelief to the "turning instructions" read



out in a dry, hesitant voice that would time and time again lead us directly towards the surrounding pack of sucking rocks. Remote broken cries of encouragement floated down from the bridge high above, while down below the depth counter was running on empty. The Swellies released us only to bite the rudder off the following boat.

Irish Sea to Whitehaven.

Light airs to Whitehaven and Stuart and Mark set off on the mammoth 50 mile cycling and running leg to Scafell. This part of the race has seen the introduction of the 36 mile



cycle course as well as a 24 mile run to cover the total return journey of 60 miles.

In true Tilman style, rather than the obvious choice of a cycle ride to Wasdale Head (close to Scafell), it instead takes competitors to a check point at Ennerdale Water.



This means the run to the summit of Scafell is that much further and involves an ascent over Black Sail Pass in both directions thus making the overall ascent some 2 – 3 times greater. For tactical reasons Team Starship chose Stuart Quine and Mark Lewis for this part of the race, renowned for their biking skills but also "slow burn" runners compared with the faster sprinters needed for Snowden and Ben Nevis. A mapping GPS was a huge asset over the winding cycle tracks which were mostly off road. Mark was hampered by persistent cramp in his thighs but he ran on through the pain.

They arrived back at the boat, having finished the 60 mile cycle and run in a respectable 10 hours, smelly and crystallised in sweat. Stuart and Mark were greeted by their team mates who they found showered, shaved and rested having spent several hours in the pub, although they had allegedly tidied the boat and bought some provisions too. As the tide was good (whereas other boats had to wait) we set sail straight away on the final sailing leg to Corpach and Fort William.

Whitehaven to Ben Nevis.



A tactical gamble had **Starship** tacking north away from the rest of the fleet for the Mull of Galloway. One of the great things about the Three

Peaks Yacht Race is that each boat is given a satellite tracking device and so friends and family were able to watch our progress on Google Earth. During the night sail, one of the wives began texting the helm (at 4 o'clock in the morning) berating him for "going the wrong way". She kept this up throughout the night, for which he was grateful because it kept him awake. As dawn broke, the gamble paid off, and **Starship** climbed into second place. "I told you so" read the reply text!! Rounding the Mull of Kintyre we found some proper wind and with the kite fully lit, we made great progress up the Sound of Jura, but suddenly the wind left us and we were forced to drop anchor to avoid going backwards. The boat behind us, **Torbellino** put out a line and caught 5 trout for a great supper. Tilman would have been proud of them. Meanwhile **Starship** had run out of proper food, water was rationed for the runners only and we had dropped to 20th place. To cap it all, we had broken the heads (the toilet)!! We were at a pretty low ebb on Saturday night.

4th Tidal Gate: The Corran Narrows.

Now one last effort was called for by the skipper as we rowed and sailed our way back to the fleet throughout the night. By the time we reached the Corran Narrows we'd climbed into 10th place. **Starship**, **Torbellino** and **Toe in the Water** all entered the narrows together. We had 6 knots boat speed in very fluky winds but 5 knots of current against us. We inched our boats forward and when the



wind eased we were pushed backwards and spat out. Less tide on the edges had us fighting for the windward shore, but **Toes in the Water** ran aground on our bow. We bore away but were spat out again. It was a tight spot but we decided on one more effort to punch through. One huge gust gave us a near windward broach that powered us through and away from **Torbellino**, now afloat again. The final push for Fort William had us neck and neck with **Torbellino** in a dramatic finale that had us winching and rowing for every advantage. The runners Andy and Jim were sent on their way just 4 minutes ahead of **Torbellino**. **Torbellino's** runners took the lead after 4 miles on the Ben, but they failed to pull away on the steep climb up to the summit. Andy and Jim sensed one final twist was still to come. On the steep scree descent, they found another gear that had them flying past the runners from **Torbellino**. A lack of brain cells certainly helped on the descent! They began to stretch away. They hung on to finish 9 minutes ahead. And so after 5 days of racing it came down to this most slender of margins, which meant that **Starship** had won the Tilman Trophy awarded to the first boat to finish that has put 4 out of their 5 crew on a mountain. The other three members of the crew were blissfully unaware of how tight the finish had been because they were fast asleep down below. Just for the record we finished well ahead of the all female team on **Helly Hansen**, so in the final analysis it was **Helly Hansen**



that "followed" **Starship** to the finish.

