

# CARDIFF BAY YACHT CLUB

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**CHALLENGE WALES -  
SAIL ON THIS BOAT!**



# A Nautical Welsh Lady for Welsh People!



Are you aware of the presence in Cardiff Marina of a boat which is of a considerably larger scale than we have been accustomed to in the Bay? The yacht in question is called **Challenge Wales** which competed as **VAIO**, one of 14 identical 72' boats in Chay Blyth's Global Challenge



Races around the world "the wrong way". The yacht is now owned by the Welsh-based charity, Maiden Voyage Ltd, thanks to financial support from the Wales Council for Voluntary Action. The charity's aim is to introduce and promote sailing and team work to the young people of Wales who, for whatever reason, have been unable to undertake such an experience or adventure because of lack of opportunity, or awareness, or social or domestic limitations. To help fund the project and achieve its charitable aims, the



boat will also be used for corporate charter and special events, paralleled with a fundraising and volunteer recruitment

programme. Two of the key people behind **Challenge Wales** are Catherine Smith and Andy Hall. If you look closely at the flag flying from the yacht's spreaders you would be forgiven for thinking it might be Greek or Cornish, but NO, it's the flag of Brittany, Catherine's birthplace, so don't call her French or a steely eye will rivet you to the deck! Catherine has had a long and illustrious career in business in Europe but has now returned to her very first love, the sea.

She has done two Fastnet races, several ocean crossings and lots of cruising in the Med and Caribbean. All that business experience, let's call it "nous," and tremendous energy is now channelled into this project, of which she is the Operations Director.

CBYC member, Andy Hall, was born in Cardiff and started his impressive sailing career as a child in a pram dinghy obtained from Roath Park Lake! His CV includes crewing in the two-handed Round Britain Race in 1982 and sailing on the 60ft trimaran **Colt Cars GB** with Rob and Naomi James in 1983. He then won the Plymouth to Villamoura race in that boat with Jeff Houlgrave. He served his apprenticeship with the Cardiff Pilotage Authority and eventually obtained his Class 1 Masters Certificate in 1988. Since then he has done nothing but skippering at sea! Andy Hall has been Master of various vessels in the Offshore Industry including cable laying, diving and pipe laying vessels. He has spent some 4 years in ship management.



To raise its profile, **Challenge Wales** has an exciting sailing programme for 2009 in store:

**The Fastnet Challenge** - five day sailing trips in the Spring and again in the Autumn, around the famous rock followed by some traditional Irish hospitality on the way home!

**The Celtic Experience** - these 6 to 8 day trips aim to maximize the unique geographical location of Wales by offering her sailors the chance to 'go international'. The close proximity to the Irish Republic allows for the opportunity to regularly sail in her unspoilt waters and to experience the relaxed way of life in this charming part of the world. Weather permitting, Brittany will be the focal point of the longer sailing trips. Think about that French food and wine!

**Galway Volvo Leg 8 Start** - a trip from Cardiff to Galway to see the start of Leg 8 of the Volvo Round the World Race, via an Irish port.

**Round The Island Race** - on the 20th June some 1700 sailing boats will set off from Cowes, all trying to sail round the Isle of Wight as quickly as possible. Never been able to do it? Here's your chance at £345 per person from 18 to 21 June inc.

**The Tall Ships Races in the Baltic** - This summer the yacht will be participating in an international sailing extravaganza and has lots of sailing opportunities on offer. Though mainly aimed at youngsters between the ages of 16 and 25, some berths are open to older sailors too. The first race starts early in July from Gdynia in Poland, calling at St Petersburg in Russia. The second race finishes in Kapelia, in the newly independent country of Lithuania.

Delivery trips in between these events will be necessary, offering a unique opportunity to gain sea miles for those who would like to qualify for RYA certification. Passage trips start from £60 per day per person. The costs of other events will vary so keep an eye on the website and CBYC notice board for full information. If you would like to be part of the Challenge Wales project, either as a volunteer crew, helping with the maintenance programme, taking part in fund-raising, or using the boat for corporate opportunities, please do get in touch. Training days are held regularly to give both novice and experienced sailors alike a taste of big-boat sailing and the chance to learn what participation in the project could mean. Contact details are:

[www.challengewales.org](http://www.challengewales.org)

E-mail [catherine@challengewales.org](mailto:catherine@challengewales.org)

Catherine 07919841198

Andy 07899927500

**\*\*STOP PRESS \*\***

The first 'Alternative Sunday Lunch' fund raising trip (a.k.a. a day sail and curry trip) was a great success on 29 December. Thanks to all those who came along and a big thank you to The Albion, Penarth for providing all the food. Keep your eye on the website and notice board for details of the next trip and how to book your place.



## Proposed Three-Clubs Joint Regatta



The plan is that this new venture should be a bit like a mini Falmouth week! Saturday 23 May, Sunday 24 May and Bank Holiday Monday 25 May - Penarth Yacht Club, Cardiff Yacht Club and Cardiff Bay Yacht Club combine to hold a three-day event. Events will be both connected and combined with racing on each day controlled by one club. Lots of ancillary activities with fun for the youngsters, demonstrations via the RNLI, angling competitions and racing inside and outside the barrage as each Club decides. The idea is that this joint approach will deal with the recent problems of poor attendances at our local regattas. Plans also include social events being organised by each Club in turn. Steve Cooper, our Sailing Secretary, would be delighted to hear of any ideas members may have for new or different events to be held over this period - all the Clubs hope it will be well supported and fun for everyone!

## CBYC AGM - the most important meeting of the year

- is to be held in the Clubhouse on Wednesday March 25, at 20.00hrs sharp. The important business of the night will include reports from the Officers, including the Treasurer dealing with the Club's progress over the last year, with his usual much loved Power Point presentation! There may be motions to debate and financial matters to be agreed. As we all know, the Club is both a business and a club; the people you elect are amateurs, in the sense that none of them gets paid. These jobs are not sinecures. They require members with energy, dedication and an interest in the good running of every aspect of the Club's activities. It's sometimes hard work. The monthly committee meetings are very often just the tip of the iceberg, but the coffee and chocolate biscuits are good!! Every aspect of the Club's wellbeing needs good management, diplomacy, and an ability to take decisions which not everyone may always agree with. The Management needs a team that is active, productive, business-like, hard working and most important of all is happy in its work. The support of all members is important to achieve this.

