

Bear Essentials



In this edition

Cardiff to the Scillies

Sailing in the UAE

Rosslare Fishing Trip

Researching Your Maritime Ancestors

Penarth Lifeboats

Voyage up the Ely River

Features

10 Cardiff to the Scillies

The sub-tropical Scillies is just a few days away. Why not make it your New Year resolution says Neil Lambden



17 Sailing in the UAE

Andrea Tithecott on sailing in the United Arab Emirates

15 Rosslare Fishing Trip

Colin Barry, Don Bird and Blu Langley visit the Rosslare Small Boats Festival

14 Researching Your Maritime Ancestors

9 Penarth Lifeboats

Part two of Alan Thorne's history of this vital local mariner's service

5 Voyage up the Ely River

David Richards sees familiar ground from a new angle



10 Cardiff to the Scillies

News

7 Dinghy Section Report

12 Open Cod Fishing Competition



6 Mike Bailey's Mediterranean Trip Update

Regulars

3 Message from the CoM

4 Around the Channel

4 Quiz Questions

8 Me and My Boat

19 Pets on the Pontoon

19 Quiz Answers

Know Your Neighbour

We've had to hold over our regular Know Your Neighbour feature but it gives those of you on E and F pontoons more time to get details of your boat, your activities and your plans for the coming season to Geoff by the end of March for our April edition.

Email him at - geoff.parr@gmail.com

Meanwhile apologies for missing out **Mark and Liz Hammond** on G pontoon last month. Their Gib'Sea 282, Cassiopeia, on G20 is used for 'pootling in the Bay and up and down the Bristol Channel – mainly by sailing-mad children'. This season they're planning cruises to Lundy and the South Coast, weather, time and tide permitting

Vice President - a Profile



I must admit I was deeply honoured when I was offered the post as Vice President. Like John, our President, I asked myself what I could offer the post.

I started sailing with our club as a youth member in 1966; in fact the first time I went sailing was the afternoon that England won the World Cup... so, no real fan of soccer! I remember that the boat was a Heron class dinghy and the Cadet Officer was a gentleman by the name of Bill Lane. I often wonder if Bill ever realised that he might be training a future Vice President.

Over the years I have mainly been involved with small boat sailing, racing GP14s back in the late Sixties then held the post as Cadet Officer in the late Seventies. The Eighties saw me crewing for cruiser/racers and J24s into the Nineties before moving back to dinghy racing in the new millennium firstly with a Mirror Dinghy then a Dart 15 catamaran to my present boat which is a Classic Flying Fifteen. I have also been involved with Sail Training in the club and served on many committees over the years. Although like the President I hold no voting rights at main committee. However it is always a privilege to be asked my option based on my experience over my years of membership.

Since 1966 I have experienced a lot of changes and improvements to our club. This is the third club house I have seen; the first was the Old Penarth Docks Custom House, now a restaurant. It made a very splendid club house indeed but I remember committee members saying how expensive the old building was to run. At that time the club had a big dinghy racing fleet, mainly GP14s and Enterprises and cruiser racing was mainly in converted ships lifeboats. The mooring arrangements were drying mud berths either in the dock basin or in the river Ely and the Bay dried two hours either side of high water.

In the early Seventies the club went through some very difficult times and had to move from Penarth Dock. The next club site is where we are today but it looked a very different. The club house was a second-hand school terrapin building. The club site went under water at spring tides and one of the first working parties was to raise the entire site by 4ft - by hand - to prevent this happening. I also remember laying slipways, digging cesspits, filling in the old subway and helping to make the original pontoon system which was based on an old gas main and a crane jib!

When I look around today and see what a fantastic club we have and the facilities that are offered to members it makes me very humble to think how it all started. The club is still evolving; I wonder what the next 50 years will bring? Hopefully it will remain a members club and reflect the needs of the membership and provide water based activities for all who wish to venture on the water.

Idris Dibble

Vice President

Editorial Team

Editor
Mike Slater
slatercomm@ntlworld.com

Contributors
Jason Griffiths
Geoff Parr
Louisa Laurent

Design Editor
Andy Masters

Printed By
Dalton Printers
Thesiger Street, Cardiff,
CF24 4BN.
Tel. 029 2023 6832

Portishead

Quay Marinas has submitted a planning application to North Somerset Council for a further 25 berths at the south end of the basin. It will complete the intended pontoon layout and if the go-ahead is given the berths should be ready for the 2015 season.

The RNLI has been given an anonymous donation of just over £½ million to cover the cost of a new ramp, track and slipway, being built as part of the new lifeboat station. The station is expected to be operational in April.

Clovelly

If you're planning an early cruise it's worth looking at Clovelly's Lentsherd (pronounced Lanshard) Festival which takes place each Shrove Tuesday and falls this year on February 17. At dusk children set off 'down along' to the harbour dragging tin cans tied with string. At the harbour the cans are tied together and thrown into the water to rid Clovelly of all bad things that have happened during the year, to chase bad spirits away and drive the devil into the sea. In recent years the cans have been retrieved without, apparently, adverse effect.

Watchet

The broken marina gate has been removed and it's likely it can be repaired rather than having to be completely replaced. In the meantime two stoplocks – the moveable beams that impound water – have been removed to allow access but it's limited to boats with a draught of one metre or less. An unfortunate consequence has been to increase silting in the harbour. Marina staff plan to remove all stoplocks soon which will give a clearance of 2.4 metres. Potential visitors should check before departing on 01984 631264.

Barry

Barry Yacht club's sea rowing section is planning its first social rowing competition this year. It's a requirement before a club can host official competitions under the Welsh Sea Rowing Association to demonstrate capability in running a large competition. Beginning with just one boat three years ago the club got two Celtic Longboats with the aid of a sports council grant last year and now the section has upwards of thirty active members. It's the only sea rowing organisation east of Mumbles and members can be seen practising in Cardiff Bay when conditions are too rough outside.



