

# CARDIFF BAY YACHT CLUB

BEAR ESSENTIALS

PUBLISHED QUARTERLY

OCTOBER 2008

EDITORS: JANE HALL

EDITION 7



**SHANGHAI & NIMROD CUPS 2008**  
Read Steve Cooper's report over the page

# Shanghai and Nimrod Cups 2008 - a great success for Sailing Secretary, Steve Cooper

With less than three weeks to the first race of the Series we were delighted to welcome onboard this year's event sponsor, the Cardiff Marine Group. They produced a very generous package at short notice tribute must go to their team, together with our Bear Essentials Editors, Jane and John, for producing everything we needed in time for the registration evening on Saturday 6<sup>th</sup> September. Weather-wise, August was an appalling month, with worries that some of our regular visitors and competitors might not be able to arrive in time. Nimrod Cup entrant Steve Parker's *Courtier* had been weather-bound in Brest but made it back in time for Race Two, and several IRC yachts had taken part in Falmouth Week. However, by registration we had 19 entries in the Shanghai Cup, formed into six three-boat teams. Six boats made it from Swansea, and thank you to them for their continued support. Unfortunately, we did not have enough entries for a seventh team, but *Forward Thinking* very kindly agreed to enter on her own to pursue the best individual boat award. Thank you to Steve Nicholls and his crew for their sporting perseverance. The Nimrod Cup received 6 entries, which was a little disappointing after last years entry, but there was some good racing in the fleet.



Sunday dawned and our PRO, David Cairncross, set an around the cans course in the Bristol

Channel in a cracking breeze. The asymmetric spinnaker sports boats were in their element on the



long tight reach from Cardiff Spit to Diffuser and consequently took the first four places in Race One. As the week progressed the Indian summer that the weather forecasters had failed to predict arrived. High pressure was building and light winds and sunshine were on the way. This weather trend was to continue for all three remaining weekends. Three windward leeward races were scheduled for Saturday 13<sup>th</sup> around a laid course in the Channel. The combination of tide, very light winds and a wide range of craft with differing performances proved very challenging for our Race Officers David Cairncross and Syd Thomas. Thanks to them, and to the competitors' perseverance, three races were completed and the larger yachts with long waterline lengths and more sail area started to come into their own in these conditions.

"Soul Night" beckoned in the club house and nearly eighty crew members enjoyed a hot buffet and danced the night away to the music of the excellent "Mojo Soul Band."



Sunday's long low water race (Race Five) proved to be one of mixed fortunes for some competitors. Once again very light winds and a brisk tide did not favour those who got off to a good start down the Channel, because the tide stalled them at Lavernock Spit while the main part of the fleet caught up. The lead changed many times during this race, but the

vigilant wind spotters came home first. We did not think the winds could get any lighter, but they did, and unfortunately Races Six and Seven were abandoned on Saturday 20<sup>th</sup>. However, most of the competitors enjoyed the sunshine whilst anchored off Penarth during the morning, hopefully waiting for the breeze that never did fill in. Games of eye spy ensued with some of the more civilised yachts sharing the contents of their wine cabinets with the smaller boats. After lunch in the club house the fleet re-grouped for the only Bay race of the event. Again there was no wind, but our good-humoured competitors decided that a re-enactment of the "Battle of Trafalgar" would while the afternoon



away and buckets of water, rather than canons with live ammunition, were employed! Once again Saturday ended with a very well

supported social evening accompanied by good food from our caterers and dancing until the small hours with music from the "Elastic Band." Sunday 21<sup>st</sup> saw an early start for an around the cans race in the Channel. A light wind and strong tide were the order of the day and the teams with the most consistent performance in very difficult conditions were beginning to emerge at the top of the leader board. By Saturday 27<sup>th</sup> Race Nine, the final race of the series, there was still everything to play for, and for some teams in the Shanghai Cup, and it had to be sailed out to the end.

In the Nimrod Cup, *Papillon* was in very strong contention for first place with an almost perfect score line, but the other boats still had to battle it out for 2<sup>nd</sup> and 3<sup>rd</sup> places. The



long Channel race got underway at 10:00, again in a very light wind and a strong tide. For some the race ended very early, since unfortunately *Sleeper* hooked an early mark

*Sleeper*



with her rudder and *Molly* got swept past the wrong side of the "Rannie" by the ebbing tide. By the time the fleet reached Lavernock Spit the

*Molly*



wind had disappeared for a while and anchoring in the tide was essential until it returned. The race continued well into the

afternoon, with the lead constantly changing hands in the

*Musketeer*



fickle wind. After almost seven hours of racing only one boat managed to complete the race within the time limit. Well done

*Musketeer*,

this was your finest hour!!!! With the Gala Ball and Presentation Evening due to start at 19:30, the remaining competitors beat a hasty retreat by internal combustion engine back to harbour. After an excellent dinner, Drew MacDonald of the Cardiff Marine Group thanked the competitors and those involved with organising this year's event and then presented the prizes to the winning teams.

There were also some farewell awards. James Dwyer is returning to Australia after six years in Cardiff. He has had a remarkable 2008 season sailing J80s, which have included, Spi-Quest, Kiel Week, J80 Worlds Kiel and Cowes Week. Good luck to him and I understand he may be back for the cricket next July!



