

# Bear Essentials

The Magazine of Cardiff Bay Yacht Club

WINTER 2014



**Editors:**

Mike Slater & Angharad Pocock

Photograph by Neil Lambden

Published quarterly

# Club Notes

Welcome to the Winter edition of Bear Essentials.

## AROUND THE CHANNEL

### Saundersfoot

A trot of twelve deep-water visitor moorings are planned in Saundersfoot Harbour as part of a development strategy launched by the trust that operates it. The port was built in 1829 to ship out locally-mined coal but is now used largely by pleasure boat owners, local fishermen and boat services for visitors. The five-year plan, called Sailing Ahead, aims to create a nationally-recognised 'safe haven' for local and visiting yachtsmen and to put marine activities at the heart of developing sustainable tourism for the town. The plan also aims to encourage improved marine facilities including a travel hoist and boat store.



### Ilfracombe

North Devon Council is to spend £20,000 on the refurbishment of Ilfracombe Yacht Club's clubhouse. The council, which owns the Grade II listed building, is to replace roof timbers and make repairs to the gable end. The 17th Century building has previously been a harbourmaster's office and a Bethel Chapel for seamen. The repairs will secure its long-term future as the club's headquarters.



### Padstow

Following a crackdown on boat users sailing under the influence of alcohol, Padstow Harbour Commissioners prosecuted a local man under their by-laws for navigating a vessel while incapable through drink. Truro Magistrates were told that a Dart catamaran was seen stuck on a sandbank and when approached it was seen the two men aboard were obviously drunk. The skipper, who admitted the offence and apologised, was fined £650 and ordered to pay £500 costs.



### Tenby

Tenby Sailing Club has been awarded RYA 'OnBoard' status for its sail training with young people. The initiative aims to help more children and young people learn sailing and windsurfing and encourage participation for life



We've got another crew-pleasing recipe from our chef Jamie on the back page for you to cut out and keep but we're sure you also have some tried and tested favourites. We would particularly like to receive some of your galley recipes to include in future editions of Bear Essentials. So whether you are a galley gourmet who can whip together a three course meal in the middle of a force 8, or whether you are a sports boat or dinghy sailor who has developed an ingenious method of preparing vital sea faring snacks while on the water, we would love to hear from you.

## PETS ON THE PONTOONS

This edition we meet the dashing Max, a black lab who takes his sea-faring duties very seriously!



A picture of Victor Elliott's boat graced many a mantelpiece over the Christmas holiday.....apart from his own, that is. Victor asked Harris Hoods of Kidderminster to make a new hood and tonneau cover for his Sealion S23 powerboat, Crew's Nest. They were obviously pleased with the way the finished item looked because they not only photographed the boat but digitally added some snow and made it the subject of their corporate Christmas card. "Chris Harris was down here doing some other work and mentioned that their Christmas card had my boat on it – it was the first I knew of it," said Victor. Harris Hoods managed to find a spare card and Victor now has it...in time for next year.



Back again this year is the increasingly popular programme of inshore and offshore cruises but now it includes a big, nine-day tour of the Bristol Channel. Organiser David Cairncross explains

# SUPERSWOG!



(‘Say cheese’ SWOG at Tenby)

The SWOG was originally a cruiser racing series aimed at those who were looking for longer passage races, but over the course of time it had rather faded away. But it’s now back for its fifth year in its new format. New for this year is the SWOG Plus. This is a nine-day cruise around the Bristol Channel from July 26 to August 2. The exact destinations will be decided nearer the time but might well take in Clovelly, Padstow, Lundy, Dale and Tenby.

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

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

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

The dates for the 2014 SWOG weekends are already announced and this year we will be taking in Watchet, Bristol, Padstow, Lydney, Swansea and Tenby.

**3rd – 5th May - Watchet**

**24th - 26th May - Padstow**

**28th – 29th June - Lydney**

**5th - 6th July - Bristol**

**9th - 10th August - Swansea**

**23rd – 25th August - Tenby**

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

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

If you are interested in taking part then you need to do nothing yet. All the details will be published on the Club website when they come available. If you want more information about the event or would like to register an interest or receive an email update of plans then email to: [swog@cbyc.co.uk](mailto:swog@cbyc.co.uk) or visit the SWOG page on the website.

## WHY DO WE DO IT?...

...company, companionship ‘craic’ and cheese inspired snacks...

### ...THAT’S WHY, SAYS IAN AITKEN!

Why take part in the SWOG? Occasionally with wind over tide I’ve wondered why!

Once upon a time (well in the early 2000s) CBYC had a SWOG (South Wales Offshore Group) and a SWIG (South Wales Inshore Group). SWOG crews would race, for example, around Lundy to go to Swansea and SWIG would go there direct and laugh at the salt-caked racers when they arrived. Then wine and cheese would be enjoyed.

In 2012, for family reasons, I was reluctant to go away in the boat for long. So how to get a few miles in? I decided to join the SWOG on an outing to Swansea in May 2012. We had a brisk easterly, about 20 – 25 knots, to get there. Courtier overtook Zest near the Tusker Rock – well actually near the Fairy Cardinal, but if I say that others would make silly remarks – and in Swansea I was happy to tell her crew that I let them pass me to use them with their greater draught as a “pilot” between the sands on the falling tide. I’m not sure Steve Parker believed me; he assumed his 42 footer was faster than my 29 footer!

The SWOG team seemed to enjoy the wine in Swansea and that weekend there was a great selection of cheeses. Through the season I learned that David Cairncross puts in a lot of organisation but, if he is not able to recruit quality assistance his own “cheese inspired snack products” are not always present and, sometimes, a great treat.

That year we joined SWOG’s visits to Lydney and Portishead and Bristol, and we found lots of new friends. Then in 2013 Zest joined in with SWOG in Watchet - not much water but lots of mud - Padstow, Bristol, Portishead and Tenby.

The company was always fun. Companionship ashore is automatic when you’ve made a passage in company, and SWOG allows experienced people and newcomers to enjoy shared experiences

So, whether you’ve sailed many tens of thousands of miles or have not been outside the Barrage, why not join SWOG in 2014? You will find company in the lock as you leave the Bay, people to take your lines when you arrive and (if they’re called Neil, from Zephyr) be rude about why you’re late. Later a crowd will go ashore for a meal or drink together and, if you’re really lucky, David Cairncross will have supplied some delicious cheese Quavers to absorb the drink at the pontoon party.

Despite those cheese-inspired snack products, Zest will be in SWOG again in 2014 – hope to see you too!



## Memories of last year are sharpening Neil Lambden's anticipation of the coming season

Another year, another sailing season to look forward to, getting the boat ready and hopefully knocking a few chores off the never-ending jobs list!

Last year started out as ever full of optimism, looking forward to the first organised cruise of the year at Easter to Gloucester. Unfortunately Easter being very early last year the weather hadn't got itself organised in time and strong north easterlies made sure the CBYC contingent didn't get outside of the Bay.

This year Easter is later and what with the recent bad weather, there can only be good weather left. I hope we get there this year.

We had a few good SWOGs, thanks to Mr Cairncross for that - most notable for me was the one to Padstow.

I left from work rushing down the boat taking the first available lockout. The weather was forecast to be gusty with some showers, easing later. Sure enough a few good gusts came through, but being from the north didn't cause too much excitement, that was until a 40+ knot gust hit Zephyr. With just the genoa up (didn't need any more speed that's for sure) suddenly the water around the boat turned to mist, the boat took off and sped into double figures. I half hoped it would stay that way making record time but the gust soon stopped and back to sensible speeds. Barry was a plan B if things had gotten too exciting. I was later joined by Inside Trader, another Sigma 362. The trip went well, the skies cleared and with a bright moon the passage progressed well, reaching Hartland point before the tide turning. I knew it was going to be a quick passage. It was a long night with just the stars for company and I wished I'd had the foresight to make a flask of coffee up to see me through the night. Thankfully a packet of ginger biscuits kept me going.

As the sun finally rose and helped thaw out my frozen bones, the moon set and I was joined by dolphins. I probably got their interest as I'd spent most of the night feeding the fish... must remember to put the seasickness patch on earlier next time.

With the good passage time I went straight into Padstow without having to wait, some 11 hours after leaving Cardiff. The wind had died off completely and I had to motor for the last few hours into the estuary. Sunshine, pasties and few pints of Doom Bar later I was happily back on land with the bobbing effect subsiding.



Inside Trader arrived at Padstow on the following tide having had a similarly exciting trip.

After a few days the return trip was back via Lundy. The dolphins were waiting for me in the way back too. Thankfully with the sea sickness patch safely fitted I wasn't feeding the fish with lovely pasties and Cornish produce. With the wind still from the North it was a bit harder going back than coming down so I stayed for a few hours on the southerly

anchorage on Lundy, aptly called the Rattles. I left Inside Trader after a few hours and went to a more comfortable anchorage in Port Eynon, waking to a blue sky and ideal sailing conditions. Why can't it be like this all of the time!

**Fingers crossed for Gloucester this year, keep an eye out for the trip details on the CBYC website.**

## Don't catch the bug!

Anecdotal evidence suggests bacterial contamination of diesel is on the increase. Paul Brindley looks at some possible reasons and how to improve your chances of staying 'healthy'.

The specifications of diesel fuels have changed in recent years. The principal change has been the reduction of sulphur to just 10mg/kg and it is known as ultra low sulphur diesel (ULSD). The sulphur is removed by treatment with hydrogen. Unfortunately, this results in a marked reduction in the fuel's lubricity, but this can be restored with additives.

The other major change is the introduction of bio-diesel, which is made by treating various plant based oils (eg palm oil, rapeseed oil) to give fatty acid methyl esters (FAME). FAME benefits lubricity.

Currently, there are three types of diesel fuel available.