Footnote:- During the winter CBYC is planning to show John Mead's two TV documentaries, one on Bill Tilman and the other on the Three Peaks Yacht Race itself. This will be a Club social evening with all proceeds to the RNLI. Watch the Club notice boards and website for times and date.



What lies under the Merkur Buoy?

This is the Trinity House tender, the *Mair*, based here in Barry Harbour and owned and skippered by CBYC-member Peter Binding, whose family



have been involved with the sea in this part of the Bristol Channel for many decades, as you will realise by the time you finish reading this article.

The *Mair* is on call for 365 days a year, her job to tend the navigation buoys that surround the whole of the UK coast,



to ensure they are maintained and kept in good working order. Of particular importance is the task of rapidly plotting and marking wrecks, particularly new wrecks. Rumours and stories have always abounded about our old friend the Merkur buoy. In the bars of the CBYC clubhouse many strange stories have been told (and almost as many

discounted) over the years. So when Bear Essentials asked Peter if we could join him and find out just what lies under the Merkur buoy he agreed, we were delighted. So it was that one Thursday morning a few weeks ago we joined Peter and his crew for a testing and training session on his “side scan” transducer on board the *Mair*. The Merkur buoy,

as we all know, lies in the approaches to Barry Harbour. It was a beautiful early autumn morning. A flat sea and plenty of sunshine.

This made life easier for the

team on board, as they prepared to put the transducer, known as “the fish”, through its paces. The machine is lowered 2 metres under the surface and used to scan the sea bed. So what were we looking for? “Merkur” is German for mercury, the name of a 4,000 ton vessel that had been allocated to Finland after the First World War as reparation. On 9 May 1920 as the *Merkur* was leaving Barry with a cargo of coal, she collided in the Barry Roads with the Spanish steamer *Castroalen* out of Bilbao. The *Merkur* immediately foundered and her crew was taken off by pilot cutter. The *Castroalen* succeeded in making her way to Newport. Salvage operations on the *Merkur* took some four months, then on 19 September 1920 disaster struck again as thick fog brought a halt to the salvage operations.

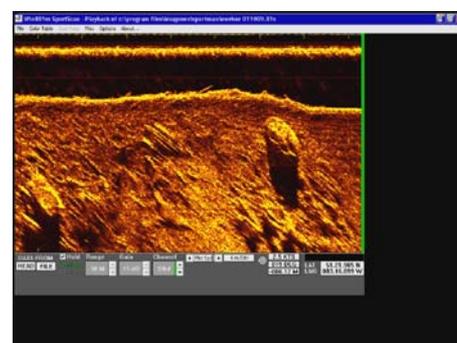


In the fog the British steamer *Zelo*, on passage from Bilbao laden with iron ore, collided with the foc’sle head of the *Merkur*. The impact tore a hole in the bottom of the *Zelo*, which sank alongside the remains of the *Merkur*. Salvage was then abandoned and the Merkur Buoy still marks to this day the position of the wreckage of both ships. We are greatly indebted to CBYC member Dave Adams for the details of this story. And there is a postscript. This involves Peter Binding’s grandfather who in the 1930s was contracted to blow up some of the remains of the *Merkur* and the *Zelo* which were considered to be too close to the surface for safety. It was an assignment he carried out with great efficiency! Here are Peter and his

new Dutch helmsman, Captain Lars, using the vessel’s specialist instruments to establish and record the position of the wrecks in the approaches to Barry. But before we show you the results of their efforts, here’s another twist in the tale unearthed by Bear Essential’s stalwart local historian, Alan Thorne. Four years before the *Merkur* saga began, on 27 March 1916 an ex pilot vessel, the *Baratanach*, now working as a local coaster and owned by none other than George Binding, Peter’s grandfather, was carrying gun powder from Barry to Cardiff when it sank with George Binding on board while anchored off Sully Island. His grandson Peter has actually found the wreck of the *Baratanach* in the course of his work, again using the “fish” scanner. So here, finally, is the scan taken aboard the *Mair* that day and showing what lies below the Merkur Buoy.



