

CARDIFF BAY YACHT CLUB

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June - Cardiff Bay
Flying Fifteen Open Meeting

Tobermory, Skye, Eigg, Cape Wrath, Ramsgate and on to Cardiff! We take you on the second half of the fantastic cruise undertaken last year by CBYC members, Trish and Neil Lambden in their yacht *Zephyr*. Their story this time starts off on the west coast of Scotland.

Kerrara is a small island off Oban, a nice spot, and we had a cracking sail in bright sunshine with the mountains of the Nevis Range in the distance. We ended the day passing close to an archetypical Scottish castle just before the Sound between Mull and the mainland. Just breathtaking! Balamory (or Tobermory) was an interesting spot and we managed to grab one of the last pontoon moorings available - we were getting lazy, but prices here seem very reasonable, far more so than on the South Coast. The local Harbour Master is often very apologetic about having to charge for moorings at all. From Tobermory we had to motor past the infamous Ardnamurchan Point and then on to the island of Eigg. It often has rough weather around it and is the most westerly point of the mainland. We went ashore and witnessed the handing over of the local version of the Eigg National Grid. Up until recently the islanders all used their own generators to provide power. It was quite something to witness, such a turning point in the island's life. The story goes that an "incomer" had provided the impetus for this big change, but then left the island shortly after it was completed. The next project being planned by the islanders (who now own the island) is an "island wide" water main. So on we went to Skye, a



beautiful place. We found a visitor's buoy at Armadale, had another trip ashore on what proved to be another very hot day. We could get used to all this. Next day we sailed to the Kyle of Lochalsh via the stunning Kyle Rhea where the tide was running hard, 11 knots over the ground, wind on the quarter and then the ferry cast off! Thankfully he held off as we rushed past and under the power lines. I decided not to look up - they were well over 100ft above us, but always look closer than they actually are.



Kyle of Lochalsh was a nice spot. The evening's entertainment was provided by a young lad playing the accordion, Karaoke style, at the local pub. Next day the weather wasn't looking too good so we crossed over to the sheltered Kyleakin on the Isle of Skye. As things turned out, we were lucky in this respect as we were stuck here for a week. All the time we had been moving north and it was with some trepidation that we listened to the weather forecast for Bailey, Hebrides, Shetland and the rest of the northern areas, which told us we were in for a bit of a drubbing. Well we enjoyed an exhilarating but squally sail tacking to Portree, the capital of Skye, and set amongst the most dramatic glens and islands imaginable. We often had a



dolphin for company in the rain showers. From Portree we went on to Stromness, the most northerly point of the trip, via the ports of Gairloch and Lochinver. Cape Wrath, which we re-named Cape Fluffy, proved no challenge thankfully. We crept past the headland, motoring once again, a pretty wild spot with few signs of habitation apart from the military range and bombers on practice runs. It really did feel like the mainland as we turned 90 degrees to starboard towards the bay of Kyle Tongue. With another early start (you get used to these) we motored to the protection of Stromness before the threatened gale came through.





An atmospheric view of the Old Man of Hoy, capped with cloud, welcomed us to the Island. Stromness is a good spot, being more interesting than the capital of the Orkneys, Kirkwall, very small yet with enough shops to provide adequate supplies and

entertainment. The marina was well kept, efficient and reasonable value - not island prices or like those of the south coast. Orkney didn't really feel like the UK. It has its own feel and weather, more akin to Scandinavia, with its soft place names and bleak yet dramatic scenery. Here the pace of life is slow, the local shipping forecast was read out slowly, so slowly and in such a clear accent it could be written down at the speed it was read, even when it was repeated, a welcome contrast to the Southern Irish forecast which must have been read out by a horse racing commentator! The weather was pretty bad and with no trees on the island to protect livestock, the cows and sheep were aligned in straight lines as if they had all been magnetised with their rear ends facing the inclement weather. We had a few days of sight seeing the Neolithic sites and then a trial dive on one of the many "Churchill" wartime barrier wrecks in Scapa Flow. Then we were on our way again, keen not to be late for the next leg to Wick. Motoring out of Stromness via Scapa Flow was another dream come true. So



green, so wild. OK, there's an oil refinery tucked away on Flotta but it was more than adequately recompensed by the beauty of the islands. A 14 knot tide flows through the Pentland Firth between the Island and the mainland, so unless you want to get to Denmark, you'd better turn early, rounding Duncansby Head avoiding the Merry Men of May and other points of interest. Wick was quite well sheltered, although outside the harbour conditions were very lumpy.

The original Stephenson-built harbour had "disappeared" during winter storms, including the 80 ton blocks used to build it, but was then beefed up to include 120 ton interlocking blocks, which are still there. We signed in at the Danish Embassy, not that we were off course, just that it doubles up as the Harbourmaster's Office. A trip to our last distillery in Old Pulteney completed the excursion. Wick is a nice little place which has a life and character of its own, not yet decimated by the demise of the fishing industry or transformed by tourism. On the way down the East Coast we



stopped at Peterhead and Montrose and Edinburgh, then on to Amble, Blyth and Whitby ... Dracula territory! Spurn Head was next, anchoring in the lee of the headland, by which time we were well into our stride, before approaching the decidedly southern port of Lowestoft and then on to London (Tower Bridge) via Felixstowe, the River Deben (complete with Thames Sailing Barge)



and then Queensborough.



The Thames was an interesting part of the trip. Being steeped in such a rich history and given its still-active sea trade, there was a lot to do and see before being engulfed by the tide of tourists in St Katharine's Dock.



Soon we were on to Brighton via Dover's busy port and famous White Cliffs, where the harbour authorities were very friendly and patient, despite the irritation that amateur yachties must represent. The South Coast home leg with its high prices, busy harbours and anchorages still had some good spots to be found. The bright lights of Portsmouth beckoned.

Here was a fantastic opportunity to see a whole swathe of nautical history and the current "Clipper" racing fleet being



hurriedly refitted only added to the atmosphere. Now it was Cowes Week on the Isle of Wight, so we had a quick trip up the River Medina past the highly polished racing yachts, all geared up and ready to go. Then it was on to Lymington Town Quay, which was a welcome break from the extortion racket that is the South Coast. We met up with friends Brian and Mags (*Silver Spirit*). Lymington was well worth a visit and restored our faith in the area, with reasonable prices. It's an interesting town and there are several swindlers (chandlers) where we could get our gear fixed after such a long stretch of abstinence. Yarmouth, Isle of Wight, was our next port of call and then we were off further west to Weymouth, another of those interesting spots, probably all the better for arriving by sea. It's a busy traditional seaside town but nevertheless complete with loads of sand castles and ice creams. Things slowed down a little as we went further west, first Torbay and then onto the hot spot that is Salcombe. Each port had its own entertainment attractions, and we were slowly getting used to being back in civilisation, and glad to be getting away from the rat race of the Southampton area. The Bristol Channel certainly has got a lot going for it. On the South Coast there was no shortage of Hooray Henries and big shiny boats skippered by people best left behind the wheel of their BMWs. On to Plymouth and St Anne's Battery Marina.

The battery I think is a comment on the amount of protection the breakwater offers, although on the other hand we did have a great vantage point for the UK national fireworks championships, which was well worth seeing. Then on to the jewel that is Fowey. Despite having an active china clay port, it's a pretty little spot with an interesting town and several small beaches surrounded by trees. It has a nice feel about it. Falmouth came and we knew we were on the final leg, a few days at most from home.