White diesel to EN 590 spec. Cetane 51. (Cetane is a measure of ignition delay – the higher the better) ULSD (ie maximum of 10mg sulphur/kg) and up to 7% FAME. White diesel is also known as DERV (diesel engine road vehicles).

Red diesel to BS 2869 – A2 spec. Cetane 45. ULSD as white diesel and up to 7% FAME. Also known as gas oil. This is supplied for off road use and inland waterway use. It is stocked by CBYC.

Marine gas oil to ISO 8217 spec. Cetane 45. Higher sulphur content of up to 1000mg/kg, but no FAME content. This fuel is dyed red and can only be used at sea.

### Diesel Bugs

The RNLI's statistics record over 8,000 launches during a typical year. The most common reason for calling on their services is "machinery failure." (ie the engine(s) is not working) and this accounts for 18% of all callouts. Their statistics do not give any finer detail on "machinery failure," but it is likely that fuel blockage is the major problem.

Some 140 species of bacteria, yeasts and fungi have been identified in samples of diesel fuels. Collectively known as diesel bug, these micro organisms flourish at the interface of fuel and water. They multiply rapidly, resulting in deposits of small particles and slime that can block filters, fuel lines and injectors. Their residues tend to be acidic, causing a corrosion risk.

If water content is kept at a minimum through careful storage, handling and regular water drainage for tanks, the risk of diesel bug is reduced. Whilst FAME is welcome as a lubricant in ULSDs, it is also hygroscopic (ie it absorbs water) and is believed to increase the risk of diesel bug. Thus, it seems that diesel bug presents a problem to us, particularly during long periods of boat inactivity.

Diesel bug micro organisms can be tackled either by enzymes or by biocides.

Of these, it appears that biocides are the most effective because they kill the micro organisms and also disperse their debris so that it can pass harmlessly through the fuel systems. There are many fuel treatment biocides on the market: Marine 16 is one that has done well in comparative tests and is also recommended by the RNLI. It is stocked by Force 4 Chandlery on Penarth Road, Cardiff.

### Summary

- Try to keep water away from fuel
- Keep tanks full and drain off collected water.
- Change fuel filters regularly (once a year)
- Use a biocide



## *New boat-owner Louisa Laurent finds there's a lot of SLOG before you're ready for the SWOG!*

Buying a boat and joining Cardiff Bay Yacht Club are two concepts that were not on my "to do list" for 2013, and as a mum of two, working full time and a holiday junkie, I didn't expect it to occur quite as spontaneously as it did. At 32, I was busy working, holidaying, looking after my girls and of course engaging in the necessary pampering and shopping outings.

Sailing for me, was either through a CBYC member kindly letting us use his Dufour 2800 (Foxy Lady) to bomb around Cardiff Bay or sunny sailing (or not so sunny sailing) in Swansea on a Feeling 446. I spent many a day with my head over the guard rail, feeding the fish and many occasions chipping my Shellac on the winches. I even dabbled in crewing for the Frostbite series and after nearly getting frostbite myself, I decided I was more a fine-weather sailor. Nevertheless, there was something about these crazy sea adventures which kept me coming back for more, and eventually led to me and my partner, Richard, becoming boat owners.

So, before we even found a boat, I embarked on a girly shopping spree to Force 4 and acquired my own crisp white Henry Lloyd jacket with matching accessories. I must admit that in hindsight, the white was not the best choice. One lazy Sunday afternoon, another CBYC member sent us the link for an advert for the Beneteau First 24, Harta, and my first impressions were NO! To my untutored eye it looked dirty and, well, basic - not the funky floating caravan I had imagined. I had pictured a boudoir of nautical cushions, matching galleyware, towels and curtains, bright colours and all mod cons. Of course, I should have been thinking about the sails, rigging, hull integrity, engine capacity, performance and instruments - but that's what men are for!! I was told to look past the cosmetics and focus on the potential. The potential...hmmm Bearing in mind we had a set budget I should have maybe had a more realistic picture in my head. Hey ho I thought - let's go and have a look. We visited, inspected and visited again. The men busied themselves looking at the technical details asking very sensible questions whilst I ensured I could stretch out on the cockpit seats, fully extend on the foredeck and that there was room for all my

my girlfriends (all the real important stuff).

After tense and very nervous negotiations she was ours - hooray. We had bought the first boat we had viewed, which was very spontaneous and quite unlike me. The bonus was she was already in CBYC. However, the true reality was now upon us. She needed cosmetic surgery and a lot of retail therapy. Force 4 were in for a treat.

So as the weeks passed, I accepted I had to don some proper working attire and had to sand, polish, wax, measure, cut and pass things back and forth. Richard was the brains behind the project and I was the glamorous (or not so) glamorous assistant. My hands peeled from the oxalic acid, my nails were chipped and my sweat patches were oh so classy. Those who know me, will recall I like my afternoon snooze. I certainly earned many of these and Richard would often comment kindly about their length and frequency. Of course I blamed my tiredness on the fumes from the Sika Flex or spray adhesive. One memory that stands out is my attempt to clean the hull using Fairy washing up liquid and a scourer whilst sat in the tender. Needless to say it was just minutes before I was once again feeding the fishes.

Six months later she is a new boat and I owe this all to Richard and his hard work; day in, day out. We have been to our first boat show, are on first name terms in Force 4 and I am starting to speak the lingo. There is still a lot to do but there is no rush. Our cool new sails have arrived and are due to be fitted any day soon. In order to get some great sailing adventures with friends we have signed up for the SWOG. I am so looking forward to the cheese and wine and the sailing of course. Although we are yet to leave the barrage our first port of call is Portishead so bring on the calm seas.

To conclude, in the last six months I have had great fun: working on the boat, sailing over to Starbucks, meeting great people in the yacht club and spending nights on board in my fleecy onesy. I have lots of nautical accessories and my sailing confidence and competence is developing. However, the adventure has yet to commence and I am very excited to experience some great sailing on our new boat!

# WHERE ARE THEY NOW?

Around the world, lovingly restored, are some of the square-riggers that were once familiar sights in Cardiff, Barry and Penarth, loading steam coal for the far corners of the globe. Alan Thorne gives us a little of their history and where they can be seen today.

**Star of Alaska** was launched as the *Balclutha* by Connell, of Glasgow, in 1886, for McMillan of Dumbarton, *Balclutha* being old Gaelic for Dumbarton. She's a steel, full-rigged ship of 1,862 gross tons, 256ft long and 38ft in the beam and spent her first 13 years wandering the world, including 17 roundings of Cape Horn, carrying coal from Cardiff, wheat from San Francisco, case oil, nitrates and rice. She left Cardiff for the last time in 1894 with coal for Iquique. In 1906 she was bought by the Alaskan Packers and re-named *Star of Alaska*. In 1936 she became the last vessel of their previously huge fleet of windjammers to go north to Alaska from San Francisco, after which she was laid up. She was bought in 1954 and restored by the San Francisco Maritime Museum. She is now their prized floating exhibit in the Bay's Fisherman's Wharf neighbourhood.

The iron barque **Elissa** was launched in 1877 by Alexander Hall & Co., of Aberdeen, for H. F. Watt of Liverpool. She was 175ft long and 489 gross tons and made her maiden voyage from Penarth in 1877 qualifying her as one of the many vessels I dub 'Bay Maidens'. During her long career she sailed under six flags – British, Norwegian, Swedish, Finnish, Greek and American - and various names; *Elissa*, *Fjeld*, *Gustaf*, *Christophos*, *Achaeos* and then *Elissa* again, sailing under barque, barquentine and schooner rigs before becoming a motor vessel. She was sold for scrap in 1970 but fortunately purchased by a group of Americans who had her towed to Galveston and restored. On a sunny day in August, 1982, the *Elissa* sailed again under her original name and rig and still sails every summer on chartered trips from Galveston.

The four-masted steel barque **Passat** was launched in 1911 by Blohmand Voss of Hamburg, 3,183 tons, with a beam of 47ft and a 26ft draught. She was built for the P Line of Laeisz, Hamburg, and traded between Germany and the west coast of South America. In 1931 the *Passat* was bought by Captain Gustaf Erikson – the last man to own a fleet of oceanic square-rigged ships – who traded her between South Australia and Britain and she discharged in Barry during 1936 and 1937. On October 2, 1949, *Passat*, docked at Penarth, commanded by Captain Ivar Hagerstrand. Over 26 years Captain Hagerstrand had commanded five other Erikson windjammers, the *Loch Linne*, *Woodborn*, *Hougomont*, *Winterhude* and *Viking* and this was to be his last. Erikson's *Pamir* docked at Penarth four days later, skippered by Captain Verner Bjorkfelt. He had previously commanded Erikson's *Killoran* and for him this was also to be his last Erikson command. After discharge at Rank's Mill, Barry, both barques were laid up alongside the north side of Penarth Dock. Herr Schlievers bought the vessels and after having engines installed and they traded between Hamburg and South America until 1957. In that year both ships were caught by a hurricane in the Atlantic. The *Pamir*, running under foresail, inner jib and topmast staysails went over almost onto her beam ends and then foundered. Only six of her complement survived. The *Passat* only caught the tail end of the hurricane and developed a list but managed to make Lisbon. She returned to Germany and now lies at Travemunde, restored to the highest standard.

