

# CARDIFF BAY YACHT CLUB

BEAR ESSENTIALS

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Crew left to right:  
*Roger Dunstan, Nick Sawyer, Stewart  
Cooke, Paul Simes and Josh Metcalf.*  
Taken on *G&T* during the National  
Sports Boat Championships.  
Report on page 5



# SUCCESS ON ALL SIDES WITH THE BRIDGE AND CANOE SLALOM! Kevin Doyle reports .....

## BEFORE



CBYC Marina staff move pontoons to make way for the canoe slalom!

## SOME TIME LATER



Very often it is more difficult to get a project to the starting point than it is to build it, and so it has proved with the Canoe Centre, which has been more difficult than most. However, as this magazine goes to press all the funding for the Centre is in place, contracts are being prepared for signing and work will commence on the Centre in late August this year. The delays in commencing mean that the first canoes and rafts will take to the water in mid January 2010. If this January's weather was anything to go by, booking may not be essential!

The construction work will entail a change to the entrance of the temporary Pool car park, moving it closer to the access road to the Yacht Club. However, disruption should be minimal and it should present an opportunity to improve directional signage to the Club.

The Pont-y-Werin Cyclist/Pedestrian Bridge is now out to tender and subject to receipt of funding later this year, it is anticipated that the construction will start in Spring 2009, with the bridge opening in Autumn 2010.



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The bridge is to be located across the River Ely, approximately 160 metres to the south of where the A4055 (Cogan Spur) crosses the river and approximately 1200 metres from the Cardiff Bay Barrage. The form of the bridge will be simple so as to avoid drawing attention to the structure (yacht skippers excepted!) and will probably consist of four or five structural steel spans spanning

between their supporting river piers. Various consents/permissions are required in order to proceed with the project, including consent under the Highways Act 1980. This is necessary because the proposed bridge will affect the navigation of vessels along the River. As this is of relevance to at least some of us, the details are explained here. At the normal Bay operating level of 4.5m AOD, the distance (air height) between the underside of the bridge and the water surface will vary between approximately 3.5m at the Cardiff side and approximately 6.5m at the Penarth side. The passage of vessels with an air draft less than that available under the bridge (which will vary with any changes in the water level of the Bay) will be permitted. In order to maintain navigation along the River for vessels which

require a greater clear air height, it is proposed that the bridge will include an opening section which will provide, when in the open position, a 20m wide channel which has no height restriction. The proposed clear opening width of 20m has been selected to allow the passage of vessels upstream and downstream simultaneously, thereby minimizing the time the bridge is closed to pedestrians and cyclists. This opening section will lie over the main navigation channel of the river. It is currently envisaged that the bridge will generally be operated remotely from the Cardiff Barrage Control Room with facilities also being provided at the bridge itself to allow local operation at busy periods. Appropriate navigation buoys will direct river traffic towards the opening section in a similar manner to that currently done on the River Taff in relation to the Butetown Viaduct.

It is proposed that the bridge will be opened for the passage of vessels of any height on the River Ely on a timetabled basis up to twice per hour between 7.00am and 7.00pm, and up to once per hour outside these times if there are vessels waiting to pass. If there are no vessels waiting then the bridge will not be opened. Each time the bridge is opened the movement of people across the bridge will be prevented for around ten minutes. This period allows for the time needed to: sound the warning alarms; close the barriers; check the opening bridge section is clear; raise the opening section, the passage of vessels and then undertaking similar procedures in reverse to close the bridge after vessels have passed through. On the remainder of the Sports Village design work continues on the Waterfront scheme and the proposed Arena, however the press is reporting that administrators have been called in to City Lofts, the majority shareholder in the Baypointe residential scheme. We will have to wait to see what effect this will have on the designs for this area and exactly who our neighbours will be.

## THE WAVE BREAKER!



Barrie Metcalf, our Marina Manager, says he hopes it won't be a heart breaker!!

This is an experimental set of old pontoons weighted

down to provide wave cover in easterly winds to pontoons A and B. Barrie says, "Please regard it as work in progress." It may well have to be adapted slightly in the



light of experience. The one thing you must NOT do, under any circumstances, is to moor up against it - please!

## SHANGHAI & NIMROD CUPS 2008

With weekend racing taking a breather during July and August, we still have the Crofts Davies Tuesday Evening Summer Series running now. September will see the welcome return of the Shanghai & Nimrod Cups. The dates for your diary are as follows:

- Saturday 6 Sept - Registration from 19:00 to 22:00
- Sunday 7 Sept - Race One P.Y.C. Start 10:00 (Around the cans)
- Saturday 13 Sept - Races Two Three & Four Start 10:00 (Laid course in the Channel)
- Saturday 13 Sept - 19:30 Social Evening.
- Sunday 14 Sept - Race Five Start 11:00 (Low water race)
- Saturday 20 Sept - Race Six, P.Y.C. Start 09:00 (Around the cans)
- Saturday 20 Sept - Race Seven, Start 14:00 (In the Bay)
- Saturday 20 Sept - 19:30 Social Evening.
- Sunday 21 Sept - Race Eight, P.Y.C. Start 09:30 (Around the cans)
- Saturday 27 Sept - Race Nine, 10:00 (Long Channel Race)
- Saturday 27 Sept - 19:30 Black Tie Ball & Prize Giving.