We lost a few more days due to bad weather so we abandoned the idea of visiting the Isles of Scilly and pushed on to the nearby Helford River, waiting while strong winds pushed through. Leaving the Helford by early morning moonlight



from nearby Frenchman's Quay certainly made it more dramatic. Early starts can be a magic part of sailing and are well worth the early rise (although Trish may not agree). We motored to The Lizard and then got the sails out. Taking the inside passage around The Lizard, we sailed all the way to Padstow, picking up a lifebuoy cast adrift from a fishing boat at the Runnel Buoy. Thankfully there was no one on it, although we did radio in to the Coastguard, and gained a souvenir! Back to Padstow, the staff on hand gave us the usual big welcome, and loaned us the mandatory fender board as we sat talking to the dripping tourists "enjoying" the British Summer. Falmouth is only 30 miles away from Padstow by land, but nearer 100 miles by sea, so a hard day at sea or half an hour by car. Padstow was our first and last port of this trip. It's a very attractive town, and maybe the draw of "proper pasties" is unavoidable, so a quick stop there topping up with local beer and proper pasties and on to Lundy. Ashore on Lundy we had a great meal in the Marisco Tavern, enjoying a lovely sunny evening with *Zephyr* safely moored in the lee of the island. In the distance we could see the gentle rollers of the Atlantic and a little way towards Ireland where we had been just a few months before. All too soon it was over and after a cracking cruising chute run back to Cardiff we were locked through the Barrage and back home! Thankfully the Bank Holiday weekend and the Bay Festival meant it didn't all come to a big stop.

Meeting up with friends and enjoying a cuppa on the Bristol Channel Pilot Cutter



Mascotte all helped make my birthday very enjoyable and the mixed emotions of a homecoming all the more bearable. Would we do it again? Oh yes. Admiralty Chart No 2 (British Isles) may be coming down from our living room wall but will be replaced by something... larger, .. oh, and a globe might look nice. Maybe not going too far in the next year or two, but planning is always half the fun – after all you have to have a plan! *Neil and Trish told Bear Essentials that this year they might go down to the Scillies. But next year? Maybe something further afield beckons. Watch this space!*

Flying Fifteens in action at CBYC'S Open Meeting

Idris Dibble's detailed race report covering the highly successful June meeting.....

Eleven Flying Fifteens Classics and Silvers entered this open meeting with visitors from as far afield as Northampton fighting it out for the famous Dragon Trophy. There were 6 races over the two days of the meeting, with some closely fought tussles. The Race Officer team of Helen and Andrew Phillips patiently waited for the wind to settle in the Bay - a somewhat fluky Force 3 to 4 - before starting Race One.

With all boats pushing hard, there was lots of competitive jostling at the start. But with World Classic champions Simon Dangerfield and Dave Hemingway in Sail No 2663 and Ian Horton and Nathan Bailey in 2655, all OCS! Horton returned but Dangerfield carried on, so this left early leaders John Craddock and Kendal Paul in 2695 to fight it out with Neil and Stuart Bartholomey. The Bartholomey's eventually came in in first place with Horton and Bailey in third, just passing Nick Sawyer and Simon Thomas on the last leg. Race Two saw more pushing on the line with Sawyer and Thomas, Mike Jones and Gilles Yzambart and once again Horton and Bailey OCS. So this time they all went back! The Bartholomeys in Sail No 2700 led the race for most of the way, just being pipped on the last lap by Dangerfield and Hemingway with Horton and Bailey third. Race Four saw an exciting start with some boats, including the Bartholomeys, being sailed outside the ODM and therefore starting last. However, with the Bartholomeys forced down the right side of the course they were the ones who picked up the big shift as the wind moved into the North West, and they were first at the windward mark, even though Dangerfield and Hemingway eventually won! That concluded the first day's racing and was followed by an enjoyable evening in the CBYC clubhouse. On the Sunday, in Race Five, the race officers gave Bill Turton in Sail No 2492 special permission to change his crew as Bill's son Roger, a member of the clergy, had to go to work! Light winds presided and in this race the Craddock and Paul team won in 2695, with Dangerfield and Hemingway 2nd and Horton and Bailey third. The final race saw Simon Dangerfield and Dave Hemingway taking line honours followed by Messrs Craddock and Paul in 2nd place with the Horton and Bailey team coming third.

Well done to all those who participated in a very enjoyable sailing week. Final results:-
Sail No 2663 Dangerfield and Hemingway. Sail No 2695 Craddock and Paul. Sail No 2700 Bartolomey and Bartolomey.
Many thanks to Andrew Phillips who is responsible for the superb cover picture on this edition of Bear Essentials together with all the photos contained in this report.

Ballooning fleet - The Flying Fifteen fleet is ballooning since the club introduced its Lose It or Use It policy with the prospect of 5 additions to the fleet in one year. Recently Dave Holdham has joined the fleet along with Padraig O Brian, Ken Gale. Two other fifteeners, Richard Jennings and Glynn Webb, are in the process of re-building Fifteens. The benefit of one-fleet racing is becoming evident with more same class-boats and closer enjoyable racing. Other club adult dinghy preferred fleets are Lasers, Laser 2000, Asymmetric within a handicap range. For information on Flying Fifteens contact **Ian Horton on 07967467031**



Bugs are his business! – And then came the tomato ketchup revelation



Ted Hill very probably holds the record for the longest membership of PMC/CBYC; he tells Bear Essentials, that if his memory serves him right, he joined the Club in 1947.

He was senior lecturer in Industrial Microbiology at the University of Cardiff until 1983. Today he is Managing Director of ECHA Microbiology Ltd in Cardiff, a company that has internationally recognised expertise in the art of industrial microbiology, particularly in relation to the petroleum industry (fuel, hydraulics etc) and Ted's services are used by a wide range of oil and technical companies, engineering businesses, ship owners, government agencies and the aviation industry, on a world wide basis. Let's find out something about his somewhat extraordinary life! A passionate sailor for many years at PMB & SC, Ted learnt the gentle art of cruising and boozing just after the war as crew on an affluent man's yacht, in his case on Hilton Howard's Robert Clarke-designed "Carys", in its time the greyhound of the Bristol Channel. When improvements in marine plywood brought in the GP 14, he and his brother Laurie built GP No 65, *Jabberwock*, saving money on tools by using the post mortem suite (the mortuary) in the old Cardiff Royal Infirmary. Then back to cruising in his converted lifeboat, the *Peter David*, a product of the Dick Begg school of marine architecture! Later, Peter Rundle and Ray Goodman built the folkboat *Kate* to satisfy his lust for a bit more speed. At this time Ted graduated from Cruiser Secretary to Rear Commodore and then Vice Commodore until, he says, a few mechanical problems with his body brought an abrupt end to his sailing days. In 1983, with his wife Gisela and son Graham, he set up a specialised independent company, ECHA Microbiology Ltd, offering microbiological services mainly to the marine, aviation and petroleum industries, and also to the military. Nowadays it is a world wide business. That microbes grow at all in fuel and lubricants is a surprise to most, but for those microbes which know the trick, a diet of oil produces more energy than a bowl of sugar! A little water in the tank bottom is needed to start them growing, and as most yachts have fuel tanks without bottom drains to remove water, they are particularly prone to "bug" problems. Diesel, aviation fuel, gas oil, heating oil and occasionally unleaded petrol – it's all

good food if you know how. Environmentally friendly biodiesel – the normal diesel nowadays on garage forecourts – is bugs' favourite diet! The bugs' slimy growth, sometimes tonnes of it in a large system, plugs up pipes, and filters, knackers fuel gauges and chews holes in metals. The mighty microbes don't particularly care where they do their dirty deeds, small boats, very large ones, aircraft, trucks and trains, and everywhere in the chain of tanks which supply them – and everywhere in the world. Often this growth



stays in the fuel tank bottom of a boat until she hits heavy weather and then all the fuel becomes heavily contaminated. One Bristol Channel tug once hit heavy water in the Irish Sea and the engines failed and could not be restarted. The



crew were taken off by helicopter until the weather abated and they could get back on board and clean up the fuel system. Detection of these bugs was a laboratory business but there were only a few laboratories with the necessary expertise and a long delay before samples could reach them and be tested. The golden chalice was to develop on-site or on board testing, but nobody knew how to do it. Until that is, one day a few years ago at breakfast when Ted decided to put tomato ketchup on his bacon and eggs and – eureka! – he realised that by shaking a solid bottle of ketchup the

contents were liquefied. Ted mused on what the contents were, and wondered whether he could adapt the gelling agents to develop a simple on site test for microbes in fuel. What a stupid idea! Or was it? A few development years later the test won a prestigious international award for the most innovative product or process in the petroleum industry. Now every airline tests their aircraft for “bugs” in the fuel and so do most of the organisations in the supply chain. Early detection means early intervention to kill off the microbes before they cause operational problems. Killing them is a black art as well as a science and ECHA now supply the chemicals (biocides) to do this. You will find them in many yacht chandlers. Ted allowed us to view this essentially simple procedure in his lab in Cardiff Bay.