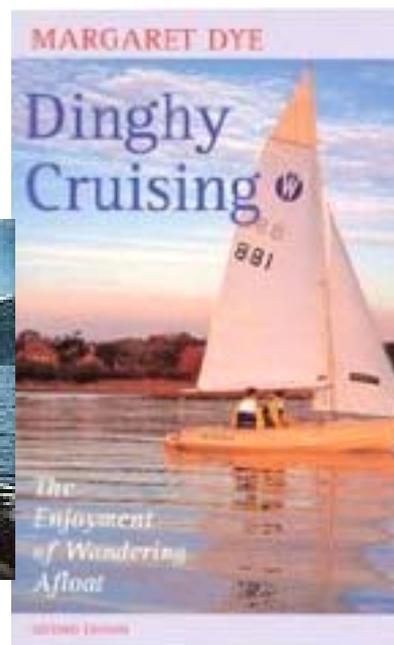
The experts on board the *Mair* explained to us that the “egg-shaped” lump and electronic shadow on the computer screen shows twisted metal wreckage from both the *Merkur* and the *Zelo*, which is still



standing up some 17 feet from the sea bed, with just 15 feet or so of water above it at low water neaps. Thank you, Peter Binding, for sharing this experience with us on the *Mair*, and thank you Captain Lars and all your crew for your friendly assistance and expertise. And finally thanks must also go to Dave Adams and Alan Thorne for adding such interesting details and postscripts to the story of the wrecks. Now every time we round the *Merkur* buoy during Club races we can reflect on those distant dramas that occurred in this patch of water on which we sail so often.

A cruise to Lundy in a Wayfarer? You must be joking!

“No, honestly”, says Idris Dibble, our Dinghy Chairman, “It’s true!”. He goes on to explain that John Gallacher did just this earlier in the year and returned safely home! He was worried about the distance and conditions on the trip to Lundy but he happened to have a chat with John Mead, who, it turns out, knew a lady called Margaret Dye, a legendary Wayfarer sailor, and leading member of the Wayfarers Cruising Association. It turns out that many years ago, both with and without his wife on board, Margaret’s husband Frank had sailed their Wayfarer dinghy up and down the east coast of America. Nearer home, on this side of the Atlantic, Frank then sailed their Wayfarer to Norway, the following year to Iceland, and the year after that to St Kilda. You won’t be surprised to learn that Frank had problems retaining his young volunteer crews and even more trouble in finding replacements.



But enough about Wayfarers - here’s Idris’ report on the CBYC dinghy sailing scene over the last year...

Well, this year’s summer was definitely not the hottest on record! However dinghy racing in the Bay has got to be some of the most exciting around, and not just in the Bay. Helen and Andrew Phillips went to the 10th Anniversary Laser 2000 Nationals which were held at Hayling Island. Unfortunately Andrew hurt his back and was unable to sail, but Helen and replacement crew (also called Andrew) enjoyed great success in the Laser 2000 Nationals. Helen and Andrew (the other Andrew that is) came 17th out of a fleet of 80 boats, so well done to them both. Our own Flying Fifteen open meeting was a great success, attracting 7 local boats and 4 visitors. The event saw some very close racing over the 2-day event. I would also like to take this opportunity to extend a warm welcome to new members to the Dinghy Section, Ken Gale (one our newest Flying Fifteen sailors), and Mirror sailor David Owens, both of whom started in the Club Sailing School this year. And we mustn’t forget Ellie Parker and Anatoly Zhigijavsky, both of whom have recently joined the Club. The late Wednesday series recently came to an end with Ian Horton and Richard

Jenkins coming first, sailing the Flying Fifteen *No Friction*, with Andrew Preece second in a Laser 8.1 and yours truly in third place sailing the Flying Fifteen *Hi Flyer*, crewed by various students from the sailing school. The section is now well into its Autumn series and we are all looking forward to the annual laying up supper and prize giving on 5 December. Tickets are very reasonably priced at £11.50 but discounted to £8 for all race participants. I look forward to seeing as many of you as possible on that night. Enjoy your sailing. Idris Dibble



No I'm not joking, but it's safety first as John Gallacher continues...



