

# Bear Essentials



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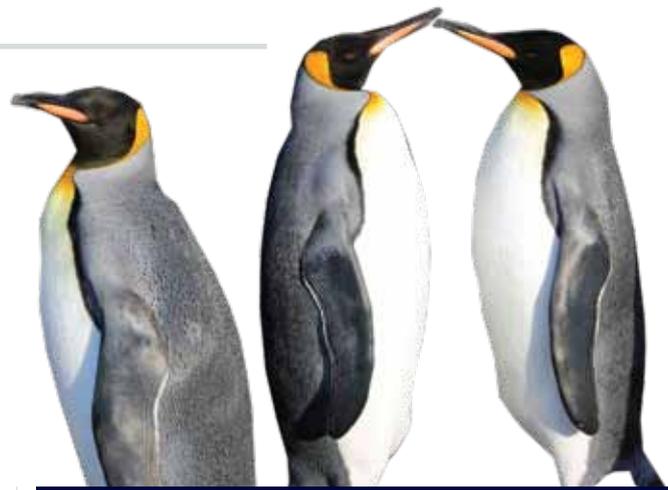
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## Use it or... lose it?

### Rear Commodore **Colin Parsons** wants your views...

I walked around the pontoons a couple of weeks ago and counted almost 80 boats that haven't moved from their moorings in recent memory – some, probably, not in the past couple of years. That's almost 15% of our berths... yet we have a waiting list of members who are being denied berths!

As a sailing club our sole purpose is the encouragement of recreational use of the water, not to provide cheap mooring for a static boat park. The dinghy section have a 'use it or lose it' policy for dinghy places in their part of the compound. Should we adopt a similar policy for the pontoons?

Please let me know what you think - [colin@brg-wk.demon.co.uk](mailto:colin@brg-wk.demon.co.uk)



# The President of the Cardiff Bay Yacht Club



On being asked by Mike Slater to write an article for the Bear Essentials as President of the Cardiff Bay Yacht Club, I was at a loss as to what the content of it should be. Should I write about my experiences during the past 25 plus years as a member of the club. Should I write about my boating experiences over that period. Should I write about the sheer pleasure I derived in studying for my Yachtmaster qualifications or should I just write about what I felt to be the requirements and function of the office of President of one of the most successful yacht clubs in the UK. Having considered the above, it didn't take me long to realise that the only option available to me was to pass on my thoughts on the office itself.

When the office of President was first suggested to me, I was at a loss to imagine what I could achieve and what was expected of me in the role. I knew for a fact from personal experience that the last thing any Commodore wanted or needed was a person attending committee meetings with any thoughts of using the rank and office of President to override the democratic functioning of the Council of Management. Not that the office of President affords the holder of the office much power to do so anyway, as the Articles of Association clearly state that the President is allowed to attend and speak at meetings but does not have any voting powers.

It had always been my mindset that I would never attend any meeting at which I could not vote, as I considered that would be a complete waste of mine and everyone else's time. However the more I thought about it, the more I began to realise that my previous experience as Secretary, Treasurer, Flag Officer and Commodore must enable me to offer advice based on experience when, and if, called upon to do so. Also the fact that my previous efforts on behalf of the club had been recognised by the honour of being offered the office of President made me think that perhaps I still had something to offer the club.

With this in mind I decided to accept the honour and was duly elected as Vice President, then President, and during my time in those offices have come to realise that the position calls for patience, tact and diplomacy, being all things to all people, having the ability to act as a mediator in all cases of conflict, and above all, being able to represent the club with dignity. Finally, always uppermost in one's thinking should be the principle, which I would strongly recommend to anyone privileged to be offered the office of President of this club viz:

**"In the decision of every trespass against our rules, judge with candour, admonish with friendship, and reprehend with mercy".**

*John Jefferies*

President

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# Around the Channel

## Lydney

Lydney harbour is up for sale. The Environment Agency, which manages it, is looking for a buyer who will maintain the port as a place of historic interest while developing the docks as a catalyst for the regeneration of the area. The Agency, as a publicly-funded body, cannot, itself, be involved in the harbour's commercial development but it will continue to maintain the flood defence gates within it. Lydney Harbour was built in the early 1800s to transport iron and later coal. It closed to commercial traffic in 1977.

## Newport

Newport Uskmouth Sailing Club is temporarily homeless while its clubhouse is re-roofed. The work, which will include a new suspended ceiling and lighting, should be completed by mid-November. A portacabin has been installed so members can make tea and coffee on race days but the toilets and showers remain open.

## Watchet

Engineers are preparing to lift out the broken tidal gate at Watchet Marina for repair. Meanwhile, the marina is still open but staff are having to manoeuvre the gates by hand and are asking would-be visitors to call in and forewarn them. The seven-tonne gate was installed in 2001 and had a design life of 50 years but one of the hinges sheared early in September. Delays have been partly due to the need to organise a floating crane to lift the gate out. You can call Watchet Marina on 01984 631264 and on VHF Channel 80.

## Ilfracombe

Holidaymaker David Copp from Brighton has caused outrage in Ilfracombe by complaining to the harbourmaster that his visit to the town was ruined by the smell of fish. And there were boxes of dead fish on the quayside which distressed his children, he said. After a storm of criticism an unrepentant Mr. Copp has gone on digging. He's told the local newspaper that the High Street is a dump and anyone who thinks the town is picturesque should go to Specsavers.



## Bay Sailors Join



On Sunday September 21 our Club along with Cardiff Yacht Club took part in the biggest sailboat race of all time. Over 700 clubs and 12,000 sailors worldwide took part! Many thanks to you all for either donating online or by race entry.

On May 9 2013, Andrew 'Bart' Simpson tragically died in a training accident in San Francisco bay while preparing for the America's Cup competition. There was shock across the sailing world at the loss of this truly great and selfless man, and there were clearly many, many people whose lives had been touched by him in some way.

Bart's Bash is the first major sporting event to be founded by the Andrew Simpson Sailing Foundation and it absolutely captures the spirit of Andy in every way. He was always focused

on big achievements and how they would be inspiring for others, particularly the young. He loved seeing people having fun and getting really involved in his most loved sport, sailing.

On the day at Cardiff Bay the weather was perfect with a light northerly breeze and bright sunshine! Louise Jackson did an excellent job with the race management, as did Nick Sawyer and his team with running the actual race. Nick set a trapezoid course to good effect; this was much enjoyed by all competitors. It was particularly nice to see such a large contingent of our junior sailors taking part and the quality of their sailing.

The icing on the cake for this event was that the event was televised on ITV News that evening. If you missed it go to <http://www.itv.com/news/wales/2014-09-21/barts-bash-cardiff-sailors-join-andrew-simpson-memorial-record-bid/>

### Overall Result

- 1st **Tom Powell** CYC sailing a RS100
- 2nd **Toby Bedford** CYC sailing a RS200
- 3rd **Andrew Preece** CBYC sailing a Laser Rooster 8.1

### Juniors Results

- 1st **Matt Whitfield** CBYC sailing a Laser Radial
- 2nd **Sam Thomas** sailing a Laser Radial
- 3rd **Aiden Bell** CYC sailing a Laser Radial

Bart's Bash was just part of a weekend of dinghy and cruiser racing that made up the

# Autumn Regatta

Geoff Parr reports on  
the cruiser racing



Despite several of the racing fleet being away or out of the water being primed for the Frostbite series we had a good turnout of some 16 boats over two fleets.