Sampling the fuel



Incorporating fuel into the solution



The Ketchup shake!



The aviation sludge



The bugs revealed

Oily bilges can grow the most aggressive corrosive microbes which can chew holes through the hull sometimes in about a year. This has happened to several tugs, particularly in the Bristol Channel where our “sea water” is mixed with land drainage rich in agricultural fertilizers. Double-hulled tankers are floating mega thermos flasks which keep the nasty bugs that live in oil reservoirs comfortably warm and hyper-active during the loaded voyage. Even Concorde could grow its own bugs, which in time became adapted to the high fuel temperature generated by kinetic heating. And what about lubricating oils? Well that’s another - even longer – story, but some genius has already decided that they should be environmentally friendly too and we are about to see the consequences of that decision.

One final point: Ted kindly did a test (free of charge!) on our diesel tank in the boat yard and we came out with a clean bill of health for the fuel. He did, however, have one or two cautionary comments regarding the way we keep and store the fuel and (yes of course!) Bear Essentials will ensure that Barrie Metcalf has a copy of his suggestions. Thank you, Ted. It’s been a fascinating trip around all your bugs! We wish you good bug hunting in your soon-to-be-occupied new laboratories!



WOW! White Water Rafting is here next Spring!

CBYC member and guru in charge of progress at the International Sports Village, Kevin Doyle, keeps us up to date with progress on the canoe slalom, the paddling and white water rafting inflatables, and the fascinating business of preserving the remains of the very last “coal staithe”. At the turn of the last century there were dozens of staithes in every South Wales port and they were used for loading and unloading coal from ships that traded this “Welsh Gold” all around the world. In the process they helped make the fortunes of many a coal millionaire in Cardiff and Penarth. Let Kevin explain where we are now.....

Well behind the scenes at the Sports Village work continues on the main Bay Waterfront scheme. However, the recession is taking its toll. Investors are a conservative bunch and most of them are watching for signs of a recovery in the development sector before committing to fund projects. The Council’s development partner at ISV is still confident that **work can proceed** - however the focus will be on delivering the scheme incrementally with redevelopment of the Ice Rink the priority. Proposals are not sufficiently worked up to describe here, although firm plans are expected later this summer. Not all work has stalled, though, as can be seen from these latest pictures of the White Water Centre. The steel framed building taking



shape on site will house the Centre’s reception area, changing rooms, equipment, storage areas and café. Construction of the course is ahead of schedule and staff training will start in early February next year when the Centre is complete. The course is designed to accommodate elite canoeists (or paddlers as they prefer to be known), although the primary users of the facility will be the public, who will have access later in the Spring of 2010.

Eight-person rafts will be on offer, with a raft guide in each boat. With up to 16 cubic metres of water a second cascading down the course, even the most intrepid will be catered for. The pumps can however provide a more manageable quantity of water for those of us not in the “adrenalin junkie” category.

In addition to the slalom course, there is room for two canoe polo pitches in the pool of water, retained by the coffer



dam, constructed in the River Ely. Then as part of the Canoe Slalom works the very last remaining coal

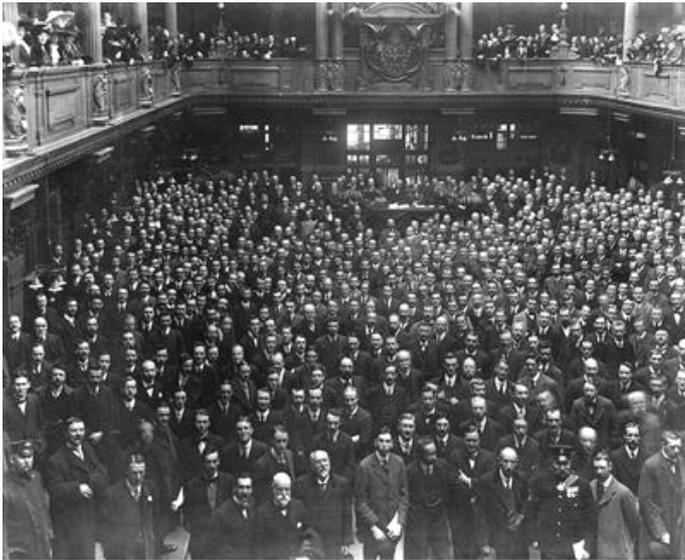
discharger in South Wales will undergo a partial refurbishment. “Coal Staithe Number One”, to give this



structure its correct title, was built in the early part of the 20th century and is a scheduled ancient monument, As such, the works require permission from Cadw under the Ancient Monuments and Archaeological Areas Act of 1979. As Kevin explained, the intention is to preserve as much of this ancient structure as possible.



After all it is part of our local history, even if, as George Thomas, the former Speaker of the House of Commons so famously remarked, "The [mine owners] made millions and millions from coal without ever touching a lump of it!"



(Here they are pictured above at a gathering in The Coal Exchange, Cardiff)

The latest plan for this historic structure is for it to become a viewing platform for the white water activities. This will require replacing some of the fire-damaged supports,



repairing a number of the structure's joints using wooden scarfing or stainless steel straps, plates and bolts, and replacing the deck with treated douglas fir. Any voids within damaged timber baulks will be filled with resin. Moving up river, in



May the Pont Y Werin bridge received planning approval from both Cardiff and the Vale of Glamorgan Councils. Despite press reports to the

contrary, the prospect of a new bridge proved to be very popular, being passed by unanimous accord at planning meetings in both Cardiff and the Vale of Glamorgan. The detailed design of the new bridge is now complete and piling for the two abutments is taking place this month and in August. The construction team is working closely with Cardiff Marine Group to ensure minimum disruption to boats moored at the Marina in the river and no problems are anticipated. Construction completion is still programmed for early next summer, thus completing a walk-way / cycleway around the full perimeter of Cardiff Bay.

Around the World in 800 days!



Most people in CBYC dream of sailing around the World. Members Rob and Carol Taylor, *Kanaka*, have another circumnavigation on their minds. Their son, Dale, is about to set off on a world record attempt walking around the World and unlike Phileas Fogg, who used trains and elephants to go around in 80 days, Dale will only be using

his feet to complete the trip in 800 days! Dale has been walking his whole life. It started with his father and family, scaling the mountains and valleys surrounding his home. Dale took this hobby to a higher plane completing the 200 mile "Wales Walk" in 7 days and the 500 mile "Camino de Santiago" in 18 days.