Idris assures me that several of us dinghy types might be tempted to potter about beyond the barrage. He also said that you would enjoy reading about it in Bear Essentials, so if this isn't your thing, blame Idris. To quote

Capt Jack Sparrow (that font of nautical wisdom) "Sails and spars is what a boat needs, but what a boat is, is freedom" and there really is a terrific sense of freedom once the outer barrage gates open; but it is not without risk. Safety is the key issue and, arguably, is more of an issue in dinghies than in bigger toys.

Safety is not just a matter of competence and preparation, but also flexibility. Several times I have been all set for some fun, only to think the better of it once I actually saw the sea state. Competence should speak for itself but simple things like reefing or dropping sail in a squall can be difficult. Usually I set out with reefed sails as it is easier to increase



sail should the weather warrant. Are you able to re-fuel your outboard in a swell? Do you have a safety harness? If you are solo then a helm resister is indispensable. Preparation in terms of tide and buoyage awareness, and VHF training are essential and a bit of first aid helps. Finally, to sail in company is a simple way to stay safe. There are also compensations in dinghy cruising. The best is when you run aground. When this happens I just get out, lift off, and jump back in. Try that in a cruiser. The scariest thing for me is departure. First of all you run the gauntlet of fellow dinghy sailors. Andy Phillips, Nick, Idris and others have all gently but volubly wondered what that big noisy thing attached to the transom might be. Then there is Barrage Control. These guys are really helpful and understanding but I still feel self-conscious when trying to do VHF-speak. I spend so much effort stopping myself saying 'Over and out' that I actually say it. Aaaaarh! They must think "who is this guy?"

Entering the lock is no better. Now my boat is a little scruffy and worth very little. As you enter the lock you are faced with thousands upon thousands of pounds worth of pretty cruisers and each skipper is eyeing you up and daring you to moor astern or alongside.

My sympathy is with them; their fenders are not set for dinghies and I don't have reverse. On the other side of the lock are fishing boats. Now, fishermen are less precious about their boats, but one look at a dinghy sailor pretending to actually go somewhere brings out smiles and guffaws. Mind you, have you seen our fisher brothers



locking out at dawn? They need a little entertainment.

Finally the lock gates open. Try to be last out as everyone will be faster than you and it doesn't help to heap odium on ridicule. At this point however, as you emerge beyond the harbour wall, the world is your oyster.

STOP PRESS...

Congratulations to friends of CBYC, Alex Farr and Marcelle Newbould, who have just won the Spitfire National Championships held at Minnis Bay Sailing Club from 9 to 11 October.



Many thanks to Ben Bedding of BRB Photography for the use of these images. www.brbphotography.com



Drowning in the Shanghai Cup?

Steve Cooper reports on the Shanghai & Nimrod Cups 2009

After what must have been a very difficult year for many companies and organisations it came as very little surprise that we were unable to secure a headline sponsor for this year's event.

However every cloud has a silver lining and we are indebted to Crofts Davies & Company for kindly donating this year's prizes. On behalf of everyone, thank you for your generosity. Fortunately our club has the resources to run a successful prestige event without a major sponsor. If Cowes can do it so can we!!

Entries for the Shanghai Cup, IRC class were down a little this year as unfortunately none of the Swansea boats felt they were able to take part. This did not detract from the enthusiasm of the local boats taking part and the racing this year was very competitive.

By the end of registration on the first Saturday we were able to form 4 teams consisting of three boats per team. We did in fact receive 13 entries in total and John Griffiths J80 *Mojo* kindly agreed to enter on her own to hunt down the individual prize. This was a little unfortunate as John was sporting a set of hi-tech Goacher sails for this year!