*Red Sky*

Ashley Barker (J80 *Chilli Jam*) and his family are emigrating to New Zealand soon and again we wish them well. *Chilli Jam* was the best placed Cardiff boat in June's National

*Chilli Jam*



Sports Boat Championship held in Plymouth. The evening continued with dancing to the "P R Band" and for the "James Bonds" amongst us a Casino was available downstairs. On behalf of Cardiff Bay Yacht Club, I would like to thank our sponsors, the Cardiff Marine Group, for the magnificent prizes and support and wish them every success with their new business ventures in Cardiff Bay. Our thanks go to: our Race Officers, David Cairncross and Syd Thomas, who had quite a stressful month having to contend with light winds and not always ideal tides; the protest committee formed by our good friends from Cardiff Yacht Club for their patience and diligence; to Jane Hall for coordinating all the information with our sponsors and her help with the social program; to Amanda Tristram for her help with the registration evening; to John Mead and Jerry Cross of ITV Wales for media coverage; to the Training School and Scot Cole for providing RIBs during the event and to the volunteers who drove the boats and laid the marks; to John and Jo Griffiths for providing the motor cruiser *Business* for committee boat duties; to our caterers, Sue Jones, for the fine food and to our hard working bar staff. But most of all, our thanks to all the competitors for supporting the 2008 Shanghai and Nimrod Cups.

#### Shanghai Cup Team Prizes

##### First Place, Team B

<i>Blue Jay</i>	J109	Greg Burgess
<i>G&amp;T</i>	Cork 1720	Roger Dunstan/Nick Sawyer
<i>Naida</i>	Contessa 33	Carl Mallory

##### Second Place, Team C

<i>Red Skye</i>	J80	James Dwyer
<i>Purple Haze</i>	J80	Scott Cole & Simon Thomas
<i>As If By Magic</i>	First 34.7	Timon Robson

##### Third Place, Team A

<i>Merlin</i>	Cork 1720	Rob Derham
<i>Jack Hammer</i>	J109	John Ballinger
<i>Sleeper</i>	Projection 920	Alan Shaft & Nick Hankins

#### Shanghai Cup, Best Individual Boat

<i>Red Skye</i>	J80	James Dwyer
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#### Nimrod Cup

1 <sup>st</sup> <i>Papillon</i>	Aphrodite 101	Graeme Page
2 <sup>nd</sup> <i>Moon Tide</i>	Hunter Horizon 30	Phil Bradley
3 <sup>rd</sup> <i>Hong Kong Phooey</i>	Hunter 707	Richard Rose

Our congratulations to all the prize winners.

By the time you read this newsletter the Frostbite Series will be underway. We recommend that you visit our website at [www.cbyc.co.uk](http://www.cbyc.co.uk) for the very latest up-to-the-minute details regarding Notice of Race, entry fees etc Steve Cooper, Sailing Secretary  
[s.cooper364@btinternet.com](mailto:s.cooper364@btinternet.com)

# Tea on Castle Rock Circa 1987

A large number of CBYC members have discovered (to their misfortune) Castle Rock in the middle of Sully Bay, but none of them have ever had tea on it! The main reason is that the Rock usually lies just under the water and only once in a



very blue moon does the Rock emerge to be seen by the human eye! The idea of making use of this rare tidal event came from this man, the

legendary Stormy Davies – Sally’s fondly remembered Dad. Take a party from Barry Yacht Club inspired by Stormy, a legendary sailor, (and at the time the President of BYC), a huge astronomical low tide, a boat, the *Martha*, supplied by Peter Binding and - hey presto! Stormy was in business.

He told Barry Yacht Club that if they could do it on the Bramble Bank in the Solent, we should be able to do it here in the Bristol Channel and he was right! So, together with seven other members of BYC, including the current President, Joan Halliday, Stormy did make it happen, complete with umbrella, scones and cakes and pots of tea. Quite a feat! A quick afternoon tea and then they had to be off again! We sadly miss Stormy and that tremendous sense of fun he had.

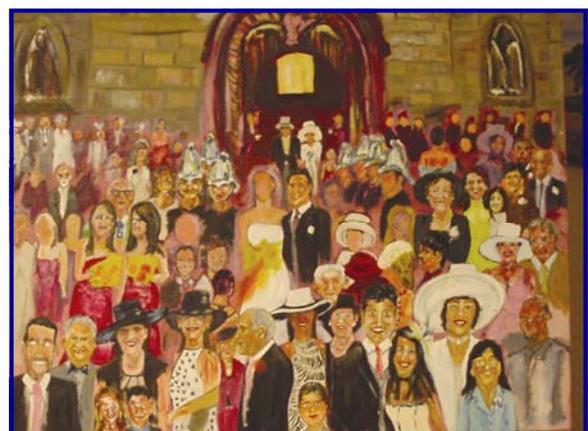


# Our new member of the Marina Staff



His name is Steve Davies and he has joined our team following the departure of Falkland, who has returned to his native Falkland Islands to do his obligatory National Service. To say that our new marina staff member Steve has led an interesting life is probably the understatement of the century. He’s a very modest man and Bear Essentials had some difficulty in gathering the following information about him. Let’s start at the beginning. In the early Seventies he worked as Coxswain for the Barry Pilots. In 1973 he became a deck apprentice with Reardon Smith, ship owners of Cardiff; then he worked as mate for Sunshine Palm Line colliers carrying coal to the continent - a very dirty job!

A chance meeting in the South of France led to a berth as Skipper on two super yachts belonging to CH Bailey, who owned the dry docks in Cardiff. He worked on a Princess (180ft long) a Liberty (120ft) and a Falcon(200ft) mostly sailing in the South of France, often moored in Monaco! In the 1990s he worked for 3 years for Peter Binding of Barry on his Trinity House tenders. All sorts of other nautical adventures followed before he finished up with us! He now works on Friday afternoons and the Saturday and Sunday shifts in CBYC’s Marina. Oh, and just one final point - he is a water colour artist, currently working on this picture of a wedding in Llandaff Cathedral. Dare we mention that he would next like to paint a picture of a sailing boat..... but not in the Club’s time of course!! Welcome to CBYC, Steve. We hope you have a good time at our Club.