On his 25th birthday on August 14 2009 Dale Taylor will start his world record challenge to walk around the world. The walk will require Dale to cross Europe, the Middle East, Asia, Australia and America using only his feet and the supplies that he can obtain on the way. The trial will be completely unaided and no support vehicle will follow him. He hopes to break two world records and if successful will become the youngest and fastest person to walk around the world. In order to prepare for this 18000 mile trip Dale converted

a 1926 Naval pinnacle into a houseboat last year as a cheap means of living until he sets off on his trip, with the intention of selling it before his departure using the money as a



contribution to the funds of the trip. To raise enough for food between stops and to donate money to charity Dale is asking people and companies to sponsor him £1 per mile. He says "If I raise all the money I'll donate £10,000 to Action for Children" For more information on his record breaking attempt please visit his website

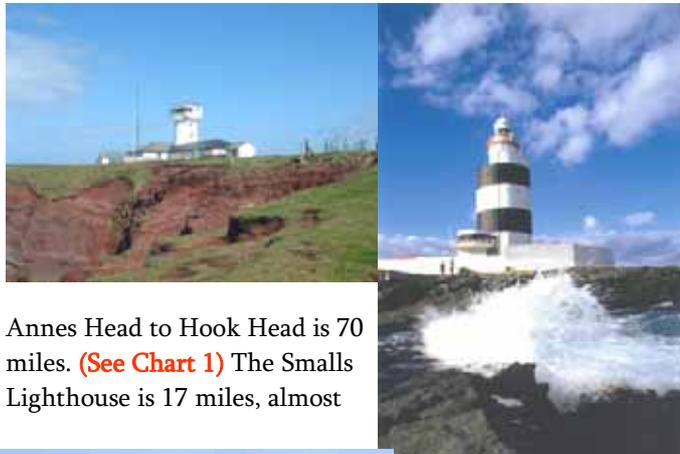
www.towardsthesunrise.org

We wish him all the best in this endeavour.

Let's go to Cork or Kinsale this year!

John Hart, our pilotage guru, considers the problems that might attend your visit to Kinsale. Perhaps you took part in the recent Sovereign's Cup, or are thinking of joining the festivities of the next legendary Cork Week which takes place in July 2010, or are perhaps just thinking of taking a leisurely cruise down this fantastic stretch of coast. The first thing to say is that Admiralty Chart 1123 covers the whole trip. The south west coast of Ireland is one of the finest cruising grounds in Europe. Once you have sailed from Cardiff to Milford Haven you are actually more than halfway there. You are now at the start of a real offshore passage with rewarding destinations, but first you need to decide on your passage plan. Shall I day sail on a long leg and get well west during the first leg?

Let's look at the daylight sailing first. The distance from St



Annes Head to Hook Head is 70 miles. (See Chart 1) The Smalls Lighthouse is 17 miles, almost



on the rhumb line, so shall I pass north or south of it? The wind direction and the tides are the deciding factors. The course is 280T so be guided by the tidal direction. If the tide is north going, for the first few hours shape a course

to pass to the north of the Smalls. If the tide is south going, pass south and then alter course for the Coningbeg Light Float. The distance between the Smalls and the Coningbeg is reassuringly short – less than 50 miles. Hook Head is usually



in sight by then, and just across Waterford River is Dunmore East. In summertime this passage can be done in daylight.

If you leave Dale at first light, you should be in Dunmore Yacht Club before dark, given reasonable wind direction and a good boat! The next leg is a difficult choice. Be aware that with this coast line the further west you go the better it gets, so try not to dally between Dunmore and Crosshaven, which lies about 55 miles south west. (See chart 2)

There are a few harbours in between that could act as boltholes, but if possible head directly for the most

hospitable (and oldest) Yacht Club in the world, the Royal Cork in Crosshaven. If you run out of steam, Ballycotton may be inviting and with its all-black lighthouse it's easy to find! Even when you reach



Crosshaven, there is still better to come around the corner. The choices are many between Cork Harbour and Baltimore and you can always visit the ones you missed outbound on your return journey. (See chart 3)

Sailing along this stretch of coast you could happily visit Oyster Haven, Kinsale, Courtmacsherry, Glandore and Baltimore, to name just a few. (See chart 4) If you have the time, Cape Clear Island is also worth a visit before

reluctantly turning for home. Given favourable south west winds you can do it by day from Dunmore and then back to Milford Haven. For the



“Long Passage Brigade”, if you have a fair wind from Milford Haven, go directly to Crosshaven 120 miles away. It's still only a 24 hr passage and the big gain in westing can mean that in a 2-week holiday you can get “round the corner” (Mizen Head) and the effort is rewarded by the sight of Bantry Bay and for the lucky few, the jewel in the crown, the Kenmare River.

(See chart 5) If you do this route, sail back to Kinsale or Crosshaven and enjoy the overnigher to Milford Haven, or just head for the middle of the Bristol Channel and directly on for Cardiff which lies about 200 miles to the east. Just how far you get usually depends on the weather and the aims of the crew. On an Irish cruise, this area is beautiful with plenty of sheltered places with very small communities. Don't expect big towns, but do enjoy some of the friendliest people around. And don't forget - the further west you go, the better it gets. Get the tides right, use good chart coverage and pilot books and hope that the weather is on your side. If it is, you're in for a real treat. Good sailing!