## Idris Dibble, Dinghy Chair, brings us up to date for 2009

Last year the weather was pretty awful! But did it stop us from enjoying our favourite sport? Not a bit of it! At the end of November the section held its Annual Laying Up Supper and prize giving (pictured right), a popular night attended by 50 sailors who had a very enjoyable evening. So what's new for 2009? I would like to see more importance given to training, and in response to requests from a lot of you, I will make myself available on as many Saturdays as possible throughout the season for whatever your training needs are. As per last year, these will be known as **SUPERVISED SATURDAYS**. The Club will also be running a number of courses in FIRST AID, POWER BOAT LEVEL 2, SAFETY BOAT, START RACING, VHF RADIO, RACE OFFICER and most important this year with the new changes to the racing rules, UPDATE ON THE RACING RULES, and hopefully new this year ASYMMETRIC SAILING. Please check for more details on the above courses either on the Club web site, or in the leaflet enclosed with this edition of Bear Essentials. You can also have a chat with Ruth in our Admin Office to check availability. I am also looking to forge closer links with other sections within the Club. Many years ago we used to hold a dinghy members cruiser race and a cruiser members dinghy race. This was a lot of fun and enjoyed by all, so watch out for details.



Here are some dates for your diary: Dinghy Racing will start at 10:30 on the 1<sup>st</sup> March. The Asymmetric Series will start on 15<sup>th</sup> March and the early Wednesday Series will start on the 27<sup>th</sup> April, with a Safety Boat course on 21<sup>st</sup> / 22<sup>nd</sup> Feb. Sail Fast, Have Fun!

# Who wants to be the O.O.D?

**CBYC's Principal Race Officer David Cairncross, with subversive insight, gives us his guide to getting it right!**



There are many things in life in which we all seek to excel. Earning money, eating and drinking well, caring for our friends and family and finding a cheap dentist are just examples. There are also things we should strive to do as badly as possible – washing up, mowing the lawn – in the hope that you will never be asked again.

Race Management comes into this second category. If you show the merest sniff of interest you will find

yourself burdened with it for what will seem to be the rest of time, whereas if you really are that interested in sailing then you should be out there doing it, not just watching.

Here then is a guide that you might find useful in ensuring your first appearance as a Race Officer is also your last. Some weeks before an event is held, the Race Committee publish a Notice of Race and Sailing Instructions. These describe the event, with race times and any odd rules they think it clever to apply. Race Committees are, like the Tooth Fairy and cheap solicitors, just a figment of your imagination, so these documents are always produced by the Race Officer. Best way to do this is to get some from the internet and just change a few dates and stuff. If you can get them from some reputable Club then you can be confident that the good and the wise have been poring over them since time began and so must be honed to perfection. Probably so perfect that you needn't bother reading them through yourself. They are, don't forget, for the benefit of competitors, so nothing for you to worry about.

As race day approaches there are a number of important things to do. Your first consideration must always be to changing the time of the first race. Do it too soon and everyone knows, but if you leave it late and bring the race time forward then you'll soon make lots of new friends. You need to see their little faces to appreciate the joy you have caused. It's also a good time to stop looking out for the weather. Forecasts are always wrong so decide what the weather will be like at least a week before the race. This way you can brief your mark layers and decide your course well in advance, leaving time for that extra pint before heading off to the start line. If you are going to be using a VHF radio then now is the time to test it. Make sure it's fully charged and then leave it switched on overnight in the bottom of your bag before the race day. Make sure you lend your spare radio to someone who is certain not to return it in time. You have probably got enough air for the hooter so you needn't check that.

Anyway you used to have a whistle somewhere. Some race officers use two timing clocks. This is just asking for trouble. You'll never start them both at the same time and if you set them at different times and one stops you don't know which one has stopped. Much easier with just the one clock - if it stops it stops, but nobody dies. After 3 hours racing in the Channel most competitors will understand if you can't produce any results.

Committee boats are always jolly good fun. If you get the chance

choose a very small boat that rolls around like you're standing on a football.

This provides much better



pre-race sport for the competitors as you try to arrange your clock, hooters and flags. Anchoring something more substantial, like the club workboat, in the Bay at the end of a start line is just ridiculous. You might be surprised at the amount of damage you can do to a Sigma 38 for example. It's quite a good idea to have some 'help' on the boat, not because they are likely to be of any use but because you then have someone to blame for it all going wrong. It's important to make sure that anyone you do take has never been racing before. They'll only irritate you with a stream of useful and probably good advice - remember, you are trying to get worse not better. Take a cook and someone good looking then at least the day isn't completely wasted. Come the start of the race you might have to tell the competitors the course over the radio. A couple of useful tips here. Never commit the course to paper - always try and remember it. That way each time you repeat it you can say something slightly different. After three or four goes absolutely nobody knows what's going on. That makes it fairer really as half of them wouldn't know what was going on anyway. The best time to announce the course is when you can see the maximum number of crews are being screamed at with 'opportunities for improvement' regarding mainsail hoisting from their skipper. A little bit of calm sometimes helps to relieve the confusion. Before starting a race always wait for competitors who are late.



It's probably not their fault and nobody minds waiting really. If they don't like waiting they shouldn't turn up so early and will hopefully learn from the experience. The start sequence should be started whenever you like. Don't bother with postponement flags or anything. It's just more flags to put away afterwards and a waste of valuable hooter gas. While on about flags, you don't need to worry too much about which flag goes up when. Nobody over the age of eight knows what they all mean anyway. Don't forget that very short hooter blasts are much more easily heard than long ones, and that if you hold the hooter on its side you should be able to make it a fair bit quieter as well.



In the Channel it is quite fun to start the race just as a 10,000 ton tanker full of petrol is half way between the Ranie and Outer Wrach. Listen to Channel 68 and learn what ABP and the Bristol Pilots Partnership really think about leisure yachting! When thinking about recalls you have to bear in mind the aggravation of it all. More flags, more hooters, and time is getting on now as you started late anyway. A couple of boats over the line – well whatever, I reckon it's only winners or losers who are over the line so it doesn't matter that much either way. They are only cheating themselves really, so let them get on with it, I say. You're not their mother. (Well obviously you might be, but you have to put that to one side for a moment.) As the race drags to an end try and write down the finish

times. You might miss a few but you can always sort that out later. Most of them, like you, will just be glad it's all over. You're pretty much done now. You just need to put everything away and work out the results. Make sure all the marks are put back so that their next user finds it as difficult as possible. Useful tips here might be to tie them all together, hide all the anchors or just leave them all out there. Make sure you use all the fuel in the committee boat - leave the bilge pump running, otherwise the engine might start next week.

Funny things results. Before you've finished working them out everyone and their brother seems to have a fundamental human right to know them, but afterwards nobody seems that bothered. If you can then post them on the other side of a locked door – that will show them. Don't forget – it's your race. If they don't like the way you do it then you're halfway there. In any case every misfortune that competitors bring upon themselves between arriving at the Club and leaving it later is going to be your fault. Sometimes the temptation to make them right in some respect is difficult to resist.