## The credit crunch has failed to stop Development in the Sports Village - Kevin Doyle reports

The International Sports Village has not escaped the problems currently afflicting the financial world. Baypointe has lost one of the two developers who were hoping to develop the site and one of the funding banks associated with the scheme is in administration. Moves are afoot to rescue the project and we await developments with interest.

Other schemes on the adjacent waterfront, like the Hotel and the Snowdome, are still being worked on by the Council's development partner, Orion Land and Leisure. New proposals for these are due this month, although it will be some time before we know how the costs and timescales for these projects has been affected by the problems in the banking industry.

Photo by Nick Traharne, courtesy of Cardiff Port Authority



The good news is that two projects are proceeding. Dean & Dyball, the contractor who successfully bid for the Olympic-standard canoe slalom centre, are establishing their office complex next to the ISV offices and some minor preparatory works have already commenced on site. It will be some weeks before piling starts to create a cofferdam in the River Ely, but work is on programme and the project will open in early 2010. On the wider ISV, tenders have been requested for the Pont Y Werin, the pedestrian and cyclist bridge which will span the River Ely. Rather than the elaborate design (shown on the cover of an earlier edition of Bear Essentials), these design and build tenders have specified a light and unobtrusive approach and a "possible" design has been offered as guidance to tenderers. If all goes according to plan it is hoped that a contractor will be appointed by April next year with work commencing in July. Other minor changes to the Sports Village will soon take place. Access to the Pool car park will be altered during the next two weeks, with a new entrance adjacent to the Yacht Club access road. Fencing to the Bay edge walkway is also planned in the very near future, allowing pedestrians to walk from the Watermark building near Aldi as far as the Ice Rink.

## New Quay on the Ely



This is the first new waterside quay to be built on the River Ely for over 100 years. It is situated on the old "Cowlins" site off Penarth Road and allows direct access from the water to the new enormous sailing facilities centre that is now due to open on 15 November 2008. As you know work has already started on the new canoe slalom in the Sports Village, and our old friends "Up and Under" from Cowbridge Road are opening a new branch here to provide gear and equipment for kayak and canoe enthusiasts. Together with "Force Four Chandlery" they will provide a vast range of products for the racing and boating community.



# It was probably our original South Wales money burning on the pier!



There is a long, long history of attempts to set up a nautical link between South Wales and the West of England. Alan Thorne our local learned historian was prompted by the huge

fire that broke out on the 28 July this year on the Grand Pier at Weston Super Mare to cast his mind back to the extraordinary start of nautical endeavours and misadventures in this part of the Bristol



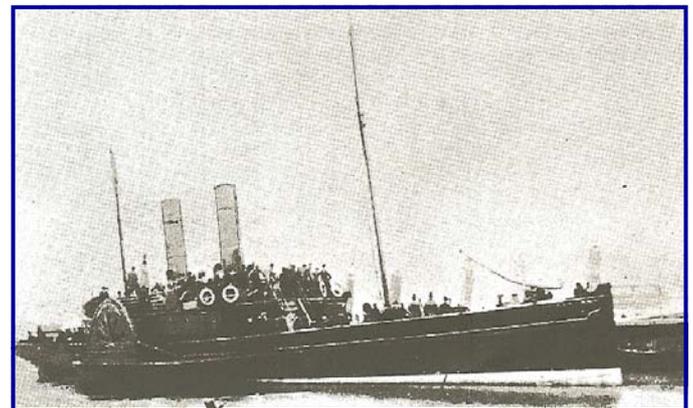
Channel. Let Alan tell the story:-

It was way back in 1822 that it was announced that a fine new steam packet was to ply between Bristol, Cardiff and Swansea. The service started on 10 April 1823 – the *Glamorgan* (59 tons) was joined that July by the *Bristol*, also 59 tons and the two wooden paddle steamers ran a thrice-weekly service. The fares were as follows:- Swansea to Bristol - Fore Cabin 10/-, Forecastle 5/-. Swansea to Sully (for Cardiff) After cabin 9/-, Fore Cabin 6/-, Forecastle 5/-. Passengers going to or from Cardiff joined the paddle steamers by a small boat in the lee of Barry Island (yes at this time it really was an island!) The owners of the steamers were a company headed by the Marquess of Bute and Sir Christopher Cole. The paddle steamer service closed 5 years later in 1828, and that wasn't going to be the first such failure of enterprises like this! The Bristol press then announced in August 1841 that a steam navigation service was going to start from Cardiff to Uphill on the Somerset coast. This was to be their vessel, the *Taff*, a

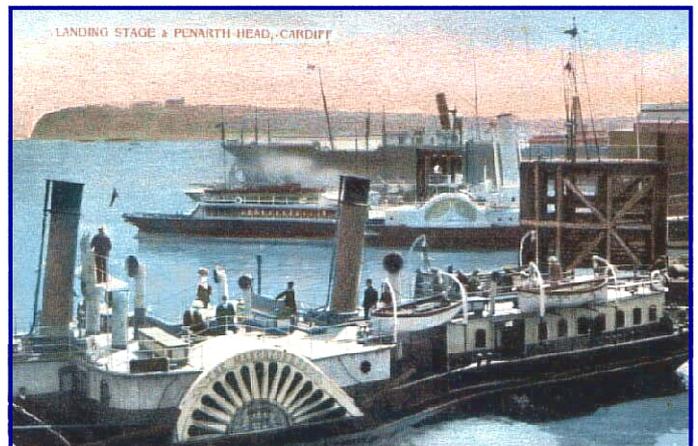


steamer of some 90 tons, but nothing came of the project. It had by now been decided however that a Grand New Harbour would be built on the end of Brean Down with giant breakwaters to protect it.