Quiz by 'Sparky'

1. Fastidious skippers make daily, sometimes hourly, entries into their ship's log. How many types of ship's log can you think of and what does each log measure?
2. What is this quote from? - 'the sloeback, slow, black, crowblack, fishingboat - bobbing sea'
3. Why do we call the toilet 'the Head'?
4. It is becoming quite popular to have Radar on board. And some adventurous souls have Scuba gear too. But did you know they have a strong link?
5. Were you feeling "Blue" through the winter months, waiting for better sailing weather? Me too, but this phrase goes back to a nautical tradition. Any ideas?
6. What would you do with a 'Dugong'? (a) Strike it? (b) Paddle it? (c) Swim round it? (d) Eat it?
7. Any idea what it means to be on the 'Binnacle List'? No, nor me shipmates.
8. I was recently asked, "how's life?" To which I replied, "Hunky-Dory," but where does this saying come from and what is its nautical connection?

answers on the inside back cover...

A Journey to the Ends of the Ely

(...well, the navigable bit anyway)

David Richards sees familiar ground from a new angle



Having only ever turned to port out of the moorings towards the Bay area and opening the throttle once past the 5 knot markers on Sea Breeze (my 5.5mtr Jeanneau sports cuddy) for a quick whiz around the Bay I wondered what delights lurked up the river that led into the marina. I had often done the trip up to the Millennium stadium in my previous boat but had never explored the Ely.

On a cool November morning with Adrian on board who just wanted a gentle trip on the water this was the excuse I had been looking for. Leaving the mooring and turning to starboard we set off at a steady 4 knots.

Not knowing how far up the river we could go I set the depth sounder alarm but didn't turn off the fish finder. It was soon pinging like a game of space invaders so I was very aware that there was plenty of life under the water but I was more interested in seeing what lay up the river.

Leaving the club moorings and Cardiff marina behind we were soon in what could have been any sleepy backwater but then came across the Grangetown link road passing overhead again and the hum of the traffic reminded us that we were in fact in the centre of industrial Cardiff.

As we continued the traffic noise disappeared and only the quiet hum of the engine, which was barely ticking over to keep steerage, could be heard. In the quiet we started coming across many different types of birds. swans and mallards, herons nesting in the trees; the little black coots that are common around the moorings and kingfishers, that were too quick to catch on camera.

Rounding the corner before the lift out for Cardiff marine village there are 5 knot markers showing where the shallows are. I was looking at the birds and went down to 3.5ft before quickly veered to starboard and deeper water with the depth alarm ringing in my ears and making a mental note to give it a wider berth coming back.

We continued on passing woodland with the sports stadium and several other built-up sites all obscured by the peaceful banks of the river. Finally we reached the Calor Gas depot near Cowbridge Road and with the depth down to just under 4 ft we decided not to chance our luck any further but turn around and head back.

The return trip was as peaceful as the outward leg so for those who have not tried this route before, I'd say give it a go. It's really fascinating what can be seen from this very different perspective. An area we often pass through in our cars without being able to stop and appreciate what is around us.

A bright Christmas as **Sanamiru** finds a snug berth in the sun

Mike Bailey and crew have reached the Med and decide to head east along the Spanish coast



Torrevieja, Costa Blanca, Spain

We decided to make things a bit less tiring by heading further north to put us on a fetch in the general direction of Alicante. We sailed about five miles of shore from Cabo de Gata on a course of 050 passing a number of ports and islands. Many of the bays are open to the easterly winds but in general the ports seemed to be well protected by substantial man-made breakwaters – the only difficulty being getting in when winds are unfavourable.

Our course would take us up to Cartagena, 78nm away. We would be passing Isle of San Pedro, Puntade la Media, Naranja and many other places that might be familiar. The sailing was fairly relaxed until we got to a point of Naranja when the wind changed and started to blow up again quite freshly from the east. By this time we all felt a bit tired and really not looking forward to a night sail in these conditions so took the option to pull in to one of the three ports on the chart in the Hornos Ibericos area.

The first port had a very small entrance and the third was close in, small and on a lee shore. I really didn't want to be that close to shore in the conditions we were in. I elected to go into the middle port which had the biggest entrance and was a commercial

port where large ships off-loaded fuel for the power station. The harbour enclosed a large expanse of water and had high walls - more suitable for the Queen Mary rather than a 46ft yacht. There seemed nowhere to put lines for a small boat but nevertheless Jon and Richard made it ashore and after some considerable effort got lines and made fast. Suddenly, out of nowhere and at 10.30 at night came the police requesting documentation. They finally left satisfied and despite a rather roly-poly night we were able to get some sleep.

The following morning we were off again covering 45nm miles to a lovely little place called Mazarron. There is an island guarding the entrance but it didn't cause any problems and once in we found a nice little club and very helpful locals. After a real good night's sleep and a meal out it was on to Cabo de Palos, passing Cartagena, large military and commercial port with a marina and historic Roman ruins.

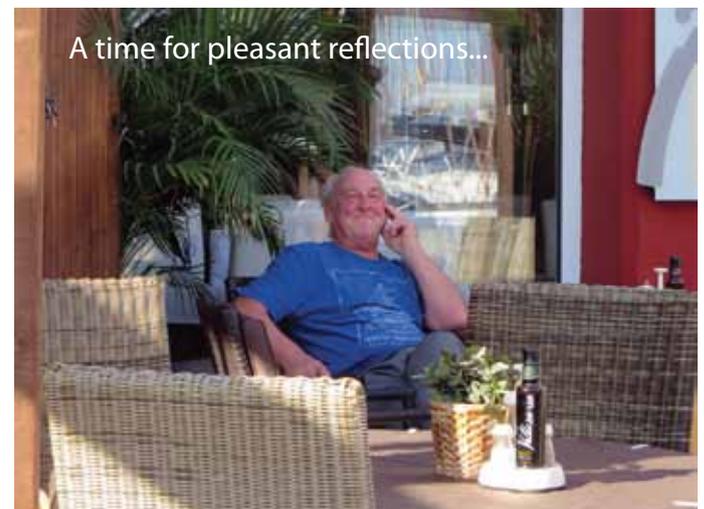
We sailed around the lighthouse at Cabo de Palos into a small bay outside the large inland sea of Mar Menor. It was to be our first night at anchor in open sea and was what I had been dreaming about for the whole of the

journey. Richard was the first into the clear blue water with both Jon and Donna following while I sat with a drink in hand thinking that this is what sailing is about, the rough with the smooth, the good days and the bad, and most of all, memories of the friends I have made in my sailing and diving life of some 40 years. A lovely dinner prepared by Rich and Donna with a bottle of wine settled us down for the night with all of us smiling at our achievements.

