

Bear Essentials



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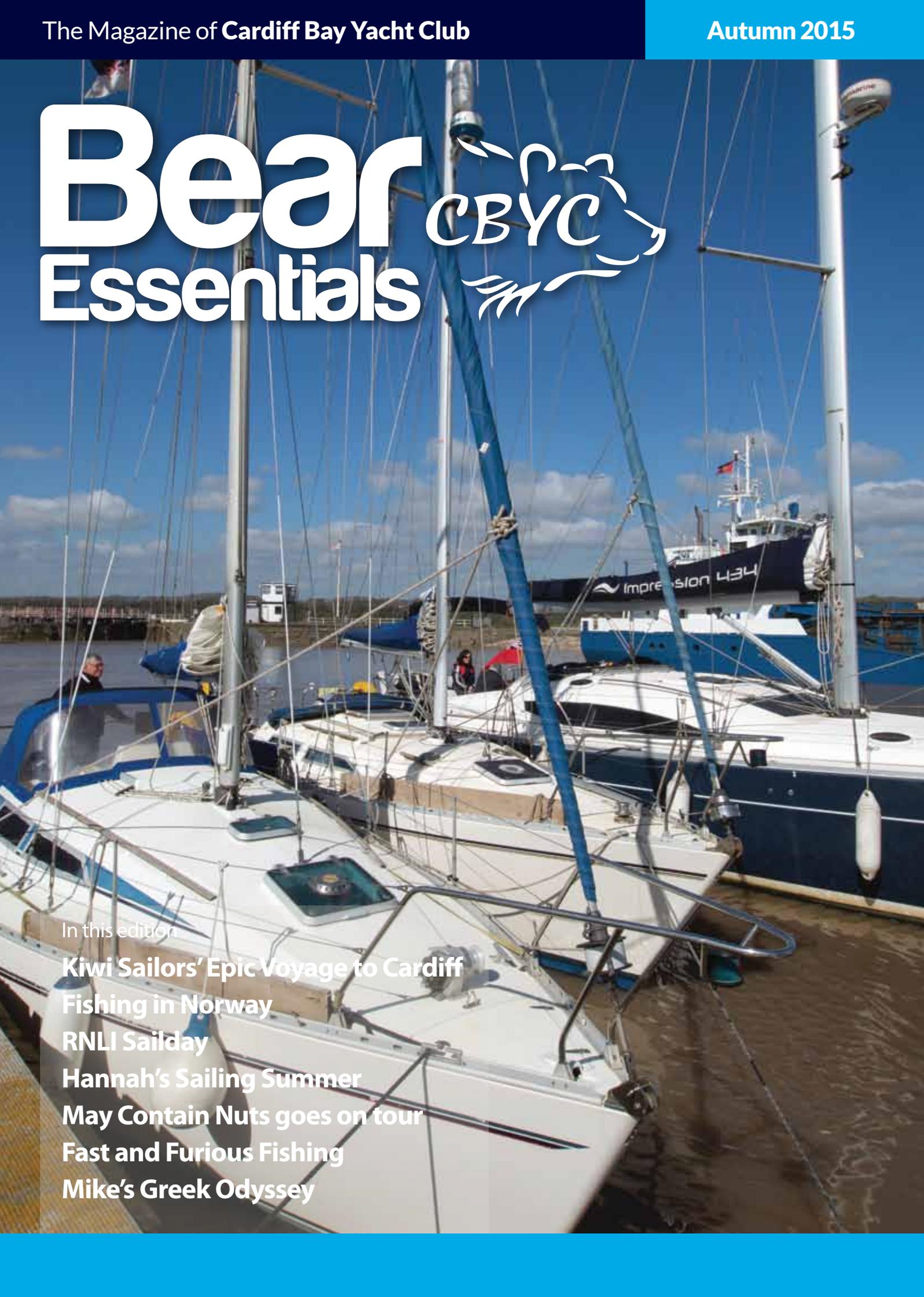
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The more the merrier



We look back in this issue on a successful regatta. It was well attended, we had decent weather, plenty of wind, some excellent entertainment and a good time was had by all. And for 'all' read members of CBYC because, apart from a few visiting dinghies, it was a club affair. For some reason the practice of yachts attending other clubs' regattas to challenge for their trophies seems to have died out.

Not so many years ago I crewed on a quarter-ton copper sailing out of Barry Yacht Club and each year we, and others, would sail up for Cardiff and Penarth yacht clubs' regattas. (We won the Penarth one too, one year - there are few things more satisfying in sailing than to nick some other club's silverware). We would then sail back to Barry, bed down the boats and head back to Penarth or Cardiff for a night in the club bar, renewing acquaintance with people we hadn't seen since the previous year's race. Same goes for the annual trophy races that most clubs still run. There are far fewer entrants from other clubs. Barry Yacht Club's TV race, which was televised, first by BBC and then by HTV, used to attract entrants from as far afield as Swansea, Newport and Portishead.

Yes, many people lead busier lives these days but does it take that much extra time to sail to a neighbouring club for a race? I suspect it's partly that everyone's rather got out of the habit. Like the cinema or the theatre, it's there, you might even fancy what's being offered but just don't seem to get round to doing it. Just perhaps - like the cinema or theatre - if we did it we might think, 'I enjoyed that...I don't know why I don't do it more often'. There are a few members who travel to other club's races, of course. We've been represented in Ilfracome Yacht Club's Round Lundy race and Swansea Sub-Aqua Club's Padstow-and-Back and I hope to get the skippers to write an account in the next issue.

I wonder if next season there might be enough people interested in making up a small flotilla to target the regatta or distance race of another club. It might persuade that club to reciprocate and visit us. And, you never know, we might start something!

Mike Slater

Editor



The Bristol Channel Yachting Association is compiling a photo-database of harbours and creeks. They want yachtsmen to send them photographs of entrances, especially at low water, which will be put onto a website accessible to member clubs. Pictures should be sent to web-editor@bcya.org.uk and include the following statement: "I own the copyright to the attached pictures and grant the BCYA permission to publish these pictures on their website or in any of their publications."

Boats could travel from the Bristol Channel to Taunton via Bridgwater if the full potential of the River Parrett is realised, Sedgemoor District Council has been told. A barrage across the river has been on the agenda for years but the scheme has been given fresh impetus because of the Somerset Level floods. There are several proposals but one of the more expensive options would make the river permanently navigable and include a lock to allow small craft in and out. The attraction of this option is the possible re-generation of Bridgwater's historic dockside.