On 5 November 1864 the Paddle steamer *Wye* (108 tons) took a large party of the great, the good, the rich and the pious to place a giant foundation stone off the end of Brean Down with a huge marker buoy attached. Champagne was drunk, prayers were said but on the very next tide the whole assembly floated away and the project had to be forgotten. And so all eyes turned to the possibility of building a long pier in the centre of Weston-Super-Mare Bay. Parliament passed the Weston Bay Grand Pier Act in 1893, which was amended in 1897 and again in 1899. The first pile was driven in on 7 November 1903 and the Pier opened on 11 June 1904. The Chairman of the Pier company was the Marquess of Bute, aided by his General Estates and Docks Manager, Sir W.T Penn, who later became Lord Merthyr. One other connection with South Wales is the fact that the Weston Grand Pier was built by the Mayoh Brothers who also built both Mumbles and Penarth Piers. The Marquess of Bute ran a paddle steamer company and his paddle steamers called at the Grand Pier



in Weston, including the *Lady Mary*, launched in 1868,

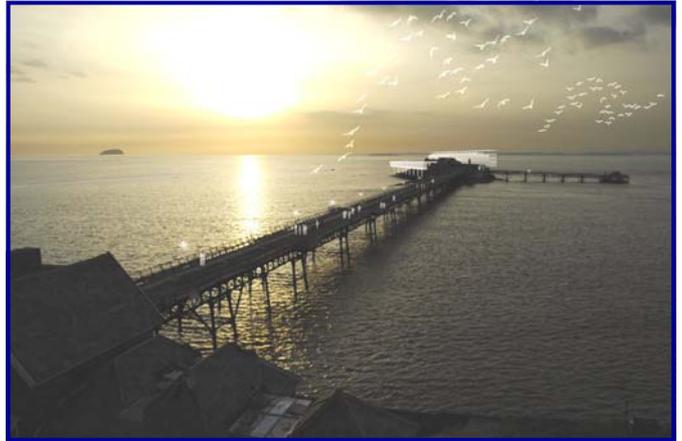


and the *Marchioness*, launched at Chepstow in 1888. So before P & A Campbell's White Funnel fleet started to sail the Bristol Channel, these Welsh boats were already plying their profitable passenger trade across the water to Weston, Bristol, and Clevedon.



Hence it might well have been money that originally came from South Wales that went up in the spectacular Grand Pier blaze in July! Who would have thought it?

After thought – all is not lost with regard the Piers in Weston-Super-Mare because there are plans afoot for a £70 million refurbishment of Weston’s other Pier, the Birnbeck. Pilot work on the pier started this month after a design competition had been held and won, so this is how Birnbeck Pier might look if and when the work is completed.



## CBYC hosts the Welsh Optimist Championships again



August Bank Holiday saw over 75 Oppie sailors from all over Great Britain descend on Cardiff Bay Yacht Club for the 3<sup>rd</sup> Welsh Open Optimist Championships, sponsored by Mike Bailey of ‘Spartan Plant’. The weather gods were again with us giving blue skies and 12-16 knots of breeze which allowed some excellent racing for locals and visitors alike. By the end of the three days racing it was very tight at the top with Nia Jones, in her last Oppie event, sailing 5641 all but tied with Matt Whitfield in 5792. However, luck was not with Nia who damaged her boat and was not able to finish the last two races. Matt sailed on to be the overall winner, keeping the Welsh Dragon Trophy in South Wales.



# The fearsome sounds of Jack and Ramsey

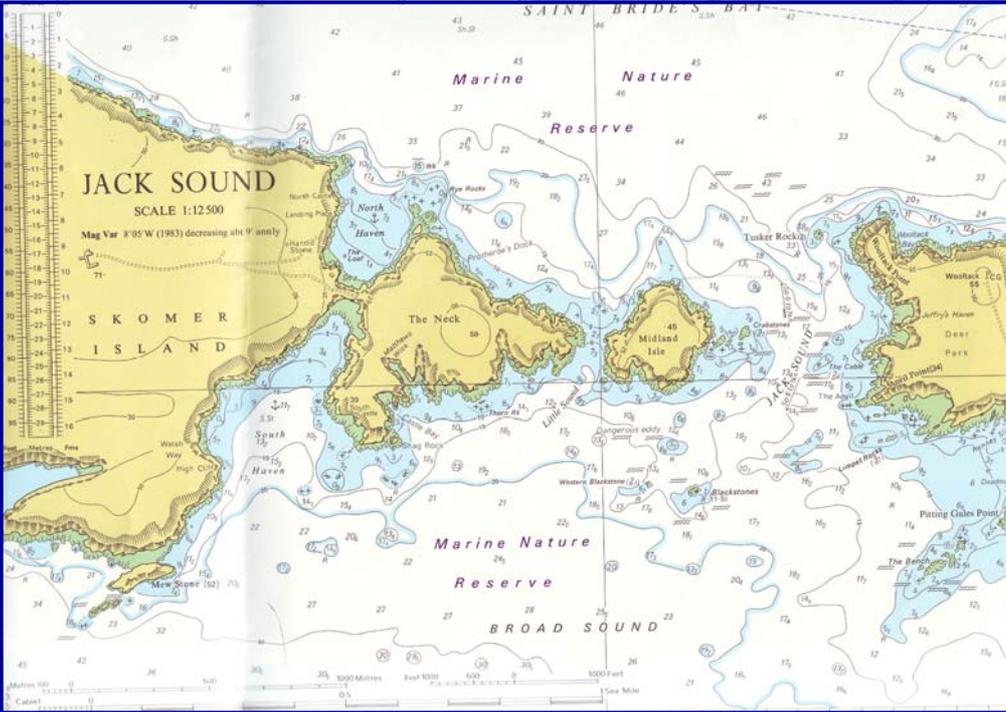


John Hart, our pilotage guru, says first of all don't try this one in anything but daylight - he admits that this is one of the most testing trips you can take around the West Coasts of Wales, but is worth it. The Islands of Skokholm, Skomer and Ramsey have a beauty and charm all of their own. John now explains how to sail between them .....