*(Although all dates were correct at the time of going to press please check the Club website for further details [www.cbyc.co.uk](http://www.cbyc.co.uk) )*

**The Shanghai Cup** - racing for teams of 3 yachts, each to be self-righting, single hull vessels and having a valid IRC certificate.

**The Nimrod Cup**, - racing for self-righting, single hull vessels under Portsmouth Yardstick (PY) local handicap system.

More details of the social program will appear on the Club website in due course, together with the entry fees which are yet to be finalised. However, we have yet to secure a sponsor so if anyone is interested in sponsoring this prestigious event please do not hesitate to contact me.

Steve Cooper - Sailing Secretary  
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# CBYC REGATTA – Steve Cooper, our Sailing Secretary, reports ....



This turned out to be a wonderful weekend with a great family atmosphere. With fine weather and a good brisk wind on Friday evening, we got underway with some excellent racing in the Bay followed by a very convivial barbeque.



Saturday dawned with more fine weather and lighter winds, although the dinghies and junior sailors fared somewhat



better in the Bay than the bigger yachts and sport boats racing in the Channel. The second race at sea

on Saturday (race 3) started with an easterly sea breeze which vied with a south westerly, with boats beating upwind on the same heading but on different tacks, which unfortunately



resulted in the race being abandoned but not before J80, *Chilli Jam* went around the windward mark backwards! Meanwhile back at the Club there were plenty of

activities going on, organised by Nick and the Training School team, which included face painting, a bouncy castle, a treasure hunt for motor cruisers and a rigid inflatable challenge. Saturday evening's Summer Ball was a sell out.

Apologies to those who could not get a ticket. The food was excellent, the band was great, and the company even better. A fine morning, with a light southerly breeze, greeted the early morning hangovers on Sunday. However, the keel boats, adult and junior dinghies, were all raring to go and our angling section had a competition organised as well. Once again the club was really buzzing with activity.

Everyone returned to the Club in time for a well earned lunch before one of the weekend's main events the "Two Rivers Race" got underway. This



historic event has always been fought for in dinghies under PY handicap in the past. However, this year a team of our top sailing school coaches entered in the J80,



*Purple Haze* (I will not mention names but you all saw who was on board didn't you juniors!) and were joined by Ashley Cole in his J80 *Chilli Jam*. This race involves

navigating both rivers in the Bay and the tacking can be tricky to say the least. Anyway, a young Oppie sailor calling *Purple Haze* on starboard in front of the gallery on the Club veranda was priceless. *Chilli Jam* also suffered the ignominy of having to be towed out of the reeds in the River Ely in front of a fleet of laughing Oppie sailors. We are delighted to report the eventual

winner was Josh Burgess in an Oppie, followed by Will Creavan in another Oppie, with Johnny House and Nathan Bailey third in



a 420. This really was the best Regatta we have had for a number of years and was due in no small part to all the participating sections. A big thank you must go to the training school, dinghies, angling and cruiser racing sections and not least the race officers and mark layers. But most of all thank you to the members who came along and joined in.

For all results please go to our website [www.cbyc.co.uk](http://www.cbyc.co.uk)

# The National Sports Boat Championships, June 19<sup>th</sup> to 21<sup>st</sup> 2008

This year it was the turn of The Royal Western Yacht Club, Plymouth to host the event for J80 and Cork 1720 Sports Boats. It was the first time that both classes had agreed to run their National Championships simultaneously at the same venue and it turned out to be a great success. There were great expectations when six boats and their teams set off from Cardiff to Plymouth to represent their Club. They consisted of four J80s, *Purple Haze*, *Chilli Jam*, *Just in Time* and *Junior High* with *G&T* and *Merlin* representing the two Cork 1720s. All did not bode well when *G&T* got involved in a port and starboard incident with a Toyota on route to Plymouth (more of this on page 10). However, everyone got there eventually and expectations were still high with The Royal Western Yacht Club and several Inns in Plymouth, being treated to some typical team Cardiff Bay Yacht Club hospitality that evening, and most other evenings as well!

Day one started in some quite difficult conditions on a windward leeward course set to seaward off Plymouth break water. The previous evening's onshore gale had left a really lumpy sea with a big swell. Both the Corks got off to a very encouraging start with *G&T* (Roger Dunstan) scoring 5, 2 and 2 in the first

three races, and *Merlin* (Rob Derham) 2, 8 and 3. Both these boats were fast enough to have finished in the top three places by the end of the



week, but unfortunately a few errors crept in and consistency eluded them, in a small but extremely competitive one-design fleet. The winds eased as the week progressed and despite some disappointing scoring, both boats were enjoying some good racing. *Ricochet* from Holyhead Yacht Club was the eventual



winner. In the J80 fleet, which totalled an all-time record of 26 highly competitive entries, yours truly in *Junior High* spent a fair amount of the week being on the wrong side of the start line when the gun went

off. This was all part of my new aggressive starting strategy which went slightly wrong. Anyway it was all good practice for this month's World Championships in Kiel. *Purple Haze* (Scott Cole) was following a similar starting pattern, although when they got things right they were good, scoring a 6th in race 3 and a very good second in the last race.