CHART 1

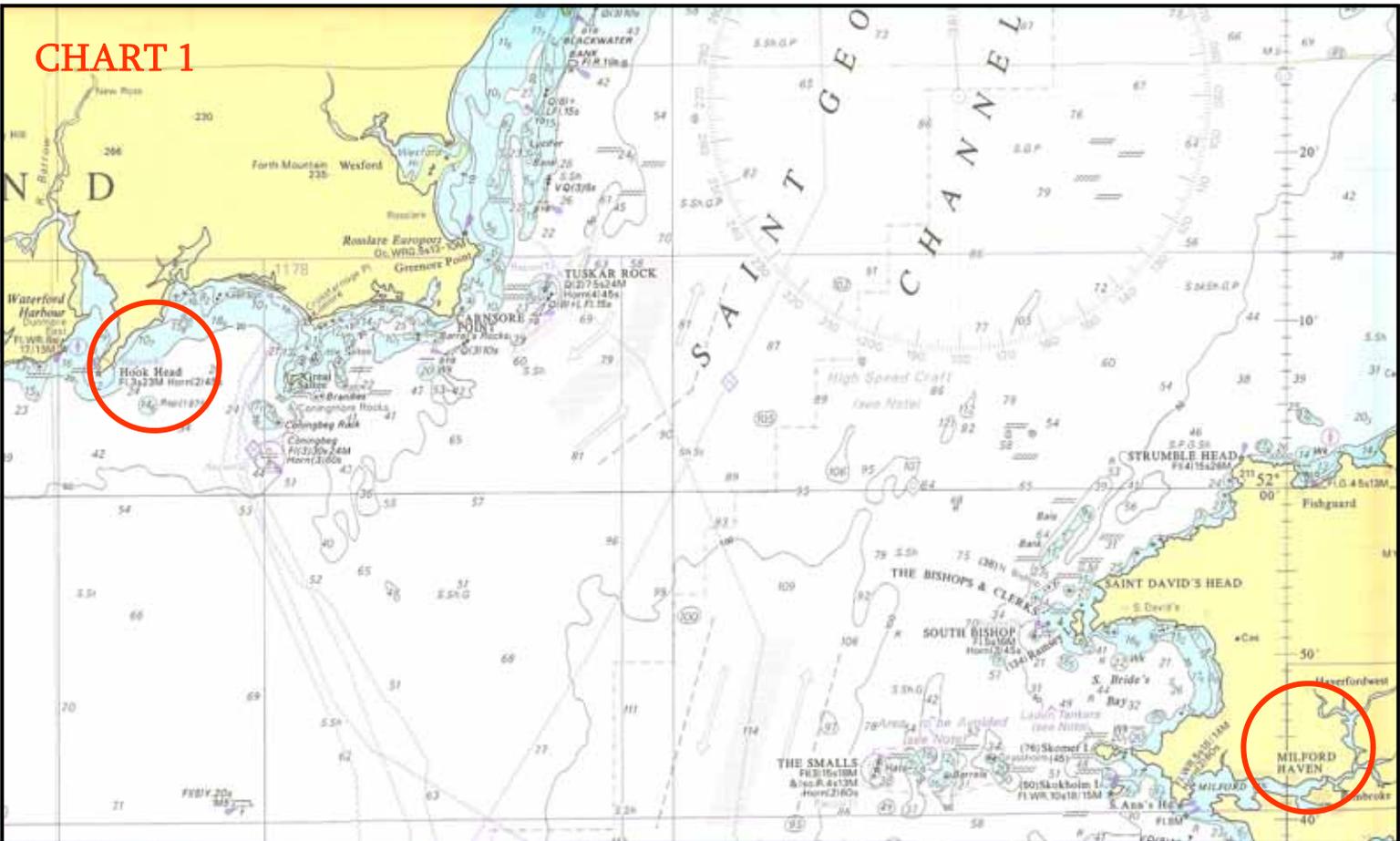


CHART 2



CHART 4

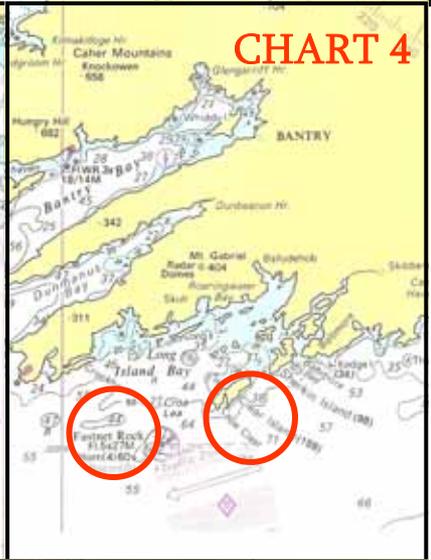


CHART 3

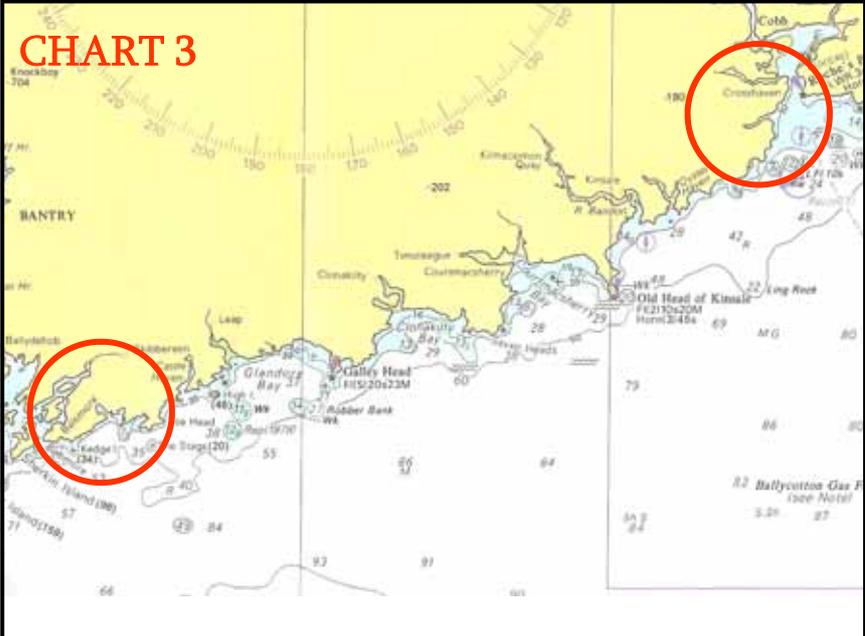
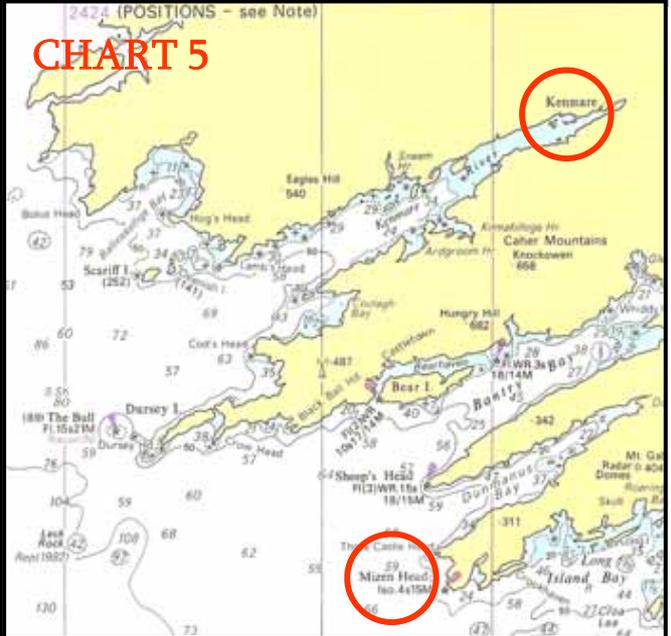


CHART 5



1067 and all that!



In our last edition we visited Steep Holm, pictured above silhouetted against the sun, some two miles from neighbouring Flat Holm, the subject of this quarter's edition. Local historian Alan Thorne, who researched and produced this article for Bear Essentials, has unearthed the astonishing fact that in 1067 Queen Gytha, the mother of King Harold, (killed the previous year at the Battle of Hastings) fled to Flat Holm – or “Flatam Holman” as it was known then. The Queen and her entourage were in hiding from the Normans and together with “many wives of distinguished men” she remained on the island for some considerable time before “going over the seas to St Omer...” for yachtsmen, the most conspicuous navigational mark on Flat Holm has always been the Lighthouse, and this building too has a somewhat extraordinary history. Now operated remotely from Harwich, the original lighthouse was the subject of a petition submitted in 1733 by one John Eldridge to “The Brotherhood of the most glorious and undivided Trinity of St Clement” (in other words our present Trinity House), offering to construct a lighthouse on Flat Holm. The offer fell on deaf ears until, three years later, in 1736, the packet ship “*The Lamb*” foundered between Flat Holm and Minehead carrying soldiers and civilian passengers to Waterford in Ireland. Seventy-eight people drowned. Trinity House then agreed that perhaps a lighthouse was a good idea after all. The first one was 70 feet high, and the first fire was lit at the top of it on 1 December 1737. There has been a lighthouse on the



island ever since. Today the island has a plethora of interesting features. Like Steep Holm, it boasts a very nearly intact collection of late 19th century fortifications, including all the original cannons. These haven't been moved for well



over a 100 years, possibly due to the fact that most of them weigh over seven tons. But the island is famous for another reason, because it was from Flat Holm that Marconi sent his



first ever code message in Morse, transmitted across the waters of the Bristol Channel from Lavernock Point on 13 May 1897. The occasion is commemorated by this monument, erected in the garden of the farmhouse on the island which is, by the way, where you stay and eat if you want to stay overnight. The island is also home to this



sloping Victorian rainwater collection system, which still provides water for those people visiting or living on the island. The only other one in the world is on Gibraltar.



So how do you get to the island? The MV *William Alexander* leaves from the old Channel View building most days throughout the summer, although the service depends on tide and wind conditions, of course. The trip takes 45 minutes, leaving via the barrage locks and out to the island. This year for the very first time, there has been a change of policy and people landing on the island will be able to participate in both camping and fishing. The costs are as follows:-

Boat (adults): £15.25 per adult (return journey) plus £6.50 per adult per night camping

Boat (children): £6.50 per child plus £5.50 per night camping.