Hayle harbour, in St Ives Bay, has been sold by Dutch firm ING to Kent-based land management company Corinthian Land. The new owners intend to develop the harbourside with shops and houses for which some planning permission already exists. They are likely to continue the port's recent policy of trying to encourage leisure boaters to Hayle which

has a small fishing fleet. The West Country Cruising Companion describes Hayle briefly as... 'dangerous bar...tricky entrance...not recommended for visitors' but Deputy Harbourmaster Lauren Bambury says there's now a North Cardinal off the entrance and in settled conditions the approach and harbour are accessible for boats of up to two metres draught which can take the ground. She suggests contacting the harbour office initially on VHF Ch16 or 01736 754043 and they will give information about the current position of the channel.

The MV Balmoral has pledged to be back next year with a full programme of sailings – and some new ventures – despite a challenging summer. The ship completed a three-year re-fit, thanks to a £300,000 fundraising effort by enthusiasts, but only got into operation in June thanks to a grant from the Coastal Communities Fund. Bad weather then cost the operating trust a third of their sailings. "The upshot was we didn't make any money but thanks to better weather later and great public support we didn't lose too much either," said communications officer Paul Doubler. "We have a current debt of £140,000 but we're 'glass half-full' people and we're very optimistic about the future."



Quiz By 'Sparky'

1. Parbuckling anyone? Ever done this on your boat or on the hard?
2. The signal flag, a blue cross quatering a white field is the letter 'X', but what message does it convey?
3. Sail I.D. for Great Britain is now identified with the letters 'GBR'. Which countries are represented by the following - LIB, GUM, CHI, AUT, BRN, MAR.
4. Before electronic depth sounders, Lead lines were in common use. The counting of 'fathoms' was achieved by using different markers, identifiable by both day and night, ie. A piece of leather with 2 tails = 2 fathoms; 3 tails = 3 fathoms. What depth, in feet, did a piece of leather with a hole in it measure?
5. Any idea what a 'Gribble' or 'Limnoria' is?
6. Many would say that a 'Force 4' is the ideal wind speed for sailing (maybe not so for our motoring brethren though). What 'Force' number do you think would indicate a 100 mph wind? A) F12 B) F14 C) F16 or D) F18.
7. 'Worm and Parcel with the lay, Turn and serve the other way. Just what is this strange poem trying to help you remember?
8. Can you guess which famous sailor said this? "Any damn fool can navigate the world sober. It takes a really good sailor to do it drunk."

Watchet Marina Gate Fixed

After a year of wrangling and delays, Watchet Marina has a newly refurbished lock gate and is back in full operation.

It was on September 4 last year that the hinges of one of the gates sheared off, resulting in a cill having to be used to retain water.

Marina staff have continued to use the removable cill to maintain some water level in the marina and keep it operating but it's lost them around 70% of their expected visitors over the year.

Earlier this year the original project manager and contractors agreed to step down and a new contractor, TMS Maritime, and a new project manager were appointed.

There was an on-site summit involving the marina, the insurance company, the loss adjusters and the contractors. The local authority was not involved. From this a new plan involving a barge-mounted floating crane was developed, a new gate was fitted and trials began in August.

"What we envisaged as being a large project, but essentially a straightforward one, turned out to be very complex," says marina manager James Burnell, "but our insurers and loss-adjusters have been brilliant and we are all now looking forward positively to the future."

A major part of the complexity was the history of the gates. When they were fitted 15 years ago they didn't operate properly. This became the subject of a High Court dispute and judgement, and it was only after modifications that the gates became fully operational.

"Many construction companies didn't want to touch the job with a barge pole because of that dispute", says James. Things were further complicated by the local authority owning the harbour including walls and the gates but the privately-owned marina company owning all fittings within the marina and being responsible for the gates.

Then, in March this year, the Construction Management and Design Regulations came into force introducing new,

stringent health and safety guidelines for major construction works which called for a revision of some parts of the operation that was planned to replace the gate and the whole project again ground to a halt.

Whilst Watchet has not ended up with a completely new gate, or even a majorly redesigned version, they are relieved and pleased to have a working gate again. Modification has been carried out but the history, cost and fact that the marina operators don't actually own the gate has meant it is largely the same. However an extensive operating system redesign has been undertaken which should result in a more reliable and safer system.

"Now that the gate is in and working we are looking forward to not just regaining lost business but turning the whole place around," James says. "The marina dredger is due back at Watchet following a very successful third party dredging contract at Sharpness Docks, and will be hitting the marina hard. There is much else going on in the background focusing on mud and the future of the marina, and with significant involvement from the marina owners and the local boat owners association we are taking leaps forward. The gate failing could not have come at a worse time for both the marina and Watchet itself but now we are through that it's onwards and upwards. The winter season is looking very positive at the moment, and we managed to get the gate back in just in time for the last few weekends of the summer holidays – with great turnouts from visiting and Watchet-based boat owners alike."



Fast and furious fishing!

An invitation to Ilfracombe led to some frantic action as **Jason Griffiths** reports

When Dorian Evans asked me and Peter Bartlett if we fancied a day bass fishing over Horseshoe Rock off Ilfracombe we didn't need any persuading.

When the day arrived we locked out of the Bay at 0930 in his Offshore 25, Shay Marie. The sea was calm and so, at 22 knots, we reached our destination in around two-and-a-half hours. Bass fishing at this mark is done by drifting over the rock but on our first pass we got nothing.

"I'm a bit rusty," said Dorian. The next drift we took a tighter pass to the rock and, lo and behold, Peter was in, a bass of 5lb by the time he landed it, and very soon after I got one of the same size. So far so good but as we got into the third drift over the rock Peter was in again with another similar-sized bass and the skipper landed one of about 6lb.

By the time we started the fourth drift I had to set my rod aside to set up the live fish well box, running water

into the igloo box to keep the fish alive. But while I was doing this Peter was in again...and Dorian. Dorian shouted, "Next drift will be the fifth, get your rod old boy."

This pass we all had fish and by this time the fish box was getting full. We continued fishing for about another 45 minutes rattling up 12 bass all over 4lb and one of 7lb which Dorian caught. We let four bass go back into the water, keeping nine as the limit for bass is three per rod a day, and then stopped fishing and went to anchor to have lunch.

We were all laughing and grinning having had the most enjoyable fishing for 90 minutes .

After we had eaten we headed home to Penarth. All in all, we'd spent five hours travelling, 90 minutes fishing and burned 180 litres of fuel.