Rickmers of Bremen launched the **Rickmer Rickmers** at their Bremerhaven yard on July 27, 1896 to join their large fleet of windjammers. The steel, fully-rigged ship was of 1,980 gross tons with water ballast tanks to hold 1,000 tons of water. The 264 ft vessel was towed to Cardiff to become a 'Bay Maiden, loading coal for Saigon with rice back. In 1904 she put into Cape Town after sustaining damage and was re-rigged as a barque. In 1912 she was bought by Krabbershoft and Bock of Hamburg who named her the *Max*. She spent WWI interned in the Azores but was seized by the Portuguese who loaned her to the British government and she sailed under the union Jack as the *Flora* until the end of the war. She became the Portuguese Navy's sail training ship *Sagres* and took part in many tall ship races. In 1962 she was renamed the *Santa Andre* and became a depot ship but was rescued by a German syndicate who had her towed to Hamburg where, beautifully restored as a three-master barque, she is a museum ship.



Star of Alaska, at the San Francisco Maritime Museum



Elissa



Passat



Rickmer Rickmers

**Viking**, a steel, four-masted barque, was launched in 1907 by Burmeister Wain of Copenhagen. She was 2,952 gross tons and 294 ft in length with a 46 ft beam. In 1916 she was bought by the Danish United Steamship Company who put her in the South Australian grain trade. In 1921 she left Sydney on January 30 and arrived in Bordeaux on May 18, a passage of 109 days. In that year 68 windjammers left various ports of South Australia for Europe and the average time was 131 days. In 1929 she was bought by Captain Gustaf Erikson and, commanded by Captain Hagerstrand, made many trips to the UK including Cardiff, in 1932, Barry in 1934 and Cardiff again in 1939. She was laid up during WWII with the Passat and Pommern at Mariehamn in the Aland Islands but resumed trading briefly at the end of the war carrying her last cargo in 1948. She was laid up in Antwerp but in 1951 bought by the people of Gothenburg where she can now be visited.

The fully-rigged ship **Wavetree**, moored at New York's South Street Museum, close by Brooklyn Bridge will be a rewarding visit to any club member visiting the city. She was launched as the Southgate by Oswald Mordant and Co. of Southampton, in 1885, but they re-named her Wavetree three years later. At 2,170 gross tons, 293 ft long with a 40ft beam, she was towed to Cardiff and as a 'Bay Maiden' loaded coal for Singapore. In March, 1910 she was bought by J & A Brown for £2,875 and sailed from Cardiff in May with coal form Valparaiso. After twice being badly damaged while trying to round Cape Horn she had to run to the Falklands and was later used as a wool store in Punta Arenas and a sand barge in Buenos Aires. She was rescued by the museum and towed to New York in 1970 where she's been beautifully restored.



Picture taken from Wikipedia: Photo of Viking taken in Lilla Bommen, Gothenburg, Sweden, 2005



Picture of Wavetree taken from Wikipedia

*Like Marriage, A Cruise Is 'For Better Or Worse'  
Here's The Good And The Bad Now, Related In Verse...*

## A summer passage

by Pam Price-Thomas

A fine day in May  
Our exciting set off date  
Hurry, hurry  
don't be late.  
Pack the food  
put on your coat  
Motor on down  
to the black barrage gate.

The air was so cold  
The sea was so grey  
'Twas very early morning  
in Cardiff Bay.  
Glide into the lock  
throw the coiled rope  
Then we are off  
in the sun's warming rays.

Heading due west  
to be there a guest.  
Perhaps Tenby town?  
A long long way  
on a long long day  
At last, swing at anchor  
for a well earned rest.

So, up at dawn,  
give a great, big yawn.  
All around is thick grey mist.  
Put warm clothes on,  
switch the radar on.  
When the shooting range is  
passed  
we have our breakfast.

In towards Dale  
Our faces turn pale.  
Three great big ships,  
blue, red and white  
We pass the fort  
keeping well to port??  
No! That's the Irish Ferry  
on our right!!!

In Milford quite soon  
tied to the pontoon.  
Good views of the lock  
with its gate that creaks.  
Then out of the lock  
and into the dock,  
to seek our home berth  
for the next few weeks.

Have a good night's sleep  
Updating log can keep.  
Then a walk up to town  
up a hill so steep.  
To admire the view  
to where the ferry is due  
to berth right on cue,  
in the Cleddau so deep.

From Pembroke Ferry  
To Lawrenny,  
We sail up the river  
To sleepy Cresselly.  
Then west to Ann's head  
Via Ishmael and Dale



Overnight at Lundy,  
half way to Padstow.  
Instead, we shoot the  
Bideford Bar  
and head for Instow.  
The tide goes out  
so we walk about  
on fine yellow sand  
o'erlooking Appledore.

On a Sunday bright  
conditions seem right  
off we set for Ilfracombe.  
Follow the fishermen,  
follow the lifeboat  
and hope in the harbour  
for us is some room.

We leave Ilfracombe  
with a sense of doom.  
So much wind and rain  
such a long way to go.  
With bad weather forecast  
we decide to move fast  
and head for Penarth  
To avoid further woe.

Beside the pier  
and feeling so cold  
try the foresail to fold.  
But genny has jammed!  
So sit on the sail,  
the barrage now hail  
And head for the lock  
like hell, or be damned!!

Ease into the lock  
on the far cleat to dock.  
Tie up at the club  
with no time to spare.  
Wash down the deck,  
complete a quick check.  
Then home for a shower,  
wine and steak done rare.



# Porthcawl Marina

Porthcawl marina is now open and it offers bijou accommodation for around seventy boats on the newly installed pontoons. Access is via the lock gate, at least two and a half hours either side of high water (usually three hours either side is possible). The gate is controlled manually by the Harbour Master. In calm conditions the gate will remain open as long as the tide permits, with control by traffic lights.

Toilets and showers are currently available in a temporary portacabin, until permanent facilities are completed. Porthcawl town centre, with a variety of shops, is just a few minutes' walk away.

About half a mile to the south of the breakwater is the drying Fairy Rock and one and a quarter miles to the south east is the drying reef known as Tusker Rock.

In favourable weather, the most direct route from the east is via the Nash Passage.

Head towards Tusker Rock Red Buoy, leaving well to starboard. Then head towards the Fairy Rock Cardinal, leaving it to starboard and look for the white sector of the tricolour light. Keep close to the breakwater wall and the open lock gate will be visible.

Approaching from Swansea Bay, the most direct route is between Sker Point and the Kenfig Patches east Cardinal. Keep about one mile offshore to avoid the worst overfalls and look for the white sector of the breakwater light.

## Contact details:

Harbour Master, Sean Warrington

VHF Channel 80

Phone: 01656 788 162 (marina office)  
01656 815 215 (Pencoed office)

Email: [sean.warrington@bridgend.gov.uk](mailto:sean.warrington@bridgend.gov.uk)



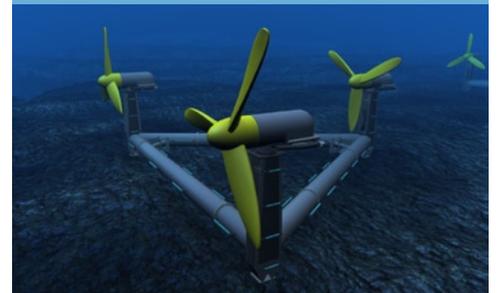
## ENERGY GENERATING TURBINES FOR RAMSEY SOUND

Wales' first commercially-viable tidal stream generator is to be installed on the seabed of Ramsey Sound this summer.

The DeltaStream device comprises three horizontal turbines on a 131-tonne frame, each driven by three-bladed rotors, 12 metres in diameter. It's been developed by Tidal Energy Limited of Cardiff. One turbine will be fitted when the DeltaStream is put in place to the east side of the deepwater channel at the north of the sound. It will generate 400kw. Two others will be added during the one-year trial bringing its output to 1.2mw. If the trial is successful there are plans for a nine-unit installation off St. David's Head by 2017 which will generate 10mw and agreement has been reached with Western Power to feed this into the grid.

Although the unit stands more than 18 metres high there will still be 14 metres clearance at LAT so navigation will not be affected although there's likely to be an exclusion zone for anchoring, diving or fishing in the immediate vicinity. It will be marked on Admiralty charts but not buoyed because of the danger of buoys being submerged by fast spring tides and becoming, themselves, a navigational risk. The device is currently being assembled at Pembroke Dock. During installation and decommissioning, both expected the take around three weeks, a temporary exclusion zone of 100 metres is likely to be in place. There will also be a guard boat in place throughout both operations to prevent collisions with workboats, ensure safe navigation and provide additional MOB recovery for installation crews.

The sound is frequently visited by seals, porpoises and three kinds of dolphin; Common, Bottlenosed and Risso's. Tidal Energy say they've studied the activity of marine mammals in the sound for five years. The animals tend to use it at times of slow tidal flow – when the rotors will not be turning – but the turbines have been designed to keep speeds to 10 rpm. They say one of the purposes of the pilot scheme is to see if there is an effect on mammal behaviour.



\* As we go to print plans for a tidal barrage in Swansea Bay are being considered by the Planning Inspectorate (PINS). The scheme envisages enclosing 12 sq kilometres of the bay with a six-mile wall incorporating turbines which will generate electricity as the tides flow in and out. It's anticipated the power generated will be sufficient to supply a city the size of Swansea. Consideration by PINS is the first of three planning stages. If the inspectors believe the plan meets required standards it will go to pre-examination. At this stage the public and all interested parties will be invited to comment in a three-month inquiry. There will then be a further examination by PINS – and further opportunity to comment – which will last six months before the application goes to the Secretary of State for a decision.

# Dinghy Section

The series of talks – organised for the first time with our friends across the water in Cardiff Yacht Club – have been one of the outstanding successes of the winter. Arranged by Jim Atkinson at CYC and our own dinghy secretary Ben Smith, the venues alternated between clubs and I think we all learned something from them which can only enhance our enjoyment of the sport this year. My thanks go out to all the presenters who did such an excellent job entertaining us.