**Saturday** began with a race in the bay in light airs. Due to the dinghies coming out and other events we were in a tight area in the northern area of the bay. The short line led to a little argy-bargy for the IRC fleet on the start line, with some exchange of words and paint, all settled amicably in the clubhouse later. First IRC – Merlin, NHC Offbeat.

We then had a rest for a couple of hours, which boosted sales for both clubhouse and Morrisons, before we headed out to the Bristol Channel for the afternoon races.

With dinghy racing, club racing and PYC holding a rowing regatta Channel 37 / M became rather crowded. John Jefferies and I, past and present CBYC VHF trainers, were highly amused / bemused by some of the solutions suggested by our fellows to resolve the situation.

The breeze was slowly dying and while the IRC fleet safely completed their course with Merlin chalking up another first. The NHC fleet struggled. Sabriel, a lightweight and fast Bavaria 42 sport and a newcomer to the fleet easily sped around the course. The slower boats struggled towards the leeward mark. Two retirements left Offbeat and Jonah slogging it out for about half an hour, while the race officers waited patiently, with the mark layers sitting on the mark anxious to lift it. Jonah struggled around and finished whilst Chris on Offbeat had to throw in the towel.

By this time racing was abandoned and all headed for home.

While many went home some crews stayed for a meal in the club and entertaining cabaret from Encore Acoustic Duo. One of the audience was coerced into joining in a duet from the floor, another into murdering "House of the Rising Sun" from the stage, and one gentleman was personally serenaded by the chanteuse, much to his delight / embarrassment. A good night had by all.

**Sunday** saw a bit more breeze. The first race in the bay was relatively uneventful with Merlin successful with yet another first and John Griffiths on Tonto heading the NHC fleet.

The afternoon races were now time-limited to prevent the previous day's lack of wind problems recurring. Race one saw wins for Musketeer (IRC) and Camarillo (NHC). The latter is as far as I know a newcomer to the fleet, a Sigma 33 OOD. As far as I could tell there were only two crew on board for this race, so congratulations to them.

The final race went to White Knight (IRC) and Sabriel (NHC).

Overall winners were Claire Bennett and Mark Watts on Cork 1720 Merlin and Martin Gifford on his Bavaria 42 Sabriel. They and other placed boats received prizes in a short presentation in the club after racing. Full results are available on the club website.

Many thanks to race officers David Cairncross and John Jefferies, the mark layers Colin Parsons and members of team Gatsby, and all who assisted and participated.



# 'Old Salts' trip to Portsmouth

'Old Salts' Fred Jenkins, Les Davies and John Wood immersed themselves in British naval history on a three-day visit to Portsmouth.

Fred takes up the story...

We set off from Cardiff by road via Bath and Salisbury, the A36 and the M27 leaving at Cosham, to pause on the heights of Portsdown Hill. Here, 430 feet above sea level, there's a panoramic view of Portsmouth and the Solent, from Spithead in the west to Nab tower in the east. This commanding view is why, in 1860, Lord Palmerston had six forts built along the hills to defend the docks and Solent shoreline from a supposed threat from the French under Napoleon III. The guns were able to fire eight kilometres but the French never came and the guns were soon made obsolete by the invention of the rifled barrel. They still stand, however, named Fareham, Wallington, Nelson, Southwick, Widney and Purbrook. The



Les Davies, Fred Jenkins and John Wood outside HMS Victory

Nelson is a Grade One listed building and a public museum which is well worth a visit. After checking into our hotel at Farlington we headed for Old Portsmouth where we were able to purchase combined tickets to visit the Victory, the Warrior, the Mary Rose Exhibition and both

*“For anyone interested in maritime history Portsmouth would make an ideal winter break”*

the Royal Navy and the Nelson museums. The ticket also included a tour around the harbour to see any Royal Navy ships in port. The tickets cost £24 for 'Old Salts' but can be used any number of times over twelve months and provided us with plenty to see and do over three days. They are good value and were popular with the many French visitors there at the time.

We also made a point of re-visiting Old Portsmouth Dinghy Sailing Club who were so welcoming when we walked in on them during our last visit. Once more we were made very welcome, in spite of alterations to

the kitchen and clubrooms that were going on, and the Vice Commodore presented us with the club's pennant which is now placed behind the bar at Cardiff.

Homeward bound we stopped off to see Salisbury Cathedral. It's a truly magnificent building which was started in 1220 and completed just six years later. The spire was added in the 14th century and at 404 feet is still the highest in England. The cathedral is also the repository of one of five original copies of the Magna Carta.

For anyone interested in maritime history Portsmouth would make an ideal winter break.

Our only regret was that our fourth companion, Brian Ostrich, was unable to join us through ill health. We wish him well and a speedy recovery.



The Spinnaker Tower in Portsmouth Harbour

## HMS Victory almost didn't make it to Trafalgar. And here are a few more things you might not know about Nelson's flagship...

The keel was laid in 1759 – 46 years before Trafalgar. In those days it was usual for the keel and frames to be constructed and then the vessel covered and left for several months for the timber to season. Because this coincided with the end of the Seven Years War, however, Victory was left for three years before work re-started which gave her main timbers added resilience. She was launched in 1765 but immediately 'mothballed' for twelve years and was only commissioned in 1778 after the French joined the American War of Independence.

The same year she saw service at the first Battle of Ushant, the Second Battle of Ushant in 1781, the Siege of Gibraltar in 1782 and the Battle of Cape St Vincent in 1797. She was an old ship by this time and brought home to be converted into a hospital ship for Napoleonic prisoners of war. Before this could happen, however, in 1799, HMS Impregnable was lost after running aground off Chichester. Short of a First Rate ship the Navy decided to refit Victory which was completed after three years at the astronomical cost, for those days, of almost £71,000.

## In 1803 Nelson hoisted his flag on her as head of the Mediterranean Fleet and the rest, as they say, is history.

Victory was so badly damaged after the battle she had to be towed to port for repair before she could make it back to England. Not long after she was ordered to be scrapped by Admiral Hardy, an order rescinded, legend has it, after a tearful appeal from his wife. An inglorious century followed when she was used as a floating base for various Navy departments. By 1903 she was no longer fit to be afloat and when she was hit and holed by HMS Neptune as it was being towed to the breakers' yard, Victory seemed destined to follow.

Only the personal intervention of Edward VII saved her and instead she was dry-docked. But neglect continued and by 1921 she was in a very poor state. Fortunately, by this time, her cultural and historic value was beginning to be recognised. The 'Save the Victory' campaign was started which was instrumental in beginning the series of fund-raising and refits that have restored her today as she was at Trafalgar. As well as a museum she has been, since October 2012, flagship of the First Sea Lord, and, as such, the oldest commissioned warship in the world.