Fishing trips (subject to availability) can be booked by groups and charges are per normal boat plus accommodation charges.

A range of themed trips is operated up to October, including a Family Conservation Weekend (21-23 August) at a cost of £42 per adult and £30 per child, including boat and accommodation, and an Adults Conservation Weekend (7-9 August), the cost of which is again £42 per adult (including boat and accommodation).



22 August will see a range of workshops held on the island – photography (at a cost of £55 per person); yoga (£52 per person), and willow weaving (£52 per person). From the end of July the island will also be welcoming a small group of International Volunteers from as far afield as Slovenia, France, Germany, Denmark and Spain, who will stay for 2 weeks. This is Mathew Lipton, the new

Warden. Mathew has come to the island following stints on the Farne Islands. He says it's a great pleasure to be living on Flat Holm and he and



his fellow wardens, will do all they can to ensure that everyone enjoys what the island has to offer, including its rich bird and plant life. The island also has a small



population of slow worms. No, they are not snakes, they are technically legless lizards and are protected under the Wildlife and Countryside Act 1981.

They are completely harmless and if you would like to see one the wardens may be able to arrange it.



As explained, the island has a very efficient water catchment system and is also able to produce some of the power it needs from wind and solar sources. Flat Holm is very much worth a visit. There are many other things that we don't have space to mention, so why not try it for yourself one weekend?

The wardens will make you feel at home. If you want to anchor off in your own boat you can, of course, do so and land by dinghy. But we all know how tricky it is to anchor off both the Holms Islands so the MV *William Alexander* may be the easiest option.



Club buys three new Omega dinghies for training

On Saturday 10 January this year Idris Dibble, Steve Dawber, Helen and Andrew Phillips – “The Adult Sail Training Instructors” - sailed a Topper Omega Dinghy kindly loaned to us for the day by Paul Simes. The day started at 10.00 with rigging the boat and general familiarisation. The first impression was that the boat was of modern design, well built and spacious, and has the added advantage of having an asymmetric kite. The boat was light and easy to launch and get under way in the Force 2- 3 easterly breeze. At first we wanted to see how the boat would sail with three well built adults onboard to simulate a typical training load. The boat was rigged at this stage with a reef in the mainsail to see how it handled with a heavy load and reduced sail. The Omega remained light but positive on the helm and performed all the usual training manoeuvres with reassuring ease. The new step was to try the Omega in a more advanced training situation with full sail and the asymmetric kite. And then with a crew of two – Helen and Andrew were first up for this one! The Omega was transformed into a race boat, however it still remained stable and easy to handle and yet fun and entertaining to sail. Idris and Steve then had a go with the full rig and had just as much fun! In summing up, the Omega is hard to fault as a training boat and would cover the full spectrum of training which the present training boats do not. Some of the Omega’s details are worthy of note:



- The high boom makes the boat feel comfortable and spacious.
- The Gnav kicker system means the size of the cockpit is even further optimised.
- The slab reefable mainsail allows power to be controlled depending on conditions and user ability.
- The flotation device fitted at the head of the sail removes the risk of total capsize.
- The furling jib is simple enough for a beginner to use and is fitted as standard.

Finally, TRILAM technology unique to Topper gives unrivalled strength to weight ratio and great uniformity of buoyancy, stiffness and durability. As you know, the Club’s Sailing School has now taken delivery of three Omega’s which have been a great success for adult sail training. Part of the Omega’s concept was that they could be used for other training and hiring situations, both for adult and youth sailing, which in most cases is not possible



with the Wayfarers. More information from Idris Dibble, Senior Instructor (Adult Sail Training CBYC), who would be very happy to talk to anyone who is interested in learning more.

Great performance from 15 year old CBYC member, Hannah Tilley, in the Youth World Championships in Brazil



Hannah was the youngest member of the RYA, GBR Team, that this month competed in the prestigious Volvo Youth Sailing ISAF World Championships in Buzios, some 100 miles north of Rio de Janeiro in Brazil. The RYA’s Youth Racing Manager, Brian Trusswell said in Brazil ***“This week Hannah has gone from being a sailor who was cautious on the start line to someone who has been getting involved in all the starts, competing in the front row of the start line, and owning that space, alongside the people with the disk on their sails which means they are “in the medals”.*** Hannah came 21st in her class, fulfilling the plan to come within the first 25 in the series. Very commendable when you think that over 280 of the World’s top Olympic hopefuls converged on these championships in Brazil. This single handed dinghy was sailed

by women at the Olympic Games last year. Astonishingly Hannah won’t be coming back to the UK with the rest of the RYA team; she stays in Buzios for the Laser 4.7 World Championships which got under way on Friday 24 July. This has been a fantastic achievement from Hannah, considering she only started sailing this dinghy earlier this year! CBYC is very proud of her and her tremendous performance on the water. We should remember that multiple Olympic gold medallists Ben Ainslie, Iain Percy, Sarah Ayton and Sarah Webb are among the many high-profile Brits who have represented their country at this celebrated Under 19 event!

Bright orange wrasse and a high thornback - all part of CBYC's angling news this month!

Syd Hearne reports:-

The new fishing season has started off very well with Alistair Spiers and Andy Vowles vying for first place with the individual points, Alistair being just 2 points ahead of Andy at the moment. With regards the boat points, "Duchess" belonging to Andy Vowles and "Loon a Sea" belonging to Alistair are tied with "Flying Cloud" and "Gladiator" close behind. Just to remind our angling members – to qualify for the chicken run you'll have had to have entered three previous competitions during the year – that includes the juniors as well. As you can see from these two photographs, Ray Perkis had a



very good day's fishing around Lundy Island a few weeks ago with idyllic weather conditions. In the picture on the left he is showing off the Ballan Wrasse he caught in Jenny's Cove on the west side of the island. For all those members who haven't come across a Ballan Wrasse before, it's the orange speckled one, and they are one of the most frequently seen fish around the Cornish coast. They are slow growing and can live for up to 20 years, their longevity helped by the fact that the British consider them inedible, so when caught they are usually returned to the sea, which is what happened to this one. Ray also caught a 4-5 lb pollock in the same location, which he is holding up in his right hand with the rugged cliffs of Lundy in the background. Simon Leek on *La Paloma*, also in attendance during the night caught some spider crabs in the sheltered harbour, together with a couple of small flounders and numerous mackerel which he brought back and distributed amongst CBYC club members and staff. They both enjoyed their short stay on Lundy and thought the food in the Marisco Tavern was excellent. They highly recommend the Exmoor beef steak and thought the locally cured ham and eggs were delicious. The Regatta Special was held on the 28 June and resulted in 25 entrants with Shaun Harris aboard his grandfather's boat, *Ice Maiden*, winning the Uptider Rod with a Thornback ray of over 8lbs. The heaviest specimen aboard at the moment is a Thornback Ray caught by Jeff Thomas on *Flying Cloud* at 15lb 8oz, plus an outstanding bass caught by Falkland on *Moonstruck* on its maiden fishing voyage. The bass weighed in at 10lb 2oz, a really magnificent fish which will take some beating this year.

Membership continues to grow and at the present time we have 105 members. That's getting near the record of 117, which we enjoyed some two years ago. Please keep up the strong support for the competitions. During this month we have had the 2 day, "no limit" competition which was enjoyed by quite a few members of the angling section. I wish you good fishing for the rest of the summer. Syd Hearn - Angling Chairman

Ellen MacArthur to call in for a chat!