On the December 6, the section held its annual Laying-Up Supper and prize giving. As usual, the club's catering team did us proud with an excellent hot buffet, which was very much enjoyed by all who attended. Winners were:

## Spring Series Stradform Cup

- 1st Mark Brand - Glyn Web Flying Fifteen 2655
- 2nd David Moore – Neil Harding Flying Fifteen 2523
- 3rd Idris Dibble – Steve Dawber Flying Fifteen 2254

## Early Wed Series Dovey Cup

- 1st Jack Preece Laser 204537
- 2nd Bobby Miller – Sophie Harrison RS 200 977
- 3rd Andrew Preece Laser 8.5 479

## Late Wed Series KR Smith Cup

- 1st Bobby Miller – Sophie Harrison RS 200 977
- 2nd Tom Powell – Phantom 1124
- 3rd Chris Sanders – Pippa Hardman RS 200 756

## Summer Series Monty Banks Cup

- 1st Mark Brand - Glyn Web Flying Fifteen 2655
- 2nd David Moore – Neil Harding Flying Fifteen 2523
- 3rd Idris Dibble – Steve Dawber Flying Fifteen 2254

## Autumn Series Lightship Cup

- 1st Idris Dibble – Steve Dawber Flying Fifteen 2254
- 2nd Bob Holdham Firefly 2390
- 3rd Neil Barnes – Liz Beg Flying Fifteen 3005

**DINGHY SAILOR OF THE YEAR:** Tom Powell. Yeadon Cup

**BEST CREW:** Neil Harding, Harfoot Cup

**MOST IMPROVED:** Claire Bartlett, Perennial Paddler Award

**BEST FEMALE:** Helen Phillips: New this year, Carol Mills Memorial Cup

**SPECIAL PRIZES:** Glyn Webb / Bob Holden / Jim Atkinson

This year, after a gap of many years, the section is running a frostbite series for the more hardy sailors amongst us and it will run to the beginning of the spring series on Sunday mornings.

Another change this year will be the change to an automated system for OOD/ Safety Boat Duties. The way it works is that you will be sent an email before your duty falls and it will ask you to confirm that you are available. You will be sent more information about this system shortly.

We've just held a Winter Regatta in aid of British Heart Foundation and other dates for your diary are CYC Regatta on 7th-8th June, CBYC Regatta on 21st-22nd June, the Welsh Laser Championships on 12th-13th July which are being held by CYC and the Laser 2000 Welsh Championships 11th-12th Oct.

All that remains for me to do is to wish you all fair winds and good sailing in 2014.

Idris Dibble Dinghy Chairman



Mark Brand and Glyn Webb get the Stradform Cup



David Moore and Neil Harding



Claire Bartlett receives the Perennial Paddler Award as Most Improved sailor.



Mike Golightly presents the Carol Mills Memorial Cup, in memory of his late partner, to Best Female sailor Helen Phillips.



Neil Harding with the Harfoot Cup for Best Crew.



Special awards went to Bob Holden (Firefly) and Jim Atkinson (Wanderer). They sail these two-man dinghys single-handed and the sheep are to keep them company on long races!

# Angling

## OPEN COD COMPETITION GROWING IN STATURE

They came from as far afield as Norfolk and the Midlands to compete in the 2014 Open Cod competition. At 0800, 105 boats carrying 410 anglers were assembled off Penarth Pier and on the hooter, like a scene from Jaws, boats of all sizes and shapes set off in all directions in search of the big fish that would bring them bragging rights and a £500 first prize. This year saw eight charter boats take part and the two best fish 17lb 12oz and 16lb 14oz were caught on local boat Phatcat off Minehead. S. Ryan on Nimbus 2 was beaten into third place by just one ounce. Conditions were perfect with very light winds and although fish were more difficult to find – a total of 27 fish were weighed in – top weights were heavier than last year.

A big thank-you to CBYC staff for helping on the day; Cardiff Barrage for the flawless operation of getting 105 boats through the locks, our sponsors for their generosity and support and the competitors. Throughout the

winter quite a few double-figure cod have been taken, so commiserations to those whose luck wasn't in on the day of the competition. Throughout the year we plan three competitions together with Cardiff Yacht Club, the first being the Bunny Cup with all money raised going to a cancer charity, followed by the Triad Shield and the Cognac Cup. Watch the e-newsletter and club website for details.

The Angling Section's first Christmas Dinner and Dance was a huge success so we'll be holding it again on Christmas this year. All are welcome so, again, watch later in the year for details.

### Top prize winners were:

- **1st Phatcat – M. Pascoe with a cod of 17lb 12oz**
- **2nd Phatcat – A. Deans 16lb 14oz**
- **3rd Nimbus 2 – S. Ryan 16lb 13oz**
- **4th Tranquility - N. Shedeem 15lb 13oz**
- **5th Hannah - S. Denning 14lb**



## Sea Survival – The Course.

### Roger Dunston tells us what he learned when he went on a sea survival course

I come from an era where you crewed for someone, learnt as you went along, gained from others' experiences and stories, and read books on all aspects of boats, heavy weather, racing, theory and so on...and on.

Over the years the whole area has changed, and even the most curmudgeonly amongst us would have to agree, almost all for the better. Boats, equipment, clothing, safety gear, navigation aids; no area has escaped progress and for the most part it has made our sport more enjoyable, safer and a lot more expensive!

If you are a racer you will also have been compelled to attend various courses, and there are now many establishments geared to providing training on all aspects but the two that are currently most important are First Aid and Sea Survival. First Aid is admirably covered by our own club - take a big bow Geoff - but currently our club does not offer Sea Survival. Here I will unashamedly encourage you all to attend the Sea Survival Course.

So the Question is Why? Of course you all know you should wear a lifejacket, especially offshore, at night, short handed, in bad weather, or any combination of the above. Some might argue that you should wear them all the time.

Ask yourself honestly though...do you know how to fit them correctly? How tight? Do you always wear crotch straps because they are almost useless without them? The

standard flotation jacket gives you about 15 kg of flotation (150 Newton in lifejacket parlance) but you can now get a 275 Newton model giving you nearly twice the amount of flotation. Is bigger better? Did you know most drownings when supported by a lifejacket are due to wave action? The waves tend to rotate the wearer so that they blow downwind facing the waves and the wave splashing into the face makes it impossible to breathe. For this reason latest lifejackets have hoods. If you don't believe this try lifting your face into the shower and see if you can breathe!

The Sea Survival Course covers too many areas for this short article, but it includes several practical elements as well as classroom stuff. You get to try lifejackets for real. You are thrown into a pool with an inflated liferaft. I can tell you it is difficult to get into a liferaft from the water even from a warm heated pool. And going back to the lifejackets – you won't get in unaided with the lifejacket inflated. Maybe being terrified if the situation was real might help!

You get to let off flares – and you learn that there are many different flare types with different ways of setting them off, so you don't want to be trying to read the instructions at night in a force 9 – and you do need gloves of you don't want to get burnt – they get extremely hot and you would not want to drop them on the deck to add to your woes.

The real benefit though to doing the course – it makes you think about all the different

aspects. Everyone comes to their own conclusions. For me they are as follows:

- Hand held VHF by the helm
- Lifejackets checked regularly, always wear with crotch straps and have the ones with a hood.
- Use a harness but with a short tether – better not to go over the side – people have drowned recently being towed alongside their own boat by the tether because it can't be undone under tension
- Always have a knife and torch in your jacket.
- Have a personal epirob (plb)
- Plan how you would get someone back onto your boat if they did go into the water – it is not a trivial matter – ask Andrea. For sailing boats a stop and a halyard seem to be a basic recommended method.
- Only get into a liferaft if your boat is on fire or it is about disappear below the waves. The boat is better than any liferaft. Liferafts are wet, uncomfortable, cramped and a haven of absolute last resort. They are not nice places to be even in a warm swimming pool.
- The time to think of all these things is in advance of them happening to you. Trying to work it all out as the incident is happening is not the best way to ensure a good outcome.
- Here's to never having to use any of them in anger! – but take the course anyway, it's interesting, thought provoking and, in a way, fun.

# Angharad 'Harri' Pocock, our BE magazine page editor has been Tri-ing a new challenge

Last year I decided to take on a new challenge which is why, as some of you may have noticed, I haven't been at the yacht club or sailing for a while. Being the adventurous active type I have for some time fancied trying my hand at triathlon. I've always been a pretty good swimmer and competent on the bike, and although I don't love running I do run quite often as part of my general fitness training.

As well as being inspired by the amazing achievements of the British Triathlon team at the London Olympics, a few of my friends at my Outdoor Fitness classes had started doing triathlons the year before and encouraged me to have a go. Now, as with sailing, triathlon can be an expensive sport, mainly due to the cost of buying and looking after a road bike. Luckily I bought my first road bike second hand from my swimming coach for £150 which was plenty good enough to get me started. I already had the running shoes and all I really needed after that was a trisuit...a less than attractive all in one piece of lycra that you wear throughout your race, from your swim, on to your bike and then the run. You soon dry off when you start pedalling hard on your bike, but it is essential to prevent chafage by applying a generous amount of Vaseline before you start your race!



Setting off on my bike at the Fairwater Try-a tri race, May 2013.

I competed in six 'sprint' races last year, which consisted of approximately a 400m swim in a swimming pool (16 lengths of a 25m pool), a 16-20km bike and a 5k run. Each race is different as they take part over different types of terrain and weather conditions but on average I was finishing a sprint race in 70 minutes.

By the end of the summer I had become pretty addicted to this triathlon thing, and so had my boyfriend Stuart, and we decided that this year we needed more of a challenge!