By far the most consistent Cardiff boat was Ashley Coles' *Chilli Jam*, with Iwan Basten helming and Ollie Green pulling the string. This crew

had sailed the least amount of time together but still finished a very credible 11th by the end of the week.

Andy Deverson and *Just in Time*, taking part in their first-ever National Event aided and abetted by Solent Guru Marcus Stone, did not finish last, so well done to them.



Where, may you ask, was James Dwyer with *Red Skye*? Well during the Club Regatta's social activities James accidentally disclosed that although he has been masquerading as an Australian for nearly a year at our Club he has in fact got a French passport. Needless to say he was immediately banned from taking part in this event by the UK Class Chairman (me) and sent to Kiel (not Coventry as there is no water there). By the end of the week, a combination of intensive competition and being in bed before 10.00 pm were beginning to take their toll on the Cardiff crews and they were all looking forward to Saturday evening's presentation dinner and party. Again things did not start too well as the same dedicated crew member who delivered *G&T* down to Plymouth decided it would be more responsible to leave early with the boat that evening before the festivities began. Unfortunately Captain Smash (he wishes to remain anonymous as his wife thought he was away at Oppie Summer Camp that week) had another port and starboard incident, this time with the electronic barrier of the car park. See page 10 for more information! A very enjoyable evening was had by all, with Iwan Basten being relieved of his responsibilities as team social manager only to be replaced by Ashley Cole who devised some wonderful games that were played in the bar after racing with very simple equipment. It certainly made Rob Derham, the owner of *Merlin*, smile which was the first time all week since his crew dropped and ran over their brand new spinnaker on day one. We are all looking forward to next year's event.

Steve Cooper - J80 UK Class Chairman

*With thanks to Taz of Tekter Images for allowing us to use his photographs in this article and on our front page*  
[www.tekterimages.com](http://www.tekterimages.com)



## LIGHTING OUR WAY DOWN THE BRISTOL CHANNEL FOR FOUR HUNDRED YEARS!

**Bear Essentials has been talking to Peter Binding, a man who has throughout his life been dedicated to working for Trinity House via his ship *Mair*, anchored in Barry Harbour, which is both her home port and Peter's home town. It must be true that Peter knows more about the workings of navigational aids in the Bristol Channel than most! Here is what we have learned from him .....**

It's July, and around about this time the thoughts and plans of CBYC members must often turn to their annual cruise - a visit to Cork week maybe - a cruise to the Scillies - a trip to France - our safety on the water depends to a larger or lesser extent on charts, buoyage, lights, lighthouses and of course nowadays GPS. Those of us of a certain age remember with fondness the five old lightships that used to mark our passage down the Bristol Channel. These lightships had no means of propulsion of their own, they had a main light range of 25 nautical miles - they each weighed 550 tons and had an overall length of 137 feet. They were all built to withstand the might of the sea. They each had a crew of 10 with 5 on station at any one time. In the old PMC days the Flag Officers and members of the Club would always make a point over Christmas of visiting the nearest light vessel to us, *The English and Welsh Grounds*, bearing suitable Christmas cheer which was carefully carried aboard!



From the 1980s these Bristol Channel Light vessels were slowly replaced with Class 1 buoys with 7 mile range lights and X & S band 10/ range Beacons. These are over 15 metres high, including the tail tube, and weigh over 10 tons. They are fitted with a tail tube to help stabilize the buoy in the water and are held on the sea bed by cast iron sinkers weighing between 5 and 8 tons, with 100

metres of 38mm chain. Now Peter told Bear Essentials to be accurate about this, so here goes. The English and Welsh Grounds had 50 metres of chain but the St Gowan had 120 metres of the same diameter! The Breaksea was initially replaced by a Lanby Buoy, then that was replaced by a Solar Powered Light Float, which was in turn replaced with a Super buoy - a Class 1 buoy like the other four



with an increased 9 mile range light and A.I.S. capability. The E&W Grounds light vessel was replaced by a lightfloat with an acetylene-powered main light and a Co2 Activated Bell while the St Gowan station used a small automated engine powered Light Vessel for several years. Now what we all (well most of us anyway) don't know is that most, if not all, of these new buoys are now controlled from this building



and from this control room in Harwich, amazingly in common with all

the lighthouses up and down the Bristol Channel! The thought of all these navigational aids to sailing being controlled from Harwich is to most of us quite extraordinary. When they go wrong, or are damaged, it is Peter Binding and his team on the *Mair* who are immediately despatched to put things right.



Trinity House has been in existence since 1573 when it was granted a Royal Charter, and in 1604 James the First conferred the compulsory pilotage of shipping and the exclusive right to licence pilots to Trinity House.

It is a venerable organisation, the Master of Trinity House is the Duke of Edinburgh. Here members of the



illustrious Elder Brethren of Trinity House can be seen making their biennial inspection of our old friend, the Monkstone Lighthouse.