Mar Menor is about 10nm long with just one entrance at Punta del Cocedor. There's a bridge which opens on request, no locks. There are a number of places you can go once inside, many

very small but delightful to visit. On the seaward side there a lot of fish farms that from a distance look like islands but they are well marked by cardinal buoys. And so we reached our provisional destination, Torrevieja, a large port with three marinas and a secure place with everything you may need to restock your boat or to leave it, as I have. It has its own micro climate and Christmas day was a cool 18 degrees in the sun.

If there is anything else you wish to know or think I can help with I'd be happy to oblige, just contact me or speak to me in the club. I wish you fair winds, good seas and a happy New Year.



Mid-week racing curries favour with dinghy sailors

report by **Idris Dibble**, Dinghy Section Chairman

2014 was another good year for Dinghy Racing in the Bay.

As in previous years the racing was jointly run with our friends across the Bay at CYC. This arrangement has worked well for a number of years with both clubs benefitting.

The most popular series continues to be the **Wednesday** evening series with regularly 30-plus boats on the water... is this something to do with the excellent curry that is served up at the club after the racing I wonder?

Sunday morning is also popular with up to 20 boats.

Two dates for Dinghy sailors to note are the Dinghy Section AGM on the Wednesday, February 11, at 7pm and the Start of Season Dinghy Regatta on Sunday February 22 in aid of British Heart Foundation.

All that remains for me to do is to wish you all fair winds and blue skies for 2015.

2014 CBYC/CYC Dinghy Cup Winners

Frostbite Series

E K Woods Cup - **J Preece**

Spring Series

Stradform Cup - **A Freemantle**

Early Wednesday Series

KR Smith Cup - **B Proctor**

Late Wednesday Series

Monty Banks Cup - **S Harrison, W Millar**

Summer Series

Dovey Cup - **D Moore, N Harding**

Autumn Series

Lightship Cup - **D Moore, N Harding**



Purple Haze



Purple Haze in last year's Round the Island Race

“Is it wood”?

That's the thing most sailors ask when they see **Phil Cook's Purple Haze**

And the answer is, yes. She's a triple-skinned mahogany quarter-tonner built in 1977 – a one-off from the board of designer David Thomas. She was the prototype of the hugely successful Bolero class and the impact she had on the racing scene in the Solent, then and later, was such that her fame endures to this day.

Her first owner was Chris Ratsey of Ratsey Sails but over time she passed through several hands and 25 years later was effectively a wreck. Luckily she had stolen the heart of three talented sailors and boat-builders who had originally tried to buy her from the Ratseys without success. Jim and George Webb with Tony Dodds set about a total re-build. They skimmed 3mm off the whole hull and re-skinned her. They rebuilt the hog, the keel, moved the rudder back ten inches then designed, built and fitted a new rudder which has become the standard shape for all quarter-tonners.

They promptly won the 2004 Quarter Ton Cup and the Roman Bowl as overall winners of the Round the Island Race and the following year were runners-up in the cup. They then decided to change the rig to swept-back spreaders, replacing the runners

which were the standard rig at the time of her design. This involved constructing a new frame to carry the loads so, while they had the boat in the shop, they completely changed the cockpit and cabin top to what you see today.

They sailed her successfully for several seasons but, with advancing years, decided to sell her. Phil was sailing a Bavaria 40 out of Hamble in 2004, was a friend of Tony Dodds and had followed Purple Haze's progress ever since.

“When I heard she was for sale it took me ten minutes to get a contact telephone number. I asked for details, desperately trying to sound casual, and bought her the next day”, he said.

Last year Phil took her back to Hamble Point Marina for the Round the Island Race and they came 14th overall, finishing just nine minutes behind the winner after 11 hours of racing. But just as pleasing to Phil and crew was the celebrity status the boat commanded. The marina's most experienced crane operator insisted on lifting her in himself attended by the three boatbuilders who had saved her and a small crowd of devoted yacht enthusiasts gathered by word-of-mouth.

“It was quite humbling to see the reverence in which she was held,” he says. “I myself am totally in love and pictures of her have started replacing those of my children around the house. I have been racing yachts for the past 50 years and have never sailed a better boat.”

From Oars to Outboard

Historian **Alan Thorne** continues the history of Penarth Lifeboats

Penarth's first lifeboat, the six-oared George Gay, was on station for seven years but by 1868 she was declared 'quite rotten and unfit for use' and was replaced by the George Gay II. The new lifeboat was a self-righting vessel, 32-foot long and built by Woolfe at Shadwell at a cost of £247. She had a crew of thirteen and ten oars. She had a busy time at Penarth, one notable service coming on November 1, 1873. She was launched in a west-southwesterly gale to aid two vessels which had collided in Penarth Roads – not an uncommon occurrence in the crowded Roads as ship manoeuvred to anchor.

Guided by distress signals the George Gay II found one vessel, the barque Magna Charta of Nova Scotia, was free and in no danger. The other vessel however, the Norwegian barque Janbyrd, had been cut down to the waters edge and was sinking. The lifeboat's crew spent all night at the vessel's hand pumps and plugging holes in the planking. At daybreak a tug was able to get close and tow the Janbyrd to Cardiff Docks.

Launching at Penarth was often a problem, especially at low water, because the foreshore, according to contemporary accounts, was 'flat and uneven, soft and uncertain'. The lifeboat had a launching carriage which enabled it to be taken to other launching sites, such as Sully, if necessary. To help ease these problems a smaller boat was asked for and in November 1875 a 30-foot self-righting lifeboat arrived with a new carriage, the cost of £275 being met by the Hon Mrs. Denman, named in memory of her husband,

Admiral Joseph Denman.