A perfect day's fishing with Dorian on Shay Marie rounded off with a couple of pints in the bar.



A 5lb bass for Jason



Dorian Evans (left) and Peter Bartlett

It's a Record!

RNLI Sailday best-ever fundraiser

More than £23,000 was raised for the RNLI by the Sailday held in July.

Twenty-six yachts carrying more than 240 people set sail from Penarth Pier on a 15-mile course across the Bristol Channel, watched over by lifeboats from Penarth and Barry Dock stations. Each yacht had been donated for the day and skippered by local boat owners who had invited on board crews of corporate sponsors from a wide range of businesses and organisations.

The winner of the event this year and recipient of the WT Davies cup was Tiger II captained by Sally Livsey-Davies.

Her corporate sponsors were members of the engineering and construction company, N G Bailey, who were presented with the cup by Mrs Joan Davies at a presentation evening at Cardiff Bay's Terra Nova.

The Sailday has been running in Cardiff for over 25 years and each year goes from strength to strength both in terms of the number of yachts and sponsors offering their support and the resulting funds raised for the event.

"We are delighted that we were able to raise so much for the RNLI – one of the

best charities in the world," said event organiser Colin Lyons. He added, "There are so many different people and organisations that we would like to thank as without their support this event would not have been possible.

"This ranges from the companies who sponsored the yachts, to local shops and restaurants who offered raffle prizes, from organisations who offered their premises and berthing facilities, to the yacht owners who donated their vessels freely for the day."



Funds raised this year will go toward the St David's Lifeboat House Appeal.

Norway - June 2015

3 CBYC members venture in search of big fish



Who's got the better gnashers?



Caught off the pontoon - Simon Watts



What with a mediocre cod fishing season out of Cardiff last winter and after hearing too many fishermen's tales of BIG cod being caught off Norway, the offer of a week's fishing trip chasing the monster Norwegian 20lbs+cod and halibut was too much to resist. Ray Perkins and Simon Watts were putting a trip together and I was kindly invited to join them with Ray's son Jason in June.

The months running up to the trip in June, were full of excitement and advice on lure selection and cooking recipes as we were going to be living like Bear Grylls for a week in Norway, self-catering and at least 25 miles from the nearest and very expensive pub. On taking this pair's advice, I ventured into the world of eBay to procure 'latex' Norwegian fishing lures – surely you don't put out 12-inch latex puffins and fluorescent orange fish to catch these monsters. A few weeks later I had 5kg of lures, a third of the baggage allowance, packed and we were ready for the off.

Ray had organised the trip to Tromsø, in the far north of Norway. We would be based at Lauklinen on the Kaldfjord Fjord, and in the package was a delightful lodge with a deck backing onto the fjord and an 18ft boat equipped with a powerful 115hp engine and small cuddy cabin – perfect.

The Kaldfjord Fjord was stunning, surrounded by 3,000ft mountains still capped with snow from the winter, and waterfalls cascading directly into the fjord. If we weren't here to fish then hiking would have been the pursuit.

We had booked seven nights in Norway... well I say seven nights! As it was midsummer

the sun never went down and it was slightly disconcerting to find that it was still daylight at 2am.

So, to the fishing. We had seven fantastic trips out and managed to fish a variety of areas including the open sea beyond the 'smooth wash rocks and islands' of the fjord – it was quite magical. The first drop of the latex lures yielded a double figure fish – a coalie to Simon before his lure even hit the bed – quickly followed by yelps of delight and calls of 'I'm In' from all on board. Over the week we covered some 200 miles around the waters of the area, with Simon claiming the title 'best fisherman' with nine species much to the annoyance of Ray. The best fish of the week was hard to call between some very decent haddock, a cod well into double figures, a large 'nasty' Wolf fish or the small halibut. We also managed red fish, the local tosc, ling, dabs, plaice, herring, and coalies.

The diet during the week consisted of guess what ... fish and the duty-free alcohol. The beauty of Norway and the northern Fjords cannot be overestimated and we saw quite a lot of the nature, including Sea Eagles, Puffins, and schooling Minkie whales.

Much of the week we were fishing in water depths of 200-300ft and drifting in search of the elusive large halibut. I am not sure how we are going to do in the coming winter cod season in the Bristol Channel so as a guarantee of catching a double figure cod in 2016, we have rebooked for next July. My only hope is that Simon's seamanship when berthing the boat on the pontoon has improved!!!!

Harvey Preston

It could have been Monte Carlo, or Lake Geneva or the Bay of Naples. But this year's Optimist European Championship came to...Pwllheli. Still, it didn't disappoint GBR Team Member **Hannah Roberts-Straw** who looks back on...

My Summer of Sailing

After qualifying to form part of the GBR team at the Optimist European championships this summer little did I know that I would end up spending a month of my summer holidays sailing in Pwllheli.

After the excitement of being selected for the Europeans back in May, the GBR team training for the event in July began immediately and before I knew it I was making the journey up through the centre of Wales to Pwllheli for the final training week. This was the first time in the Championship's 32-year history that the Optimist Europeans were being held in Great Britain with the Europeans also being the first event hosted by the new Plas Heli Welsh National Sailing Academy which is a fantastic venue.

There were 260 sailors from 37 different countries all staying together at the Hafan y Mor holiday camp so there was plenty of opportunity to get to know the other competitors. After a week's training in a variety of conditions ranging from sunny, gusty and shifty to rain and some monster waves, we had the opening ceremony on the Saturday evening where I had the honour of reading the sailor's promise in Welsh. Then the competition began in earnest on the Sunday morning with six hours of racing in strong winds and huge swell,

Monday racing was called off due to the stormy conditions which meant we had to get three races in the next day which again saw monster waves of over 1.5m and 20 knots of wind making the qualifying series very challenging.