One of Peter Binding's many jobs is the placement of these wreck buoys (below) wherever a vessel goes down and becomes a

danger to navigation. This has to be done as soon as a wreck is notified, in any weather and on any one of the 365 days in the year. The work is never ending and continuous. Very surprisingly, they sometimes, (well maybe once in a blue moon) get involved in our racing. Below they have just lifted what we refer to as the first sewer buoy - this time it was a bit more difficult than usual to



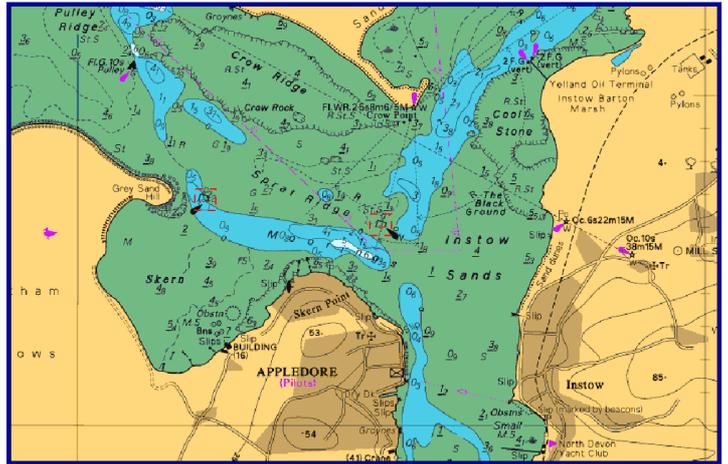
find the buoy for the CBYC racing fleet - however Peter and his crew kindly pointed

out (on VHF) that the buoy in question was on their deck and obligingly the racing fleet rounded the *Mair* with the buoy clearly visible on her deck!



Finally, two very recent pieces of information from Peter and his team - on a survey conducted on 22 April this year (CBYC angling section please note this one) the *Mair* carried out a survey inside the caisson at Aberthaw and discovered that the 0 metre isobath had migrated south by almost a cable with drying heights of 4.6m on the charted drying line!! Maybe good fishing but pay careful attention to your echo sounders when going in there!

If you are going further down Channel this summer and may be visiting Bideford please note that on 14 April this year Peter and the *Mair* placed two new buoy stations set in the



entrance to the river, thereby making two very difficult turns in the estuary much easier to negotiate! This summer you may well

see Peter Binding and the *Mair* making their annual hydrographic delineation surveys of the Cardiff Sands, Cardiff Spit, Culver Sands

and the Nash Passage. Or perhaps one of their two-yearly surveys on the Hugo Bank, Kenfig Bank (very dodgy sailing round that one at low water!) and of course Scarweather Sands, once marked by one of those old red lightships referred to at the start of this article. On behalf of all our

sailors in the Club, we would like to thank Trinity House and our own local man from Barry, Peter Binding, for all the work they and his team are doing - and will continue to do until hell freezes over!

Peter wishes you all good and safe sailing this year.

*We would like to thank Trinity House for their assistance in preparing this article.*





# CLIMB EVEREST POWERBAR THREE PEAKS YACHT RACE Started Barmouth 16.00 h

This was the most competitive, most dramatic race in all the 31 year history of this race - and one of the fastest too - 389 miles sailed - in force 10 winds off the Mull of Galloway - the attainment of the peaks of Snowdon in Wales, Scafell Pike in England and Ben Nevis in Scotland scaled by the winners in the unbelievable time of 2 days, 18 hours, 19 minutes! This race started in 1977 and was suggested to the Barmouth resident, famous explorer and sailor, Bill Tilman by his doctor Rob Haworth. Tilman agreed to support it as he thought the idea would be "just a bit of fun"! Tilman presented the prizes to the winners of that first race in 1977 before disappearing on his very last voyage to climb a mountain on Smith Island on the Antarctic Peninsular at the age of 79!



The race (held this year) is still designed to honour all of Tilman's achievements - 18 yachts came to the start line off Barmouth on 28 June, and it was won by the 34ft J105 *JourneyMaker*, based in Hamble and sailed by skipper Chris Jones. Incredibly, this year 6 other yachts finished within 3 days! The race mirrors Tilman's mountaineering and sailing exploits involving as it does yachts with 5 man crews - first sailing from Barmouth to Caernarfon (62 sea miles) and then 2 crew members have to run/climb Snowdon (3560ft) then a return run to the boat in Caernarfon - this is followed by a 100 mile sail to Whitehaven on the Cumbrian coast. Crew members here are involved in a 30 mile cycle race and then an 18 mile run to Scafell Pike (3210ft) and a run back to their boat in Whitehaven Marina. Finally there is a 227 sea mile journey to Fort William and after arriving a 17 1/2 mile run to the summit of Ben Nevis, then down again to a finish line at Corpach at the end of the Caledonian Canal. There is no handicapping, although there are an inordinate number of trophies! And always remember, this was Tilman's idea of a bit of fun!



Hard on the wind, the start line off Barmouth



The treacherous Swellies in the Menai Straits



Leaving Whitehaven Marina

Leaping ashore to tackle Snowdon



Cycling in Ennerdale to Scafell Pike



Approaching Fort William



On the way to Ben Nevis



The end in sight!