The Joseph Denman's most arduous service took place in October 1881 when the Genoese barque Febo was being driven helplessly up the Bristol Channel after being battered by gales in the Atlantic. She reached Penarth roads in a pitiful condition, her fore and main masts broken off at the deck, water pouring through holes in the deck and all three anchors gone after unsuccessful attempts to anchor in Swansea Bay and Barry Roads. Her crew were soaked and exhausted. The lifeboat got alongside secured a tow rope and connected it to a tug. Lifeboatmen then manned the pumps and assisted the crew to rig a jury mast and a scrap of sail to ease the strain on the towrope. They managed to clear away the tangle of rigging and spars and the Febo and her 14 crew were finally towed to safety. In 1881 a new lifeboat, the Joseph Denman II, arrived – a 37-foot self-righting vessel with twelve oars to carry a crew of fifteen and by 1884 it was housed in a new building under Penarth Head.

The Joseph Denman II's most epic rescue was that of the four-masted, full-rigged ship Drumblair on December 10, 1891. She had left Barry for Port Pierre, Mauritius, with a cargo of coke and railway materials but after dropping her tow west of Lundy she was hit by a west-south-west gale and heavy seas which drove her back to Barry Roads. She anchored but the gale built with exceptional fury, her anchors began to drag, and she stranded on the west side of Sully Island. A tug tried unsuccessfully to get a line aboard and then

rounded Lavernock Point to tow the lifeboat, which had been battling for hours to round the point, to the stricken vessel. Some of the crew had managed to get off in one of the ship's boats and the lifeboat, handled with great skill by the cox, Declan Kenure, managed to get alongside and take off the Captain and remaining 15 crew.

The Joseph Denman II was broken up in 1897 and the following year the Joseph Denman III arrived. She'd been launched by Watkins at Blackwall in 1890 and had served in Ballycotton, Ireland, as the T. P. Hearne. She had twelve oars and fifteen crew. Among her notable rescues was that of the captain, his wife and the crew of the Italian barque Zefiro on December 28, 1900. When the lifeboat arrived the barque was sinking following collision with the ship the King's County, of Windsor, Nova Scotia, near the English and Welsh Grounds light vessel. All ten aboard were transferred to the lifeboat before the Zefiro

went ashore at Clevedon and broke up.

At a meeting of the Lifeboat Institution Committee of Management on November 9, 1905, it was finally decided to close Penarth lifeboat station because new stations had been opened at Barry and Weston-super-Mare. Both had long, deepwater slipways which allowed quicker launches and were equipped with the new Wathen-type sailing lifeboats designed to cover a much greater area.

Seventy-five years later, on June 17, 1980, Penarth Lifeboat station was back in operation with a Delta Class lifeboat, a Zodiac Mark III equipped with a 40hp Mariner outboard giving 21 knots.

So began another illustrious chapter – very different technology but supporting an unchanging ethos. Now as then, men and women who know the local coast are prepared to answer a call and put to sea in often atrocious conditions to save lives from vessels in distress.



Joseph Denman II



Penarth's Atlantic 85

Cardiff to the Scillies

The sub-tropical Scillies is just a few days away. Why not make it your New Year resolution says **Neil Lambden**



After a good start to the sailing season we decided to take this year's main holiday in the Isles of Scilly.

Despite other CBYC members going there a few weeks earlier Sarah and I were pleased that they had left some good weather for us to enjoy! So the trip started with light Westerly winds which soon dropped off to nothing leaving us to motor to Lundy in a flat millpond sea. Still, mustn't complain as it was preferable to flogging to windward in rough seas and a nice introduction to a holiday afloat for Sarah as this was her first sailing season.

A visit to the island isn't complete without a trip ashore, so we walked, joined by Dave and Sarah from White Satin, to the midway wall using the path low down

on the Eastern coast and back to the pub via the disused lighthouse overlooking Jenny's Cove. The island is small - it doesn't take long to get around - but there is still a lot to explore and, despite having visited several times before, I'm far from seeing it all as there are interesting paths everywhere. The pub has a lovely view (good beer and food too) and looking down on your own boat in a lovely blue green sea is special. There is a lot of history on the island; from shipwrecks to pirates, it all has gone on here.

The next morning we left on the last of the ebb with again no wind but a horrible swell and 1-2m waves, so with the main up to ease the rolling we motored to Padstow, not exactly enjoying the journey. At least it was smooth last night at the anchorage. After a day ashore in Padstow, a walk to Stepper Point and compulsory cream tea at the

"A trip to the Scillies should be on everyone's itinerary"

Rest A While tearoom we were off the next morning. The weather was still looking good and it would have been a shame to use it all up in Padstow.

Motoring a good part of the while we chatted on the VHF to Janet and Graham on 'Dignity' who were on their way back from the Isles of

Scilly. Once we got to Cape Cornwall we headed offshore paying attention to the TSS, the weather was grey, overcast and the waves from the NNW so we decided to anchor close to Menawethan as we dare to avoid any swell.

Despite my promise of dancing dolphins to guide us in we saw none. Still the at



islands are very pretty and we enjoyed a day ashore on St Martin's walking around the island, being greeted by a very friendly big ginger cat at the Bakery Cafe and enjoying a nice pint in the Severn Stones pub. A couple of seals came close to Zephyr which was nice to see. Apparently in this SE corner of the islands it is common for divers to be joined by them. After a swim wearing wetsuits we decide the Scillies are definitely on the cold side despite the subtropical fauna that is spread all over the island.

Next day off to Port Cressa, St Mary's, where we picked up a visitor buoy for a quick trip ashore to get some more food. St Mary's is the largest of the islands and a little like the mainland some 20-30 years ago. The other islands all have their own feel and spirit, very different to anywhere else, although a slow pace of life is a common theme. The swell picked up in the moorings and it got too lumpy so we moved into the southerly bay between Gugh and St Agnes tucking in tight and we managed to miss the worst of the weather. A French boat decided to anchor across our anchor line but after a tense 10 minutes they decided to move on and left our anchor unaffected.