After day 1 of the final series I was leading the silver fleet and knew what I had to do to retain that position going into the final day of racing. There were two other competitors I had to keep my eye on as the points difference between us wasn't that big. In the end with just one race to go I comfortably held on to my position and finished with a six-point lead to win the silver fleet and secure a place on the podium. I am very grateful to Nick and CBYC for all the support they have given me over the years, I never thought that as a seven-year-old trying sailing for the first time at the CBYC Regatta in 2008 that I would end up representing GBR at the Europeans. The Europeans were swiftly followed by the British National Championships also being held at Pwllheli and attracted over 500 sailors from all over the world. We had lighter conditions this week but still had some big swells and shifty conditions and typical Welsh summer weather. It was a bit more relaxing than the Euros and I could chill in the evenings with my family and friends at the house we rented in Abersoch

which had a huge garden perfect for football and rounders. I finished 46th overall, 13th Brit. CBYC overall had an amazing event with Rhys Lewis British Champion in the Senior fleet, Jamie Cook British Champion in the Junior fleet, top British club (won by Rhys, Will Hall and myself) and top siblings (Rhys and Alex Lewis). Needless to say Nick Sawyer was a very happy coach. This is my last year in Oppies so I have to start thinking about my next boat so when Freya, an ex Oppie friend of mine, asked if I fancied crewing a 29er for her at the 29er Nationals I jumped at the chance. And so my fourth week of sailing at Pwllheli began in a boat I had never set foot in before and where there are three huge sails rather than one small one and I was out on a trapeze in a very tippy and fast boat! Despite all of these challenges we did ourselves proud on the first day of racing and completed all four races with no capsizes.

The conditions for the next few days were difficult even for the most experienced sailors and with winds up to 30mph there were postponements and abandoned race days. We finally managed to sail (and stay upright!) for the final series where we were in bronze fleet and had some very respectable races with our best result being 11th. After a week sailing a 29er and mixing with a very sociable and friendly group of sailors my mind has already been made up that the 29er is the boat I want to sail next. My plan is to start to transition to the 29er at the same time as sailing my last year in my Oppie as I would love to go to the Optimist Europeans again especially as next year they are in Southern Italy, I also have my eye on going to the 29er Worlds in 2016 which are in California. After a cold and wet summer of sailing in Pwllheli, championships in sunnier climates seem very attractive!



Kiwi Sailors' Epic Voyage to Cardiff

After sailing half-way around the world it was the worst sea they'd encountered. Each time the big cat punched into the steep rollers the forestay flexed and speed momentarily dropped from eight to three knots.

But then, it does get like that off Tenby...

"I would have considered turning round if I thought we could do it safely," said Gavin Morris, "but it seemed best to carry on."

"Yet an hour later it was over," said his wife Lica. "The waves had gone and we thought 'Where did that come from.'"

It was a typical Bristol Channel welcome for the New Zealand couple en route to Cardiff where they called in to the club. They are overwintering up-river at Cardiff Marina.

Back home in Auckland, Gavin and Lica are members of Backlands Beach Yacht Club and the Royal New Zealand Yacht Squadron. They've raced all around the South Pacific - Lica raised and skippered an all-woman team - and in their last boat, a Farr 1140, they covered 32,000

miles in five years.

The crunch came with the 2008 worldwide depression. Gavin began a programme of rationalisation to ensure the survival of the group of marine companies he headed and, he says ruefully, 'ended up rationalising myself out of a job'.

But it gave them the opportunity to see more of the world and they set about looking for a boat. It took just a week-and-a-half. Su Sol Maria, a 46-foot Bahia Fontaine Pajot catamaran was for sale in Fiji and they were on the next flight out.

Their daughter Shae, then just 12, joined them for the sea trials.

"The whole thing was a family decision but for Shea, the idea of being taken out of school and hopping on and off planes around the world probably did help make up her mind," said Gavin.

After a complete re-fit they set

off with the Island Cruising Association's South Pacific Rally calling at Tonga, Fiji and New Caledonia. There they joined the round-the-world Blue Water Rally and travelled north to Indonesia, Singapore, Thailand, Malasia, Sri Lanka and finally to Mumbai in India. There the rally split into small convoys for the leg west across the Indian Ocean to Oman. By a stroke of ill-fortune, military action against pirates around Somalia had displaced them and their mother ships northwards so there followed a very fraught nine-and-a-half days.

"We zig-zagged up towards Pakistan and then across," Gavin said. "We were constantly getting updates and advice from military and other sources. We'd try to dissect it to get an overall picture and then have a chat on the radio to decide what to do."

During the day the six boats communicated by SSB radio using codes to identify channels and minimise being monitored by pirates and at night they cruised close together with blinkered navigation lights.

"It was quite a stressful time," said Lica. "Each day the chart



looked like it had chicken pox with a rash of new attacks plotted on it.”

None of the boats had arms on board – ‘we’re not gun people’ said Gavin – but all had agreed that if one were attacked all would attempt to retaliate by trying to ram the pirates, training lines to foul their outboards, firing flares and using any other means at their disposal. Occasionally skiffs appeared to watch them and disappeared again. Whether or not they were pirates they never found out.

One of their would-be companions was not so lucky. The American yacht *Quest* should have been in their group but decided to strike out alone. A couple of days away from Oman they were boarded by pirates and, despite a stand-off with American warships, the four people on board were killed.

With the continuing risk of pirates, and insurance companies withdrawing cover for voyages in the area, the leg

to the Mediterranean had to be done, with 20 other boats, on the deck of a freighter.

They left Marmaris in Turkey in June 2011, raced yachts on the Bosphorus and visited the Greek Islands and Crete before going on to the Adriatic.

Shea did her second and third year of high school on the boat by correspondence; studying in quiet bays in Greece, Croatia and Montenegro and faxing back exam papers. Then she left to complete her studies at boarding school while Gavin and Lica continued through the Med via Italy, Corsica, Sardinia and North Africa to Spain and Portugal, the Channel Islands, Holland, the Baltic, Scandinavia and then south via the Shetlands and Orkneys to Scotland, Belfast, Dublin, Arklow and, finally - after that little bit of wind over tide around Pembrokeshire - Cardiff.

Something of a homecoming even though they’re ten



On the deck of a freighter to the Mediterranean

thousand nautical miles from Auckland because Gavin’s uncle used to be a shepherd in Crickhowell and he still has family in the area.

Cardiff wasn’t meant to be on the itinerary but the lure of being in the city when the All Blacks played Georgia in the Millennium Stadium was too great.

“We didn’t have tickets but it was great just to be in Cardiff for the match, the atmosphere was amazing,” said Gavin.

“And to suddenly be surrounded by New Zealand accents after being away so long was quite bizarre,” added Lica. “I kept thinking... do we really sound like that?”

But despite being a spur-of-the-moment choice – and the many exotic places they’ve seen - Cardiff impresses.

“I’m not sure even people in Cardiff realise what a gem they’ve got here,” said Gavin, looking across the Bay as a rare flash of sun lit up Mermaid Quay and the stadium beyond.