## Dramatic weather backdrop to Laser 2000s

Andrew Phillips



Picture by Alice Boswell

October saw the return of the Laser 2000 Welsh Championships to the south in its Fifth year - an event that alternates each year between Lake Bala in the north and Cardiff Bay.

Six local 2000s were joined by five visitors from as far afield as Reading, Derbyshire and Kent. As part of the joint dinghy racing series between CBYC and CYC, Jim Atkinson and Graham Elder from CYC kindly volunteered to be our race officers for the weekend as they had two years ago.

After a slightly delayed start due to the lack of wind, race one got under way in a nice breeze from the SW which quickly swung to the SE. During the second downwind run we were greeted with a downpour that included hailstones. This was shortly followed by thunder and lighting from clouds over the Bristol Channel which had previously just dumped the hail stones on us! By the time boats reached the next run, the wind completely disappeared becalming us all, until the wind finally decided to fill in from the west.

The following three races that afternoon were run in light, shifty conditions making our visitors work their positions. Richard Harvey from Carsington SC was showing the rest of the fleet the way around courses, claiming 3 bullets in the first 3 races. However, this changed in the fourth race of the day when the win was taken by the CBYC 2000 of Helen and Andrew Phillips.

Despite the small number of boats taking part there was some very close racing between boats at the front of the fleet as well as boats in the middle and there were five boats on 17 points at the end of the day. After a taxing day's racing, several people stayed and enjoyed an excellent meal at the club.

Sunday saw a good NE breeze greet us for the two races required to complete the series for the event. Again Richard Harvey from Carsington led but was pushed all the way in each race with some good battles for places continuing throughout the fleet. Presentations at the end of the event were made by the club's vice-president, Idris Dibble.

# Me & My Boat



## It was the very model for a modern major general

### *Paul Brindley meets Ewart Hawkins and his launch Red Admiral*

Red Admiral started her life as an Admiralty Fast Motor Launch (FML) to the design of a Nelson 34. This design came from Keith Nelson and Co of Bembridge, Isle of Wight, a boat design and building company set up by Peter Thornycroft in 1955. Peter was the grandson of Sir John Thornycroft, founder of the famous ship and boat builders.

The Nelson 34 had a GRP hull with a long centreline, modest beam, high bows and rounded bilges which afforded fuel efficiency and a soft ride at semi planing speeds. Nelson 34s could maintain speed in heavy weather with greater comfort than the hard chine planing hulls of the day. The Admiralty ordered a number of Nelson 34s for use as tenders for the larger warships and for other miscellaneous duties. The built-in slinging eyes enabled a speedy crane lift to a ship's boat deck. The royal yacht Britannia had two Nelson 34s with the embellishment of royal fittings.

The Admiralty ordered a batch of 11 Nelson 34s from Watercraft Ltd at Shoreham on Sea in 1967. In 1968, Red Admiral (then known as FML 6752) was delivered to HM Dockyard, Devonport and was allocated to the Major General of the Royal Marines for use as "his barge." The hull was painted bright red rather than navy blue, which was the standard colour used on the hulls of Admirals' barges. Apart from a brief trip (by road) to Portsmouth for the 1977 Royal Review of the fleet at Spithead, she remained at Devonport until economies resulted in her disposal in 1992. She was advertised as being in "good condition, only one owner and low mileage."

She was sold to Fred Larkham of Westbury on Severn, and then in 1994 was bought by a consortium of Ewart Hawkins, Peter Kirby and Lionel Mayman and named Red Admiral. In 1995, she starred at the Bristol International Sea Festival, serving as the press boat and in the following year, took part in the flotilla celebrating the opening of the second Severn Crossing (by the Prince of Wales). At around this time, Ewart bought out his co-owners and to this day he remains the sole owner.

Initially she was kept at Lydney, but she has gradually moved down the channel to Penarth marina and is now on a gold berth at CBYC.

With spacious forward and aft cabins, Red Admiral required little modification to make her a satisfactory motor cruiser. The single Perkins 6.354 (112 bhp) gives a top speed of 14 knots, but she cruises more economically at 7-8 knots using about a gallon of diesel per hour. Ewart has used her as a day boat and has also cruised to Ilfracombe several times, but has yet to make Lundy.

Ewart hails from Coleford in the Forest of Dean, although he now lives in Monmouth. After leaving school, he became an apprentice at Daniel's Engineering works of Stroud, which was then a thriving company making a variety of medium and heavy machines. Sadly, it is now the site of an industrial park. After completing his apprenticeship he went to sea with the Blue Funnel Line, which was based in Liverpool and mainly carried cargoes plus a few passengers around the globe, particularly to the Far East. This was in the days before container ships had been thought of. He then progressed to the grey funnels and hulls of the Royal Fleet Auxiliary to support the Royal Navy's warships. During this time, he served in an ammunition ship (RFA Resurgent), a tanker (RFA Brambleleaf) and a logistic landing ship (RFA Sir Tristram), travelling widely and witnessing, from Pitcairn Island, the French nuclear test in the South Pacific.

Bowing to the pressures of a young family, Ewart left the sea and settled back in the Forest of Dean. Here he did a number of jobs, culminating in maintaining machinery at GlaxoSmithKline's Lucozade and Ribena plant at Coleford. Reorganisation led to early retirement and a move to Monmouth, which made more time available for Red Admiral.





Paul and I joined CBYC's SWOG to meet new people and sail to new places and it quickly became our 'comfort blanket' when sailing, as we were complete novices. We've only been sailing since 2007 and had very little sailing experience, let alone being competent in the Bristol Channel, which can be very scary at times!

We've met many lovely, like-minded sailors by joining in. Initially the SWOG consisted of racers and cruisers. In the past an 'official race' would take place, then a get-together at the chosen port of call.

These days SWOG meetings have become more of a social event and although many leave at the same time, others take the opportunity to arrive earlier and stay later than official SWOG



dates. One thing everyone enjoys is the legendary Cheese and Wine Party, thrown at the destination.

We've not attended all of this year's SWOGs but the ones we have attended have been great fun. Lydney was a new venue for us. We had an amazing time at their regatta weekend. It was fantastic motoring under the two Severn Crossings and the handbrake turn we had to make to get into the lock (with only 1 1/2 gates open) was rather hairy. We were like sardines in a tin, rafted three deep from both sides of the lock. The weather was kind to us and the cheese and wine was enjoyed by all, so much so, we took to hula hoops and face painting, some of us making complete fools of ourselves with Paul and I top of the list! It was also an educational weekend; David Cairncross learned how to



colour all over again and Jack, our youngest 'swogger', had great fun issuing us all with stickers.

Swansea SWOG, for the second year running, was re-routed to the Graving Dock, (due to inclement weather). We still managed to have a great cheese and wine party before rain stopped outdoor play and we headed for the Packet, (putting our curry orders into the Juboraj en-route). The Packet was great and how the Juboraj managed to serve 28 meals, more or less at the same time, was amazing. I think, whilst at the Juboraj, the idea of a "SWOG Anthem" was born. David did have a couple of members enter anthem lyrics, but felt Sony's the best, probably because she had her thinking cap on when writing.