Hopefully by following these few simple hints you will find that in a very short time your name drops further and further down the Race Officer duty list.

*In the next edition of Bear Essentials Eric Williams, a legendary O.O.D. in his time, plus our old friend Col Syd Thomas, will be giving their views on the art of controlling yacht racing.*

## Common sense or lunacy? A famous sailor goes public with his views

When we are sailing most of us use prudence, experience, training, study of charts, weather interpretation, safety concerns and (dare Bear Essentials say) a fair amount of common sense? So where precisely does the lunacy come in? Well it comes from that famous government department called "The Health and Safety Executive" and where does the lunacy come in? From some of their recent pronouncements on sailing! They have recently sent out a statement declaring that a Topper dinghy requires a life raft! They have recently declared that there should be safety toe rails around all marina pontoons! Can you imagine the danger in that when boarding or leaving a yacht? They have recently declared that all commercial yachts must carry body bags for every member of the crew! Robin Knox Johnson says, "Presumably the last man alive on board must zip himself up before he expires."



Oh, by the way, they have also included a helpful note, stating that all commercial yachts should be able to store cadavers in a refrigerator until they reach their next port of call. The terms 'stupidity', 'lunacy' and an 'arrogant abuse of power' have been used in reference to the above. Add to this the current legislation now being discussed regarding alcohol abuse and steering a boat, possibly under the influence of beer or wine, and imagine the difficulties in Cowes or Cork week in establishing who was on the helm at a certain time when an incident occurred and therefore who should now be breathalysed. Who would operate this policing and how, when most crews consist of maybe 6 able-bodied men and women, all of them capable of holding a tiller? Bear Essentials says, thank goodness for the RYA and the WYA, who are currently studying this proposed legislation, and who will hopefully bring sanity, not to say common sense, into play. There is a general election due in about 18 months time, and one particular political party has indicated that it might abolish the Health and Safety Executive if elected. Bear Essentials just can't think which way sailors would vote on this topic – can you?

**The CBYC Annual Dinner and Prize Giving** will be held on **Saturday 28 February**. We have decided this year not to have a guest speaker for two reasons: the credit crunch and we couldn't find anyone interesting anyway! However, at the last minute, a very cheap alternative emerged and we couldn't really turn it/him/her down! So, together with all the candidates in line to receive this year's Farmer's Trophy, we are sure there will be plenty of laughs to be had on the night. Tickets will be on sale soon, so keep an eye on the website and Club notice boards for further details.

# The past, the present and the future - the last word from our retiring and very hard working Sailing Secretary, Steve Cooper

## 2008 Frost Bite Series

After a well earned two week break following the highly successful Shanghai and Nimrod Cups in September, the series got underway with a big fleet on the 12 October. With 15 entries for the P.Y. cruiser class, 11 in IRC Cruiser Racers and 8 in Sports Boats (34 in total), this proved once again to be one of the best supported events of the 2008 season.

Unfortunately, numbers did fall away a little towards the end of the series, particularly in Sports Boats, but the racing was quite tough at times with a number of longer channel races over low water so wear and tear got a little high. With 9 races scheduled, it was very competitive in all classes and there were no runaway victories, with most of the boats in each class having to fight it out right to the last race for top places.

Consistency was the name of the game and Rob Freemantle's Dehler 36 *Valkyrie* emerged as the eventual winner in P.Y. followed by Howard Easton in *Sea Witch*, a

### JUDGEMENT DAY



Moody 336, and in third place Steve Parker in the much-travelled Gibsea 42 *Courtier*. In IRC a very close battle developed between the two J109s, *Jack Hammer* and *Judgement Day*. Unfortunately, *Judgement Day* missed a race and John Ballinger in *Jack Hammer* took the series with Andrea and Jonathan Tithecott coming home a well-

deserved second. Alan Shaft and Nick Hankins had a consistent series in their Projection 920 *Sleeper*, finishing third. Jim Hall's J92 *Duck 'n Jybe* took a very credible three first places in this class, but did not get in the prizes as a result of missing three races.

### SLEEPER



This year the Cork 1720 *Musketeer* had to slug it out on their own against the J80s. We have at least another four Corks in the

Club, so come on guys, help them out !! As the usual skipper of the J80 *Red Syke* has been deported back to the penal colonies (aka Australia), our

currently boatless Commodore, Kevin Rolfe, sailed this boat to a well-earned third place, which was a good effort in a different boat. The usually very consistent *Musketeer* sailed by Ian Jones and Duncan Symes was certainly out of luck this year, finishing fourth.

A sometimes lively but good humoured contest ensued between the J80s *Purple Haze* and *Junior High*, with Scott Cole and Simon Thomas in *Purple Haze* just edging first place by two points and *Junior High* coming home second (Steve & Andrew Cooper) and hoping for a little better luck in the season to come. Andy and Sue Deverson in their J80 *Just in Time* were well on the pace at the start of the series but some untimely sail failures and crew shortages rather curtailed their efforts towards the end. They do make the effort to travel from Bristol most weekends during the racing season, so if there are any budding sports boat crews out there please get in touch with them. The prize giving and end of season Christmas Party took place at the club house on 13 December with nearly 150 members of crews and friends turning up. Good company, good food and good music were all that we needed for an excellent evening, much enjoyed by all until the small hours. We also took the opportunity of presenting the prizes to the winning boats which took part in the Marine Scene Spring Weekend Series. Our apologies to the competitors for this somewhat protracted prize giving and our thanks to the sponsors for their continued support.



## 2009 Season

Racing recommences on February 8 with the start of the winter "Early Bird Series". Our principal race officer and webmaster David Cairncross has produced a Notice of Race for all the forthcoming season's series racing together with the proposed dates, which are now available on the club web-site. You can enter an individual series or all of the season's racing on-line, and on line payment of racing fees will be introduced in the near future. Once again there is a discount available for payment in advance of the whole year's racing. It does help considerably with race management if you enter races in advance on line, rather than leaving it until the day you actually start. Please remember to visit the web-site regularly for all the latest information. I am delighted to advise you that the club now has five RYA-

trained race officers and thank you to our willing volunteers and to David Cairncross for instigating and organising the training. You may be highly amused to read on page 4 of this edition of Bear Essentials David's article on "What it means to be an O.O.D" I laughed my socks off! Well I



would have done if I was wearing any. Well done David! Sadly my term as Sailing Secretary comes to an end in March and I would like to take this opportunity to thank you all for your support and to those who have helped me along the way during the last two years.

I wish you all a Happy and Prosperous New Year.