Our race schedule for this year therefore looks like this:

- **Newport half marathon: March 2**
- **Ammanford sprint triathlon: April 13**
- **Pentyrch hill race: April 29**
- **Slate Man Triathlon in Snowden: May 17**
- **Tenby Long Course Weekend: July 11-13**
- **Weymouth Challenge half ironman distance: September 14**

The first five races are a kind of warm up for the big challenge of the half ironman distance race in Weymouth. The half ironman consists of a 1.2 mile sea swim, 56 mile bike and a 13.1 mile run...all in one go...gulp! I'm hoping I should finish in just under 8 hours.

As well as all of the extra training required to get race fit, I've also 'had' to buy a new carbon fibre road bike, a triathlon swimming wetsuit and what seems like endless bits of training equipment that will hopefully help me on my way. I haven't however managed to get out on my shiny new carbon bike yet as the weather has been so awful. To keep up with the bike training we have been using the turbo trainer. This is a simple bit of kit which you sit the rear wheel of your bike to and hey presto, you have an indoor cycling machine of pain!

There is also the minefield that is triathlon specific nutrition. When you are training 6 days a week you get hungry pretty quickly, so learning to fuel your body properly is essential, and also essential that you get it right for the race. If you don't fuel properly before and during the race you will soon crash and burn.



Coming up to the finish line at the Hereford Sprint Triathlon, July 2013.

To some of you this may all sound like hell, but for some reason I get a kick out of it, and even though it does hurt, the sense of satisfaction when I cross that finish line will be well worth it.

As you may have noticed, my two big races this year are taking place in sailing havens, and this isn't by accident. My parents will be sailing down to Tenby to cheer us along for the Tenby Long Course Weekend, So if any of you fancy a sailing trip to Tenby and/or Weymouth it would be amazing to have some extra cheers from the crowd to help me on my way.

I shall update you on how I get on in the Autumn edition of Bear Essentials.

One of the great things about triathlon is just how inclusive it is. At the races I have done so far there has been a fantastic range of people taking part, from people in their 50s and 60s trying it for the first time, to super fit guys on bikes that look like something from a science fiction movie. All of them are equally inspiring and all encourage each other to push that bit harder to reach the finish line.

If anyone is interested in trying triathlon, (I would highly recommend it) then check out the Welsh Triathlon website:

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

Before the start of the Ferryside sea swim, July 2013



# FIRE AFLOAT

## The Brigade in the Bay

The boat is a 5 metre Pioneer Rescue Boat powered by a 60hp Mariner outboard and has a pump capable of delivering 300 litres per minute. It's operated by a team from Penarth Fire station and the pump enables it to tackle fires on the water or at any point on shore where access would be difficult such as the end of a long pontoon. By far the largest part of their work, however, is not fire but searching for and recovering people who have got into difficulty in the water either by falling or jumping in. An assessment of potential emergencies was made before the service began. A medical emergency on board a vessel, fire on an unmoored vessel and fire on a moored vessel – they've had two – were all rated 'possible'. Search and rescue of up to three people was rated as 'probable' and they average more than one a month. This is where the drop-down bow becomes valuable – casualties can be brought aboard in a prone position if it's suspected they might have neck or spine injuries. Emergencies of this sort are always a two-boat response – the RNLI station in Penarth is also called. But while it takes the RNLI about 25 minutes to get a lifeboat around from Penarth and locked into the bay the fire and rescue service boat can be on the water in ten minutes. It means the operation can begin immediately with the knowledge that backup is on its way.

Both services exercise together along with the police and ambulance services and while the training of the fire and rescue crews doesn't include operations in tidal waters or rough seas they are all special rescue swimmers and do a considerable amount of training in fast-moving water because it's necessary to be able to operate in floods. There are specialised Avon flood rescue boats stationed in Barry, Newport, and Ebbw Vale for flood work, backed up by general purpose rescue boats but the Pioneer could also be made available in extreme circumstances.



You might have noticed a recent addition to the small craft and workboats that populate the bay or spotted an unusual ramp-bowed boat parked by the barrage. It's a fire and rescue boat operated by specially-trained members of South Wales Fire and Rescue Service. It's there not only to protect the public by providing a faster response to emergencies in and around the bay but also to protect members of the emergency services by providing equipment which makes their job safer and easier. Club member Andy Davies, Group Manager – Operations Delivery for SWFRS talked to club members in January about the new boat and about keeping your boat safe from fire.



## FIRE SAFETY ON BOARD

Many things are a matter of common sense and South Wales Fire and Rescue Service have produced a free booklet which lists all the things you need to think about to keep you and your boat safe. Below are the Top Ten Tips.

**1: Fit smoke alarms, carbon monoxide and gas detectors.**

**2: Turn off fuel after use.**

**3: Put cigarettes right out and dispose of carefully.**

**4: Ensure appliances are installed and maintained by a trained fitter.**

**5: Clean up fuel spillages immediately.**

**6 Plan an emergency procedure and make sure everyone knows it.**

**7: In the case of fire near the shore get everyone off the boat and call 999.**

**8: If you're offshore get everyone on deck, in lifejackets and as far away as possible then make a Mayday call.**

**9: Avoid fighting the fire yourself. Get out, stay out and wait for the fire and rescue service.**

**10: Keep fire blankets and extinguishers close to exits and risk points such as the galley and engine area. Only use them if you know how to.**

But some things are less obvious. As a firefighter and sailor Andy was able to provide a number of extra tips ...things you might not have thought about.

- Carbon monoxide alarms are particularly important if you heat your boat. Heaters can give off CO if vents become damaged or blocked – it's odourless and a killer. If you're a smoker use an ashtray. Anything else is less stable and might tip over spilling cigarette embers. And never change a gas bottle with a fag in your mouth! Fit energy-saving bulbs. They're cooler and less likely to set fire to materials they come into contact with.
- Keep your cooker clean. A build up of grease could catch fire.
- And the same goes for the bilges and the well under the engine.
- Make sure fenders can't touch a hot exhaust when you throw them into the locker.
- If you carry a can of petrol for the outboard consider stowing it in the anchor locker – it has drains and is out of the way.
- Don't use barbeques on board. "Why would you want to do that – they can burn a big hole in a plastic boat", says Andy. "Take them ashore. But if you really must, **NEVER** take them below – they give off deadly amounts of carbon monoxide".
- Take extra care when re-installing batteries that the straps and restraints are secure.
- Don't use adaptors – one plug for one appliance
- If you have an engine room fire, don't open the hatch to have a look. Get up on deck – if it's starved of oxygen it might go out.
- Don't enter smoke-filled spaces. If you are in, keep very low and get out.
- Don't store your fire blanket behind the cooker.



celebrates its fifth birthday at the Senydd, Cardiff Bay. This is the opportunity for supporters, volunteers, members and youth organisations to share in the charity's success to date. With such an iconic boat, what better than an iconic venue to host the event?

Challenge Wales has some exciting sailing voyages on the horizon, and although most of the activity is for young people, adults can still get involved taking part in delivery voyages (the perfect milebuilder), day sails and of course as volunteer crew (subject to going through the assessment process and child protection checks). Round the Island Race has already been booked for a family group, and a sail training race ending at the heart of the Commonwealth Games in Glasgow has also been booked by a youth group. The Commonwealth Games race is a once-in-a-lifetime opportunity for the youngsters. Other sailing activity includes a visit to Derry-Londonderry to see the Clipper Round-the-World fleet and the famous Tall Ships racing from Falmouth to London – both these events are perfect for individuals or groups aged 16 – 25 years, and can also be used to qualify as the residential section of the Gold Duke of Edinburgh's Award. Places are still available but we expect these berths to be booked up soon. Remember the Challenge Wales bursary will subsidise all youth voyages for Welsh residents by 50%.

## CHALLENGE WALES WINS PEOPLE'S MILLIONS VOTE

"If anyone would have told me last year that Challenge Wales volunteers would be fronting a TV appeal on ITV to win lottery funding...and then going onto win it, I probably wouldn't have believed it," says Trustee and volunteer Vicky Williams.

Challenge Wales was inspired by other organisations who have undertaken sailing activities with visually impaired and blind people so the local charity worked on a lottery bid for the People's Millions Award. Unlike other funding bids with the lottery, projects would be voted on by the public.

But putting together the campaign and going after public votes certainly meant all hands to the deck for volunteers and trustees. The charity received media training enabling them to develop a TV campaign and with the help of volunteers, a visually impaired young person, some of the young people who had sailed on Challenge Wales in 2013 and James Wright, the ITV Wales weatherman, the charity put together a winning appeal.

"A lot of people think that the large cheque we received for just under £50,000 will go straight into the bank and means that we have a lot of money, but that is certainly not the case as the money has already been allocated for particular things," says Vicky. The charity was specifically after funding to enable

equipment to be purchased for the Challenge Wales yacht, provide specialised training for volunteers, provide transport to enable the young people to get to the boat and pay for sailing days for visually impaired young people. In November, the charity went head-to-head with another Welsh charity to win the funding, with the public having to phone in to cast their votes. During the voting day volunteers were in the office from 6am to midnight, leafleting, placing banners in strategic places, using social media to share and encouraging supporters to vote.

Challenge Wales won the public vote with over seven times the amount of votes that the other charity had and ITV and the Lottery surprised volunteers onboard the following day to announce the win. Now the hard work starts to plan the voyages and find the young people. The plan is to use the networks that are already out there who support visually impaired young people to help the charity bring onboard young people who would benefit from this activity.

2014 is looking to be a busy year for the Challenge Wales team. In March the charity



**For further details visit:**  
[www.challengewales.org](http://www.challengewales.org),  
 tel: 029 20 220 266

email: [reservations@challengewales.org](mailto:reservations@challengewales.org)

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**From plane sailing to plain sailing – Steve Cooper reflects on his move from sports boat to cruiser**

# Moving On

You know the old saying “a lot of water has passed under the bridge”? Well it certainly has weather and sailing wise.