Trust Skandia Round Britain: Voyage of Discovery. 17 legs, 85 young people, and 4 ½ months later Scarlett Oyster will return to Cowes having completed an amazing journey and hopefully inspired many incredible young people both in and out of treatment around

the country with a positive message of what the future can hold. The Ellen MacArthur Trust is a national organisation giving young people between the ages of 8 - 18 who have suffered from cancer and leukaemia the opportunity to



take part in the new and fantastic experience of sailing. As Scarlet Oyster makes her way around the country Ellen will be giving public talks at many of the key stopover ports whilst Scarlet is in dock. This will be the first time Ellen has spoken publicly about her life since her world record-breaking circumnavigation of the World ended in 2005. She will be recounting stories about her amazing and varied experiences at sea, as well as talking about her work with the Ellen MacArthur Trust and her plans for the future. All money raised from these talks will benefit the Trust.

We are very pleased to confirm that Scarlett Oyster is due to visit us at CBYC on Wednesday 26 August at approx 4 to 5pm where she will be tied up on our Visitor pontoon until she leaves on Saturday 29 August. Ellen will also be giving a talk at the Club, in the Quarterdeck Bar, on Thursday evening 27 August commencing at 6.30pm.

Tickets: £10 adults, £5 children and concessions are available at www.ellenmacarthustrust.org together with further information on this worthwhile charity.



Challenge Wales on the hunt for crew for the Small Ships Race



It has been a busy few months for Challenge Wales and a lot has been happening to raise awareness of the yacht and the charity, including a TV appearance, press coverage and a radio outside broadcast taking place while the boat has been at sea. The number of

volunteers wishing to get involved has been steadily growing (but we still need a lot more!) as well as the number of young people's organisations who have got in touch and want to become part of the sail training programme which has been developing. On top of this we have launched the website, been interacting with our fans on Facebook



and tweeting on Twitter. If you want to get involved there are still plenty of opportunities and if you are keen to get some extra sea miles and offshore sailing under your lifejacket and are aged between 14 and 25 years then Challenge Wales has a great opportunity for you!! Challenge Wales is looking for young people, and the young at heart to become crew for the Association of Sail Training Organisation's (ASTO) Small Ships Race this August.

This will be the first official race that Challenge Wales has taken part in since being owned by the Welsh-based charity. Being built for racing, Challenge Wales is hoping its chances of winning will be fairly high. Coastal races and festivities begin on Saturday 8 August, the Small Ships Race from Greenock to Belfast starts on Tuesday 11 August and crew will return home on Saturday 15 August.

The race over to Belfast is scheduled to tie in with the arrival of the Tall Ships Atlantic Challenge Fleet so the crew on Challenge Wales will be in for a memorable, exhilarating and challenging experience.

The race is aimed at young people and 50% of the crew need to be aged between 14 and 25 years. Any CBYC young person who is looking for adventure this summer and wants to become part of the crew should get in touch as soon as possible.



Challenge

Wales also needs crew to sail the boat from Cardiff to Greenock, Friday 31 July to Sunday 9 August, via Bristol for a weekend of festivities at the Bristol Water Festival and back from Belfast to Cardiff, Saturday 15 Aug to Friday 21 August. This is the perfect opportunity for more experienced sailors to build up their sea miles and offshore experience or for young people to learn more about sailing skills. Crew are welcome to join Challenge Wales for one or more of the legs.

Even if you are not an experienced sailor, or maybe you don't think you are but if you are willing to learn, have fun and be part of a team, then you could well be the person we are looking for. We can also help with a bursary fund and help those selected fundraise for their place on the yacht. If you see yourself as a potential crew member for all or any of the legs from either Cardiff to Greenock, the Small Ships Race or the trip from Belfast back to Cardiff please get in touch.

Moving into Autumn and Winter there will be opportunities for sailors to join us for day and weekend trips when hopefully the weather conditions will be more challenging, a great opportunity to gain experience in rough (ish) weather sailing! As the nights draw in and Christmas looms on the horizon why not purchase a Challenge Experience Day as a gift? Our schedule for Autumn/Winter and 2010 will be on the website soon so you can check online for details of all our sailing trips and then just give us a call to book.

**** STOP PRESS**** Challenge Wales anticipates being in Dublin (tied up in the heart of the City for the Six Nations Ireland V Wales match on Saturday 13 March 2010). If you would like to join us for the 'Six Nations Dublin Dash' please register your interest so as soon as dates and prices are released you will be first to know.

For more information on Challenge Wales call: 029 20 705749, email: reservations@challengewales.org or visit www.challengewales.org

Beam us up to Fort William - *Starship* and their experience of the 32nd Three Peaks Yacht Race

It's Saturday, 20 June 2009 and CBYC's very own Sigma 38, *Starship* makes a good start at Barmouth, but they can have no idea of what now lies before them. This year's race turned out to be one of the longest and most gruelling ever, with the crews on the 32 starters all facing nearly a week of sailing, rowing (hours and hours of rowing!), running, and cycling before them. In the course of the race each crew competing for the Tilman Trophy had to send four of their crew, over the course of 5 days, to race from the yacht to the top of Snowdon, Scafell Pyke and Ben Nevis, the three highest mountains in Wales, England and Scotland. We plan to tell the full story of *Starship's* incredible saga in a later edition of Bear Essentials since we haven't got space in the current edition to do them full justice.



Starship's 5-man crew was led by skipper, Laurie Wheeler, and also included Stuart Quine, runner and cyclist on Scafell; Andy Evans, runner on Snowden and Ben Nevis; Mark Lewis, cyclist and runner on Scafell, and Jim Charles, runner on both Snowden and Ben Nevis. The team won the Tilman Trophy awarded to the yacht that got at least four of its crew to the top of all three mountains, finishing 11th overall in the race. At the bottom of picture on the left *Starship* is pictured, not for the first or last time, rowing to get out of the Menai Straits.



Watch this space for the full incredible story of the crew's efforts in this unique 32nd year of the famous Three Peaks Yacht Race. Has it all been worth it? It's exactly 5 days later at Fort William and the team has won the Tilman Trophy awarded for getting 4 of the crew up the mountains. Bill Tilman would have been extremely proud of you. It was a fantastic performance. Well done, *Starship*!



Saturday evening dining

I am pleased to report that the Saturday evening dining experiment is proving very successful with, on average, over 30 covers being served each Saturday. Although we started off with a free bottle of wine for every table of six and more, the fact that this offer has now ended does not appear to have deterred members. But to entice you further we may even bring the offer back for the month of August - please keep an eye on the notice board for details!

The success of Saturday evenings is not only down to you, the members, but can also be attributed to Quentin, our resident chef, for his innovative menu together with the ever helpful Zibi for whom nothing is too much trouble, even if you turn up and ask for a table of ten but have forgotten to book!!

Saturday evenings in the Club are now busy and vibrant with a welcoming atmosphere - let's hope that with your support they continue. Oh, and don't forget to book!

“They just walked under the River”

Alan Thorne tells the extraordinary story of what happened in the latter half of the 19th Century when Penarth, and Penarth Docks in particular, came alive thanks primarily to the great engineer Brunel and the booming trade in Welsh steam coal as increasing numbers of people had to get back and forth across the Ely. Let Alan take up the story.....



Until the 1850s the present site of the Cardiff Bay Yacht Club was one long, eastwards pointing, mud promontory. It was covered at high water and exposed at low water. A Parliamentary Act passed in 1857 authorised the construction of Penarth Dock.