## SWOG Anthem

To the tune of 'You'll never walk alone'



When you join in the SWOG hoist your main up high  
And don't be afraid of the tides.  
At the end of the Quay there'll be cheese and wine  
And the smiles of your mates add sunshine.  
Sail on through the wind, sail on through the rain  
Though your boat be tossed and blow.own  
Sail on, sail on, with SWOG in your heart  
And you'll never drink alone...you'll never drink alone.

Repeat Sail on etc.



**Sonia Liggett - Serendipity**, August 2014

*With apologies to Rodgers and Hammerstein (and Gerry and the Pacemakers and Liverpool fans)*

The night ended in a rather strange manner. Who is the headless man in women's knickers? Your guess is as good as mine!



Tenby SWOG was re-routed to Bristol, once again due to inclement weather. There was a great turn out and we have a great I-Pad video of the SWOG Anthem being sung by everyone who turned up.

So, as the end of 2014 SWOG draws to a close, it leaves me with only one more thing to say. I'd like to say a "HUGE THANK YOU" to David Cairncross. He tirelessly works for the SWOG and the club, organising events that so many of us have come to love. David you're a star, thanks for everything you do for us 'swoggers' and the club. We're already looking forward to next year and hope the idea of 'swoggers abroad' comes to fruition.

# Tracing Shackleton's Bow Wave

by **Viv Head**

Viv presented a detailed account of his journey in the clubhouse early in October to open the series of winter talks.



From the drama of the Christchurch earthquakes came the opportunity to visit the Antarctic; it was undoubtedly the **most rewarding voyage of personal discovery I have made.**

Many people may have been to the ice before me but you have to keep the perspective; more Welsh folk can fit in Cardiff Arms Park than have ever been to the great white wilderness.

Realistically, you can only get there by ship; a cruise ship, where the scenery is wonderful, or an expedition ship where you get ashore to confront the elements. I booked with an Australian company who had chartered an ice-strengthened expedition ship to explore Shackleton's escape from the ice. As things turned out, I could not have made a better choice.

From New Zealand I flew to Ushuaia in Tierra del Fuego via Sydney, Santiago and Buenos Aires. Sea Adventurer had 118 passengers, she is compact, tough and has ten zodiacs on her top deck. At the briefing though, there was a change of plan. Instead of heading directly south we were to visit the Falklands to bunker oil.

Approaching Port Stanley at dawn, a group of minke whales surfaced just ahead of the ship; a wonderful welcome. The six hours ashore was a bonus but it meant we would be following Shackleton's journey in reverse, tracing his bow wave rather than following his wake.

It was 5.30am approaching

Fortuna Bay on South Georgia; seventy knots of wind were blowing across the decks. But once ashore the wind dropped and the sun shone on a majestic landscape of snow covered peaks and glaciers reaching down to the sea. On the beach to greet us were thousands of king penguins- we walked freely amongst them.

A group of us re-created the last three hours of Shackleton's epic crossing of the island. Climbing to a thousand feet, we watched below as the ship left without us to steam around several headlands to the old whaling station at Stromness.

Pausing beside Lake Crean I held the Welsh dragon ensign aloft on St David's Day, made a short speech and claimed South Georgia for Wales. No-one else seemed to notice. Later we stood at Shackleton's graveside and toasted a remarkable man in fine Irish whiskey.

In all we made six landings on South Georgia to mingle with the wildlife - fur seals, enormous elephant seals, albatross and giant petrels as

Climbing to a thousand feet, we watched below as the ship left without us to steam around several headlands to the old whaling station at Stromness.

well as the penguins, before setting sail further south.

Three days later, we drew alongside Point Wild on Elephant Island enveloped in low cloud. If you were desperate to find land after being adrift on ice for almost a year, Elephant Island would



probably be the last place on earth you would choose. It is remote, uninhabited, inhospitable and edged with cliffs and glaciers, virtually impossible to access.

Yet twenty-two men spent four Antarctic winter months camped on a scrap of beach hoping desperately for rescue. Their leader, Ernest Shackleton, had set sail for South Georgia, 800 miles away in a 23ft whaler rigged with a lug main and tiny mizzen. That everyone survived is a measure of the men and their captain.

At the South Shetland Islands we went ashore several times and visited Deception Island, still an active volcano. With fifty knots howling across the water, it was however one of the few places we were unable to land. On an earlier occasion, Sea Adventurer had been driven ashore by the wind; you could feel the tension on the bridge as the captain stood by. Sometimes, when we were able to land, getting on board the Zodiacs in choppy seas, a rising wind and the occasional snow storm was an invigorating experience.

Two days later, to the delight of everyone on board, we were able to get ashore on mainland Antarctica. We landed at Paradise Bay, at the Admirante Browne Argentin-

“The term ‘life-changing’ is bandied about far too often these days but this had been a life-enriching experience like no other.”



ian research station, already closed up for the winter. We climbed a small hill to survey the surroundings; the snow was thigh deep.

Passing through the Lemaire Channel we were treated to a spellbinding passage threading through the icebergs in a golden glow of evening light and a glorious sunset. A

mother and calf humpback whale showed us the way, swimming lazily on the surface two points off the port bow. It was simply magical.

Dodging the weather systems and catching a glimpse of Cape Horn, we crossed Drake Passage to arrive back at the Beagle Channel at dawn after a 3,300 mile passage.

The term ‘life-changing’ is bandied about far too often these days but this had been a life-enriching experience like no other. I was basking in its glow for many weeks afterwards.



**Suggested Reading**

**Shackleton's Boat Journey** by F.A. Worsley

**An Unsung Hero** (Tom Crean) by Michael Smith

**Upcoming Winter Talks**

December 16th 2014 - **Mike Bailey and crew** on their **Trip of a Lifetime**

February 3rd 2015 - **Bob Comlay** talks about his **Travels with Tilman**

February 10th 2015 - **Laura Graham** rustles up some **Galley Cooking**

# New Rescue Kit

## The club splashes out on lifesaving kit

Reports of people falling off the pontoons - statistically significant if not numerically so - prompted the CoM to try out a system for retrieving someone from the water. The system trialled involves manoeuvring the person in the water into a sling in which they can be rolled back onto the pontoon.

Victim was club membership secretary Jason Griffiths and rescuer general manager Louise Jackson. Conditions were good but the weight ratios made it a stern test and it was only after considerable effort that Jason was retrieved. Nevertheless three of the devices are to be placed roughly equidistant along the pontoons and will be adapted to clip onto the nearest pair of cleats to make operation easier. The CoM is also investigating portable ladders which, again, will clip onto a cleat allowing a conscious person to get out.

Finally, the pontoon columns, each of which has a safety ladder permanently attached, will be illuminated for a trial period so anyone falling in can see what to aim for.

Rear Commodore Colin Parsons, who is overseeing the trials, said, "The best available advice is - Don't fall in! And I hope you don't. But if you do, can you let me know how you got out - I promise not to reveal your name."