Our last major event in our well travelled J80 sports boat Junior High was the 2012 World Championships in Dartmouth when I made the decision to hang my boots up so to speak and perhaps treat my long suffering other half to a proper holiday at some point.

It seemed to me that if I were not to be tempted out of a very short retirement then parting company with Junior High might be a positive move (it was from Mrs C’s perspective).

Acquiring a going somewhere boat with accommodation (including a toilet & curtains) that could be raced from time to time seemed to be an acceptable proposition. My son Andrew was quite keen to take in some offshore sailing and my daughter Jo’s partner Scott Cole was also thinking of selling with his J80, Purple Haze, so a joint partnership in a larger cruiser racing boat seemed like a good plan. My wife was just happy at the prospect of having a nice holiday at some point!

During the autumn of 2012 we put both of our J80s on the market and started actively looking for a suitable replacement. Having sailed an asymmetric J Boat for nearly 10 years, it seemed like a natural progression to go for one of their larger yachts. However we did have a budget and some creature comforts were at the top of the list. Their best sailing boat by far is the J105, but she is very spartan below decks. In a nutshell we could not find what we wanted in the used J Boat range.

We were looking for a comfortable family cruising boat in which we could make a reasonably fast passage and suitable for club racing, with a decent IRC rating so that we could take in regattas in other parts of the country from time to time.

After a lot of deliberation we were drawn towards the Elan range of cruisers, in particular the Elan 333 which is a 10 metre yacht, with decent accommodation and a good turn of speed, from the proven board of designer Rob Humphries. In fact he owned and successfully campaigned a 333 in IRC events for quite a few years.

As the result of the generosity of a club member we were able to have a brief test sail on one that had just come on the market at the time. We were suitably impressed and all that remained was to sell at least one of our J80s so that we could move forward, but as you probably all know changing boats can

become a very protracted affair.

Everything went on a low gas for a little while, until we found a used Elan 333 for sale on the East Coast, built in 2002 with a larger racing rig and deeper keel, plus an inventory that included a good selection of cruising and racing sails. A chance telephone call to the broker revealed the owner was receptive to a part exchange for a smaller boat. By the end of that year the deal was done and we got the boat home to Cardiff on a truck just before Christmas 2012.

That’s just over a year ago now so how have we been getting on? The change from 1.5 tonne planning sports boat to a 5.0 tonne displacement cruiser is quite a big leap. Have we missed the J80s? Yes of course we have, but both boats do have something in common in that they are very sea kindly and a delight to steer.

We have had a lot of fun learning to sail a different kind of boat. Getting to grips with a symmetrical spinnaker has been an interesting learning curve (well it has for the foredeck crew) and bay racing in 25 knots of wind is the fast track method!!

Racing a larger boat does require more crew and we had some new additions to complement our base crew. This of course requires more coordination and presents a new challenge. However things did start to gell by the end of our first season and thanks to those of you who joined us and we look forward to sailing with you again this year.

Sail choice is another bewildering art of racing a larger yacht. The J80 was simple, a one design boat with mainsail, jib and spinnaker. Now we have four sizes of jib to choose from, before we get onto the other sails.

Most of the J80 championship races were all short windward leeward courses and all of the delivery passages were by road, so it is very nice to have a boat that you can go somewhere in from time to time, even if the weather does try its best to prevent that.

In addition to club racing last year, we managed to join in a couple of the club SWOG events, which were thoroughly enjoyable and we made some new friends along the way. Scott and Jo were able to fit in a short summer cruise around the Bristol Channel which included visits to Lundy and Padstow.

As you would expect from a 10-year-old boat there have been quite a lot of things to change and upgrade and its fair to say that the more creature comforts you have, the



more complex the maintenance programme becomes, when compared to a sports boat. More hours under the bonnet than actually sailing if you are not careful.

I used to spend a considerable amount of time on the J80 experimenting with things like rig tuning and so forth. Little did I know that I would be spending even more time keeping a sea toilet working!

My co-skipper Scott is something of culinary guru so the galley has to be kept in full working order, but I have to say the end results from our resident master chef are much better than the cold flask and soggy sandwiches of the J80 days.

Hot coffee and homemade pasties served four or five boat lengths from the leeward mark put a whole new dimension on a spinnaker drop.

The electronic gizmos are a black art which we leave to my son Andrew (apparently non colour chart plotters from the East Coast do not work in Wales). Everything has to be integrated you know and if the label says Ray Marine the up-grading cost is comparative to funding an America’s Cup campaign!

I could probably write a whole article on the science of folding propellers, but I won’t now. However we are getting a new one because the old one only propels you astern when it wants to, not when you want it to!! My apologies to those who may have thought we were pushing in whilst locking out last year

On reflection we have thoroughly enjoyed our first season, we are very pleased with the boat. This year, weather permitting and in addition to our local club racing we are hoping to get away on some more SWOG trips and cruising farther afield.

Let’s hope this awful weather improves and I look forward to seeing you on the water soon.



# Short Range Certificate / VHF Certificate changes

by Geoff Parr

It has been apparent for a couple of years that some of our European and worldwide partners to the various radio communications protocols and procedures have concerns about the rigour of the UK, training and examination system as administered by the RYA on behalf of the MCA.

In order to respond to these concerns the RYA have re-vamped the procedures in the UK as from January of this year.

Firstly, to be awarded the Certificate of Competence / Authority to Operate the practical and written examination requirements have been redesigned so that the examination must be carried out by an independent assessor, not the trainer. This will approximately double to cost of the exam, payable direct to the RYA, to £60. A partial re-sit will cost £15, and if the candidate is deemed to have failed on major points, a full re-examination will be required with a different examiner.

## Eligibility for the exam:

- 1. Obtain a course booklet (G31) and application form, from the training centre (cost £10) and complete a ten hour course. Up to three hours of the course can be carried out by the applicant by pre-learning. The centre will need to designate what topics should be covered and provide students with a course syllabus and some sort of check, together with course support. Training centres would set their own course fees as at present. The applicants would then need to sit the exam, either immediately after the course or at a later date. Later is the preferred option for us, unless applicants would prefer 10 hours tuition then an exam!
- 2. Complete an online course. Training centres would have to register for this at a cost and add it to their website, trainers would need to complete the course themselves and provide online support. Applicants would need to pay a £10.50 levy to the RYA plus the centre's fees. The centre would then have to arrange the exam. It is not envisaged that the CBYC has the throughput to justify the time and expenses of this method.
- 3. Holders of an older VHF restricted licence can do the examination direct, providing that they have obtained the course pack and application form, and can produce their old certificate.
- 4. Candidates must be over 16 years of age to sit the exam, although they could do the course prior to that date.
- Although the RYA produces two e-books with course content and syllabus and practice questions and answers these will not constitute the required application pack.

## Changes to actual radio and GMDSS procedures:

While vessels contacting each other by DSC must by necessity specify the working channel to use, where contact with the receiving vessel is made by voice the latter still has the ultimate choice of working channel. This does not prevent the calling vessel suggesting a working channel.

EPIRBs – After years of teaching that when these are accidentally activated the Coastguard should be advised BEFORE they are switched off we must now switch off FIRST. At least this brings them into line with accidental DSC activations.

## First Aid Manuals:

The new 10th edition of the St John/Red Cross manual has just been published. As this is the mandatory manual for RYA First Aid courses and coded boats then we will all need to update, although the changes in the new manual are fairly minor. See the RYA magazine "Wavelength" or their website for more details if required.

**Peter Pope of Cardiff Yacht Company ([www.cardiffyacht.co.uk](http://www.cardiffyacht.co.uk)) a club member and one of Geoff's fellow instructors, is offering the following deal to CBYC members:**

## **RYA Marine Radio Short Range Interactive Course**

**Use the link below and try the taster <http://www.rya.org.uk/coursestraining/courses/specialist/Pages/SRC.aspx>**

**If the course is for you please register your interest with:  
[peter@cardiffyacht.co.uk](mailto:peter@cardiffyacht.co.uk)**

**After paying the fee to CYCo, you will be sent a login name and password together with RYA Publication G31 RYA VHF Handbook. On successful conclusion of the course, contact CYCo in first instance, so that the exam can be organised for you.**

- **RYA Interactive Course (Published Fee) £75**
- **RYA Interactive Course (CBYC members) £55**
- **Marine Radio Assessment (RYA Fees) £60**

# My Life-changing Experience

by Nathan Bailey

My journey to Bermuda started at the beginning of October when I was asked to fly to Bermuda for the 2013 Optimist Renaissance Re Junior Gold Cup at the Royal Bermuda Yacht Club which also coincided with the prestigious Gold Cup. The Renaissance Re Junior Gold Cup is seen across the world as a mini world championship as the top sailor from their country are selected to take part in this event. Whilst attending the Renaissance Re Junior Gold Cup I was working alongside sailors from overseas such as ARG, AUS, CAN, BRA, DEN, GBR, GER, IRL, ISV, MEX, NED, NZL, POL, SUI, SWE and USA. The prestigious Gold Cup is part of the world match racing tour and has previously been won by many famous sailors such as Sir Russell Coutts, James Spithill skipper of Team Oracle and Sir Ben Ainslie. During the event of Junior Gold Cup I started to learn a little bit more about the North Atlantic as well as the language barrier with a few of the international sailors.



Whilst I was in Bermuda some great news had come and my work permit application had cleared granting me permission to work as an advanced race coach at the Royal Bermuda Yacht Club for a year. At the end of the sailing event I headed back to the UK to see friends and family. When arriving back in London Gatwick in the early hours of Monday morning I had decided it was far too cold for my liking and booked a flight back out for Sunday.