The Harbour opened in 1859 and the Dock in 1865, which meant that some sort of communication now had to be established between the Cardiff side of the Ely and the new docks. The first ferry started in 1857, a small steam paddle steamer owned by a Mr Clements. It was not a very promising enterprise. Twelve years later, in 1865, when Penarth Docks opened, the dock company introduced a cross-river, steam-driven, chain ferry worked with a crew of two. These two pictures were taken in 1898 when the



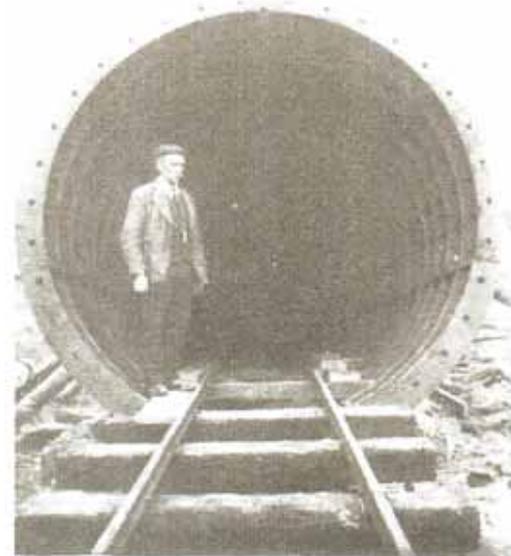
Chain Ferry from the site to Penarth 1898



chain ferry was about to finish. After taking the first picture the photographer took his camera over to the new

Penarth Dock and took the second picture which may well be the very first photograph of the site now occupied by CBYC. Quite an historical gem! Due to the vagaries of tide and weather, you won't be surprised to hear that this little chain ferry enterprise was not a great success, so during the course of 1899 work started on our famous subway, the entrance to which used to be in the space now occupied by our boatyard. Just look at these pictures. As you can see, it was quite an undertaking.

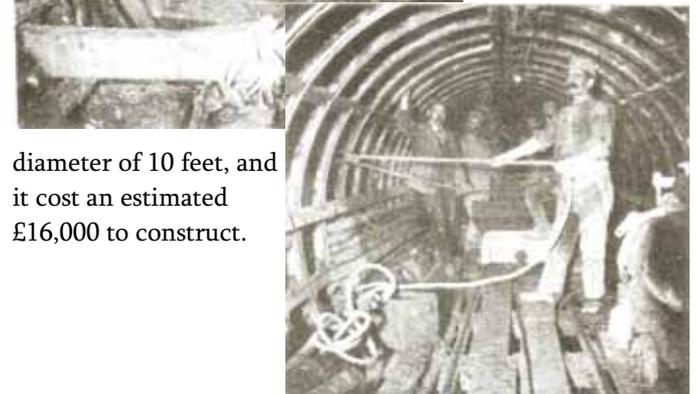
A huge tubular cast iron tube was constructed in two



sections, the Penarth bank section was designed with a gradual slow curve, and as it approached Penarth it went through a 75° turn. The subway itself was 38ft below water level at high water, under



layers of river mud and glacial silt, with the subway itself bedded down in gravel. It was 1,257 feet long, had an external



diameter of 10 feet, and it cost an estimated £16,000 to construct.



The only memory that remains on our side of the river is this cast iron surround, bearing the date 1899, which has now been erected over the door, on one wall of CBYC's boatyard winch house. The Subway opened on 14 May 1900 and was finally closed more than 100 years later, in September 2003. It had proved a great success. In its early days, the toll was one old penny per person, tuppence for a pushbike and fourpence for a pram. Tolls were collected up to 1937, although the revenues were never impressive - between 1934 and 1939 the average revenue amounted to just £77 per annum. The subway was used by some 355 persons per week on average. The entrances



were bricked up in 1963. During the years the subway was open it was guarded by a team

of six Penarth Dock policemen, members of a private police force based in the Marine Buildings, now facing the Penarth end of the barrage. Here is Constable James Craig Jackson in the uniform they wore at the time. One final rumour



surrounding the subway (which we have been told on the extremely good authority of a prominent Penarthian) is that there are at least 5 or 6 men and women still living in Penarth today who can trace their beginnings back to the amorous activities of the American troops staying in the town during the last war who apparently enjoyed - quote - "a lot of rest and recreation with some of the ladies of Penarth in the conveniently dark and deserted Ely River subway". If only all those old glistening tiles could talk!

I'm being followed by a *Moonshadow*



Anders and Adrienne Leijerstam, CBYC members and owners of *Moonshadow*, a Holman & Pye designed Slipper 42 ketch moulded by Tylors in Tonbridge Wells in 1979, were looking for someone to help them sail to Lagos, Portugal, and it was a word from another CBYC member in late February this year that brought them together with Vice President, Colin Lyons, and Ian Gorton. Anders continuesMoonshadow came into my possession in April 2007 after a visit to Dickies Boatyard in Bangor where she had undergone a 5 year refit for Mediterranean cruising, which sadly for the previous owner, never materialised after his wife decided to stay at home with the dog!! I ask myself - did I have a positive premonition 38 years ago when I asked Adrienne to marry me, that one day she would be willing to spend a whole summer sailing the Med?? Last year we took a 3 week trial sail to Southern Ireland but the Isles of Silly trip ended up as 5 days at Watchet waiting for weather which never arrived! At this point the Mediterranean seemed extra tempting! I spent four months re-fitting our aft cabin and a fair bit of the galley and Cardiff Marine Services gave me support in other aspects which I couldn't handle myself. And then.... on May 1 at 19.30 we locked out! Now at long last, our trip to the Med and beyond had begun. It took Colin, Ian and myself 8

days, 4 hours to sail from Cardiff to Lagos. We took one stop at La Bayona, northern Spain and then a



gale force 8 in the Bay of Biscay gave us a good push in the right direction contrary to the southerly gale hitting us just before Cabo Vincente and just round the corner from Lagos. Colin and Ian flew home and Adrienne joined me a few days later.

We will continue with Anders and Adrienne's trip to the Med in the next edition of Bear Essentials in October.

Dates for your diary

The **Cruiser Racing Prize Giving** will take place after racing, on Tuesday evening 18 August to cover:

- Weekend Spring Series
- Tuesday Night Spring Series
- Club Regatta
- Tuesday Night Summer Series

The usual Hot Buffet will be available and the prize giving will follow immediately after.

Shanghai and Nimrod Cups 2009

- Registration Saturday 5 September
- Races scheduled on 6, 12, 13, 19, 20 and 26 September
- Evening entertainment provided every Saturday night throughout the event culminating in the usual Black Tie Ball

Further details, together with the Notice of Race, will be published on the website and will also be posted on the Club noticeboard just outside the main entrance over the course of the next few weeks. You can also contact our Sailing Secretary, Scott Cole, on 07977114953 if you have any further queries.



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CARDIFF BAY YACHT CLUB

BAR AND RESTAURANT OPENING HOURS

Restaurant run by Sue Jones Catering - Tel No: 07779315609

Summer Opening hours with effect from 1 May 2009

DAY	BAR	RESTAURANT	
Monday	12noon-23.00	Closed	18.00-21.00
Tuesday	12noon-23.00	12noon-15.00	18.00-21.00
Wednesday	12noon-23.00	12noon-15.00	18.00-21.00
Thursday	12noon-23.00	12noon through to	21.00
Friday	12noon-23.00	12noon-15.00	Closed (unless there is a Function)
Saturday	12noon-Midnt	12noon-15.00	18.00-21.00
Sunday	12noon-22.30	12noon-15.00	Closed

- The restaurant serves Lunch on Saturday.
- The restaurant is now also open on Saturday nights from 2 May to 31 August, 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.
- Tuesday night is usually a hot buffet to link in with our Cruiser Race Night.
- The Restaurant also provides evening Bar meals on Monday, Tuesday and Wednesday evenings 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.
- To avoid disappointment it is recommended that you ring either Sue on 07779315609 or Zibi on 07854722843 to book a table.