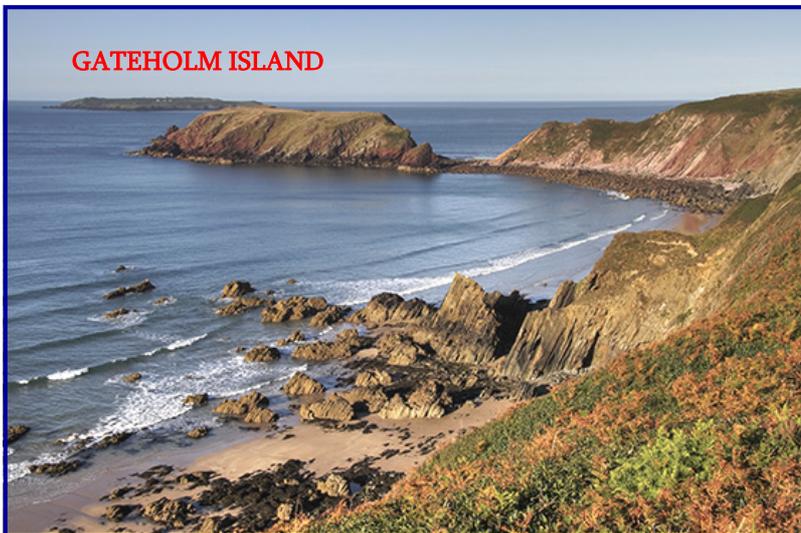
First of all you will certainly require Admiralty Charts 1482 and 2878.

Our approach to Jack Sound .....

Before you start, look at the local tide tables - High Water Milford, North going tide HW minus 4½ hours. South going tide High Water plus 2 hours.



Taking passage North from Milton Haven leave in time to arrive off Gateholm Island at about Low Water, MH. This will give you plenty of time to be passing Gales Point (beware of the Bench Rock) and for you to decide if you are going through Jack Sound or West of Skomer Island.



The North going tide starts at approximately minus 4½ HW Milford - so any time after Low Water MH is worth looking at. It saves about 3 miles if you are going directly across St Brides Bay and into Cardigan Bay, or more if you plan to spend the day in Solva! Now, back to the pilotage, shape a course towards the Blackstones until Jack Sound opens up due North of you - alter course to head directly to the centre of the Sound, steering North as you approach. Look at Blackstones and keep them transit with the western edge of Skokholm as a leading line. Once past Crabstones steer due North until past the North end of Midland Island and then about North West to clear Tusker Rock, which is marked "conspic" on the chart, fine on your Starboard bow. If you are through by minus 4½ hours to minus 4 hours Milford Haven it puts you in good time to sail across St Brides Bay and still carry the fair tide through Ramsey Sound then of course pass St David's Head into Cardigan Bay. Beware wind against tide situations in strong winds and spring tides anywhere here.



Now let's assume you are bound for Fishguard - Ramsey Sound is the logical route. It saves at least 5 miles and avoids the fearsome "Bishops and Clarks" rocks with their jagged teeth sticking out of the water. Shape a course to pass about 0.5nm east of Ynys Eilun - when this is abeam head for the middle of the Sound between the Bitches and Penmaemelyn on the mainland. Here be well prepared for the spectacular rate of tide and overfalls! The main hazard in Ramsey Sound is "The Horse Rock" and the easiest way to avoid it is to make for the west side of the Sound as soon as you pass the Bitches. You can see from the chart there is an anchorage close by the island, the tide is slacker and with westerly winds there is a good lee. As you pass Horse Rock you might notice that its position is well marked by the tidal disturbance, sometimes there is even a spume of water over it!

Once clear of Trwun Ogof Hen (the north east tip of Ramsey) simply head North passing between Gwahan and Caerreg Gafeilog and on to pass St David's Head and once again you are through!

Have a go - it's testing but you will have a feeling of great elation, not to say satisfaction, once you have completed this trip.

I wish you good winds and careful sailing - the tides here are the tides!



# “The greatest novelist in the English language” and his long forgotten connections with Cardiff and Penarth



Joseph Conrad was Polish. He was born on 3 December 1857 and died in England on 3 August 1924; he grew up speaking both French and Polish, and learned English in his teens. His life and many of his writings were always connected with the sea. In April 1878

Conrad signed on as an ordinary seaman on this three-masted schooner,

*The Skimmer of the Seas*, a collier running between Newcastle and Lowestoft



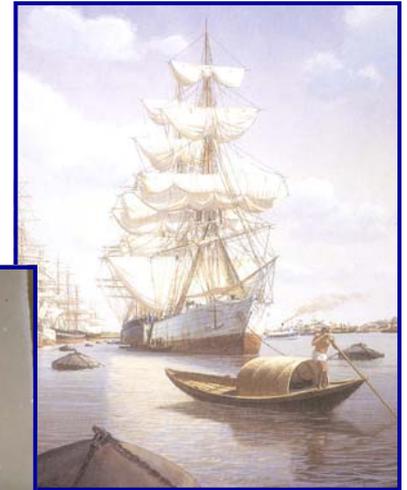
carrying coal. He worked on three more ships as an ordinary seaman, gaining his 2<sup>nd</sup> Mates certificate in 1880.