All the boats safely in

*Our thanks to Rob Howard and Ron Isles for their assistance in photos and copy for this article.*

# BY MOUNTAIN!

## YACHT RACE 2008 - BEST EVER!

### Starts Saturday 28th June 2008



Now over the years some of the well known characters in and around our Club have tried their hand at this extraordinary race - some of them over and over again! The man who holds the record for this is, surprisingly, but undoubtedly, none other than our Marina Manager, Barrie Metcalf! Over the years Barrie has actually entered the race eight times - yes eight times! His first time he recalls was in 1980, when he used the family cruiser (his father was a very keen sailor). The boat was a Dolphin 31. He was sailing with his brother Geoff, David Wilton, Steve Hall and Roger Lloyd Williams. They sailed well to Caernarfon, arriving mid fleet; David and John ran the 26 miles up Snowdon in record time. Off they went to Ravensglass (now replaced by Whitehaven) and arrived at Fort William in the top ten!



Overall in the race they had the second fastest sailing time but second slowest running times. They tried again in 1981 and they got sixth position. The following year, using a Sigma 33, they were joined by Roger Dunstan, Alan Mitchell and John Jenkins sailing in John's *First Class 8*. It was a year of light winds and at one stage they had to row for 30 hours!! Still not a win though!



The next time they tried they were sponsored by the Territorial Army, this time in Alan Mitchell's 30ft trimaran *Welsh*



*Volunteer*. They had to retire during the second leg with structural problems. In 1987, after a rule change that brought in the "Tilman Trophy" (a trophy that was to be awarded on the basis of the age of the skipper and the fact that 4 members of the crew were required to climb a mountain) they borrowed *Morning Glory*, a famous S&S 34. The crew included



Barrie's father, Graeme, then aged 71, and recovering from a serious operation. They won the Tilman Trophy and because

they were also the last to finish, they were presented with the cup by the owner of "The Last Inn" pub in Barmouth. Barrie's next effort was again with Alan Mitchell using Alan's J29 *Jaygo*. They came third overall, with the fastest time from Caernarfon to



Ravenglass, a time that can now never be beaten as Ravensglass is no longer used as a landing place, having lost out to Whitehaven Marina further up the Cumbrian coast. Finally Barrie entered the race for the last time in 1997 sailing in Alan Mitchell's next boat, nicknamed *The Black Pig*, a Freedom 35. The result was of little consequence but let's just say they did it in style! Cocktails before supper and each night dressing properly for dinner!!

Barrie says he has vivid memories of those races. They once surfed in over the Caernarfon bar, sailing through the Swellies in the dead of night, stealing their way into Ravensglass, making his way through the legendary whirlpools of Corryvreckan on the way to Port William. Best of all he did survive to sail another day! Our tail piece involves Roger Dunstan again (well he is helming on this edition's front cover isn't he?) He entered The Three Peaks 3 times, with this



catamaran, pictured right, called *Dobbin*, with two star runners Norman Carter and Dr Gareth Buffet. Roger's story starts in 1984. On their way up to Barmouth they were dismayed off Caldy Island, did repairs in Saundersfoot and continued on to race from Barmouth. They didn't do too well! They then decided on an improvement for *Dobbin* - they fitted a fully rotating mast. The first night of the next race they were sailing alongside a considerably bigger, fast, well known trimaran. As dawn broke they were still alongside and then noticed, to their horror, that their mast had rotated the wrong way round! So much for innovative self-constructed development!! Finally, in 1986, they entered the race in the same boat once again and this time they won - as usual Roger does tend to continue until he wins!! We wish every member of CBYC success in the future if they have the nerve, stamina, seamanship and skill to enter this astonishing race, but always remember some of the crew have to climb every mountain!

# OH! WHAT'S OCCURRING?



As Gavin and Stacey might have said - well quite a lot really - mostly in car and boat parks - and involving

the glitterati of this Club to boot! Let's listen first of all to the words of the President as reported to our Special Events correspondent, Walter Plinge, who has spoken to all those concerned. The matter centres on an altercation between the President's car and the yacht *Wanda* which was parked near the boatyard - this is what is now being suggested for the future safety of the Club and all its members. The following suggestions have been made to the Management Committee:

**1.** A 24 hour "Presidents Lookout" will be instituted around the Clubhouse and adjacent grounds.  
**2.** A sighting of the President approaching in his car should be the signal for the new siren alarm to be sounded. This will be known in the future as the "President's Klaxon" and should be a siren that wails intermittently up and down, just like the wartime signal which the President might recognise or even remember.



**3.** On hearing this klaxon all members should run (from all corners of the bar, pontoons or Clubhouse) and should immediately move their vehicles to safety - preferably on the pitching. All boat owners in the yard should immediately put large inflatable "President's Fenders" (now on sale in the office at a very reasonable cost) over the sides of their boats and then take cover as far away from the President's car as possible.

**4.** The tractor engine should be started and the hoist placed in the "immediate recovery position". All Marina staff should don protective clothing and helmets and stand by.

**5.** In the absence of any members of the COM being on site, Roy, our stalwart Steward, will circulate around the Clubhouse and the boatyard, shouting at the top of his voice "Take cover the Crasher is approaching" and on hearing this warning all members should make for the bunkers which the Committee plans to build on the outskirts of our site.

**6.** Once the President's car has ceased moving and he and his car have been immobilised the "All Clear" will be sounded.