## How's your boating knowledge?

1. "Aye, Aye skipper" is a common phrase heard amongst sailors. But did you know the first "Aye" means something different to the second "Aye"? Any ideas?
2. Where would you find a 'Pampero'?
3. What is a 'Reaming Iron'?
4. Match these Naval nicknames to their true surname. "Dodger - Nobby - Pincher - Dickie," to "Clark - Long - Bird - Martin"
5. What was the ship associated with Darwin?
6. Back in the clubhouse, how many times have you heard someone say, "It was touch and go whether we would make it!" But what does this old saying really mean?
7. In that well-known 'weather poem' - "Lundy, Fastnet, Irish Sea" recited twice daily on the radio, which three areas (in correct order) come after - "Cromarty, Forth, Tyne and Dogger?"
8. In the International Code Flags, does the 'Q' flag (a plain yellow field) mean "Quarantined - I have Yellow Fever on board" or "My vessel is healthy and I request free pratique"

Answers on inside back cover...

# Penarth Lifeboats

*Alan Thorne's history of this vital local mariner's service*



Joseph Denman II

Since the dawn of navigation in the Bristol Channel **Penarth Head** has been an important distinctive landmark.

From the time of the earliest mariners, our Neolithic ancestors, the mud flats in the lee of Penarth Head and the Penarth Ridge were the only safe anchorage in the upper Bristol Channel. The extensive mud flats were known officially as Penarth Harbour; shown on charts and maps until the mid 19th century. A Cardiff directory of 1796 states: 'Three miles below the town of Cardiff is Pennarth (sic) and it is very commodious for ships and vessels detained in the Bristol Channel by westerly winds.'

The noted antiquarian B.H. Molkin, an old boy of Cowbridge Grammar School, wrote in 1803, 'Pennarth Harbour... is the best and safest in the Bristol Channel except Milford Haven... it is formed by the junction of

three considerable rivers, Taff, Elwy and Remny... Ships of the greatest burden may at all tides enter Pennarth Harbour, where they may anchor and lie on very fine mud. Many hundreds of vessels may have ample room there.'

As vessels increased in size they used Penarth Roads leaving Penarth Harbour to the 'small fry'. Lt. H. M. Denham's chart of 1832 states, 'good mud for holding' while other contemporary charts state of Penarth roads, 'a mixture of mud, marl and shingle giving good holding ground.'

The 19th century saw a massive increase in shipping movements in the Bristol Channel and vessels, both sail and steam, increased in size. Penarth Harbour and Roads became very congested especially in inclement weather.

Cardiff's Alderman Trounce recorded in his memories of the Harbour and Roads, 'I have known vessels lying there windbound for between two and three months in the

winter.' The noted historian Graham Farr wrote, 'it is stated authoritatively that on occasions the coastguard counted as many as 500 vessels anchored at any one time.'

The Cardiff Times reported in 1865, 'James Bryan, Chief Coastguard at Penarth ...disposed that from his observations ...extending over a period of two months, that he counted during January, 2,284 vessels on the mud and in February 2,035.

The problem of the congested anchorages was exacerbated not only by the extreme tidal range but by the fact that the approaches to the Harbour and Roads were replete with dangers: Alldtidge Shoal, Cardiff Grounds, English and Welsh Grounds, Mackenzie Shoal, Monkstone Rock, Ranie Spit, Wolves et al.

Before a lifeboat arrived at Penarth any rescue work was usually attempted by the coastguard, longshoremen or the ubiquitous pilot cutters known colloquially as 'skiffs' or 'yawls'. On October 23, 1817 the cutter William and Mary, running a mail packet service to Waterford, left Pill on the Bristol Avon with mail and passengers but struck the Wolves and sank. Channel pilots saved 32 passengers but accounts of the number lost

vary from 33 to 60. On December 18 the following year, the Victory, taking coal from Newport for Ireland grounded on the Monkstone and was a total loss. The lighthouse was not built until 1854. A government inquiry, the Northumberland Report of 1851 recorded, '...on the south coast of Wales from Cardiff to Fishguard, a distance of 200 miles, there is but one lifeboat, at Swansea, and that is unserviceable'.

During the 1850s there were a multitude of losses off Penarth. Among the many, the schooner Liskeard, of Plymouth, sank in Penarth Roads in southwesterly force 10 on January 9, 1851 and on the same day the Yawl, Terror, grounded on Flatholm and was lost with her three crew. In May 1859 the schooner Amelia of Dartmouth was lost in heavy weather in Penarth Roads but five coastguards put off and managed to save her crew of four.

*cont. over /*



Twelve-oared pulling lifeboat City of Exeter

During a storm on October 25 the same year the schooner Kingston, of Cork, was driven onto the Black Bench beneath Penarth Head by a southerly force 8. Two local men bravely rushed into the surf and saved six men although the vessel was a total loss. The wind increased during the day and the Acorn was stranded and lost on Penarth beach and later the Thomas of Kings Lynn was lost in Penarth Roads. By the next day the wind had backed to the north east and increased to force 11. The schooner Thames, built in 1819, was stranded and lost beneath Penarth Head. Close to Lavernock Point, with the wind now at hurricane force, the brig Aeolus, the smack Mary and the schooner John St. Barbe, of Cardigan, were all driven ashore and lost.

Chief coastguard Bryan wrote to the Life-boats Institution appealing for a lifeboat for Penarth and they agreed, deciding to use a £200 gift from Bristolian George Gay. By January 1861 a substantial boat house had been built on what is now the site of Penarth Yacht Club and a 30 foot Peake Second Class lifeboat, built by Forrestt of Limehouse at a cost of £157, delivered by train. The lifeboat had a crew of eight with six oars and over the next six years it took part in many rescues and the following example indicates the gruelling and hazardous conditions in which it frequently operated.

The full-rigged ship Far West, of Newport had come from Callao with guano for Newport before a south west gale. She dropped her best bower anchor in Penarth Roads but had too much way on and dragged. A second bower was dropped but the force of the wind was so strong even these two formidable hooks could not hold her. The vessel plunged and strained at her cables, the hawse holes were torn out, the windlass broke under the strain and she was driven onto the south west patch of the English and Welsh Grounds on an ebb tide.