His seagoing career and one of his most famous novels involved this ship, the fully-rigged *Narcissus*, which left Penarth on 1 November

1883 carrying coal and bound for Bombay. It was not a happy ship, and on arrival in Bombay the 2<sup>nd</sup> Mate and six of the crew deserted. The Captain, Archibald Duncan of Campbeltown in Scotland, signed on a new First Mate and six new crewmen, including Joseph Conrad who joined as Second Mate at a wage of £5 per month. On its return voyage to Dunkirk, while the vessel was in the North Atlantic, a negro Seaman, Joseph Barron, from Charlton County, Georgia, died. Barron was the “The Nigger of the *Narcissus*,” Conrad’s third novel part of which he wrote in Cardiff.

Conrad then joined this ship, *The Tilkhurst*, again as Second Mate. She docked in Penarth on 4 May 1885. This man is Josef Spiridion Kliszczewski, whose



father fled from Poland in 1841 to escape the Russians, and who was known to Conrad. His father had settled in Cardiff and had become a

respectable and highly successful jeweller and a prominent

figure in Cardiff society of that time. A clock designed and made by Spiridion still exists and bears his name – it’s on the tower of the former St David’s Hospital in Cowbridge



Road, Cardiff. Conrad and Spiridion became life-long friends. Conrad would travel back and forth to Cardiff



from his ship in Penarth Dock, first by train from Penarth Dock Station, ( now the home of marine chandlers “Marine Scene”) to

Cardiff General - and then by hansom cab to Spiridion’s house in The Parade, in the centre of the city, where Conrad enjoyed conversation and refreshment. Conrad’s seagoing career included many voyages around the world, most notably to Asia, India and the Far East and these experiences are often drawn upon in his many novels. In November 1886 Conrad gained his Masters Certificate and continued his nautical career as Captain until 1894, when he signed off from his last ship to concentrate on what he had decided would now be his first passion, writing.

During his last years at sea he sailed on six vessels, including command of this ship, the *Otago*, which turned out to be his only time as



Captain of a commercial fully-rigged ship under sail. In all Conrad wrote 18 novels, including in 1900 "Lord Jim,"



perhaps his most famous work. Next came the "The Nigger of the Narcissus," a large section of which was written in this house, 78

Cathedral Road in Cardiff, again made

available to him by his friend and mentor, Spiridion. Perhaps his most influential work was "Heart of Darkness" written in 1899, which is said to have inspired Francis Ford Coppola's film "Apocalypse Now" set during the Vietnam War. During his time at sea Conrad may well have accompanied a Skipper, or two, the person responsible for delivering ships' papers for clearance and registration to this building, the Custom House, for clearance of both cargo and vessel.



The building is now a restaurant, it is adjacent to Cardiff Bay Barrage and was once the HQ of our own Penarth Motor Boat and Sailing Club. In Conrad's day it was conveniently close to the entrance of Penarth Docks, which opened in 1865. Perhaps here it is worth noting that San Francisco has a "Joseph Conrad Square"; that on the Baltic Sea coast at Gdynia



there is a huge Conrad monument on the seashore. In the East it is claimed that in Singapore's famous Raffles Hotel, Conrad's favourite suite has been named after

him and in Hong Kong's Peninsula Hotel, legend has it that the famous novelist Graham Greene, when booking in, always requested the same room for himself – the one that Conrad always occupied on his many stays in that port. Is it not time that both Penarth and Cardiff woke up to the fact that Joseph Conrad, one of the most acclaimed writers in the English language, should now perhaps be acknowledged, remembered and honoured here in Wales, and particularly in Cardiff and Penarth, in similar fashion?

*Editor's note:*

*May we thank Alan Thorne for his usual meticulous research and assistance in preparing this article for Bear Essentials*

## And now for something completely different online with Angling Chairman, Syd Hearne

After a great three months' fishing the title of Top Fisherman remains with Ray Horton on *La Paloma*, who is still 12 points ahead of me (Syd Hearne), with Steve Dixon of *Sammy D* still holding on to third place. Top Boat remains *La Paloma*, followed closely by *Flying Cloud*, with *Celtic Star* coming up fast on the rails. On 28 September 2008 the preference for competitions of course turned back to cod, although with over 22 species on the fish list accepted for weighing in, it looks like we are in for a great season. As well as the normal competitions we have an overnight competition arranged for Saturday 1 November 2008, fishing from 4 o'clock on Saturday afternoon to 8 o'clock on Sunday morning, last weigh in at 8.15. This of course is a cod preference competition as well. The Annual Open Cod Festival is gathering momentum, attracting more sponsors and more donations of prizes. So I'm sure this will be a prestigious event for the Club and will get us a lot of publicity both on television and in the local press. On their debut trip out recently, *Phat Cat* certainly landed a lot of fish plus a small cod weighing about 2 lb caught at Cardiff North by Neil Peake who returned it to the sea so that it could grow bigger for the Cod Comp. With the festive season rapidly approaching, the Christmas Comp has been arranged for Sunday December 7<sup>th</sup> when we will have the usual monster turkeys for the first 3 prizes together with a chicken for every section member who enters the competition. This year we will be issuing vouchers so you can collect your turkey or chicken from Simon Davies' new outlet on the Palmerston Estate in Barry. Finally, I would like to wish you all the very best for the cod season, with some excellent catches. Keep safe out there and don't forget to wear your lifejacket.