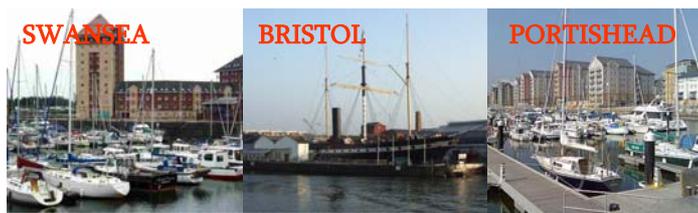
Steve Cooper - Sailing Secretary

[s.cooper364@btinternet.com](mailto:s.cooper364@btinternet.com)

07966 367538

## The CBYC Gentleman's Class

please read on .....



Ladies and gentlemen we are pleased to announce a new era of racing in 2009 from CBYC. Are you looking for some races (or an excuse!) to visit venues in the Bristol Channel? CBYC is going back to basics providing either, racing under IRC, or a new concept, cruise/race in company in the '**CBYC Gentlemen's Class**' (PY handicap / white sails only).

There will be 8 races in total starting on Saturday 11 April to Swansea; 2 May to Portishead; 23 May to Bristol; and 13 June back to Swansea. All races will return home to Cardiff the following day. Most of the finish lines, and 1 or 2 starts will be without a Race Officer being present so we will use GPS time when you cross published transits. This will be noted in your logbook and given to the Race Officer.

Courses will likely be split between the two classes and announced on VHF.

We hope, subject to the weather forecast, to have a good turn out but we really need your support in terms of early entries so that we can negotiate a deal with the Marinas, and do some research for eating out / socials. It is intended to have the Series Prize Giving at the Summer Ball. There are plenty of cruiser race trophies in the cabinet so why not give them an airing!

For further details please check out the website, or contact:

Mike Bailey: [sailjuals\\_2@btopenworld.com](mailto:sailjuals_2@btopenworld.com)

Peter Pope: [peter\\_r\\_pope@msn.com](mailto:peter_r_pope@msn.com)

## 73 ANGLERS OUT LOOKING FOR COD - IS THAT A RECORD?



Yes, according to Angling Chairman Syd Hearn. The best overall catch was made by Jeff Phillips (pictured left) on Foxy Lady. This one weighed in at 16lb 5oz, the best cod caught so far this season. Jeff won the £50

prize which will be presented at the special prize giving night this coming April.



Both dates organised for last year's Open Cod Competition had to be abandoned due to inclement weather. Pictured above are some of the prizes being presented, together with the local RNLI being presented with a cheque for £500, which was gratefully received by Gareth Wigmore.

The Chicken Run Competition was very well attended, as I have said, and the 73 anglers included 28 visitors, with some very notable catches. Alex Jones was the winner of this one with a 13lb 9oz cod, second was Alistair on *Loon-on-Sea* with a cod of 10lb 2oz, third prize winner was Oggy, otherwise Glyn Hopkins on *Gladiator* with a cod of 8lb 13 oz. For the first time cod took the first 7 prizes! Also illustrated is a

smaller cod caught by Helen Jones on *Duchess* (Andy Vowles's boat) which just shows what some lady anglers can catch fish, sometimes beating their male counterparts! Ray Horton continues to lead the



individual points chart, closely followed by Oggy and Kelvin Ledley. *Gladiator* is continuing its lead on the points chart for the boats, and we have a 3-way tie for second place between *Flying Cloud*, *Sea King* and *La Paloma*. The competition is now very close and I think we are in for an exciting end to the season. Good fishing to all our members!

# Going for gold in 2012 or even 2016 !



Ian Barker of Penarth Yacht Club is a long standing friend of ours. In September 2000 Ian won a Silver Olympic Medal for his performance in Sailing this 49er high performance dinghy. His achievements over the years on the water are unequalled. He was the 1988 Welsh Schools National Champion. In that same year he became Enterprise National and then World Champion. All sorts of international successes followed.



In 1993 he won 6 National and World Championships, sailing 505s in Germany, France and the UK, together with winning a Flying Fifteen (CBYC members please note) National Championship at Hayling Island. Ian has now turned his hand to coaching full time and works as National Racing Coach for the RYA. He has recently completed the Elite Coach Programme run by UK Sport. This ground-breaking course was specifically designed to accelerate the education of the country's best coaches from a cross section of sports towards the home games in 2012. He was the only sailing coach to qualify. So who better to advise all those talented young hopefuls on the opposite page of what lies ahead if they wish to scale the highest slopes of sailing achievement. Bear Essentials asked Ian for his advice and here is what he had to say:-

At the moment I am the head coach for the RYA 49er performance squad. There are various different squads in the RYA system, from junior and youth up a few more until you get to Performance or Podium, as some other sports call it, which is the top. To qualify to get into the Performance squad the sailors have to finish in the top 16 of the World championships, or top 8 in the Europeans. These standards are pretty much set by UK Sport, who also administer most of sailing funding via the National Lottery. Needless to say, it is hard to qualify in the top 16 in the World and generally it takes top performers 3 or 4 seasons' sailing to reach that standard.

Once you qualify for the Performance squad, and therefore funding, it lasts a year or until the next World/European championships. These qualifying standards are the same for all Olympic sports in the UK. At present we in sailing are full with 40 people on lottery funding across all the classes at performance level and the same again at development level. We have about twice as many funded athletes as Athletics for example. Any athletes who make it get paid to train full time from the lottery money. In sailing, the money they get will pay for about half their programme, the rest they have to find themselves. We have an enviable history of a strong 49er squad which dates back to the 90s. My job is to foster a spirit of "team" within the squad in order to raise each boat's standard to the best possible, but also to keep things edgy, as only one of these squad boats will ultimately go to the games. We have a way of operating which includes ground rules, standards of behaviour and involvement which enable the (mostly) smooth running of the squad. All these are continually reviewed and adjusted. We start each season in mid January with the basics. Boat handling, tacking, gybing etc. We tend to do this in Palma as it is too cold here to spend enough hours on the water. Then as the first regattas approach in April we move on to starting, racing and speed work. Then regattas on the European circuit until June, then the Worlds which could be anywhere. This year it is Lake Garda so we will probably do a fortnight's practice at that venue before the Worlds itself. I believe we have one of the most organised governing bodies and performance plans in the UK, if not the world.

On my UK Sport Elite coach programme, which I finished recently, I met and worked with many people from a variety of other sports and fields which served to confirm this view. The funny thing is, though, with all this extra support in coaching, funding and support services the guys and gals that will win the medals at the games still have to provide the last 5%, the killer instinct, the drive, dedication and attention to detail themselves. You can lead many horses to water but you can't tell who will drink the most! All this means that if you want to get into Elite sport you have to start young, be committed and have an environment to foster improvement on a regular basis through competition, whether that is a very competitive club set up, or trekking round the circuit in your camper van. You also have to have common sense, be clever, disciplined and aim to be in education up to the end of university age. Then you have to put in the time and be aware that might mean making sacrifices. I can assure you it will be worth it. Oh yes, and don't forget that extra 5%!!!