**7.** All yachts in the boatyard should be checked and any that are not in an upright position should be examined carefully in case parts of the President or his car are underneath them.

**8.** If the President is discovered under any yacht he should be removed and await any action the Committee thinks is appropriate - burial at sea (or in the Bay) could be considered, or even in his car. It has been suggested that Mr President is not taking the right pills and the Committee has undertaken to talk to his vet about this matter.

Now our Special Correspondent thought that this was the end of the "Crasher Era" within the Club but he has

just unearthed yet another, more recent, piece of evidence of this "crasher philosophy" involving the Chief Coach of our Training School and this boat *G&T*. Nick



Sawyer, in March this year, received the highest accolade for sailing instructors in the UK, National Coach of The Year.



Walter Plinge tells the rest of the story .....

It was a dark and stormy night on a day which had seen rain - the jeep, the trailer and the boat were on the road again. Nick and Paul were trailing *G&T* to Plymouth to compete in the National Championships, hence the photograph of them in action on our front cover. As they were joining the motorway, and passing Coryton, the nice new shiny Toyota in front of them stopped. Nick pressed his brakes to the floor. The jeep brakes locked - the trailer brakes came on and the whole rig slid elegantly into the back of the Toyota, hitting it so hard the back windows popped out. The boat moved bodily forward on the trailer by about six inches, which coincidentally was about the same amount as the Toyota was shortened. Fortunately no one was hurt!

After a mixed Regatta that itself wasn't without incident as *G&T* was unceremoniously barged off the start line during one of the races, the boat was reloaded and Nick was going to drive it home.



On the way out of the car park at the Queen Anne's Battery Marina in Plymouth, the security barrier and *G&T* came into contact, snapping the barrier off! Nick "Captain Crasher Sawyer" neatly laid the barrier out by the side of the road and drove home - slowly!

This year we can confidently predict there will be no shortage of candidates for the Farmer's Trophy!!

A tail note to all this - all the other competitors got out free from a very expensive car park and Nick had a splendid round of applause from the rest of the competitors for this achievement!!



*G&T* - being barged off the start line in Plymouth - Capt Crasher wasn't amused!

## ANOTHER RECORD YEAR for our local RNLI.....

The Cardiff Fund Raising Branch of the RNLI held its 20<sup>th</sup> event this year to raise money for the local training of RNLI crews. Each year skippers who own yachts locally allow them to be

sponsored by companies to go sailing around the Channel, although this year it was more of a drift with very light winds. Sponsors and skippers met at



Mermaid Quay for coffee and bacon rolls before setting out to the start line at PYC. After a lap and a half of a course

along the Cardiff shoreline the eventual winner was *Starship* from CBYC - sailed by Sally Davies and Caroline Smith for their sponsors Hyder Consulting Ltd, who where presented with the



"Bill Davies RNLI Sail Day Memorial Trophy". The prize giving and raffle took place later in the Terra Nova at Mermaid Quay, and with 18 yachts talking part there was a great party atmosphere. "This year we raised a staggering £13,000" chairman Mike Ireland reported. He thanked all the sponsors and skippers and companies who supplied the prizes, along with the events organisers. This event has been growing steadily over the years and each year the organisers have difficulty with the number of yachts that can be used. If you are a yacht owner and would be prepared to take a day off work and allow your yacht to be sponsored, or if you can sponsor a yacht, please contact Colin Lyons or Mike Ireland, their numbers are in the CBYC handbook. The Cardiff Fund Raising Branch collect on average £35,000 - £40,000 each year with the aid of local people and companies. This year we have held two events at CBYC one being a horse race night

and the other a luncheon, both very successful and raising another £3,000. As you probably are aware the cost of running the RNLI is averaging about £350,000 per day. Of every £1 raised, 85p goes to operations and 15p goes to generating voluntary income which includes overheads. The RNLI is 100% run on donations and raised money. Nothing is received from central government. RNLI local branches all over the country raise money and if you are interested is helping in any way please contact Mike Ireland on 07774 426940.



### LISTEN TO ME!



Mobile phones are a necessity to many of us. However, it would be most appreciated if, when taking calls in the bar or restaurant area, you consider your surrounding neighbours. They may not want to listen to your conversation. Please use discretion

and perhaps take your call elsewhere on Club premises. Thank you.

## DINGHY NEWS From Chairman Idris Dibble



This year as ever my willing band of volunteers have mustered together to provide sail training for just about anyone who feels the need to get afloat under sail. So why, you ask, do we give up so much of our free time to

take complete strangers sailing? Well, for one thing we are all very keen sailors ourselves and have a willingness to pass on our skills and love of the sport to others. Each year there are 24 places over 3 courses, and most of the places are taken well in advance of the courses starting. The people that attend our courses come from wide and diverse backgrounds and sometimes have quite different reasons for wanting to learn to sail. However of late more want to take up Dinghy Sailing; it was very encouraging to see so many students from last year's course take up the offer of a starter racing course this year run by Helen Phillips which in turn has meant bigger turn outs for Dinghy racing. Dinghy Sailing is not everyone's cup of tea and many of our past students are seen crewing on the Club's offshore fleet or sailing with the cruiser's. One of our students from last year even ended up buying a motor cruiser. Well, you can't win them all can you!