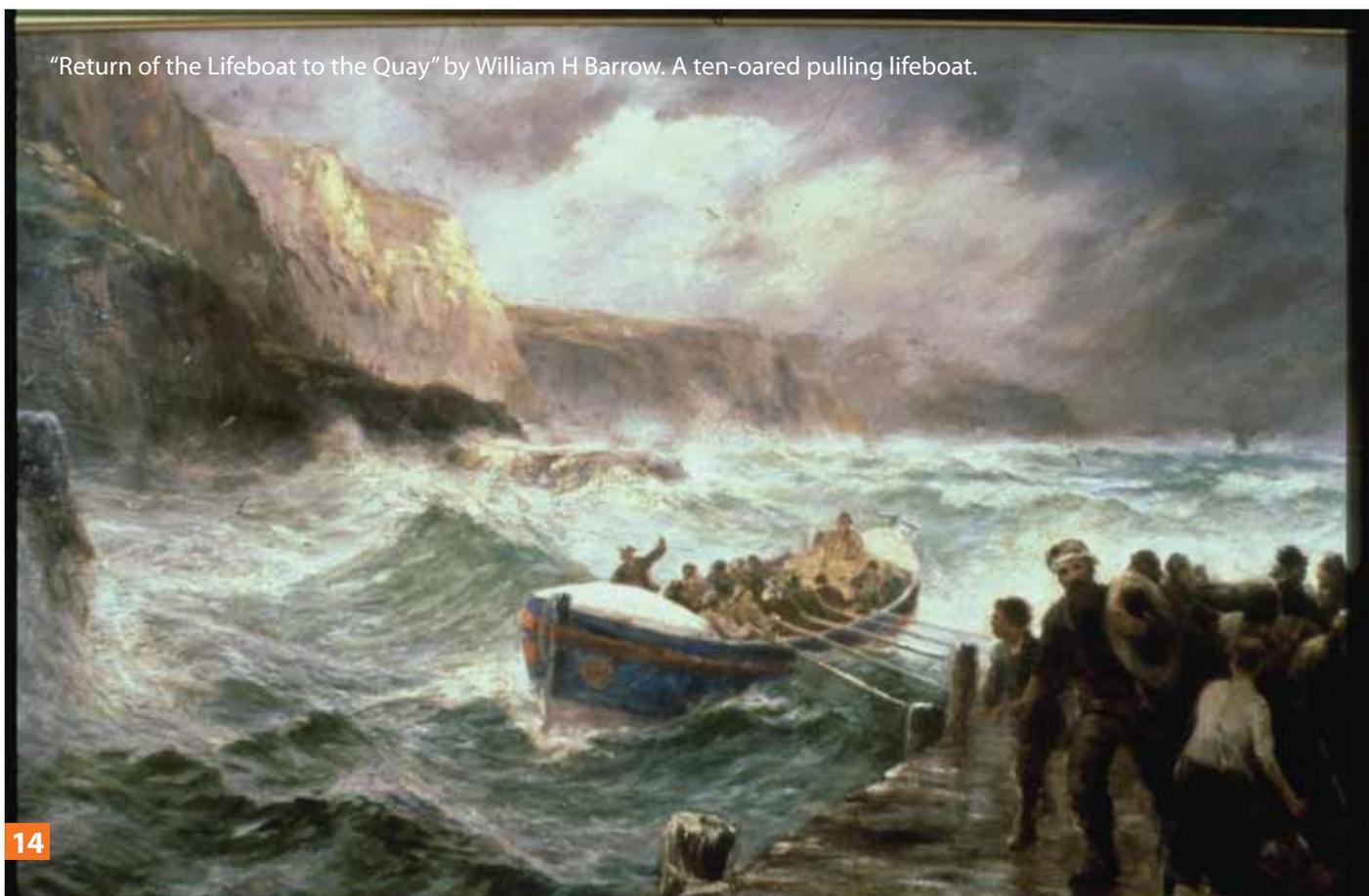
A lifeboat crew of the late 19th century

The lifeboat managed to get alongside and took off the 22-man crew, some lifeboatmen were put on board and the crew were taken to the tug Marquis. The lifeboatmen on board then worked to get lines to the Marquis and two other tugs, the Iron Duke and the Pilot. The combined efforts of the three, paddle-driven tugs finally managed to pull the Far West off the bank and tow her to Bristol. There was, however, a tragic footnote to the story. The pilot, Charles Potter, of Pill, who had joined her at Lundy and been rescued with the crew, learned that his pilot skiff had been lost with all hands - two pilots, two westernmen and a boy.

That a pilot skiff should have been lost that night illustrates the conditions that existed and the courage and stamina of those pioneer lifeboatmen who risked their lives to save others.

[continued next issue](#)

Pictures kindly supplied by the RNLI



"Return of the Lifeboat to the Quay" by William H Barrow. A ten-oared pulling lifeboat.

# Tall Ships, Small Ships and getting...mastless

As the end of the summer drew to a close, Challenge Wales set sail from Cardiff to Falmouth to participate in the Falmouth to Greenwich Tall Ships Regatta, crewed by visually impaired and blind young people. **Vicky Williams** reports.

Sailing into Falmouth was somewhat different to previous visits as we headed straight into the buzzing atmosphere of the spectacular Tall Ships Regatta. Over three days 100,000 visitors wandered around the fleet of Tall Ships headed up by the magnificent Polish square rigger the Dar Młodzieży. Almost 50 vessels took part in the Tall Ships Regatta, Challenge Wales won her class in the last regatta held in the Irish Sea in 2012 and we were keen for a repeat performance on this short course to Greenwich. A new group of young people joined us for this event partly funded by the Challenge Wales Bursary Scheme. Light tail winds are not the best conditions for a Challenge yacht, which is designed for upwind sailing in the Southern Ocean, but lady luck stayed with us.



So what now for Challenge Wales? During the winter we will continue with ongoing maintenance, our Ship Shape days are popular with volunteers wanting to learn more about the boat. If you are over 18 and interested in being volunteer crew next year, then now is also the time to get involved; remember, you will need to join us on one of our sailing days to be assessed and a volunteer induction session before progressing through the volunteer process. Our big boat sailing days will continue through the winter (for adults), we'll be running our

Polish square rigger the Dar Młodzieży



In London all crew and trainees personally met HRH, Sophie, The Countess of Wessex who is the patron of the Association of Sail Training Organisations. We flew the Welsh flag proudly as we took part in the crew parade through the streets of Greenwich. Cheered on by thousands of onlookers the parade finished at the Naval College, where Challenge Wales was pleased to pick up a trophy for first in class.

From Greenwich we set sail to the Solent for the annual Small Ships Race out of Cowes. This is just a day race with almost 30 youth sail training vessels taking part putting over 350 young people from an assortment of backgrounds on the water. The weather was particularly blustery when the race started but moderated as the day progressed. The crew of young people, who joined us two days earlier at Gosport, showed their competitiveness and added another trophy to the cabinet.

We said goodbye to our group in Gosport and sailed to Plymouth. After one circumnavigation of the world plus more than 75,000 miles of sailing, about half of them as Challenge Wales, it was time to replace the standing rigging. The task was awarded to Allspars of Plymouth and spent seven days at Queen Anne's Battery marina before our return to Cardiff. You think the mast looks big when in situ, you should see it when it is lying alongside the boat; weighing in at 1.8 tonnes it is a reminder of what the boat was built for.



fundraising Christmas Sail and Curry trip in between Christmas and New Year which is always great fun, and dates will be released shortly for 2015 Duke of Edinburgh Award Gold Residential voyages – and don't forget Welsh residents can still get subsidised through our bursary scheme.

For further information on Challenge Wales visit:  
[www.twitter.com/challengewales](https://www.twitter.com/challengewales)  
[www.facebook.com/challengewales](https://www.facebook.com/challengewales)  
our website [www.challengewales.org](http://www.challengewales.org)  
or call **029 20 220 266**.

# Change of plan for Sanamiru

We left **Mike Bailey** in Cadiz with a broken mast in the last issue. Here he takes up the story.