Thanks Ian. The young sailors of CBYC's Elite squads are grateful for your advice.



The Tornado now taken out of the 2012 Olympics. Photo by kind permission of Richard Langdon/Skandia Team GBR.



The newcomer to 2012 Olympics the (to be modified) Elliott 6 metre, which planes at 12-14 knots in 18-20 knots of wind. Photo by kind permission of Ivor Wilkins/RNZYS.



The modified high performance dinghy, the 49er.



The wind-surfer remains a class for both men and women.

# Youth at the helm



Matthew Whitfield - GBR Optimist National Squad Member, Welsh Optimist National Squad Member

*The 23 young Club members featured here have achieved membership of both the Elite squads of Great Britain and Wales, supported by their coaches and their parents.*



Nia Jones - GBR 420 National Transitional Squad Member - Helm, GBR Optimist European Team Member 2008



David Pain - GBR National Squad Member, Welsh National Squad Member, GBR Optimist Guarda Team Member 2009 and GBR Optimist Swiss Nationals Team Member 2008



Eleni Morus - Welsh 420 National Squad Member



Rebekka Thomas - Welsh Optimist National Squad Member



Alex Cole - Welsh Optimist National Squad Member



Hannah Tilley - GBR Laser 4.7 National Squad Member, World Girls Topper Champion 2008



Jamie Crook - Welsh Topper National Squad Member



Danielle Rowe - Welsh Topper National Squad Member



Gareth Viney - GBR Optimist Intermediate Squad member, Welsh Optimist National Squad Member



Conor Noyes - Welsh Topper Squad Member



Nathan Bailey - Welsh 420 National Squad Member, GBR Optimist European Team Member 2006



Joshua Burgess - GBR Optimist National Squad Member, Welsh Optimist National Squad Member



Dyfan Williams - GBR Optimist Development Squad Member, Welsh Optimist National Squad Member



Jack Preece - GBR Topper Intermediate Squad Member, Welsh Topper National Squad Member



Hannah Jones - GBR 420 Transitional Squad Member - Crew



Tomas Pain - Welsh 420 National Squad Member, GBR Optimist European Team Member 2008



Sara Doust - GBR Optimist Development Squad Member, Welsh Optimist National Squad Member



Molly Frost - GBR Optimist Development Squad Member, Welsh Optimist National Squad Member



Rachel Tilley - Welsh Topper National Squad Member



Sam Luen-English - GBR Topper Youth Intermediate Squad Member



Tom Collins - GBR Optimist Intermediate Squad Member, Welsh Optimist National Squad Member



Will Creaven - GBR Optimist National Squad Member, Welsh National Squad Member

# The 2008 voyage of the *Osprey*

Bear Essentials plans an occasional series of interesting, well photographed, testing trips.

*Osprey* is an Elan 333, her skipper Richard White says she is a racy design



that sails well in strong winds, which is just as well because we all remember the generally appalling weather we had in the UK last summer and how everyone's plans had to be adapted to some pretty atrocious conditions. CBYC club

member Richard White was born in Cornwall within sight of the sea. He now lives in Gloucester, but keeps his boat *Osprey* moored in our marina. Richard has built and sailed a number of boats from pram dinghies, Enterprises, Old Gaffers and even modern plastic craft.



His crew on this trip consisted of his daughter Anna, aged 21, his son Sam, aged 19, both language students, and of course his wife Sarah who is, surprise, surprise, a language teacher. Last August they all started on the initial part of *Osprey's* voyage from Cardiff to the Clyde. Let Richard take up the story:-

On the trip North we had enjoyed sunshine and mostly fair winds with even a nice gale from a convenient quarter carrying *Osprey* quickly on her way. The plan was going to change for the

trip back around Ireland. After a hard beat out of the Clyde amid spectacular scenery, we were holed up



in Troon for 24 hours awaiting something more appealing than 25 knots on the nose for the crossing to Ireland. When the wind came it was from the south east, strong with heavy rain. The forecast was for more bad weather so we amended our plan to sail around the West of Ireland and set off for Belfast Loch. The seventy mile crossing was exciting with winds up to 28 knots on the beam and driving rain - it was fast! The Scottish coast looked dramatic under the leaden sky with occasional glimpses of lighter grey.

The island of Ailsa Craig rose majestically in the gloom, awash with seabirds. After that crossing the North Channel saw us surfing at a sustained eight or



more knots, testing my son's helming skills and my

daughter's stomach. Both came through with top marks. The waves can get steep in the North Channel of the Irish Sea but only the occasional solid lump of water made its way into the cockpit. On clearing the coast north of the Mull of Galloway, we felt the full force of the south easterly wind. With three reefs in



our laminated 110% we were flying for a couple of hours. We were passed close by two ferries plying the route between Stranraer and Larne. I felt that we were probably having a more comfortable passage than those poor holiday makers on this particular August afternoon. On arrival in Northern Ireland the sun came out and we began to enjoy what was to become the only 24 hours of brilliant sunshine of the whole trip. After overnighting in the hospitable and affordable Bangor Marina, we sailed south inside the sandy Warren Islands and along the beautiful coast to Strangford Loch. The entry is not difficult although being surrounded by hazards, care must be taken not to cut any corners and to allow for the strong tides on the flood and the ebb. No problem for Bristol Channel folk of course, this felt a bit like home.

The village of Stangford is very pretty with a couple of visitors' moorings available 50 metres off the ferry slip.



Opposite Portaferry

Marina offers a charming low tech alternative, but the town is a bit of a shock with many buildings abandoned and boarded up. It looks like it was once a thriving town in a pretty setting but half of the businesses upped and left town one day. The only hotel/restaurant left open on the waterfront did serve us an excellent meal though.