Two months later and the weather here is still warm and I am making the most of coaching sailing in shorts and t-shirts. Sailing here is paradise - 22 degrees in December with 12 - 15 knots, talk about champagne sailing. During my time here I have been working with the advanced Bermuda Optimist team after school on Thursday 4 till 6 pm, Saturday afternoon and helping out with the racing on Sunday. During the week regular work involves working with home school children, school children and after school training.



The training season in Bermuda has come to an end and will re-start at the beginning of January. Next on the agenda for me will be a new experience with Christmas Day on the beach followed by Miami for Orange bowl from Boxing Day till New Years Eve with a team of Bermudian sailors. One thing I have learnt about Bermudians is they like to drink and they enjoy their rum swizzle.

Last but not least this life-changing experience would not have been possible if it wasn't for a few people. Thank you to the Royal Bermuda Yacht Club for giving me this amazing opportunity to work with them but also thank you to Cardiff Bay sailing school and to Nick Sawyer for his direction and support in coaching he has given me over the years. As many of you are aware I have worked alongside Nick Sawyer and Simon Thomas for over five years as well as with Paul Simes. Over the five years of coaching at Cardiff Bay Yacht Club I have learnt a lot of lifetime skills as well as overcoming a number of obstacles. I wish all the sailors the best over this coming winter with training and events and will still be keeping a close eye on the results, as I am CBYC right through. See you all soon on the race track.



## It's a puzzle



### Test your boating based knowledge...it's just for fun!

1. Do you know which is the world's largest ocean and its area in sq miles?
2. What is the old hobby of decorating shell, whales teeth and walrus tusk known by?
3. Everyone knows what a 'Rib' is but where does the name derive from?
4. We have all seen those big chrome air horns on fast, flashy motorboats but why have a horn on a slower sail boat?
5. A 'Land lubber' is a term for 'A person unfamiliar with being on the sea' and would enter the 'Crows Nest' through the 'Lubber's Hole'. But where do you find a 'Lubber Line'?
6. You may have heard the terms 'Flotsam and Jetsam' but what do you call debris that has sunk to the seabed?
7. Everyone knows Port or that Port side means left, looking forward but what did this term replace and why?
8. What was meant in the Royal Navy by a 'Pussers Dirk'?

#### Answers

1. The Pacific at 55,623,900 sq miles. Now that is BIG.
2. Scimshaw. A craft originating from American whalers.
3. The word R.I.B. comes from Rigid Inflatable Buoyancy.
4. It is always a good idea to carry an air horn of some type to indicate your position in fog. Alternatively use a bell (compulsory to on boats over a certain length). Please read the appropriate publications for the type and duration of alert depending on your sailing situation (sailing, under power, at anchor, aground etc.)
5. A Lubber Line is a vertical line inside a compass case indicating the direction of the ship's head or to take a reading on a hand compass.
6. Sunkum! Sorry, I couldn't resist. It is actually called, 'Lagan' on the seabed? So now we have Flotsam, Jetsam and Lagan.
7. Larboard, an obsolete term for the left side of a ship. Derived from "lay-board" providing access between a ship and a quay, when ships normally docked with the left side to the wharf. Replaced by 'The port side' or 'port', to avoid larboard being confused with starboard.
8. A clasp knife

by 'Sparky'

# FROM FROZEN CREW TO CHOSEN FEW ... ALYSON CHARNOCK TRAINS TO BECOME A RACE OFFICER.

*In the words of Edgar Allen Poe - "True! – nervous – dreadfully nervous I had been and am; but why will you say that I am mad? How, then, am I mad? Hearken! and observe how healthily – how calmly I can tell you the whole story."*

It was absolutely freezing. Mind-numbing, finger stinging, nose dripping cold. I began to wonder what I was doing sitting on the side of a Cork 1720 approaching the Ranie buoy downwind at 9 knots with a scarily low wind-chill factor and light rain starting to become heavy rain. I knew I wasn't insane, I had the certificate to prove it. But I knew deep down there had to be a better way of enjoying yacht racing than this. On the return leg I glanced up at the covered balcony of Penarth Yacht Club, what mysteries occurred there? How was the race course decided? How was our time calculated? What beer did they sell at the bar? There was only one way to find out, and the draw of feeling slightly warmer than I felt sitting on a wet sheet with a considerable amount of the Bristol Channel forcing its way over the bow and up the hole that houses the bow sprite was too much, I wanted to see what the race officer did during the sometimes chaotic 2-4 hours we call weekend enjoyment in the form of cruiser racing.

On returning to Cardiff Bay Yacht Club and after a hot shower and some much needed high alcohol content refreshment I approached the race officer for the day, David Cairncross and, after a short discussion (and much complaining from my fellow crew), I agreed to accompany the race officer for the following weekend to Penarth Yacht Club to observe proceedings. Result! I foolishly thought there would be nothing for me to do and I would be warmer, drier and have an opportunity to doze lightly between the start and finish of the race. There was another reason for wanting to try the Race Officer role out. The club has a good number of boats that race as PY or IRC fleet boats, the number of race officers that facilitate these races are very few in number and the look on the faces of some of these people as we passed them on a Bay Race, a look that said 'I want to be racing but I am here doing this!' did make me feel slightly guilty, I say slightly as I think the feeling lasted oh, some 9-10 seconds. My fellow crew were apparently unaffected.

The next race day arrived and unfortunately it was verging on the pleasantly warm with a moderate breeze. Even the Bristol Channel looked almost inviting, reflecting the blue sky and beautifully disguising the usual chocolate brown sludge to which we hardened Channel racers are all too familiar. The course was decided, the cruisers circled the start line like hungry sharks and we waited for the last few boats to lock-out, apparently there are always a few that are late for the bell (yes, you know who you are – Death Star). The fleets were divided and given instructions and the race started more or less on time. I was in charge of the binoculars, a question was posed, 'were all the boats clear?' I was fairly convinced they were, given that the first boat over the line took four minutes to start as the wind had dropped to a wheeze. The race passed uneventfully, albeit



slowly, and all boats finished with no major problems, but the afternoon left me with more questions than it did answers.

The following Sunday was a Bay race, so I dressed in my oil skins and waved my jealous crew mates off from the pontoon and joined another race officer in the committee boat. This was very different! There were boats having near collisions, people shouting and boats coming through the start line so close together it almost made accurate lap timings impossible, or so I thought, but the race officer took it all in his stride and passed on a few hints and tips.

A few more Sundays of being an 'apprentice' race officer started to make me think I needed to make this a bit more formal. Not adverse to the odd ex-curricula course or two I was delighted to find out that there was to be a RYA Club Race Officers course being run at the club in January. Even better news was that the course was to be free of charge! I eagerly emailed my name to the club office and bought my RYA racing rules book. The course was held in the training room and I arrived (unusually on time) to find the venue full of potential race officers, a good mix of ages, genders and abilities. David Cairncross took the course with the presence of an external moderator.

The day passed very quickly; the style was informal and the setting and delivery very conducive to learning. The information delivered was relevant for the level of the course and appropriately aimed at the majority of the attendees. There was plenty of opportunity to ask questions and no-one felt uncomfortable about doing this. Stories were exchanged during breaks and telephone numbers swapped with a view to exchange visits across sites and clubs to gain experience. The course covered all the basis aspects of being a Race Officer, delivering precisely the information required to make a good start at club level. It also, tantalizingly, hinting at further knowledge that would be required to progress through the ranks as experience increased although there was absolutely no pressure to do this. There was no formal assessment at the end of the course and everyone left with an attendance certificate which would be endorsed after an agreed period of acting as assistant race officer for club events. If you race and enjoy racing you can do a lot worse than to give the race officer role a try, you never know, you may enjoy it!

I now have a problem. I have got used to the warmth of the balcony or the shelter of the canopy on the committee boat and my light dozes between long legs on the channel races. I now have more questions, want more experience and seek further knowledge of the sport that not only has a dense volume of rules which is roughly the size of War and Peace and is renewed every four years but also has books and blogs written about understanding the rules. I think another course may be required...what's the next one up from Club Race Officer?...



## Me and My Boat

Owner: David Brown

Boat: Evader

If you associate Beneteau with high-volume, low-displacement cruiser-racers you should take a look at David Brown's handsome ketch Evader. She's a 32-foot, eight ton, long-keeler, built by Beneteau in 1980, drawing on their experience in building fishing boats and is a solid heavy-weather performer as he discovered on the delivery trip to Cardiff – but more of that later.

David was born in Grangetown, Cardiff. His father was a leather merchant who had served in the Royal Navy during the war (Jim Callaghan had been a shipmate). David's uncles were closely connected to the sea, earning their living on trawlers, so when he left school, he naturally gravitated towards the sea, joining P and A Campbell's fleet as a deck hand. At that time (1954) their fleet of elegant paddle steamers provided a regular service up down and across the Bristol Channel out from Bristol and calling at Penarth, Clevedon, Barry, Weston and Ilfracombe.

David also did occasional trips with Niel and West Trawlers, sailing as far as the Irish Sea in search of cod. Life on board was pretty basic and there was a sad lack of modern conveniences. At the age of 18, David was called up for national service in the Royal Navy. He signed up for seven years as a gunnery rating. By doing this he received proper wages instead of the national service pittance. He had been a schoolboy boxing champion and was soon boxing for the Navy in interservice championships. No doubt his postings between ships reflected this skill. He served in the cruiser HMS Belfast prior to her extensive refit in 1958 (she is now on public display in the Pool of London), the destroyer HMS Duncan and a T class submarine, Torch. (It is worth noting that service on a submarine attracted a higher rate of pay!).

After his time in the Royal Navy, he joined the Cory tug fleet and soon obtained his Tugmaster's ticket. This led to a Master's ticket and charge of an aggregates ship collecting sand and gravel from the Bristol Channel and further afield.