The unexpected failure of the rig and subsequent damage to the mast was a huge shock and disappointment after all the work and money that had been put into the project by everyone. We set about, via our insurance, to find local riggers and a replacement mast. You might think it would not be a problem with so many yachts around. Not so, we tried Spanish sources and Gibraltar riggers and all to no avail. Fortunately we had also contacted our local rigger Andy Freemantle who was able to put things in motion. In the mean time Richard and I arranged a mast lift on the cheap as there was a crane coming in to put some boats in the water from the local boatyard.

After almost two months the new mast was ready and delivered to Cadiz. I flew to Malaga and drove to the boat where Andy had already got the new mast up. Richard was there and only a few jobs required completion. Two more crew also joined - John Waud who had done the first leg and Donna Lloyd who was keen to do a long passage. After an introductory evening meal for John and Donna in Cadiz we set sail the next morning for Gibraltar about 60 miles away, reaching to a nice breeze. The currents in the Straights go east west and west east at the same time in different parts of the Straights and strengths also vary at different states of tide but the pilot books give excellent information and there should be no major problems if their advice is adhered to. The exception is heavy easterly winds in which the seas build quickly and the Straights should not be attempted in these conditions. There are two ports to the west: Barbate, just after Cape Trafalgar, which is accessible in all weathers and, right on the entrance of the Straits, Tariva, a small place where you need to be aware of ferries running across to Africa.

Fortunately we had a very good sail though the Straits, excitedly waiting for our first view of Gibraltar, watching dolphins, and amazed to see African coast from our own boat. Then it was there, Gibraltar. We were in the Mediterranean at last. We opened a bottle of wine to celebrate and toasted our friends who had helped us get there as we crossed over the bay and into Gibraltar waters.

It was when we were stocking up for the next leg that I had a rethink of our future plans. The original intention had been to sail the North African coast to Malta then over to Sicily and on to Greece. I realized, however, that had the rig problem occurred in North Africa it would have been much more difficult to fix, added to which there were insurance implications in cruising North Africa. So we decided to stick to a Northerly route and having restocked we left Gibraltar and made our way past huge ocean going ships on anchor to Europar Point and once more into the real Mediterranean. We had been sailing for about two hours when we hit fog, a real pea-souper. With all these massive moving ships around it was time to put everyone on watch with the complementary safety gear on and switch on the radar. Just one problem. After being transferred from the old mast to new it wouldn't work! I used the AIS system in the hope that all the ships that could be using it were using it and I could see them and navigate in accordance to what was required. We sailed like that for about six hours all the time heading towards Almeria, about 160nm away. Our first night in the Mediterranean was coming so preparations were made for the night sail, John and Richard taking the first watch followed by Donna and I.

John and Richard went over their time, giving time to give me a good long rest after the fretful time I had over the past two months or so, but when Donna and I took over the wind was fair and conditions were good. She was excited and really enjoying her first night watch, popping down below making tea, doing the navigation, spotting and identifying vessel lights and taking a huge interest in the experience.

We sat there talking with me answering her numerous questions when a question I had always asked myself - 'Do dolphins swim alongside boats at night?' - was suddenly answered. They do, and the boat making its way though the fantastic fluorescence they caused was a sight that excited both of us no end. What a fantastic end to Donna's night watch.

to be continued...



**G1 Pure Chemistry:** MG Spring 25, We have owned "Pure Chemistry" for 3 years. Mostly we do short cruises up and down the Bristol Channel. We have gone further afield, last year we went to the Isles of Scilly, and this year we managed to get over to Ireland. The boat has drying out legs, and takes the ground well, as long as there is a firm bottom. She is the 4th boat I have owned, and possibly my favourite. She has limitations because of her size, but overall I am very pleased with her. (nice looking boat with a fair turn of speed too – Geoff)

**G2 Kara Mia:** HR223 Mk IV MFV. Owner A. Samuel (translates loosely from the Italian as my dear or my beloved – similar to Cariat)

**G3 Sea Eagle:** Cleopatra sports fisherman, Owner Syd Hearne. Syd has been a member of CBYC for 15 years and is ex-chairman of the angling section and a stalwart member of the club. If not fishing Syd can be found in the bar telling tales of the big one that got away! Sea Eagle is named after one of Syd's father's trawlers who was a top skipper out of Milford Haven and Lt. Cmdr in the RNVR. Syd is probably the keenest fisherman in the club even though recently aged 75! (Certainly one of the oldest active members)

**G4 Vital Spark:** Egythene 24, owner Phillip Downing

**G5 Purple Haze:** One off ¼ tonner, 1977. Beautiful and fast wooden racer. Owner Phil Cook. (We hope to run a full feature on this boat in a future edition)

**G6 Disco Volante:** Motor Cruiser (name means flying saucer – also the name of villain Emilio Largo's hydrofoil in Ian Fleming's Thunderball). Owner A. Nolan

**G7 Gentianella:** "When this edition of Bear Essentials comes out, my boat will have changed from 'Puffin' a Winklebrig to 'Gentianella', a 1969 Contessa 26. For those who wonder, 'Gentianella' (or GT for short) is a flower - small, attractive, and hardy. Pretty much like a Contessa 26. Not only is GT much bigger than Puffin, she is Bermudan, not gaff-rigged, and she also has electronic instrumentation, proper cooking facilities, and heads. I won't know myself... David Owens

**G9 Lola:** Yarmouth 22 Bermudan sloop with an inboard diesel engine. Owner Howell Lloyd. One of 3 Yarmouth 22's currently in existence (Sail no. 2) Custom built to a high specification for her original owner in 2007. Little used until I acquired her in 2011. She has a traditional long keel and sails beautifully. Used for day cruising in the Bristol Channel and sailing with the grandchildren in the Bay

**G10 Plato:** Sadler 26, 1987 Owners Paul Smith and Pete Davies. We have been in the club for 12 years and are currently sailing a 1987 Sadler 26:Plato. We previously, sailed a Hunter Duette (Freedom), but decided three years to upgrade to a yacht with a higher specification. One where the engine actually works. You can only bounce off so many harbour walls!! G8: Firefly, Shakespeare 600 Diesel speed machine. Owner Richard Narbed

**G11 Callisto:** (One of Jupiter's moons). Jeanneau Sunrise 35 cruiser racer sloop. Designed by Jacques Fauroux. We bought our boat about ten years ago in Milford Haven. John & our daughter had some fun sailing her back to Cardiff. We have enjoyed many trips around the Channel and the bay. Some have brought challenges greater than expected. Our engine failed returning from Bristol one year and John rigged up the outboard on the diving ladder and got us back safely. We continue to enjoy her and John will have a sail most days, weather & time permitting

**G12 Katz Whiskas:** Arvor 23 MFV. Owner P. Sutton

**G13 Freya:** Etap 26, Regular in the NHC fleet, owner Paul Kemp. (name means Lady and derives from the Norse goddess of love and wife of Odin)