The next day we explored a little way up into the loch using a large scale chart kindly lent to us by a local yachtsman. The loch is a large area of water about 15 miles long and 5 miles wide, peppered with islands and sandbanks but plenty of deep channels accessible at all states of the tide. The pilotage was a bit hairy and it required the eyesight of an eagle to pick out the various day marks referred to on the chart. The place is alive with fish, seals and sea birds of all kinds and we could have spent many days there exploring, despite the autumnal temperature and constant threat of rain. The following day our daughter left us to fly home from Belfast and we undertook the hard beat through the narrows and out to sea, heading south past the tiny fishing port of Ardglass. As *Osprey* approached Ardglass in the late afternoon the wind



was getting up from the south west with a bad forecast, so we prudently decided on port for the night. We were overtaken by a large American

yacht also running for cover as we navigated the swell in the approaches to the narrow harbour entrance. On entering the tiny marina at the back of the fishing harbour we were able to choose a very convenient berth on the outside, close to our new American friends, and after correcting the skipper in his choice of courtesy flag (we were still in the UK not in the Irish Republic) we learned that they had sailed from Bermuda in 16 days with perfect winds all the way. You can really get places with 45ft on the waterline! Anticipating the next blow, we opted for an evening walk before dinner around the pretty headland to the west, useful also to check out the sea conditions which appeared to be building up menacingly. The Northern Ireland coastline at this point is very attractive with bays and headlands leading south towards the Mountains of Mourne close to the border. The Mournes looked atmospheric in the evening light with the clouds scudding across the sky and their peaks shrouded in grey. The sea was dramatic, being grey/brown and covered with white horses. It had been the right decision to pack up early and head for harbour. On our return to the marina we noticed right away that disaster had struck us! Our guardrails on the starboard side had been carried away as if something

had ripped across our deck and a number of new scuffs and scrapes were visible. I turned to see a familiar craft now moored serenely on the long pontoon next to us.



A Bristol Channel Pilot Cutter, *Madcap*, had suffered engine failure at the vital moment with the wind astern when she needed to stop in a tight space. It hadn't happened and our pontoon and guardrails had taken the brunt of the impact. Her bowsprit and bob-stay had bent the steel structure of the pontoon but *Osprey* had got away relatively lightly under the circumstances. *Madcap* is owned by a true gentleman who went out of his way to ensure that all reparations were made and we were not out of pocket as a result. However, this incident kept us in port for 4 days. During this time we did some walking in the Mourne Mountains, which are beautiful, with a character all of their own, dramatically tumbling down to the sea with extensive views of the very rural country of Northern Ireland. The 24 hours following the incident were marked by some of the heaviest rain Ireland had ever seen. Underpasses in Belfast were flooded and cars carried away, the seas piled up in their rolling majesty in the entrance to Ardglass harbour, breaking over the top of the day mark placed to guide mariners safely in, as the south easterly continued to blow through. Eventually the weather improved and the boat was ready to leave for the south and finally arrive in the Republic of Ireland. After another crew change (again using Belfast), our son left us and our chef friend and his wife joined - the sail south was free of incident with a brisk south westerly on the nose and the slight threat of sunshine! Sailing past the Mourne Mountains was memorable and as the wind eased, the sun came through we thought that perhaps summer had finally arrived. That evening in beautiful Carlingford Loch we were filled with hope for the next few days as the forecast was reasonable. We left the shadow of

Carlingford Mountain at the crack of dawn for Howth and enjoyed a beam reach with force 5 across our deck but wrapped up against the cold



like an autumn day in the channel! Yesterday's promising evening had failed to translate into a summer day, yet again. Howth is a very welcoming yacht club marina, rather like CBYC, filled with serious boaters with craft of all shapes and sizes. The pubs and restaurants of Howth are well worth a visit and of course Dublin with all it has to offer is only a half hour train ride from the quaint old Howth station just off the quay. Crossing Dublin Bay the next day was a challenge since Dublin is the busiest port in Ireland with ferries and commercial vessels of all kinds flowing in and out using the strictly controlled traffic system. Our task was to dash across the deep bits without causing any irritation or deviation among the commercial craft. A tricky business since some of the fast ferries seemed to be practically airborne!

Safely back among the sandbanks of the inshore route we progressed towards Wicklow Head with a fair wind and for once an evening of sunshine, with a force 4 on the beam which gave us the most



pleasant summer like sailing of the whole trip. This coast is not unlike the Somerset coast from Hinkley to Minehead. Leaving Wicklow behind and heading in for Arklow we passed a number of yachts making the most of the conditions which were to prove so rare that summer. Arklow is a small town that has seen better times. Its landmark factory on the dunes by the harbour entrance has fallen into disuse and many of the town's shops are closed, probably victims of the bright, new shopping centre, five minutes' walk from the harbour. A number of yachts had chosen the pontoon alongside the riverbank but, heeding the forecast, we squeezed into the little square inner harbour where we were snug against the blow that was brewing that evening. Several of the yachts visiting Arklow had been heading for South West Ireland but had been held up by the weather already and were reconsidering their plans. That night and all the next day the wind blew strong and the rain fell heavily. Those yachts alongside the river had a torrid time. The sandy beaches and sparkling sea of the day before, now just a memory, the sight of the harbour entrance was a stark reminder of how difficult the Irish Sea coast can be in any kind of onshore wind. Shelter on this part of the coast would be hard to find and the small harbours untenable in anything above force 6.

Already two weeks aboard and with further gales forecast we decided to cut short our Irish experience and head east. The following day offered a window of opportunity to make the 70 mile crossing to St Davids. We set off at first light and got a good offing before the wind came up to a steady 25 knots across our beam. Mid morning as the land fell astern *Osprey* was surfing along in the sunshine with eight hours of fantastic sailing ahead of her, and hardly another vessel in sight. Our land fall off Strumble Head was timely with the wind rising and the sky growing angry. The rounding of St.

David's Head and the entry into Ramsey Sound were timed perfectly and we came to anchor in complete shelter just north of The



Bitches. We were close inshore where the eddy currents cancel each other out and have provided safe anchorage for centuries for mariners awaiting the tide or weather to enter the Bristol Channel.

In the morning the wind blew strongly from the south west. Our exit south from Ramsey Sound was accelerated by a strengthening tide against which a strong wind was causing some nasty lumps and holes to build up in the narrows for a short stretch.

Just at this tense time when accurate pilotage was vital, a pod of common dolphins came surfing in on the crest of a wave, clearly keen to



see what we were up to! These beautiful creatures looked so at ease with their environment, moving effortlessly around us as we beat our way into St Brides Bay. Soon the wind rose to over 30 knots and was bang on the nose! These were of course no conditions in which to attempt Jack Sound, so we were faced with a tough beat around Skomer where the seas were confused and rough, the sky grey, the clouds almost touching the top of the island, we freed off into Broad Sound on a course for Milford. The Haven was filled with mist and rain and little shelter was to be found in Dale – so a night in the Marina was the best option, particularly as we had to drop the ladies off for an early return home!