Following this, David spent five years up until his retirement, as the Port Controller in Newport. Sailing has always been part of his life, starting with his father's "gaffer" on the river Taff below the old bridge. He recalls using a flat bottomed boat to gather up lumps of Welsh steam coal, which had fallen into the bay during loading.

For a while he was part owner of a former battleship pinnacle, called Toucan. Built in 1932, this elegant 52 ft launch was carvel built of teak on oak frames. Although originally powered by steam, she had been converted to diesel and was fitted with a Foden FD6 2 stroke engine. Sailing boats included a 21 ft David Hilyard yacht, Sheldrake and then a 32ft wooden gaff rigged cutter, Tune, which won him the title, "cock of the drain". Sadly, Tune was sold to finance the buying of a house, but later David bought a Colvic 23, Stella, and then a well-loved Westerly Longbow called Tamarind. In July 2012, David bought Evader. She was lying in Southampton, so, with a crew of four, he set sail for Cardiff. His passage coincided with some very bad weather and he recalls passing the Needles in appalling conditions and gusts of 35 knots. Tins thrown around in the rough conditions damaged a water purifier, resulting in a flood of fresh water inside the cabin. This then blew the main fuse of the electrics. Weymouth was not available as a port of refuge because of the Olympics, so they battled on to Brixham, where two of the crew promptly jumped ship and returned to Cardiff by train!

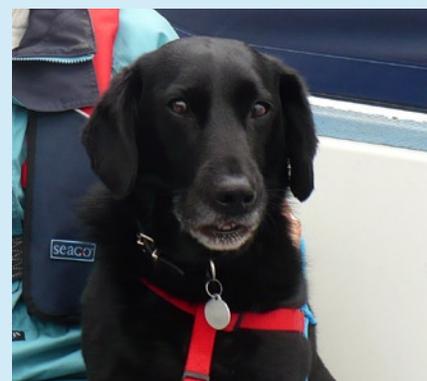
The survivors continued the voyage with persistent high winds which made for an exhilarating run up the Bristol Channel and home.

If you would like to tell us about your boat and the adventures you've had racing or cruising on it, then write around 500 words (one side of A4) and chose a photo and email us at:

[bearessentials@cbyc.co.uk](mailto:bearessentials@cbyc.co.uk).

Or you can hand it in to the club office, c/o Bear Essentials.

## PETS ON THE PONTOONS



by Max (Equinox)

They say that you can't teach an old dog new tricks, but, as a mature dog aged nine, I don't believe in this adage at all.

When my mistress found me at the rescue centre some time ago, I was already a fully grown dog. I like to think I am a Labrador, but I know that my legs are too short and my ears are too big. My previous master was not willing to pay the fees to get me out and no one else wanted me and I had come to the end of my week there so I was really lucky that she happened to call in and see me when she did. As soon as we met, we got on really well and I trust her to always make the right decisions.

So, when she introduced me to The Boat, I was happy to jump on board and follow her lead. And I will always remember that first outing. First of all they put a red harness on me. I wasn't used to it and found it a bit uncomfortable. But I think it I have to wear it so that I stay safe. Then they started the engine and I was quite worried – the boat vibrated beneath my paws and it was very noisy. Things improved when they got the big white things up and the engine was no longer needed.

I have to admit that I find the sailing bit is rather boring. I tend to curl up on a cushion and doze throughout a passage, but I will sit up and take note when we arrive at a destination. I love going through locks; strangers tend to notice me sitting quietly in the stern and seem to be well impressed by my calm demeanour.

Over the last three years I have put in a lot of sailing hours and I believe I could now be called a well travelled sea dog. My voyages up and down the Bristol Channel have taken me to Portishead, Swansea, Watchet and Milford Haven.

Highlights: chasing seagulls on Swansea beach, the pub at Portishead, having to leave the pub in Porlock after a 'disagreement' with another dog, the pub at Watchet, the pub at Dale the pub at Burton, the pub.....well, pubs generally. Ambition: To take on a swan which I have so far been prevented from doing!

facebook



If you use Facebook then please do search for Cardiff Bay Yacht Club or copy this link into your browser: <https://www.facebook.com/CBYCWales?fref=ts> and 'like' the page to be kept up-to-date with what's going on and to see all of the latest photos.



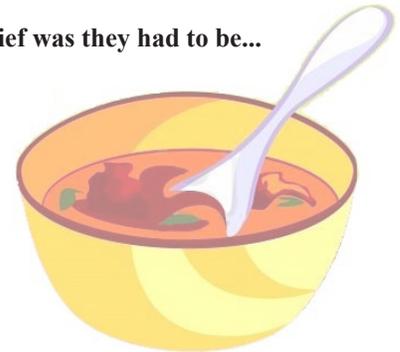
*It's still hard, sometimes, to remember that warmer weather is on the way. But Jamie and the team are already working on the summer menu. Keep an eye on your email newsletter for the new seasonal dishes and specials.*

## GALLEY GOURMET

We've asked Jamie to come up with a series of meals suitable for hungry cruising folk. The brief was they had to be...

- Made from ingredients you might find in a small, harbourside foodshop.
- Quick to prepare.
- Able to be cooked in one pot.
- Capable of being eaten from a bowl with a spoon.

...here is the latest of his 'cut-out-and-keep' recipes.



### Swiss Style Steak

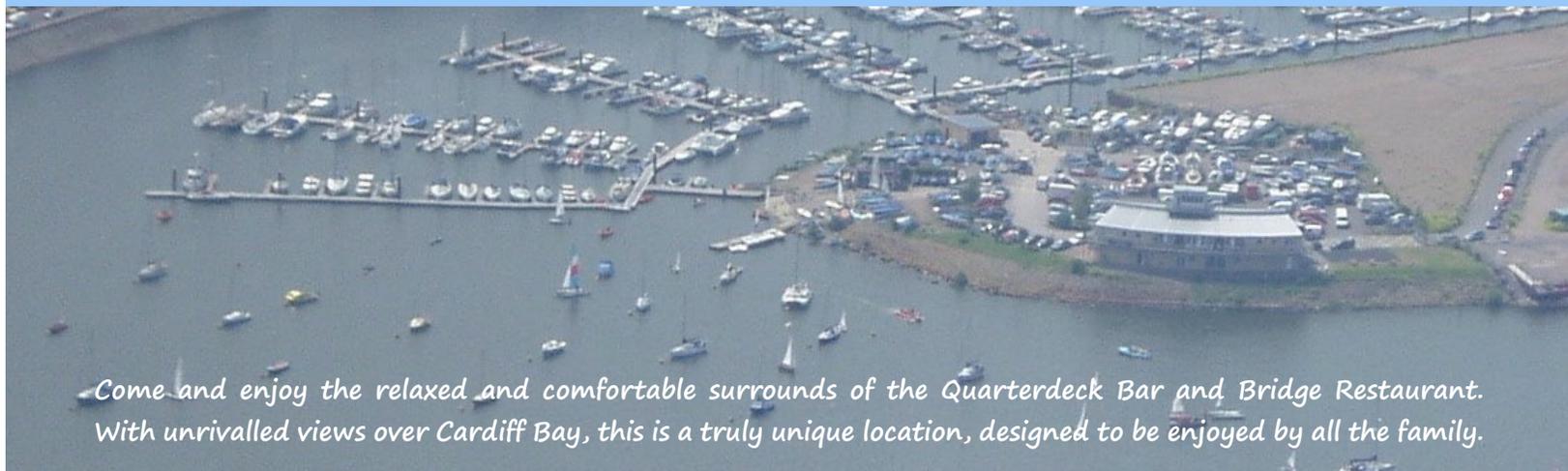
#### Ingredients:

- 30 ml sunflower oil
- 1 onion finely chopped
- 1 lb rump steak cut into strips
- 8oz button mushrooms, halved
- 1 can chopped tomatoes
- 15 ml tomato puree
- 5 ml sugar
- Salt and pepper
- Dried herbs to taste
- 30 ml crème frache

Serve with rice or noodles

1. Heat the oil in a pan and fry the onion for two minutes.
2. Add the steak and fry until browned.
3. Add all the other ingredients except the crème frache and simmer for 10 minutes
4. Add crème frache and serve.

# CARDIFF BAY YACHT CLUB



*Come and enjoy the relaxed and comfortable surrounds of the Quarterdeck Bar and Bridge Restaurant. With unrivalled views over Cardiff Bay, this is a truly unique location, designed to be enjoyed by all the family.*

## Winter Opening Hours

### Quarterdeck Bar opening hours

Monday:	17.00 - 23.00
Tuesday:	17.00 - 23.00
Wednesday:	12noon - 23.00
Thursday:	12 noon - 23.00
Friday;	12 noon - 23.00
Saturday:	12 noon - Midnight
Sunday:	12 noon - 22.30

### The Bridge Restaurant opening hours

	Lunch	Dinner
Monday:	Closed	Closed
Tuesday:	Closed	Closed
Wednesday:	12 noon - 15.00	18.00 - 21.00
Thursday:	12 noon - 15.00	18.00 - 21.00
Friday:	12 noon - 15.00	18.00 - 21.00
Saturday:	12 noon - 15.00	18.00 - 21.00
Sunday:	12 noon - 15.00	Closed

Last orders will be taken 15 minutes before the end of service

A limited bar snacks menu will be available on Monday and Tuesday evenings when the restaurant is closed.

To avoid disappointment, please phone 02920 226575 within the opening hours, as above, if you wish to make a reservation to dine in the Restaurant. If outside these opening hours then please phone our Admin Office on 02920 666627.

The restaurant may be closed if we have a function booked. Posters advertising any event will always be found on the main notice board at the Club or on our website.

**Cardiff Bay Yacht Club**  
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Affiliated to: Royal Yachting Association (RYA)  
Bristol Channel Yachting Association (BCYA)