## FROSTBITE SERIES



Jayson Harrison of *Chosen Slave* crewed by Mike Harrison is seen here receiving his cup for coming first in the Frostbite Series. Jayson has sailed consistently well

throughout the series and well deserved his win. In second place was Idris Dibble sailing *Hiflyer*, crewed by Steve Dawber, and in third place was Ian Horton sailing *No Friction* crewed by Phil Lewis. This year has seen an encouraging increase in the number of sailors entering the Dinghy Section's racing series. The Early Wednesday Series was completed at the end of June and the winner, Ian Horton, was presented with his prize at the curry evening on 16 July. All members of the Dinghy section are very welcome to attend these social events, which are held throughout the year at the conclusion of each of the five series, and if there are any potential racers amongst the cruising fraternity, this is a good place to start! Don't forget that it is not essential to enter all of the races in any one series; you can pay on a race-by-race basis if you prefer. *All details of the racing programme are available from Idris Dibble.*

## THE FLYING FIFTEEN CLASSIC

Ian Horton reports .....

The predicted F3 Southerly appeared on cue – but thankfully without the forecast rain, allowing race officer Chris Barton to lay a long beat using most of Cardiff Bay in a trapezoid sausage course. There was excellent close competitive sailing on the Saturday with a very high standard of visiting sailors and some very fine classic boats. In Race 1 the conditions were shifty. Local youth and 420 sailor Nathan Bailey was first around the windward mark in a borrowed boat with old sails, hotly pursued by Simon Dangerfield/ Dave Hemingway. In some close racing Simon/Dave went on to take the race from Graham Lamond and Scott Train with Bob Tait third. Race 2 was all about the beat and despite a bad start Graham and Scott took line honours



ahead of Bob Tait with Ian and Gavin Shaw in 3<sup>rd</sup> place. Race 3 Graham Lamond had a poor start by his record and eventually finished in second place with line honours again going to Simon Dangerfield with a tremendous lead over the following pack. The big battle was for third place with Duncan Baird fighting hard to keep Ian Shaw at bay down the final run to the line allowing Bob Tait to overtake both of them and take third by a whisker with Duncan finishing 5th. After day one Simon Dangerfield/ Dave Hemingway were tied on 6 points with Graham Lamond and Scott Train, with Dangerfield ahead on countback. Beer and a meal followed in the clubhouse and an entertaining evening. So - who was going to win the Dragon trophy? Would Graham retain it or would Simon win it back? The weather decided this one. There were 49mph gusts recorded over the Cardiff barrage – not the forecast F4 WSW. The race officer postponed racing and then later after consulting the competitors abandoned the racing on day 2 (only the youth sailors were keen to go out). Congratulations go to overall winners (and picking up the Dragon trophy) once again, Simon Dangerfield and Dave Hemingway. In second place, on equal points but behind on countback, was Graham Lamond and Scott Train. In third place with very consistent racing was Bob Tait and M Musgrove.

## DINGHIES AHOY!

An unidentified dinghy trailer has appeared in the compound (see picture). All items of dinghy equipment, including trolleys, must be kept within the confines of the assigned berth and if the trailer is not returned to its proper place or removed from Club premises, the Marina staff will dispose of it in accordance with Club rules.



# “SAILING CITY” OPENS IN SEPTEMBER



This new two acre facility is



situated just off Penarth Road on the old Cowlin site. The first thing you might notice is



this huge £100,000 machine which will stack motor boats and ribs in three tier storage racks along one side of the yard. One operator is capable of stacking some 50 craft in a day's work!



This building is to house a sail loft with our old friend Josh from Severn Sails - two very large workshops which will contain among

others West Point Marine and Freemantle Composites - doing GRP repairs.



Also based on the site there will be a Water Activities Centre, a marine insurers office, a Training



This is where Force 4 Chandlery is to be based with 3,000 square feet on two floors on this new office block.



Centre, a yacht charter company and, of course, the offices of the old Cambrian Marine, now renamed Cardiff Marine Services.

A new quay is being constructed on the banks of the River Ely to service this massive new sailing centre. Bear Essentials has learned that once the official opening has taken place at the end of September there will be a big “open day” for all sailors to come and have a look. It will be the biggest sailing and boating centre ever to have opened in Cardiff.

# WE START CHANNEL RACES JUST BY THE PIER!



Penarth Pier is a very familiar sight to most of our members. In the old days it had a wooden theatre on the pier end but this burnt down in 1931. Penarth Yacht Club started boating activities here in 1880. Campbell's Steamers called at the pier every summer until 1981 - then P&A Campbells ceased operating. These days the Balmoral, built in 1926, and the paddle steamer Waverly, carry on that great tradition. At the landward end of the pier lies the old Commodore building, the main subject of this article. Penarth entrepreneur and business woman Maggie Knight, pictured right on the Pier itself, who runs the Washington Gallery in the centre of the town, is determined that the Pier Pavilion will continue a seaside tradition, albeit in a new, innovative, modern form. The sights on the left that sailors don't see - the depressing interior, sad, dowdy, and run down. The theatre boasts a relatively new sprung, dance floor (said to be the best in South Wales) and the building is now partly used by a gymnastic club. Bear Essentials talked to Maggie Knight, who is going to the Heritage Lottery Fund at the end of August with a view to getting an injection of two million pounds into her project! Her master plan for the future of the Pavilion includes: a long range camera viewing facility, watching live pictures of the wildlife that lives and breeds on Flathom. Preliminary talks have also taken place about another facility, possibly watching live pictures from the new canoe slalom which is about to be created in the Sports Village in Cardiff and which will provide training facilities for this sport prior to the Olympic games in 2012.