The weather the next day was grey and drizzly so had a walk around St Agnes stopping off

at the pub and the Coastguard cottage tearooms. Despite the weather we enjoyed the walk and the scenery was stunning with cacti and Agapanthus growing in the most unlikely spots.

The wind swung further to the south making the anchorage uncomfortable so while we were en route to St Martin's as a plan B when we popped around the back of St Mary's to Mill Bay. This was ideal for us; a pretty spot with a great view of the islands... and a day doing maintenance, unblocking the heads – don't you just love boat maintenance on holiday. Freshening up with a swim ashore, the water still hadn't got any warmer and after a few minutes you could feel your arms going numb, I dread to think what it's like without a wetsuit! I caught a fish for supper, probably one of the ones we saw when we were out for a swim.

For a change of scenery we headed to Old Grimsby Sound, Tresco. A beautiful anchorage off what is a large island. Anchoring here was a problem; the kelp was so thick it fouled the anchor requiring a few attempts. Fortunately the water was so clear we spotted the edge of the kelp and dropped the anchor in the sand with good holding and very close to the beach.



The fort overlooking Old Grimsby Sound was fantastic and like something from Pirates of the Caribbean. The islands provide good shelter for most wind directions and from the top of the hills you can see why it is so. In a good blow it is not a good idea to hang around the Isles of Scilly as the hills are not very high so the wind and swell can be a problem over F5, keeping an eye out on the weather is an on-going task. All good things must come to an end and as the weather was due to close in the following day we left the islands.

Returning to Padstow was an easy trip with the cruising

chute up until the wind got too strong but at last we had got some sailing in. Waiting in the lee of Polventon Bay until the harbour opened we finally saw a couples of dolphins, not for long and after a rub on Zephyr's bow they were off.

A trip to the Scillies should be on everyone's itinerary, after all where else do you see so many golden beaches and clear blue seas a couple of day sails from the Bristol Channel?

Sarah was charmed... one part of the islands reminded her of Italy, another of France and yet another of the Bahamas; quiet, tranquil and well worth the effort.

Cardiff to Lundy

Leaving Cardiff a few hours before high tide tucking in close to the Welsh coast until the tide has turned taking you down channel nicely.

Lundy to Padstow

A couple of options here. Leave at half tide using the ebb but fighting the flood allows you to get into Padstow for high tide, the gates are open approx. +/- 2hr. Alternatively leave Lundy at the top of the tide taking the tide down and wait in Port Quinn Bay or inside Stepper Point for the tide. The preferred option depends upon whether this involves getting up at silly o'clock or sitting around in the rain. There is good mackerel fishing in Port Quinn bay which makes a pleasant distraction while waiting.

Padstow to Scillies

Plan to arrive in daylight (approx. 10-12 hrs trip) and use a protected anchorage with good deep water access. The last thing you want after a long trip is to be worried about depths. Grimsby Sound is a good place to go being well protected from Westerlies. There are some mooring buoys if you don't fancy anchoring but are usually busy. Mill Bay in the SE corner of St Mary's is another good one but will be open to any swell from the east. Keep your eyes peeled for rocks and shoals, as the water is so clear it appears shallower than it actually is. Check the pilot guide for details on facilities; water can be had alongside the quay in St Mary's and there are small shops on most of the islands for food.



Open Cod is a close contest

by **Simon Watts**

There was another huge turnout for the Angling Section's annual Open Cod Competition on Sunday, November 16 with 392 anglers (and a visiting dog) on 103 boats heading into the Bristol Channel to cast off and compete.

The Cod competition, which has been going for over 30 years, is open to everyone, and with over 30 prizes available drew anglers from as far as Gloucester, Rhossili and Neyland. The conditions were particularly 'lumpy', with the weather being overcast and a 12 mph north-easterly wind.

Twenty-eight cod were weighed in at the end, scrutinised by the Club Commodore, Jane Hall, and with over 10 hours of fishing time the £1,000 winner was visitor Mark Lewis on Wet Dream with 6.39kg. Second and third were two CBYC members. Nigel Faith on Cool Running returned 6.16kg to scoop £300 and Gareth Gronow on Ashleigh Jade won £200 with 6.03kg.

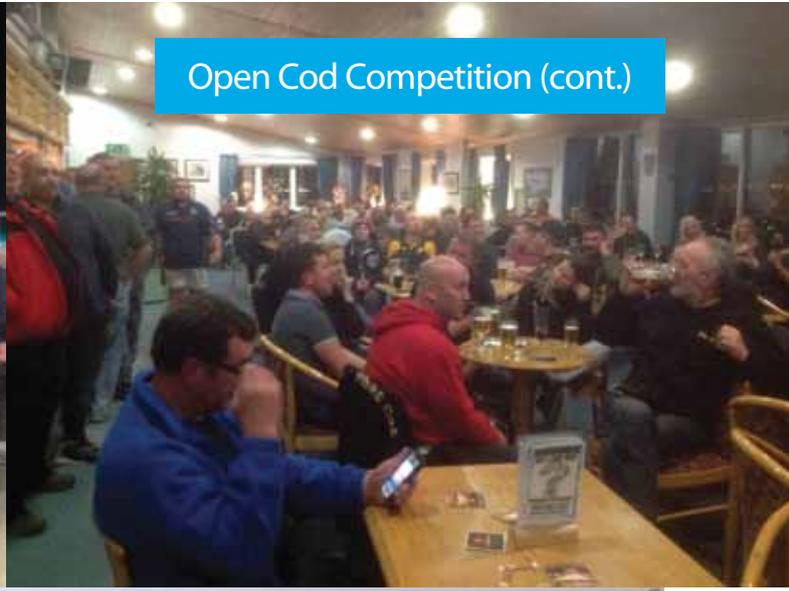
Prize presentations were made by the Chairman of the Angling Section, Bryn Thomas, and President of Cardiff

Bay Yacht Club John Jefferies. The remaining two non-claimed prizes were auctioned off in aid of RNLI, and raised £85.