“The city’s like a treasure chest,” added Lica. “Every time you open it up you find something new.”



Gavin and Lica on the visitor’s pontoon

Regatta a shining success

Geoff Parr (cruisers), Idris Dibble (dinghies) and Stuart Cook (organiser) report



The regatta opened with glorious late summer sunshine and a north easterly wind forecast to be light to medium on the Saturday and very light to light on Sunday. It gave yacht skippers plenty to ponder in the way of sail combinations bearing in mind last year's airless drifting and encouraged dinghy race officer Idris Dibble to set a trapezoid course in the Bay.

The yachts were away first with two windward-leeward courses in the channel with the breeze increasing throughout the morning. In the IRC fleet Sceptre and Musk3teer swapped first and second showing the stiff competition there whilst in the NHC, Pure Chemistry took two firsts. As the wind built, Sabriel had to retire before lunch with a damaged mainsail.

In the Bay, 18 dinghies began a weekend of six races plus the well-established Two Rivers Race and from the outset the fleet was dominated by the Llandegfedd visitors, Alex Whitfield and Aidan Bell sailing Laser Radials and Ian Fryett in an RS200. And that's the order in which they finished a nail-biting series with, in on race, Alex beating Aidan by two seconds.

Only six boats went out in the

angling competition with 17 anglers because a number of regulars were in Ireland.

On land, the bar was busy throughout the day while face painting was popular and the magician entertained both children and adults. The Dragon Boat racing was affected by the live rugby coverage in the bar but in a tight finish the team coxed by Sally Livsey Davies just beat the youngsters with the SWOG team coming last, despite a season's dietary supplement of cheese-inspired snacks. On Saturday afternoon there was a Bay race for yachts won by Musk3teer and Tonto in the respective fleets. Try Sailing was on offer run by two coaches and busy for most of the afternoon. Throughout the day Sam's nine-year-old daughter Lola energetically sold duck race tickets and the result – together with a raffle – raised £190 which was donated to Ty Hafan together with a four-ball golf prize donated by Coors. On Saturday night the bar was at capacity with 123 meals served and there were two one-hour sets from The Crossfades trio from Bristol whose mix of current and past pop/rock was very well received. There were several requests for contact numbers and repeat bookings.

Sunday arrived with the predicted flat calm and a



postponed start, but the fleet eventually got away for a short race which was won by Sceptre and Pure Chemistry in their respective fleets.

The wind then built to a respectable 14–16 knots and the last race of the regatta was a bit more exhilarating with Wavetrain denying the win to the Sceptre / Musk3teer rivals, but this failed to stop them ending well on top of the IRC fleet with 6 points each. Corsair took the race honours in the NHC fleet but this was insufficient to break the dominant lead of Pure Chemistry who took overall first. Jonah's genoa decided to self drop just as they approached the finish line but their momentum took them over and one of Hydra's crew went ashore for medical attention after receiving a bash on the head but sustained no serious damage.

After lunch the Two Rivers Race was started from the club balcony – always interesting

because it rarely gives a windward start but does provide an excellent viewpoint. The first leg, to a mark under the bridge on the river Taff, is usually straightforward. The course then transverses the Bay and goes up the Ely as far as the footbridge which is where the fun starts. You really have to be on the ball with the wind shifts in the river and places can change rapidly! However grand master of the wind shifts proved to be visitor Ian Fryett coming in first place followed by Aidan Bell in second and Nathan Bailey third.

Overall, an excellent two days on and off the water with particular thanks to race officers, mark layers and organisers.

Suggestions for next year, following a review meeting, include Friday evening social activities, activities to involve boat owners not involved in racing and increasing participation from other clubs.

E31 Evania Oceanis 343, owned by Mike and Jenny Maguire and replaces the much-loved catamaran Nasanga Nasanga which took them around Wales, England and Scotland, south of the Great Glen. Will continue cruising west coast, Ireland and the Bristol Channel with May Day in Padstow a regular stop.

E29 Allegretto Jeanneau Sun Oyssey 31. Owners Martyn & Heather Ryan. Heather is a pianist and 'allegretto' means 'at a fairly brisk speed'. They bought her at the 2013 Southampton Boat show because of her lifting keel and in her first season more than 30 different people sailed in her, many for the first time. In two years she's visited almost every port in the channel between Bristol and Lundy.

E27 Kittiwake Owner Tony Stephenson

E25 Odyssey Beneteau Oceanis 311, owner Paul Thomas

E23 Supermac Sadler 29. Owned by Adrian Booth since new in 1986. Used to race but now cruises West Wales, SW Ireland, the Scillies, the South Coast and the Channel Islands.

E21 Sequoia Hunter Legend 29.5, owner Douglas Bentley

E19 Ishkoodah Trapper 28. Owned by Colin and Christine Rose. Ishkoodah is 'the comet' in Longfellow's poem, The Song of Hiawatha. She was originally owned by Mark Simmonds and came 4th on handicap in the 1970 Round Britain Race. For many years she commuted between Milford Haven (summer) and Cardiff (winter) but is now Cardiff-based and regularly races in the club's cruiser-racing series.

E17 Silver Spirit Moody 346. Owners Brian and Maggie Israel are regulars at SWOG gatherings and opened the season with Portishead Sailing Club's Easter cruise-in-company to Gloucester.

E15 Sarum Jeanneau 695 Marlin, owner Brian Sweet

E13 La Paloma Antares 9, owner John Harris

E11 Lucy Lou II Merry Fisher Marlin 755. Owner Morris Thompson

E9 High Hopes Arvor 230. Owner Gary Greenhaf

E7 Corsair Trapper 28, which has been in Jonathan Crofts-Davies' family since 1979. Used to cruise West Wales but time constraints now restrict them to club racing on Tuesday evenings and most Sundays. These days she would be regarded as a bit cramped for cruising, says Jonathan, but we thoroughly enjoy being part of the racing fleet.

E5 Charlee Palomina 24, owner Thomas Dent

E3 Daisy II Hardy Pilot 20, owner Eric James

E1 Petra Four Winns Vista, owner C. Hone

E32 Seegeist 2 Rinker Fiesta Vee 300, owned by Michael and Judy Powell from new in 1990. At ten metres and with twin engines it has, they say, plenty of space for pottering about and that cruising essential, a decent shower room. First trip was Windsor, via truck, then Chelsea Harbour, Ramsgate, the French Canals the Solent and back via Milford Haven. "We don't venture outside the barrage these days so we must get going again," says Michael.