There are plans to restore the Pavilion to one of its earlier "incarnations" as a cinema, perhaps a film club, perhaps film festivals, lectures or even theatre shows in the summer months, as well as plans for a restaurant at the seaward end of the building with space for around 60 covers - serving local produce. There will be a permanent display/education area that shows the social, maritime, archaeological and industrial history of the area. There could be events relating to alternative energy production, responsible energy use and the subsequent benefits to the community and wildlife. The Pavilion could also house lectures or discussion groups.

One thought is putting the sprung dance floor in the auditorium to its full and proper use and thereby support the new enthusiasm for all kinds of dancing. There will be a Lookout Point for the National Coast-watch scheme. On this topic BE has some quite recent memories of a CBYC member's yacht going aground and drying out, almost under the Pier - perhaps this would take care of the large number of 999 calls that were made on that day by the public! There will be a parent and children area and shop spaces that will sell

ecologically sound products. The Pavilion could be a haven for people watching sailing events so Penarth Yacht Club and CBYC members could use the Pier to give families a closer view of what is going on out at sea. There will certainly be an education room for schools, colleges and community use. As you might imagine, Maggie Knight and her team are working incredibly hard to make all the above happen - it's certainly a very exciting and long overdue project. Bear Essentials wishes them luck with their efforts.

# Introducing a complete **boat storage, service and supply centre**



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## and a first class **new marina** in the heart of Cardiff Bay



The International Sports Village is our marina's home and the Mermaid Quay and Millennium Centre are our neighbours.



- ▶ 24 hour security with CCTV
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- ▶ Near local Supermarket
- ▶ Dedicated marina office

# ANGLING NEWS from Chairman, Sid Hearne .....

With the cod season behind us, with the hope of a better 2008/2009 season, our thoughts turn to summer fishing during the next three to four months. The top skipper and top boat have received their shields and prizes at the Presentation Evening held in April and we are well into the current season with the top fisherman being Ray Horton on *La Paloma*, who has stormed into the lead, with Steve Dixon in second place and Sid Hearne, pictured here, in third place. Top boat so far this year is *La Paloma* with Simon Leek. The most unusual catch of the year was a five and a half pound Turbot caught in Sully Bay by Jeff Thomas on Flying Cloud. On a recent trip to Lundy on *La Paloma* we found that the mackerel were in short supply but there were plenty of Pollock 5-6lbs in weight caught off Jenny's Cove and the Hen and Chickens.



The 2-day competition to be held on the 19<sup>th</sup> and 20<sup>th</sup> July has been well received with plenty of interest being shown. This is a species comp, and for those who prefer to come back on the Saturday and go out again on the Sunday, the scales will be open on the Saturday night. Plans for the 2008 Cod comp are well underway and we will be looking for more sponsors this year with perhaps increased prize money, rods reels etc. Our Caribbean night held on the 5<sup>th</sup> July was a very successful night, with the next social event booked for the 18<sup>th</sup> October - so put this date in your diary now as tickets will be at a premium. We would like to thank the Club's Council of Management for their financial support during the year and we look forward to a much closer working relationship with them in the future, especially on social events. Membership has risen to the mid eighties with good support being shown for all the competitions and I would like to take the opportunity to thank everybody for their support. Keep safe out there with some excellent catches during the summer months.

The current Angling Committee is: Chairman/Secretary - Sid Hearn, Vice Chairman - Chris Jenkins, Treasurer/Minutes



Secretary - Simon Watts, Competition Secretary - Simon Leek, Weighmaster - Chris James (pictured left), Membership Secretary - Roy Ackerman, Entertainment Secretary - Bunny Robbins, Web Master - Ray John. Ordinary committee members: Paul Akerman, Dave Davies, Andy Vowles, pictured here on his boat Beau Nydle, and Joe Turner.



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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: 07779250517

#### Summer Opening Hours

DAY	BAR	RESTAURANT	
Monday	12noon-23.00	Closed	18.00-21.00
Tuesday	12noon-23.00	12noon-15.00	19.00-21.00
Wednesday	12noon-23.00	12noon-15.00	19.00-21.00
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 a Traditional Sunday Lunch of 2 or 3 courses.
- Tuesday night is usually a hot buffet to link in with our Cruiser Race Night.
- The Restaurant also provides evening Bar meals on Monday, Tuesday and Wednesday evenings as well as the Wednesday Curry Evening.
- Thursday evening is our Restaurant night when a mouth-watering and varied 3-course menu is available and is highly recommended.
- A selection of midday Bar meals is also served.
- To avoid disappointment it is recommended that you ring Sue or Ben on 07779250517 to book a table.