# Wake up Weymouth, the Olympics will be sailed here in 2012!



**National Sailing Academy**

Some of us may remember holidays in Weymouth in our youth. It's a rather sleepy Victorian seaside resort with a

superb sandy beach, looking out onto a spectacular sheltered bay. The only question a visitor might have

today is what are they going to do about the somewhat inadequate approach roads with just four years to go to the 2012 Olympic Sailing events? The



one place that is definitely not asleep is the Weymouth and Portland National Sailing Academy, which will be playing host to all the sailing events in 2012 for both the Olympic and the Paralympic Games. The Academy, which was opened by the Princess Royal in 2005, is situated here inside what was once



the enormous Portland Royal Naval Harbour, with the famous Chesil Beach running along the coast to the west. The Academy sits on what has been described as some of the best small boat sailing waters on the planet. The

combination of clean winds, sheltered waters and weak tides is unique and makes this facility one of the finest sailing centres in the world. Inside the Academy, one is now met by a proud display showing our impressive list of medal winners in the Beijing Olympics in August.



For George Denny (pictured above), the Academy's Events and Training Manager, the next four years are going to be



extremely busy. There was a taste of this increased activity last month when the week-long "Sail for Gold"



meeting took place with 230 boats in action and sailors from all around the world coming here to both train and gauge the sailing standards which will be required in four years' time.



Bear Essentials also sensed that there was a keen wish to find sponsorship to help them on their way.



These candidates for the national elite squads all know that what lies ahead is endless training and competitive practice, requiring enormous amounts of stamina and will power and a dedication to the sport of sailing that hardly knows any boundaries.

The International Sailing Federation Council meets next month in Madrid on 6 November for ten days of deliberations and decisions on just what particular class of sailing craft will be chosen for the 2012 Olympics. The already chosen *types* of craft to be sailed are as follows:

**MEN**

- Windsurfer
- One person dinghy
- Two person dinghy - like the 470s racing in the shots above.
- Two person High Performance dinghy
- Keel Boat
- One person dinghy — heavy



**WOMEN**

- Windsurfer
- One person dinghy
- Two person dinghy
- Keelboat (match racing)

The Academy is currently the scene of furious work going on around the clock to prepare new breakwaters, slipways and sailing facilities. The Academy says that if CBYC members



would like to visit this facility they would be delighted to see you and show you around, preferably after a quick call to let them know you are coming! Tel: 01305866000. Finally, perhaps you would like to know that the plan for accommodation for the 2012 competitors is somewhat interesting. A large cruise ship is to be moored in Portland Harbour to provide all the appropriate facilities for all the sailors who will be competing in this world class event throughout the Olympics and Paralympics. Let's hope that someone does something about the road approaches to Weymouth before then!

## Fuel for thought - Barrie Metcalf, Marina Manager, explains



The date when the UK loses the derogation on red diesel is now approaching. From November 1<sup>st</sup> the way that we sell fuel will be altering and the guidelines from Her Majesty's Revenue and Customs (HMRC) together with our systems are explained here. Red diesel used for the propulsion of private pleasure craft now attracts the full rate of duty at 50.35 pence per litre (ppl) and 17.5% VAT. HMRC have accepted that a certain quantity of fuel used on board is for domestic purposes and this attracts a lower rate of duty and 5.0% VAT. The average split between propulsion and domestic is expected to be 60/40. At the time of purchase each boat owner will have to sign a declaration confirming what percentage of fuel will be used for propulsion. This figure will be included in an annual return to HMRC and will be subject to inspection. It goes without saying that HMRC will target those suppliers whose average is significantly different to the 60/40 split and will follow up on the customers of that supplier. False declarations by customers will be subject to fines from HMRC. You have been warned! The club will display the 60/40 split price on the pump and notice boards for comparison purposes but the actual price you pay is dependent on the split declared and can only be calculated in the office. On our current fuel price, the rate for propulsion fuel would be 141.5ppl and the domestic rate 75.2ppl. Assuming a 60/40 split the combined price would be 115.0ppl. During weekdays, once you have fuelled up, you will fill in and sign the declaration and bring the chit to the office, where the price will be calculated and payment taken by cash credit/debit card or cheque. On weekends you will need to fill in and sign the declaration. On Monday morning the bill will be calculated and we ask that you phone in or call in and pay the amount by close of business on Tuesday. If you do not sign the declaration we will assume that 100% is used for propulsion!

## How not to launch your boat

It was a nice Friday evening in September, the sun was shining and all was well with the world. Greg was driving down to the Club towing a Llandegwydd Sailing Club rib on loan to him as his son was participating in the Welsh Optimist Championships in the Bay. The car belonged to his wife Heather - he got to the top of the slip then .....



He got out to unhitch the trailer and then the hand-brake slipped.



He couldn't reach the hand-brake .....



The car entered the water ...



A dog and people came to help .....



The rib floated .....



The car didn't .....



The car and the rib changed places .....



Was Greg under that hat?

No he wasn't ! No-one was hurt and Heather said she didn't like the car anyway! The insurance company couldn't quite understand! Greg has now been made an honorary member of CBYC so that he can qualify for something called *The Farmer's Trophy*. He will definitely be invited to the prize giving next year!!!

*Photographs kindly supplied by Richard Jennings*

## Yo Ho Ho and a bottle of rum!

The Pirates of the Caribbean Night was a very well attended and enjoyable evening. We were entertained by the Caribbean Experience with Steel Drums and Reggae Music.



A fancy dress competition was held, with the audience

choosing the winners by cheering for their favourites. The £50 winner was Paul Akerman, closely followed by Edwardo Harvey who won a bottle of malt whiskey, and Sue Mainwaring who won a bottle of rum.

**More events to look forward to:**

*Tarts & Vicars Night* on 25 October with the ACAB Band to entertain us. Food included in the cost of the ticket - £10.00 per person. Also a £50.00 1st prize for the best dressed Tart or Vicar. Fancy Dress Optional.