A special presentation of a crystal tankard was made to Paul Ackerman by Membership Secretary Jason 'Gaffer' Griffiths for his excellent organising of the event.



Open Cod Competition (cont.)



Angling Section Positions up to December 31, 2014

Leading Anglers

Harvey Preston 38 points

Andrew Harris 20 points

Sid Hearne, Paul Sutton and Phil Evans 18 points

Leading Boats

Mustang Sally II 12 points

La Paloma 6 points

Magpie and Katherine 5 points

Largest Species

Cod – **Harvey Preston** 5.09kg

Conger – **Paul Akerman** 14.21kg

Thornback – **Owain Lane** 4.34kg

Bass – **Paul Sutton** 2.72kg



Did Your Forefathers go to Sea?

John Wood's family history search uncovered a 19th Century brigantine captain. His research is a guide to anyone looking for seafaring ancestors.

John's interest in genealogy was sparked many years ago when a great-aunt gave him a document detailing the history of the family from 1776 when they were farmers in Tyrone, Ulster. But the maritime side belongs to his wife, Pat, whose great-grandfather John Harris became an Extra Master, at that time the highest professional qualification for seamen and the pinnacle for any mariner to achieve, only to die of consumption on board his ship.

"Oral history related that he had joined the fishing fleet as a boy but, as is often the case in genealogy, a different picture emerges as you investigate," says John.

He became friendly with Dr. Jenkins, curator of the Cardiff Maritime Museum, as a result of his donating an anchor to the museum and with his help, and the museum's back copies of Lloyds Register, traced John Harris's ship, the brigantine *Aneroid*, to Swansea. A search of the Cambrian newspaper archives brought the news of his death at sea and that he was the ship's master. Further searches in the Glamorgan County

Archive and records held in the Mormon Church filled in the gaps.

John Harris was born in 1839 in Hardley, Norfolk on the river Chet which runs into the Yare near Reedham. As a boy he would have attended the village's St. Margaret's church and seen the graffiti sailing ships scratched on the backs of the pews which might have encouraged him to go to sea. He was apprenticed in 1855 and often sailed up the Thames to Rotherhithe with produce for Covent Garden. His future wife worked as a milliner and lived in the East End on the opposite bank and it's possible they met up via the then newly-constructed Rotherhithe Tunnel. They were married in Southwark Cathedral in 1869 but by this time John was already an Only Mate, one step above First Mate, which meant he was qualified to take control of a vessel should the master become incapacitated. Rebecca accompanied John on some of his early voyages before settling down to have four children at their home in Middlesbrough.

In 1870 he got his Master's Certificate and in 1873, his



The brigantine *Aneroid*

Extra Master and was also qualified to captain steamships. In October 1879 he was captain of the *Aneroid* loading coal in Swansea for Cadiz. She was built in 1874 at Prince Edward Island, Canada, and was 220 tons, 105 feet long with a 26 foot beam, and owned by Abraham Hopkins of Swansea. She didn't have a wheelhouse so the helmsman – and her captain when on deck – had to brave all weathers on the open poop. That winter was the coldest in a century – the sea froze off Swansea – and Captain Harris died of consumption before reaching Spain.

"I went to Greenwich on a trip with the 'old salts' and I thought that while there I would look at the archive of the National Maritime Museum," said John. "They

were very helpful and not only found his records but actually had his Only Mate and Master's certificates and let me have copies to take away."

Information Sources

The National Archives
 Census from 1841
 Crew Lists and Muster rolls
 Ship's Logs
 Seamen's Effects
 Masters and Mates Tickets
 Apprenticeships and Parish Registers
 Trinity House Petitions

Compiled with the help of Ancestral Trails by Mark D. Herber, Sutton Publishing.

It's the taking part that's a winner

by **Colin Barry**



The day we'd waited a year for had arrived - September 4 - and we, the Strongbow team of **Colin Barry, Don Bird** and **Blu Langley**, were off on our annual visit to the Rosslare Small Boats Festival.

With Strongbow already on its trailer we left CBYC at 9am and headed for Pembroke Dock. Arriving at the ferryport we met our good friends, the Porthcawl boat Sandstorm and Tenby boat Seawitch of Penally, so, leaving the boats, eight of us walked back into town for breakfast and a couple of pints at the Dolphin Hotel – a recommended B&B.

Back at the ferryport we were joined by Cornish boat Great Escape, attending their first festival, and Neyland boat Adrienne and off we went to Rosslare.

We were staying in a holiday village and our accommodation was comfortable, had everything we needed plus plenty of space to park the boat so after unpacking we headed for competition HQ, 'The Bay', run by John Redmond and his wife, Edel. They are great hosts with some of the best Guinness in Ireland and we were all soon meeting with some old friends. As the night wore on there must have been 75 anglers in the large back bar.

The next day we were off to Kilmore Quay where I called on the harbourmaster and tried to explain we had won a free mooring that they had donated in 2013. He called me a Welsh b..... and said I had caught him out with that last year (actually it was the last two years) and that we could moor anywhere there was a space for 100 euros.

The aim of the competition is to catch as many species as possible – the winning boat being the one with the most species – and there are also prizes for ten nominated species such as cod, bass and pollack as well as for the heaviest round and flat fish. Thanks to tremendous support from Daiwa and Sea Angler magazine the prize fund was well over 12,000 euros.

The competition was run over four days with the 36 boats split into three groups and we were drawn in group two. After parking the jeep



and trailer we went out practising. We were told mackerel were scarce but we tried a couple of marks I'd recorded in previous years and they were jumping onto the hooks – although mainly joeys. We tried drifting for bass for a couple of hours with little luck so returned to Kilmore Quay.

After another good night at the Redmond's we were out practising again, this time further offshore on a popular reef called the Red Bank. We spent all morning drifting the area catching many species including flatties, whiting, bass, cod, pollock and a dragonet so returned well-pleased with the marks we had tried and ready for the competition.

Fishing Trip to Rosslare (cont.)

On **day one** we fished the Red Bank area but the whiting, bass, flaties and gurnard we caught in practice had disappeared and what we did catch was undersized. We finished the day on 10 species but it could have been a lot better.