We had a lazy start the next day out of Milford under grey skies and persistent drizzle. A blustery night at anchor off Tenby felt like an end of season trip - and the "restaurant standard" meal served up from the galley assured a pleasurable final evening. Tenby to Cardiff in one day is a fair passage for a small yacht, the weather served up another hard blow, aft of the beam, surfing along with white horses. We arrived in Penarth at 17.00 hrs and the sun shone! *Osprey's* summer cruise, like lots of others last summer, did not turn out as planned. Nearly a thousand miles had passed under her keel since leaving CBYC. Once again we are reminded that when communing with nature, as we do in our sport, nothing is certain and flexibility, care and perseverance are the keys to successful cruising – whatever the weather!



Slalom channel

# Is this the Suez Canal? No, it's the new Canoe Slalom!!

**Kevin Doyle reports ...** At present all the action on the Sports Village is concentrated along the River Ely. In



December a crane weighing 180 tonnes was driven onto a floating pontoon in the river and commenced piling to the permanent coffer dam which will form the lower pool of the Olympic-standard canoe centre. As is often the case when dealing with works underground, things did not progress smoothly. The Victorians, it seems, built wharves and jetties to last and part of the structure of the Iron Ore Wharf in the River Ely, preserved in the silt at the bottom of the river, proved too much for the piling rig. Divers were called in and over the last week have been exposing the old cross-bracing so that it can be removed. These timbers are around 900 square centimeters cross-section (one square foot in old money) and in remarkably good condition. With a week's hard work however the route was cleared and, as can be seen from the photograph, the first piles forming the coffer dam have now been placed.



On the rest of the canoe centre, around 40% of the course has been excavated and concrete works to form the slalom channel have commenced. For anyone who is interested in following the progress of the works, the project team has set up a web-cam and this can be accessed through the project team website [www.cardiffcanoeslalom.com](http://www.cardiffcanoeslalom.com) following the link to the webcam.

The Coal Discharger, or Coal Staithe as it is more correctly known, which sits in the middle of the lower pool, is to be retained and repaired to provide a platform for public viewing of the course. This structure is the only one of its kind in Cardiff Bay capable of being restored and this work should start in the next few weeks. The adjacent timber structure between the Pool car park and the Yacht Club pontoons, the Iron Ore Wharf, is beyond salvage and during February and March this year the Harbour Authority will start removing some of the timbers before converting the remainder of the structure into a fish and wildlife habitat. Further upriver, the proposed Pont-Y-Werin pedestrian and cyclists' bridge received planning consent from both Cardiff and the Vale of Glamorgan. Tenders for the bridge are due back in mid-January and subject to the final tranche of funding being approved by the Welsh Assembly Government works to the bridge are expected to commence in the middle of this year. On the rest of the ISV site, progress has been affected by the current economic woes being suffered by the Developers across both the Leisure and Commercial sectors, although design work is continuing to the Waterfront, and in particular to the Ice Rink. This is likely to be the next building to be redeveloped as a permanent facility.

An indication of how quickly time passes is the fact that the new Pool has now been open for over a year and the Ice Rink for over two years. The two facilities between them have attracted one million visitors to the Sports Village. To put this in perspective, when we open the Canoe Centre, Cardiff International Sports Village will become the most successful visitor attraction in Wales.

# Can Yacht Club Commodores and Presidents ever be considered entirely normal?

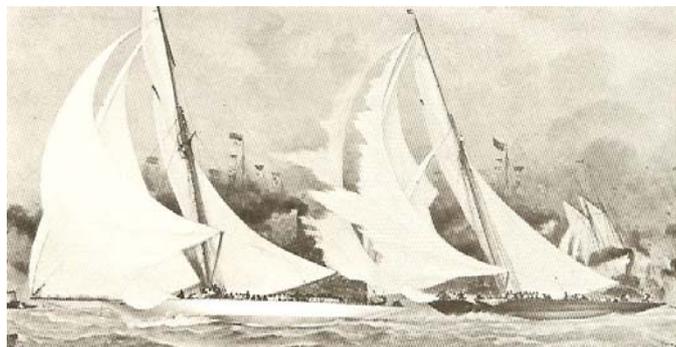
## John Mead writes:

This was a question put to me by an old member of the Club in exasperation at some act of folly he had heard about committed by senior personnel at Penarth Yacht Club, or maybe it was Cardiff Bay Yacht Club? I myself having been Commodore at various times of both Clubs am now staggering towards my final retirement as President of CBYC, so perhaps I am more qualified than most to answer that question. Thinking about it, I remembered an old sailing colleague of mine remarking to me one day – “you know John you’ve never minded being unpopular, have you?” No I suppose I haven’t, but then neither have two of the most famous Commodores or Presidents of either Club – in the case of Penarth Yacht Club I am talking about the notorious (as he is recorded publicly in the Auckland Clubhouse of the Royal Yacht Squadron of New Zealand) Earl of Dunraven. And in the case of the Penarth Motor Boat and Sailing Club, (forerunner of CBYC) their most famous President the legendary Bristol Channel Pilot, Reg Denman. But let’s take the Earl of Dunraven first. He was Commodore of PYC from 1896 to 1900. He resided at

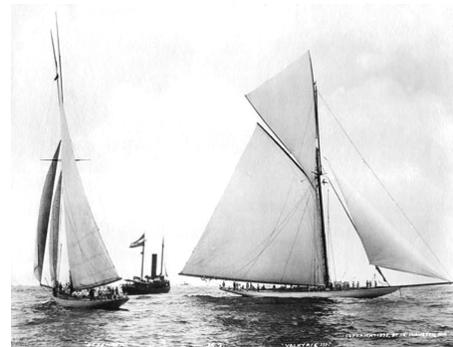


Dunraven Castle in South Wales, and was born Wyndham Thomas Wyndham-Quinn; the castle was blown up with dynamite in the early 1960s; his claim to fame was that he attempted to dynamite the America’s Cup competition in the last decade of the 19<sup>th</sup> century. He was an old Etonian (so he must have thought he was right!) and in due course he became the 4<sup>th</sup> Earl of Dunraven, I think he could be

considered an archetypal Victorian of his day. He was at various times during his career a soldier, a war correspondent, a politician and of course a keen yachtsman. Dunraven issued a challenge for the Americas Cup from the illustrious Royal Yacht Squadron of Cowes. The racing that took place between Dunraven’s yacht *Valkyrie II* and the American defender *Vigilant* was very close. During the third and final race *Vigilant* won, mainly due to the fact that *Valkyrie’s* spinnaker blew out on the final leg.