**G14 Marcaibo II:** Rodman 700. Owners: Steve Roberts & Lewis Cunningham, Pleasure fishing boat, Lew bought in recently, You will see him Wed & Sun fishing or fiddling with the boat, Steve down on boat

various but not as often. Pop in and say hello when you see either of us there

**G15 Nemo:** Motor fishing vessel undergoing a cabin rebuild at present

**G16 Maracap:** owner Clive John

**G17 Cassiopeia:** Gibsea 282, Owner Clive John (Name - a constellation depicting a Greek goddess who so annoyed Poseidon with her boasts of her great beauty she was tied to a chair in the heavens for eternity)

**G18 Lady Claire:** Corvette Motor Cruiser, owner Terry Keegan

**G19 Ci-mor:** Seadog Mk4 ketch, owner D.B.Thomas

**G20 Y Ladi Wen:** Westerly Consort, owner Del Williams. Used on SWOG+ by Del and Ian Aitken

**G21 Alana:** Mirage 28 owned by Simon Toner and Marina John. Strangest event of the summer - our return from Minehead. We left at 4am to carry the last of the flood tide and arrived off Penarth at 9am. Called up the barrage who said "We're on strike. You can tie up in the outer harbour till midnight or why not try Barry?". We chose the latter, anchoring en route in Sully bay for a long awaited breakfast. By the time tea was served the wind was over 20 knots from W so a bumpy end to our unexpected voyage. Although near LW we found a mooring afloat and rowed ashore to a friendly and amused reception at Barry YC

**G23 Cariat of Barry:** Westerly Oceanquest, owner Freddie Batten. (Cariat translates roughly as beloved or darling, see Kara Mia on G2)

**G24 Flying Cloud:** Arvor MV. Owners J & K Thomas

**G25 Lady Barbara:** Arvor ketch motor sailor, owner John Steel

**G26 Gatsby:** A 1979 30ft Nicholson half-tonner jointly owned by a quartet of members; Bill, Martin, Colin and Richard. They are to be seen out in all weathers as long-time supporters of cruiser racing and the club

**G27 OPS:** Fisher ketch motor sailor, owner Shirley Valentine

**G28 Meltemi:** Westerly Centaur, owner Paul Ford (name derives from that of strong cooling N or NW winds that help keep the Aegean bearable in the heat of high summer)

**G29 Melody:** Sealine 310 motor cruiser, owner R.Morris

**G30 Dragon:** Nantucket clipper yawl. Owner C.Watmore

**G31 Xenon:** Condor 37. Built in Falmouth 1978 to an S&S design. Based in Swansea in the 1990s then exported to Holland. Brought back by me in 2007, coincidentally with the same delivery crew who took her to Holland. Oldest design in the PY1 fleet. Need to win some silver before handicap gets any lower. Also intend cruising west Wales, Ireland, France

**G32 Cat-a-Pult:** Fountaine Paget Tobago 35 Catamaran. Owners Phil and Corinne Bailey. A family cruiser but faster than you may think. Always happy to chat about cat sailing, from how she takes a big sea to the buzz of passing Lavernock Spit at 16 knots! We have a quiet year ahead with GCSEs in the house but looking forward to more cruising soon

## Next Edition

# E Pontoon

Please submit entries for the next edition to:

email: [geoff.parr@gmail.com](mailto:geoff.parr@gmail.com)

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

## Jamie Green's Recipe



*Serves 4*

*Use any chunky white fish for this dish*

*Preparation Time: 5 minutes*

*Cooking Time: 5-7 minutes*

## Ingredients

- 700g/ 1 ½ lb cod fillet, cut into 4 equal pieces
- Salt and freshly ground black pepper
- A few drops of Worcestershire sauce
- 30 ml/ 2 tbsp olive oil
- 4 tomatoes, sliced
- 100 g/ 4 oz/ 1 cup Cheddar cheese, grated
- 25 g/ 1 oz/ ½ cup cornflakes, crushed
- To serve:  
Creamed potatoes and peas

## Method

1. Wipe the fish. Season with salt and pepper and sprinkle on both sides with a few drops of Worcestershire sauce.
2. Heat the oil in a frying pan (skillet) and cook the fish, skin side up, for 2 minutes. Carefully turn over.
3. Lay the tomato slices on top of each fish fillet. Mix the cheese and cornflakes together and pile on top of each. Cover with a lid of foil and cook for a further 3-5 minutes until the cheese melts and bubbles. Alternatively, cook uncover for 2 minutes, then flash the pan under a preheated grill (broiler) until the top is golden and bubbling.
4. Serve straight from the pan with creamed potatoes and peas.



## Meet the new editorial team...



### Mike Slater, Editor

I fondly thought I'd retired from a lifetime in journalism until I took this on. I crew on Forebitters for club races and inbetween times sail my own Hunter 272 from Neyland in Pembrokeshire.



### Geoff Parr

I'm a retired police officer and part-time trainer and have run first aid and VHF courses for CBYC members since 1987. Co-owner of a 1979 Beneteau 35 called Jonah. Take part in club races and cruise the Bristol Channel and western British waters.



### Jason Griffiths

I'm a keen fisherman and joined the club six years ago. I'm a keen social member and joined the angling section committee four years ago. I've recently joined the CoM as membership secretary.



### Louisa Laurent

I am a 33-year-old mother of two children living and working in Caerphilly. I've been sailing with my partner Richard for a few years and we've been boat owners for a year. I've just come back from a flotilla holiday in Turkey, loved it and am looking forward to more sailing adventures.



### Andy Masters, Design Editor

I've always loved "messing about in boats" - currently I (mostly) mess around in the Solent although you might see me kayaking in Cardiff Bay.



# Archie

## What a season it's been for Archie!

It seemed like he'd hardly opened his eyes when he was off to Lydney with the SWOG on Stephen and Anne Hampson's Sigma 362, Inside Trader. Then it was Portishead....then crewing for Martin Gifford aboard Sabriel in the Bay....and even on the pontoon he's responsible for sitting on the bow to meet and greet. That's a lot of boat time clocked up for a seven-month-old Welsh collie.

Stephen and Anne bought Inside Trader just before last season and in 2013 did about half the SWOG meetings. This year they managed every one, including the nine-day SWOG plus and have thoroughly enjoyed the opportunity to explore the Bristol Channel and make new sailing friends. Before coming to Cardiff they sailed from Dartmouth with another collie who died, aged 17, just before Christmas. It did leave a dog-shaped hole in the home...and the boat, agrees Steve, so, in spring this year, along came Archie.

He's also keen to make new sailing friends so if you see a collie with a pair of startlingly blue eyes sitting on the bow of a Sigma with red dodgers and sail cover, pop across and say hello.

# Quiz

## Here are the answers...

1. A naval response, the first 'Aye' indicates that an order has been received and understood. The second 'Aye' confirms it will be carried out immediately.
2. Off the coast of Argentina and Uruguay. It's the name of a wind.
3. An instrument used when caulking to open up the seams to take the oakum.
4. 'Dodger' Long - 'Nobby' Clark' - 'Pincher' Martin - 'Dickie' Bird'.
5. HMS Beagle.
6. When the bottom of the ship is touching the sea bottom but not grounding.
7. "...Fischer, German Bight, Humber"
8. The yellow flag means "My vessel is healthy and I request free pratique" and was generally flown on entering a new foreign port, until cleared by the authorities.



**Bear**   
**Essentials**

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