Day two, we were the last group out so due to some lumpy conditions we decided to head west to two charted reefs. We were only catching what we'd caught the first day so moved near to a river estuary in the hope of plaice, flounder, dab or gurnard but were plagued by small tope and dogfish all day adding only one species to our tally – a tub gurnard.

Day three we were out first and headed south and offshore to a reef called God's Hump. We knew it had been heavily fished for the past two days but thought we'd still try our luck. We anchored on top of the reef in about 110 ft and then let some rope out until we were in around 150 ft. We were into fish straight away adding conger, poor cod and pouting to our list. By late morning the tide was running fast so we decided to try for whiting and wrasse on other marks but could only catch pollack and cod we already had. About five minutes before we were due to head back we caught a three-bearded rockling taking our score to a respectable 15 species.

Our target on **day four** were bass and bull huss to try to add weight to our score. We drifted bass marks for four hours with no luck and as the tide dropped, moved to a kelpie, sandy mark to try for huss but to no avail. Our last stop was a short run away to a kelpie reef to try for

mini-species and picked up two – a goldsinny wrasse and a corkwing wrasse. We finished the competition with 17 species along with five other boats but with the lowest weight – due to our failure to catch bass and huss – we finished 26th out of 36 boats. That night Redmonds' was amazing with an international sing-song going on until the early hours. The following day we met up with Sandstorm and with Seawitch who had fished a brilliant competition to finish runners-up. We went for bass, trying new marks and tactics and guess what... yep, big bass for the three of us – marvellous fishing.

On Friday we caught more bass and settled down that evening for a great presentation dinner. For finishing 26th we got flotation suits, shamrock tackle hats and lures as prizes. A large Irish at around 4 am finally put paid to Sandstorm's crew and they didn't rise the next morning until 10 am – shame the ferry sailed at 8.45! Along with Seawitch we'd decided to stay an extra day and go home on Sunday.

The Rosslare Small Boats Festival is special. This year we had nine days of the best fishing possible. The winning boat, Screaming Reels, from Cork, landed 32 species with Seawitch on 29. Overall, 42 different species of fish were caught in four days – amazing!

Details for next year's festival can be found at

www.rosslaresmallboatsfestival.com

Roll on September 2015... can't wait.



No Frostbite series, but the Shamal Sunstroke is a knockout!

Sailing report from the United Arab Emirates by **Andrea Tithesott**



Time flies here in the United Arab Emirates (UAE), and not only because we are GMT + 4 hours ahead of the UK.

Unbelievably, two years have passed since Jonathan and I reported back to CBYC with tales of off-shore exploits in the Straits of Hormuz. So, to welcome in the New Year, and take your minds off the cold and rain, here is a catch-up on what's been happening in the land of sunshine.

Sailing is a growing sport in the UAE. In a country with 1300 kilometres of coastline, where it only rains a few times a year and where we have wall-to-wall sunshine it ought to be a perfect candidate. The searing heat is the only disincentive to getting out on the water. During the summer months the temperatures are in the 40-50 degree range during the day and with unpredictable wind patterns which means either

high pressure and no wind, or the Shamal, bringing 50 knots of hair-dryer hot wind from the desert. Being caught out on the water during a Shamal usually ends up with a knock-down and limping back to shore with ripped sails and possibly a broken mast. For the rest of the year however, we have perfect sailing conditions. The temperatures are in the mid-20s, with a predictable on-shore breeze in the afternoons of around 8-15 knots which you can set your watch by. The on-off nature of the breeze favours afternoon cruises, short around-the-cans or windward-leeward races, then back to the club-house for a beer at pint-o'clock.

Sailing in Dubai

The Dubai Offshore Sailing Club (aka DOSC) is very like CBYC. If they were cities they would probably be twinned. DOSC has been established for 40 years and has grown into a popular weekend destination for sailors across the UAE. A range of racing keeps everyone happy. I have been sailing in the SB20 fleet and

although our team only formed earlier this year, we are getting respectable results. On IRC race days, the fleet typically puts out 40-50 yachts in the 30-50 foot category for some quite competitive racing. For those who need a little tuition, DOSC is an accredited RYA training facility and the last time I checked they had eight instructors and the courses were all fully subscribed.

This year, much of the sailing action has been in happening in Abu Dhabi. Whilst it has taken a little longer to develop the sport than in Dubai, the support of Sheikh Khaled Bin Zayed Al Nahyan in developing new facilities at the Abu Dhabi Sailing and Yacht Club, home of traditional Dhow racing, and through the events organized at the impressive Emirates Palace Marina, home to the Abu Dhabi Cruiser Association, has pushed the sport to a new level.

The month of **October** hailed the arrival of our DOSC chums following their 'passage' race from up the coast for the Abu Dhabi

Open Regatta, which would be akin to the Shanghai Cup at CBYC. I was asked to establish a 'ladies' team and was loaned a Beneteau 7.5 in which we came 4th, which was respectable given it was a new-to-us boat, we did not get any practice time on the water, and were stuck in IRC Division 1 with all the big boats. IRC Div 1 was won by Sharazad (the boat on which Jonathan and I won the Muscat off-shore race in 2012).

In **November**, the Abu Dhabi Cruiser Association hosted the 'National Day' Regatta to celebrate the 43rd anniversary of the establishment of the UAE. Jonathan and I sailed on Floosie, a Fareast 27 in which secured a 4th place in Division 2 against (amongst others) a Farr 30, Cork 1720, Pacer 27, J80 and SB20 - the overall winner - owned by Perry Tonkinson, a South African, who CBYC members might remember from the time he crewed Amanda Tristram's boat Just Magic, so the good news is that former CYBY sailors continue to race successfully, and can win regattas anywhere!

Some of the more prominent sailing events in the UAE are not only about winning, there's prize money to fight for.

The Sheikh's office usually puts a few coppers in the pot, which would run to a new sail or two for the winner of each class. In Abu Dhabi, we usually try to time the autumn events around the Formula 1 Grand Prix so that competing yachts can reward their crew with a well-earned bottle of fizz and a weekend in the Yas Marina Circuit with track-side view of the action.