Once again the Nimrod Cup for P.Y. class yachts was well supported with 11 entries, which included the Soling *Mashalia Mags* sailed by crew members of the Barry Life Boat. (The Soling is an ex-Olympic class keel boat, not a big dinghy as suggested by some.) *Courtier* made her traditional last minute dash back from distant cruising grounds in time for racing. There were a number of new boats taking part this year. Welcome to them, and thank you to those and our regulars for your continued support in this class. With race one (9 scheduled) starting on Sunday 6 September the weather systems looked ominously similar to last year, with the best breeze of the month on the first day, definitely Sports boat weather, with them taking the first three places in the IRC class (*Junior High*, *Purple Haze* & *Verve*). In P.Y. the smaller heavier displacement boats enjoyed the freshening breeze taking the first three places as well (*Moon Tide*, *Preceptor* & *Blue Clipper*).

From then onwards for the next three weekends someone turned the big fan off!! Races 5 and 8 were abandoned but both fleets enjoyed some good racing around laid courses on the second weekend and thanks to the race officer's perseverance.

Despite the frustrating winds the battle at all times in both fleets was very closely fought for team and individual trophies, with very few points separating the top places. There were a greater number of longer races this year and sailing over the tide in light winds quite often favours larger sail areas and longer water line lengths. In Nimrod class bucking that trend *Mashalia Mags* (smallest boat in class) pipped *Puckoon* (Beneteau First 31.7) into first place by two points, with *White Rose* (Sadler Starlight 35) in third. In the Shanghai Cup team event, the clear winners by the end of the event were:

1st with 7 points

Musketeer (Cork 1720) Duncan Symes & Ian Jones

Judgement Day (J109) Andrea & Jonathan Tithecott

Junior High (J80) Steve & Andrew Cooper

2nd with 12 points

Merlin (Cork 1720) Rob Derham

Purple Haze (J80) Scott Cole & Simon Thomas

Valkyrie (Dehler 36) Rob Freemantle

3rd with 15 points

Jack Hammer (J109) John Ballinger

Sleeper (Projection 920) Alan Shaft & Nick Hankins

G&T (Cork 1720) Roger Dunstan & Stuart Cook

In the Shanghai Cup for the individual prizes, final positions were undecided until the last race in the Bay on the final weekend and a shoot out ensued between *Musketeer*, *Merlin* and *Judgement Day*. *Purple Haze* threw a small spanner in their works by wining this race but in the end the old timers triumphed over the young guns and the final results were as follows:

1st 15 points, *Musketeer* (Cork 1720) Duncan Symes & Ian Jones

2nd 16 points *Merlin* (Cork 1720) Rob Derham

3rd 18 points *Judgement Day* (J109) Andrea & Jonathan Tithecott

Prize giving was held at a very well supported Gala Ball after racing, followed by excellent food, music, good company and dancing into the small hours. Congratulations to all the winners and thank you to all the competitors for supporting the event. Finally, a big thank you to the race officer team, event organisers, the angling section for providing committee boats, our hard working bar staff and caterers.

The next event is the Frostbite Series, with racing every Sunday from 11 to 6 December, with prize giving and a Christmas Party on 12 December.

Many thanks to Neil Harding for his photos of action on the water and to Richard Powell for permission to use his photos of action off the water! Please visit the website at www.occasions-photography.com to view/purchase the images from the Black Tie dinner. Just hover over the Events tab and then click on CBYC 2009 Regatta. Log on using User ID CBYC2 and the password is REGATTA. Richard has also offered a 10% to all CBYC members for any new business involving portrait sessions, weddings or commercial photography.



Club purchases a new boat hoist - Barrie Metcalf reports.....