E30 Border Rival Rival 41. A classic, powerful, Peter Brett- designed blue-water cruiser that has taken Stuart and Liz Shaw around Ireland and on many trips to Western Scotland – one continuing to Orkney, Fair Isle, Shetland and Norway. "Sadly an injury to Liz's shoulder and a dislike of wearing thermals and oilskins in August has decided us to put her up for sale," says Stuart.

E28 Osprey Osprey 24 Expedition, owner K. Murrin.

E26 True Blade Sabre 27, owner John Collins

E24 Daddy's Girl Prospect, owner David Hall.

E22 Antares of London Moody 31 Mk2, owner John Thompson. Used for cruising and 'pottering about' she's a SWOG regular and been as far north as Mull, as far West as Cork and as far East as Gloucester.

E20 Hannah Colvic owned by Steve Denning

E18 Ariana Hunter Legend 290 with shoal-draft bulb keel, owned by Catherine and Photis Gittos. The name, Welsh for silver, was the couple's own silver wedding present to themselves. Much favoured by local coots, they'll have to find somewhere else to sit this season as Catherine and Photis plan plenty of cruising.

E16 Sea Princess Bayliner 2855 owned by Paul Hayes

E14 Zuben'ab Sadler 26, owned by Pablo Bermell

E12 Scorpio Beneteau 9, owned by J Gittins

E10 Merlin Elan 31. David Evans has had her for ten years and cruised as far west as Courtnacsherry, west of Kinsale and as far south as Cherbourg and Alderney. From last year's SWOG+ David headed south and got as far as the Yealm estuary east of Plymouth. "This year, who knows?" he says.

E8 Ty Ci II Merry Fisher 705, owned by Simon Watts

E6 Purely Platonic Chapparral 2130, owner Kristian Bailey

E4 Coritana Jeanneau Sun Odessey 35, owner Steven Dawber

E2 Forever J Hardy Pilot 20, owned by Roger Beese. Her Honda 75 gives up to 20 knots which is good to get out to fishing marks. It's proved an enjoyable pastime, combined with golf, following many years of playing rugby.

Next Edition

D Pontoon

Please submit entries for the next edition to:

email: geoff.parr@gmail.com

text: **07817 108168** or leave written entries in the CBYC office.

It's been a hectic campaigning season for **Roger Dunstan** and **Kevin Rolfe** and Roger knows who he blames...

I blame Kev...

I was sitting on the deck of May Contain Nuts. We were in the middle of the Celtic Sea on our way to the Fastnet Rock. It was raining hard; the cloud level and sea level were much the same. It was blowing 25 knots. We were charging along, water ballast fully loaded, small jib and a reef. A holiday in the sunshine in the Greek islands looked like a very attractive alternative. A smiling face pulled back the hatch cover. Breakfast? Yes please! Why would you want to be anywhere else in the world?

It all started in autumn the previous year when Kevin suggested we looked at a boat he had sailed on many, many years ago. We did not buy that one but the seed had been sown and a few weeks later we saw the boat that became May Contain Nuts. January 1 we took ownership and January 2 we sailed it back from Lymington. Berthon's charges made our eyes water so we left as soon as the New Year gale subsided. It wasn't that cold. Well, not really, really cold.

So Kevin assured me. But he thinks sailing north is a good idea. No wonder I blame him.

We made it to Dartmouth a couple of hours before the next gale came through and spent a night feeling smug in a very noisy marina berth. The winter was spent modifying and improving the boat systems, most weekends found us doing something on the boat. I am sure the winter bar takings were up. It took a lot of discussion and planning. We took time out to do the race from Swansea to Padstow for a weekend off. It turned out we won but only on the basis that no one else finished! Still a meal in Padstow followed by a beer or more in the Marisco on Lundy made for a good weekend.

To compete in the Fastnet Race we had to qualify by doing some RORC races, but as there are none in this area RORC agreed we could qualify by taking the boat two-handed from Cardiff to the Solent. Well, we had to get there anyway so it seemed fair! All systems worked well

and an uneventful trip saw us arrive in the Hamble at 1am completely out of fuel with no wind. We coasted to the fuel berth where we were told we couldn't have any fuel until the morning and we couldn't stay - Health and Safety! Oh Lord! I blamed Kevin...

We subsequently did the RORC race to St Malo with Jo and Cris. It was notable for the perfect forecast which had us complete in record time and gave us a relaxed time in St Malo before a fantastic sail back - Force 5 or 6 in the English Channel at a perfect angle for our Code Zero took us from the Alderney Race to the Needles in under six hours. The only flaw we noted was when the boat is planing fully the toilet inlet is out of the water. Well we didn't have a toilet on the 1720 so no difference there. I still blamed Kevin... Which brought us to the Fastnet Race.

Three hundred and eighty boats, I think, and we had the accolade of being the smallest. We had a light start which suited Nuts well, but sadly for us from Land's End on it was a race that suited water line length and we



spent the rest of the race watching bigger boats sail past us. They all had more waterline length!

We enjoyed ourselves, had some fantastic sailing, and made a dent in the bottle of very nice whiskey we kept in one of the cockpit bags. We toasted most headlands, and quite a few virtual headlands we made up as required.

And now all we have to do is bring the boat back to Cardiff for a well-earned rest...

Oh and delivery of a boat to Lisbon and a race across the Atlantic

I definitely blame Kevin - I always do. Now for some skiing...



Finished!

Move over SWOG here's S.M.O.G. (Spirited Motorboat Offshore Gourmets)



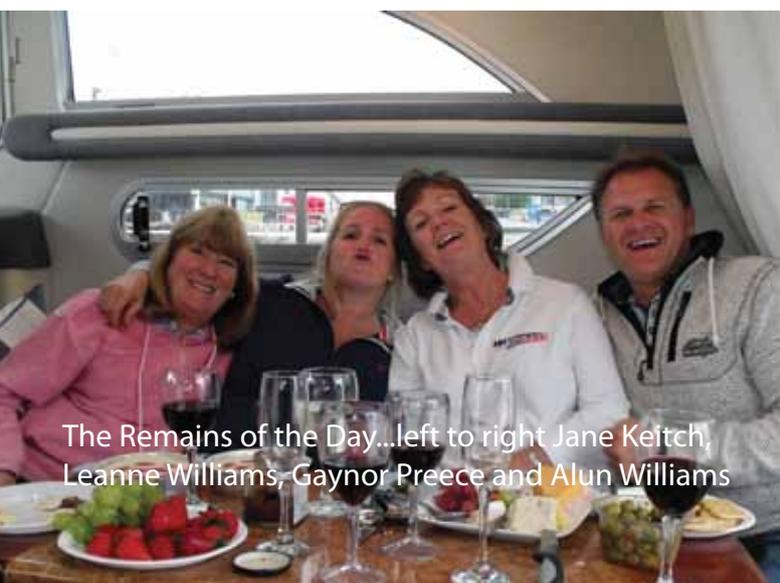
Fine dining in the floating harbour, left to right Andy Keitch, Leanne Williams, Alun Williams, Stuart Preece and Jane Keitch