November saw the Abu Dhabi Sailing and Yacht Club host the ISAF Sailing World Cup 2014 with 270 competitors from 38 countries and the top 20 teams in all 10 Olympic sailing events, plus kitesurfing, taking place at the Emirates Palace Hotel and the Corniche beach. GBR sailor Bryony Shaw won gold in the women's RS:X in a challenging light

breeze which was shifting and gusting. GBR Oliver Bridge won the kitesurfing competition.

December welcomed the arrival of the Volvo Ocean Race Round The World fleet to Abu Dhabi. Jonathan and I were assigned to the VOR Media Center and 'on-the-water' support to the Race Committee. We were on 24/7 call-out for each race boat approaching the finish-line.

When each boat reached approx 20 nm off shore, we got a two hour order to 'mobilise' the race committee

Dhabi caught them out, and within an hour or so, after having to stop eight miles off-shore to free themselves from a lobster-pot (been there done that too) the stars of the show, Abu Dhabi Ocean Racing's 'Azzam'. The sailing community turned out to meet Azzam who arrived Saturday afternoon when most of the city were out on the water enjoying the winter sunshine. Other than actually winning the leg, they could not have timed it better for maximum crowd appeal. Fourth place went to Mapfre, who arrived next morning followed by Team

If racing is not your thing simply getting out on the water couldn't be easier.

and media boats, and get far enough out to sea to escort and film the boats on their approach to the line. First home was Team Brunel, closely followed within 0.1nm by a very unlucky Dongfeng Race Team, who had lead for a substantial period before the notoriously fickle conditions on the approach to Abu

Alvimedica, after they had to double-back to round the mark they missed. Last but not least the amazing girls on Team SCA, who I spent a stressful couple of hours out at sea in the darkness on the media boat trying to find to film their night-time approach. Not quite the same turn-out to greet them as in CapeTown but it was 3.30am!

Readers of **Bear Essentials** will be reassured to know that former CBYC race-officers, expertly mentored by our very own Dave Cairncross, were part of the race crew organising the in-port race on January 2 and getting the fleet off for the next leg the following day and in the wise-words of Cairncross, we gave those VOR international race officers "a good listening too".

If racing is not your thing simply getting out on the



water couldn't be easier.

There are probably as many boats as people in UAE and fuel is very cheap so filling up the diesel tanks is not a barrier to taking the boat out on a long cruise.

Cruising and fishing are the most popular on-the-water activities. The water is warm and inviting, so scuba-diving is increasing in popularity, especially around the Musandam peninsular in Oman. The wildlife is fantastic, only recently we saw dolphins and turtles in the same afternoon. My daily route home from work takes me past the beach, where the Kitesurfers gather for apres-work water sports, and who knows one of our local Kitesurfers may be an ISAF world champion in the making!

As Jonathan and I have now settled into the UAE sailing community, and have reluctantly sold our beloved Judgement Day, we are on the look-out for a new boat to keep in the UAE – watch this space!



Ted

Ted loves water!

Ted loves water...being in it even more than being on it. It takes constant supervision to prevent the ten-year-old American Cocker Spaniel hurling himself off the pontoons, say Trevor Laidlaw and Carol Rogers. Something he has in common with several club members, it would seem from recent incidents. Fortunately he's a strong swimmer and recently survived an attempt by a swan to drown him – totally oblivious to its attack in single-minded pursuit of a tennis ball.

He's also been on lots of trips across the bay aboard Trevor and Carol's Beneteau Oceanis 31, Polar Bear, and is fascinated by the wake, ever-tempted to leap in and investigate.

But he's never been to sea. In the three years they've had Polar Bear they've sailed to the Scillies and joined this year's SWOG+ at Lundy but Ted stayed behind. It's not that they thought he wouldn't enjoy the trip but Carol's sister was always conveniently available to look after him.

"This year we might take him to Watchet," says Carol, "because it's quite dog-friendly and he can join us in the pub there."



Carol says on a recent trip to Mermaid Quay he got under some fencing and into the water, swam off and was gone for ages. If truth be told, Carol, he was probably heading for the locks. 'Barrage Control, Ted here, I've just left Mermaid Quay and will be with you in around two hours.

Go on... take him to Watchet!

1. Dutchman's log, Common log, Strain gauge log measure speed. Towed log, Impellor log, Pitot log, Electromagnetic log, Doppler log measuring speed & distance.

2. From Dylan Thomas, Under Milk Wood. "It is spring, moonless night in the small town, starless and bible-black, the cobbledstreets silent and the hunched courtiers'-and-rabbits' wood limping invisible down to the sloeblack, slow, black, crowblack, fishingboat-bobbing sea."

3. Head (ship's toilet) The use of the term "head" to refer to a ship's toilet dates to at least as early as 1708, accredited to Woodes Rogers. "Head" in a nautical sense referring to the bow or fore part of a ship dates to 1485. The ship's toilet was typically placed at the head of the ship near the base of the bowsprit, where splashing water served to naturally clean the toilet area.

4. They are both acronyms. RADAR stands for "RADIO Detecting And Ranging." SCUBA stands for "Self-Contained Underwater Breathing Apparatus."

5. "Feeling Blue. If the old deepwater sailing ships lost the captain or any of the officers during a voyage, it would be the custom to fly blue flags and have a blue band painted along her entire hull when returning to home port.

6. Although in our sad maritime past it may have been (d) eaten as a delicacy by far flung sailors, I would hope that nowadays, we would only (c) Swim round this unusual looking' sea cow' (often mistaken for a mermaid) taking only pictures.

7. The ship's sick-list. In the eighteenth century and probably before, a list was given to the officer or mate of the watch, containing the names of men unable to report for duty. A binnacle was the stand on which the ship's compass was mounted but was also where the sick-list was kept, hence "Binnacle List".

8. It comes from a street named "Honki-Dori" in Yokohama, Japan, where the inhabitants catered to the pleasures of sailors and so the name became synonymous for anything that is enjoyable or at least satisfactory.