The new hoist – identical to the one pictured here – was discovered by our Marina Manager at Parkstone Sailing Club in Poole, who are buying a bigger one early in the

New Year. It's a 16 ton slipway hoist and the Club has agreed to buy it. A substantial deposit has already been paid and it's due for delivery at the end of January. The price, by the way, was £10,000 less than the local hoist on which we had been given first refusal. Well done Barry and Colin Lyons who negotiated the deal and made all the arrangements, which received unanimous approval from the Club's Council of Management. The hoist will be dismantled in Poole, delivered and reconstructed at CBYC some time after the end of January and should be in operation in February. As part of the agreement, our two Marina staff, Phil and Ian, will be going down to Parkstone Sailing Club in January for two days' training in the use and maintenance of the new hoist. The technical details are as follows: it's a Wise 16 ton slipway hoist. If you are over 16 tons it won't lift you! It's self-powered with 2-wheel drive and has an adjustable width.

Minimum inside width 3000mm
 Maximum inside width 4500mm
 Minimum sling centres 2750mm
 Maximum sling centres 5750 mm
 Lift height 3000mm
 Overall length 7600mm
 Turning circle when closed 8000mm

This new hoist will allow faster hoist operations with greater maximum weight and more efficient use of the yard space. It is a tremendous step forward in the facilities the club can offer.

Now onto a slightly grimmer note, we have had to make some changes in our security arrangements. Over two weekends at the end of August we suffered a series of break-ins into vehicles. The culprits were caught on our CCTV system and are being prosecuted. The thefts prompted a closer look at security around the club and as a result the following measures were put into place.

- Night time security guards were put on during weekends in September.
- The fencing was found to be weak in places and a contractor has been appointed to repair and replace the fence as necessary.



- The camera system has been tweaked to improve cover.
- Any person 'buzzing' the gate is being required to sign in at the office.

Any security can be compromised if members are not vigilant, so

- Do not leave anything in sight in your car overnight.
- If you let anyone into the club without a key card and don't know who they are, enquire.
- Sign in your guests.
- Pay attention to anyone following you through the gate.
- Report anything suspicious to the office, bar or myself. My phone is always on. (07966 930823)

Please remember that nobody should be offended if politely asked what they are doing at the Club.

CAR PARKING

We are in the process of coming to a contractual arrangement for using the land adjacent to the main gate for car parking – our arrangement means we can use it, on a regular basis, between 09.00 hrs and 21.00 hrs 7 days a week.

HELPING TO PROTECT US FROM TROUBLE BLOWING IN FROM THE EAST

This is our most recent addition to the "wave breaking" pontoons moored in front of Pontoon A. This pontoon is



a "bespoke" breakwater pontoon. It is a prototype from our pontoon suppliers and the Club has purchased it at a highly discounted rate. It has been installed so that it leads out from the dinghy pontoon and in time we hope to add to it, thus providing even better protection against easterly winds. The new so-called continuous flotation pontoon is 12 metres long. It has a metal frame with polystyrene inserts and is coated in concrete. It weighs 10 tons. And finally ... AN ODD SIGHTING TAKEN OF THE FENCING CONTRACTORS' VEHICLE.



Note from Editor: Bear Essentials is sure that members will be reassured by this message!

Do as you want to be done by



Geoff Parr, our very long standing Club member and RYA Instructor for our VCF/DSC and First Aid Courses, had to cancel his planned course of lectures recently having been required to use First Aid skills on himself. He fell whilst walking his dog and managed to break his fibula. He says he has doubled his value with the metal now in his leg. He will be on non-weight bearing crutches for at least six weeks - what a lame excuse! Lesson learned, even if you love those worn out deck shoes that fit your feet like comfy slippers - don't wear them for walking on wet grass. If the tread has worn away to give racing slicks on the sole, it can end in tears! Perhaps keeping the name *Jonah* on his boat was a mistake? New course dates will be advised via the Club website and on the Clubhouse notice boards as soon as practicable. In the meantime he has asked us to publish the following new important information.

Get well soon Geoff.

RADIO SILENCE

At a recent World Conference, the International Telecommunications Union decided upon the following changes to radio procedures in Mayday / Distress situations:

The words “**SEELONCE MAYDAY**”, which can only be used by a Rescue Co-ordination Centre (usually H.M. Coastguard in our waters) and impose radio silence on channel 16 for all vessels not involved in a rescue remain unchanged.