All hands were on deck for some slap-up meals when Karma Sea, Kittiwake and Gemini took a week-end trip to Bristol, writes **Gaynor Preece**

Each of us took turns to prepare a main meal each evening. We pooled all our extras and the result was three delicious feasts which included steak fajitas and feta salad, curry with starters and all the trimmings and a tasty chicken and rice dish.

Various cheeses, desserts and chocolate completed the evenings with the addition of quality wines and cocktails.

A memorable weekend with great food and great company.



The Remains of the Day...left to right Jane Keitch, Leanne Williams, Gaynor Preece and Alun Williams



Steak Fajita chef extraordinaire Alun Williams

A dream realised

We left **Mike Bailey** in Spain en route to Greece. Here he recounts the final legs of his 3,000-mile odyssey

And so on April 23 I board a plane in Cardiff to Alicante to once again join my boat.

Two young crew, Rebecca and Kevin, meet me a few days later and we leave Torrevieja almost a year to the day of leaving Cardiff.

I planned to coast hop, doing just day sails, up to the port of Denia on the east coast as a jumping point to the Balearics. So we took our time, doing just 30 miles a day, anchoring in lovely small bays in the evenings, swimming and just having fun. It took three days to get to Denia but...why rush?

Our first main crossing was from Denia to Ibiza, about 50 miles but again accomplished in a comfortable day sail with just a head sail and a lovely north wind of about 10 knots. We anchored in a bay called Cala Llentrisca and had dinner followed by our daily swim and then watched the night come in and sun go down. The following day we made the short hop to Ibiza Nueva, one of the main marinas, to fill up with water, fuel and supplies.

We spent the day just motoring in and out of small bays, any of which would have been lovely to stop in and rest or play. The weather had been good since leaving Torrevieja and there was no foreseeable change as we approached the beautiful little island of Tagomaro where we decided to anchor for the night after travelling just 12 miles. We sat on the east side of the island looking west over the mainland towards a spectacular sunset and settled down to dinner, cooked by Rebecca – who some might remember working behind the club bar. Kevin served the wine as we watched the sun go down to be replaced by the moon and stars.

The following morning was a 0700 hrs start because we had 68 miles on bearing of about 55 degrees to get to Palma on the island of Mallorca. With no wind we motored over a flat sea, occasionally coming across large gatherings of lovely little jellyfish which glided across the surface with the help of a sail-like dorsal fin.



Heading north up the coast of Kefalonia

One of the reasons Rebecca wanted to do the trip was to meet her brother Luke, who was bosun on a 45 metre super yacht called *Wisp*, and, like him, get a job on a yacht. We very quickly spotted *Wisp* and were greeted by waves and shouts...perhaps they saw the big Welsh flag I was carrying. The sight of these super boats was amazing. Some of them, 100 metres or more in length, were cocooned in shrink wrap with air-con built in so work could be carried out in comfort. I dread to think of the cost of the shrink-wrap alone!

I planned to stay for a week or two and meet up with some of my old Barry Yacht Club friends. Over the next few days Rebecca managed to secure some day work on a three-masted schooner called *Athena* which, at 90 metres in length, made *Wisp* look like a toy.





With Adrian and Jacque who were with the boat for seven weeks - great times

I met up with my old friends in the El Real Club Nautico Palma. Ray Brown, former coxswain of the Barry Dock Life Boat, who I had the pleasure of serving under for some years, and two others, one of whom keeps a boat in Palma. Ray was about to leave to travel to the same area so we decided to sail in company at least to the Straits of Messina, between Italy and Sicily. It was now also time for a crew change as Rebecca had secured a full-time job on the Athena. We now had Steve from the club, Adrian, Rebecca's father, Adrian's friend Martin and Kevin so we headed out for the 300-mile leg to Sardinia. To settle the crew in I decided to stop on the first night in a place called Cala D'or on the east side of Malaga. We set off early again next day and had a nice sail in good conditions but that was to change. Late afternoon the wind came up, growing to between 30-40 knots, and the seas rapidly built up from the north. We were committed at this point and so we slowly battled on through 7-8 metre waves. You can generally see land at about 25 miles and, after just over two days we sighted the south end of Sardinia. We found a suitable bay and anchored up as soon as we could to rest after a journey that prompted the ex-lifeboat coxswain to ask later, 'What the hell were we doing out in that?'

The main port of Cagliari was just half-a-day away from the anchorage and the next day, when the wind had dropped, we had a lovely sail in.

Cagliari is fairly big with, again, three marinas. We chose one called Porto Peschereccio which was a moment's walk from the pleasant main town with its mix of modern and traditional buildings. It was here we almost marooned Kevin. He would normally sleep in but decided to go for a morning walk and was left standing and shouting at us as we were leaving the berth for Sicily. It was lucky we even heard him shout but it gave us a good laugh.

We motor-sailed the 200 miles to Palermo on a calm sea under overcast skies in just over one and a half days. The other boat stopped somewhere further south which was a better choice as it turned out. The following day we sailed to a small marina at Cefalu, a pleasant but not cheap overnight stop. We sailed in company again through the Straits of Messina, very busy seaway with ferries crossing back and for from the mainland. At Messina we finally parted company and I carried on to Reggio de Calabria at the far end of the straits. As we were leaving the next morning, Mount Etna, ringed at the top with cloud and smoke, gave us all something to admire. We motored sailed around the toe of Italy and, after an uncomfortable night anchored broadside on to the waves, on to our final stop in Italy, Crotona. We left the following afternoon for the final 170-mile leg to Preveza which we reached, as planned, in daylight.