*New Years' Eve Ball*. See in the New Year with good food and entertainment, featuring Debroc, a fabulous male and female duo. *Devils & Angels Night*, 31 January 2009 with music from The Habits Band and food to enjoy Again a £50.00 1st prize for the best dressed Angel or Devil. Fancy Dress Optional.

**Make sure of your place by booking early!!**

## Dinghy numbers on the increase

With one of the wettest summers on record you would think that dinghy sailing would have been a wash out. Far from it! We have had bigger turn outs than ever, particularly in the Flying Fifteen class with six or more boats regularly on the water and some very close racing. I would also like to take this opportunity to welcome new members to the dinghy section Keith Avenell, Christopher Morgan, Howard Massie and James and Alison Roberts all new or prospective Laser 1 sailors and Padraig O-Brian a new Flying Fifteen Sailor.

The late Wednesday series has just finished culminating in the now popular curry and prize giving.

**1st place** Ian Horton and crew Phil Lewis. **2nd place** Helen Phillips and Ellie Atkinson. **3rd place** Idris Dibble crewed by various students on race experience from the Sailing School. It was with great regret that the section said "bon voyage" to Ellie Atkinson at the prize giving. Ellie is off to sunny Brisbane on a work placement and will be dearly missed by us all. Recently, I have been running sail and race training



for the ever-increasing Laser One class on Saturday mornings. If you would like to join us for some informal and fun sailing sessions please contact me for details. Idris Dibble, Dinghy Chairman

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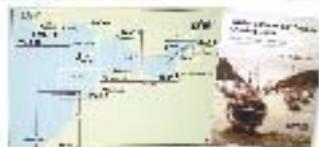
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# His name is Quentin - his game is cooking!

In this issue of Bear Essentials we are delighted to greet our new chef. His name is Quentin



O'Neill, and he was born in Wales despite his Irish name. If you have ever visited the Glendale Hotel and Restaurant in Penarth over the last eight years you will have eaten some of his wonderful Italian cooking. In 2006 he won the award for the best Italian restaurant in Wales for the Glendale! Before the Glendale he was Head Chef at the Piazza Italia in Cardiff. He has also worked in restaurants all around the world, including Brunei and many other in East Asia. He is a great lover of seafood and plans some special evenings concentrating on the fruits of the sea. Look out for details in the Club. Looking forward - here is his proposed Christmas Menu for CBYC, which he will be cooking for us as the Festive Season approaches. We are sure all our members will join with us in wishing Quentin a very happy and fulfilling stay at our Club, and will support him and our restaurant.

## CHRISTMAS MENU

### STARTERS

Homemade minestrone soup with croutons and parmesan cheese.  
 King Prawns Alabama - succulent king prawns on salad leaves topped with spicy rosé sauce.  
 Deep fried Brie cheese wedges in breadcrumbs with redcurrant jelly, honeydew melon and Parma ham.  
 Pearls of Melon marinated in Malibu with toasted coconut.  
 Farmhouse paté served with Melba toast and salad garnish.

### MAIN COURSES

Roast topside of beef served with traditional red wine gravy with Yorkshire pudding and horseradish sauce.  
 Roast Turkey saddle with pigs in blankets, stuffing and cranberry sauce.  
 Roast Rib of Pork and apple sauce, stuffing and crackling.  
 Fresh Salmon Fillet in a tarragon cream sauce.  
 All served with a selection of seasonal vegetables, new potatoes and roasties.  
 Melanzane Parmigiana - layers of aubergine, and mozzarella cheese baked in a tomato basil sauce.

### DESSERTS

A selection of puddings of the day, including Christmas Pudding with brandy sauce.

Prices to include homemade mince pies, coffee, mints and crackers.

1 Course                    £9.95 )  
 2 Courses                   £12.95 ) Children's portions on request....  
 3 Courses                   £15.95 )

Speciality board available on the day for those looking for something a little different.

## Cardiff Bay Yacht Club

Ely Harbour  
 Ferry Road  
 Grangetown

Cardiff  
 CF11 0JL

Admin:                    029 2066 6627

Fax:                        029 2066 6627

Bar:                        029 2022 6575

E mail: [admin@cbyc.co.uk](mailto:admin@cbyc.co.uk)

### Editorial Information:

Jane Hall:                07974561514

E mail: [jh@janie.f9.co.uk](mailto:jh@janie.f9.co.uk)

John Mead:              07770760872

E mail: [office@johnmeadtv.co.uk](mailto:office@johnmeadtv.co.uk)

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 Association (BCYA)

## CARDIFF BAY YACHT CLUB

### BAR AND RESTAURANT OPENING HOURS

Restaurant run by Sue Jones Catering—Tel No: 07779315609

Winter Opening hours with effect from October 2008

DAY	BAR	RESTAURANT
Monday	17.00-23.00	Closed
Tuesday	17.00-23.00	Closed
Wednesday	17.00-23.00	18.00 - 21.00
Thursday	12noon-23.00	12noon through to 21.00
Friday	12noon-23.00	12noon-15.00 Closed (unless there is a Function)
Saturday	12noon-Midnt	12noon-15.00 Closed (unless there is a Function)
Sunday	12noon-22.30	12noon-15.00 Closed

- The restaurant serves a Traditional Sunday Lunch of 2 or 3 courses.
- Wednesday evening will continue to be our Curry Night during the winter.
- Thursday evening is our Restaurant Night when a mouth-watering and varied 3-course menu is available and is highly recommended.
- On Thursday, Friday and Saturday mid-day bar meals are also served.
- To avoid disappointment it is recommended that you ring either Sue on 07779315609 or Zibi on 07854722843 to book a table.