“**SEELONCE DISTRESS**”, which could only be used by a vessel involved in a rescue situation to impose radio silence on channel 16 for all vessels not involved in that rescue will no longer be used.

“**PRUDONCE**”, which was used by the rescue coordination centre to indicate a relaxation of the radio silence on channel 16 to allow only urgent traffic will no longer be used i.e. there is now a radio silence or not, with no half-way house.

If the above is gobbledegook to you perhaps you ought to consider attending a VHF/DSC radio course,. If you are using a ships radio without having done so you are probably acting illegally.

Automatic Transmitter Identification System (ATIS)

If you are thinking of taking your boat to Europe, perhaps through the French canals and on to the Med, you need to research this topic. Many of the inland waterways of Europe are used to transport bulky and hazardous goods and it is therefore important that moving vessels can be easily identified by the authorities which control the busier routes down rivers like the Rhine and the Danube. All vessels now entering these waterways have to be fitted with a radio that can identify itself every time the "pressel" (PPT) switch is used. Other requirements demand that, whilst in the waterways system, DSC may **NOT** be used and all transmissions must be restricted to 1watt.

Although the UK has not signed up to the agreement implementing these rules (the Basel Agreement), Ofcom have agreed to issue an ATIS identification number to UK vessels. This number will be the MMSI number of the vessel preceded by the Figure 9 – making a ten figure number.

Older VHF radios are not ATIS "capable" but many new ones can be "enabled" or "disabled" at the flick of a switch. **ATIS must be DISABLED in UK waters as its use is banned.**

For further useful information you can consult the following websites:

www.ofcom.org.uk/licensing/olc/atIS_faq www.icomuk.co.uk www.standardhorizon.co.uk



HELLO MR WORLD PRESIDENT!

Our congratulations must go to Steve Cooper, our recently retired CBYC Sailing Secretary, and the owner and skipper of J80 *Junior High*. Why? Because at the J80 World Championships at Real Club Maritimo de Santander held in Spain, earlier this year, Steve was elected as Class World President!! The first British person ever to be elected to that position in the history of the Class. He will still be President for the UK World Championships to be held in 2012, the year of the London Olympics. Wow!



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For Sale and Wanted

In the next issue of Bear Essentials, due out in January, you will have a chance to check your sail lockers, garage or attic and clear out all those unwanted boating items and get some money in. You may also have the opportunity to find some real bargains.

All advertisements are FREE but will be limited to 50 words each. Copy to be posted to the Club, marked for my attention, or sent direct to me by e-mail.



Deadline for insertion in the January edition is 28 December.

David Shankland

davidshankland@msn.com

The editors of Bear Essentials would like to express their thanks to Marilyn Mead who, over the last two and a half years, has carried out the arduous task of proof reading and correcting every edition published to date. Production of this quarterly magazine without Marilyn would make our lives very difficult indeed!

Jane Hall John Mead

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Bristol Channel Yachting
Association (BCYA)

CARDIFF BAY YACHT CLUB BAR AND RESTAURANT OPENING HOURS

Restaurant run by Sue Jones Catering - Tel No: 07779315609
Winter Opening hours with effect from October 2009

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-Midnight	12noon-15.00	18.00-21.00
Sunday	12noon-22.30	12noon-15.00	Closed

- The restaurant serves Lunch on Saturday.
- The restaurant will continue to open on Saturday nights until Christmas unless we have a Club function. Please check the website, newsletter and notice board to avoid disappointment.
- The restaurant serves a Traditional Sunday Lunch of 2 or 3 courses.
- The Restaurant also provides evening Bar meals on Wednesday evenings as well as the Wednesday evening Pizza & Pasta night.
- Thursday evening is our Restaurant Night when a mouth-watering and varied 3-course menu is available and is highly recommended.
- A selection of midday bar meals are also served on Wednesday, Thursday and Friday.
- To avoid disappointment it is recommended that you ring either Sue on 07779315609 or Zibi on 07854722843 to book a table.