Cleopatra Marina has all facilities including a storage compound. There's a small shop for fresh food, a couple of eating places and a large compound for winter storage. The main town is across the water with larger and more interesting shops and the airport is just a few minutes away. Mooring costs vary from six euros to 16 euros a night for 14 metre boat but discount is given on longer stays. Some places don't charge at all although, as you would expect, are often quite busy but you can generally anchor off or long-line moor to the shore. Food costs seem not a lot different from UK but when you are eating out portions are generous and very often one meal will do two people especially if it's a salad of some sort. Iced water is invariably served as soon as you sit down and there is no rush to take your order. Fuel is a little cheaper and is often delivered to the boat, pumped aboard from small tankers. There's little outward sign of the country's financial problems. Greek locals can still get money from ATMs – albeit only 40 euros a day - while visitors can get pretty much what they want. Not a lot of places take cards unless it's for large amounts and in some places ATMs are not available so you do need cash. The locals tend to take the attitude, 'Oh well, life goes on.'



We made it! Cleopatra Marina

Can I just say, if you are thinking of doing something like this or crossing oceans, don't leave it too late.

I have thoroughly enjoyed some of the lovely places we've visited but perhaps I will leave it at that for now and end with a heartfelt thank you to the many people without whose help I wouldn't be here, especially Richard Jennings, Eddie and Alyson, Jon and Donna, Martin and Trisha, Rebecca and Kevin, Steve, Adrian and Martin.

I feel so much indebted to these people and hope that they enjoyed doing it. And so, has my dream come to its end? I'll let you know when I wake up.

Challenge Wales



Adventure on the high seas and an opportunity to get involved...

It's been a summer of sailing and events for Wales' Tall Ship, Challenge Wales. From racing in Round the Island Race on the South Coast, to our first voyage for five years into Pwllheli as part of the All Wales Boat Show. Volunteers passed on their skills and knowledge to the many young people who joined us for residential sail training activities which took place in the Bristol Channel, West Wales and the North Devon coast. But one of our memorable voyages for both crew and trainees this year was when Challenge Wales headed north, to Belfast – a round trip of almost 450 miles – so that Challenge Wales could be part of the magnificent Tall Ships spectacular.

One of the young people (trainees) on that voyage said, "In July I went on Challenge Wales to Belfast. I learnt a lot and made new friends. I do a lot of dinghy sailing but I had never done anything like this before and it was an amazing experience. We set sail from Milford, for a non-stop sail to Belfast and were split into two watches, on duty every four hours in the day and three hours at night. There was always something to do and I especially enjoyed helming and helping with some of the navigation. Getting up at 2am in the morning was hard though! In Belfast we took part in the crew parade and shoreside activities with crews from the other vessels. Even though the sail back from Belfast was very rough, I really enjoyed it! My experience on Challenge Wales was amazing. It was a once in a lifetime experience and I will never forget it."

The Tall Ships Race was starting from Belfast and although Challenge Wales wasn't racing with the fleet, she was warmly welcomed as part of the festivities. Tall Ships events are about bringing young people together from different cultures and backgrounds to educate and develop them through sail training activities. Six Challenge Wales volunteer crew and 10 trainees were part of this exciting event. The Belfast waterfront was buzzing with a carnival atmosphere and while thousands of spectators came to see the Tall Ships, hundreds also lined the streets for the crew parade which we took part in. Sixty boats from all over the world were on display with around 2,000 trainees taking part. On the quay were a range of vessels including the three-masted, 88-metre clipper Cisne Branco that had sailed from Brazil and the beautiful 80-metre three-masted barque Guayas that had sailed over 5,000 miles from Ecuador. It was certainly an event to remember.



Can you help us give a Tall Ships opportunity to others in 2016?

Challenge Wales is planning to take part in the Tall Ships 2016 Race. Our Tall Ships campaign will start with a delivery trip from Gosport to Antwerp (Belgium) in July, before racing over 1,000 miles to Lisbon (Portugal). The second race is from Lisbon to Cadiz (Spain) followed by a third race from Cadiz to A Caruna (Spain). A delivery trip will take Challenge Wales back to Dartmouth. Delivery trips are open to anyone over 18, but the Tall Ships legs are only available to those aged 16 -25 years. Interested trainees are encouraged to apply to the Challenge Wales bursary fund to help subsidise their voyage. Tall Ships events are life-changing experiences and we are also appealing to companies to sponsor a berth, sponsor a leg or sponsor a young person. We want more companies to get involved and now's the chance support a local volunteer-run charity.

For more details on Challenge Wales visit www.challengewales.org or call 029 20 220 266.

Wrex

Gentlemen, it is said, don't sail to windward. And, Wrex would add, nor do Border Terriers.

At the mature age of 11 Wrex is happy on a run and exhilarated on a reach but definitely downbeat about a beat. And when you're heading downtide into a Force 5 or 6 the only place to be is down below with some comforting company. That's why he stays ashore when Paul Kemp races his 26ft Etap 'Freya'.

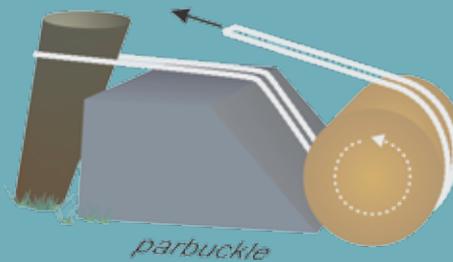
But cruising is another matter. He's only been part of the family for five years and hails originally from Wrexham, hence the name. And despite having only been sailing for the last three years he's already been to Bristol, Portishead and Watchet.

But his favourite trip is across the bay to Mermaid Quay, as passenger in an inflatable kayak, followed by an ice cream from Cadwaladers. Coffee flavoured, of course, as most gentleman prefer.



1. An old method used to give a mechanical advantage with a long rope, when trying to retrieve those precious smuggled brandy and rum barrels up the steep slipway or shoreline. A more modern version of this method was used recently in the righting of the capsized 'Concordia'.

2:1 mechanical advantage



2. 'Stop carrying out your intentions and watch for my signals.'

3. The six countries are - LIB Lebanon, GUM Guam, CHI Chile, AUT Austria, BRN Bahrain, MAR Morocco

4. It signified 10 fathoms, which is 60 feet.

5. They are a form of timber destroying crustacean, similar to a small woodlouse. They are free swimming and can bore in and out of a wooden hull.

6. C) Force 16.

7. Tidying the ends on three or more strand rope. 'Worm and Parcel' is a method of filling the grooves with thin marline prior to parcelling (wrapping) with hessian strip. You then 'Turn and serve the other way' with whipping, making a tidy job of it

8. Sir Francis Chichester, while loading his boat with gin.