So it was that in 1894 Dunraven issued a second challenge, this time from Dunraven Castle. This second attempt to wrest the Cup from the Americans took place in 1895, and guaranteed him a place in yachting’s hall of infamy and notoriety. Dunraven sailed on his yacht *Valkyrie III* against the American *Defender* and from the start the challenge was surrounded by controversy. The Earl was well beaten in the first race, and during the second



*Valkyrie* was involved in a collision. Dunraven, much to the chagrin of “Corinthians” entered a protest about the “crowding of the course,” followed by his withdrawal from the third and final race after it had started. He then accused the Americans of cheating, alleging that they had added extra ballast to the *Defender* after the vessel had been inspected and scrutinised prior to the final race. Dunraven returned to Britain and mounted a sustained campaign in the British press against the Americans. The organisers of the America’s Cup, the prestigious New York Yacht Club, set up a committee of enquiry. Dunraven was represented by a Q.C. The enquiry found his allegations both unfounded and unsporting. On both sides of the Atlantic Dunraven was attacked in the press and yachting magazines and received no sympathy from the “Corinthians” of the Royal Yacht Squadron in Cowes. His stock had fallen so low that he did not, probably could not, mount another challenge, and that was the end of his top class yachting career.

Now let’s talk about Reg Denman of Penarth Motor Boat and Sailing Club. Here he is standing next to someone with a beard I don’t remember ,



at a Club dinner at the Top Rank Club in Cardiff some time in the 1970s. Reg held many committee positions in the Club. He is listed as a committee member in 1946, as Vice Commodore in 1947, and still a committee member in the early 1950s. He became President in 1966 and retired in 1980. He was a tireless worker for the Club in the early days, and was probably feared just a little as he did not suffer fools gladly.



Here he is standing on the left, next to Lord Selkirk, First Lord of the Admiralty, at the ceremonial opening of the Club's new HQ in Marine Buildings (now "The Custom House Restaurant") sometime in the early Sixties. Older members of the Club will remember Reg and Rene used to sail this little yacht *Halcyon*. They were married for a very long time, and Rene was an amazing D.I.Y enthusiast. She also had a pottery kiln in the garage and was an expert on embroidery and the like. She was what Reg always called "his treasure". Reg was a renowned and



legendary Pilot of the Bristol Channel and he was the one who was entrusted with bringing in the Royal Yacht *Britannia* during the Silver Jubilee celebrations for Her Majesty The Queen and the Duke of Edinburgh on their visit to Cardiff Docks. The Royal Yacht had just had her sides repainted for the occasion and Reg was threatened with extreme Royal disapproval if he allowed those pristine bulwarks to touch the dockside during the manoeuvre. He was very, very nervous. But there was an extraordinary history connected with Reg which I managed to partially explore when I interviewed him for a TV programme in the Sixties. He had refused to mention anything interesting on camera but afterwards, over a drink or two, I learned just a little bit more. Reg told me that during his career he had walked down the funnels of three different ships as they sank, and then warming to his recollections he told me that back in 1922 his ship put in to Lisbon to unload cargo, Reg enjoyed himself ashore that night and perhaps had a little bit too much to drink. When he woke up in the morning he discovered that something akin to the "King's Shilling" had been placed in the bottom of his beer glass while he was



under the influence of slightly too much alcohol, and he had inadvertently volunteered himself for the French Foreign Legion! He told me he was in the French Foreign legion for some two years and then deserted. He was in his late eighties when he told me this and I said "Oh I've got to tell that story on the box. He got very flustered and told me that under no circumstances must I do that. I asked why not, and Reg said (and he meant it) "They'll come and get me if they find out where I am"! I also asked him once how he would like to die and he said without hesitation "I want to be shot by a jealous husband at the age of 96."

Unfortunately Reg and his delightful wife Rene are no longer with us. He once took me aside in the Clubhouse and said "When I die I know you'll be lowering me down into my grave and I want you to say as I go down "That's good holding ground down there, Reg" And do you know, I did just that.

*Editor's Note -Many thanks to Dick Begg for his recollections of one of the Club's great characters in the preparation of this article, and to Alan Thorne for his research on the notorious Earl of Dunraven.*

## On the rocks.....

It has come to our notice (via many keen eyed members of CBYC) that we made a grievous navigational error in our last edition. The Editor responsible has been severely punished, and has been locked in a chain locker for 3 days and made to write out 500 times "Castle Rock is in Porthkerry Bay not in Sully Bay".

Actually he is not on his own, since quite a number of distinguished CBYC members don't know where Castle Rock is either, and consequently have finished up on it. But the article on Castle Rock aroused the interest of another



long standing member of CBYC, Peter

Millar, who famously, many years ago, sailed a yacht called *Corisande*. Peter often raced that boat against Stormy Davies (pictured above with his tea party on Castle Rock). Peter is fascinated by another rock marked by the Wolves buoy off Flatholm. One summer day, some thirty five years ago, Peter took *Corisande* over to visit Flatholm, anchored off and went ashore. It was flat calm and a beautiful summer's day with a very big spring tide.

One hour before low water Peter and his two companions, George Llewellyn and Charles Pike, spotted the Wolves Rock emerging from the water. With great alacrity they re-

launched their dinghy and rowed across to it, now a 5ft spike standing out of the water. To prove their exploit of landing on the Wolves rock Peter managed, with the aid of rowlocks, to break off some small pieces which he now proudly keeps in a cabinet at home. Amazingly, they then noticed some big steel plates on the rock just below the surface, about one inch thick and riveted. Peter wonders if any reader can add to this story about this evidence of a wreck? His number is in the Club handbook. Please give him a ring if you think you can provide some information Peter would be delighted to know more.





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tel: 07709 376 588  
e-mail: mail@cardiffmarine.co.uk  
web: www.cardiffmarine.co.uk

## What's cooking?

From Wednesday 4  
February the restaurant  
will be offering a Pizza  
and Pasta Night instead of Curry  
Night.



On Thursday 12 February  
the restaurant will be  
dimming its lights for a  
Valentine's Night theme  
and offering a three  
course meal for only £12.

Here is your chance to get into your better half's  
good books! Go on, you know you want to!!

On Sunday 1 March the  
restaurant is putting  
on a themed lunch in  
celebration of St  
David's Day .



Thursday evening 19 March will see the



restaurant celebrating St  
Patrick's Day with music  
to accompany the  
traditional Irish cuisine on  
offer.

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(RYA)  
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:

DAY	BAR	RESTAURANT
Monday	17.00-23.00	Closed
Tuesday	17.00-23.00	Closed
Wednesday	17.00-23.00	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 Closed (unless there is a Function)
Sunday	12noon-22.30	12noon-15.00 Closed

- The restaurant serves Lunch on Saturday.
- The restaurant serves a Traditional Sunday Lunch of 2 or 3 courses.
- Wednesday evening is a Pizza & Pasta night.
- Thursday evening is our Restaurant Night when a mouth-watering and varied 3-course menu is available and is highly recommended.
- On Thursday, Friday and Saturday mid-day 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.