

# Bear Essentials



## In this issue

### Sea Road to the Isles

Half a century of Hurleys

RHIB Rally

Shanghai & Nimrod Cups

RNLI Sailday

Broads disasters - part two



# In this issue



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We are all part of one... whether you like it or not! We are all part of a team. The Olympics are upon us and in the Sailing Team GB we have former CBYC young sailor Hannah Mills. The reason we are hosting the RYA Sail for Gold event, however, is not just because of the local interest but because it's important we do this sort of thing. We want to reach out to both young and old and get them hooked on sailing by giving them a chance to try it and it's also a great opportunity to show the world that at CBYC we have a great club for all who enjoy the water. The event needs around 30 people to run it which is a large team for us. Let's just hope the weather is kind.

I wonder is a yacht and a sailor a team... can you have an individual and an inanimate object as a team? Think of Doug Pingel who sailed Jakeeda II single-handed to the Azores as part of the Jester Challenge and I guess you'd say yes. More of his story in a later edition, but in the meantime, congratulations Doug.

The Fishing section is a team. Well they act like it, regularly seen in the Quarterdeck planning the next comp or sampling the latest offering that Club Manger Cornel has put on. It takes more than one to evaluate a new beer! Thus a team.

The new furniture was a team effort. The VC David and Cornel selecting a suitable pattern and style, and staff members moving and installing everything while keeping the bar and restaurant service going, and the result looks great.

New pontoon sections are going in. This time it was the RC Steve and Simon and his staff sorting out the detail then ordering and installing it, but another team at work.

The Training School and Nick our CI are constantly putting together new courses, but to make them work requires teamwork; from deciding the initial dates, finding the instructors, advertising and sorting the paperwork to making sure food is available.

Talking of food... are we happy with it? I think the team led by Cornel are getting it sorted. Ryan and Mollie are producing what people want in controlled quantities and if the Quarterdeck is being used for a private function there is always food downstairs. We need more bums on seats but the team is making progress.

The one team I have sympathy with is the office. Most of the time it's a great job but not when you have to chase the same members every year to pay up for membership or berthing. It's not just a waste of money. It's sad to think that a very small number of people appear to think it's smart not to pay. It's not, it's just downright ..... You can fill in the dots!

**Colin Parsons**

Commodore

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# Olympic spotlight on CBYC

As our Olympic sailing hopefuls battle it out in Rio, Cardiff Bay Yacht Club will be the centre of media attention here as the RYA Sail For Gold Roadshow rolls in.

On Wednesday, August 17, former CBYC sailor Hannah Mills with partner Saskia Clark – silver medallists in 2012 – and Bala’s Chris Grube with partner Luke Patience will compete in the women’s and men’s 470 respectively. For the day, the club will be the RYA’s UK press centre with members of the British Sailing Team on hand to add expert analysis on the action.

The public will be welcomed in for the day to join members in watching the action from Rio on a big screen and the commodores of local yacht clubs together with AMs and MPs will be invited as guests. And we’ll be offering sailing ‘taster’ sessions so those who haven’t tried it before can discover what sailing is all about before cheering on the two Welsh sailors.

CBYC is one of only six roadshow venues in the UK and Dinghy Section chairman Sean Carter went to Weymouth

and Portland National Sailing Academy last month to help launch the scheme with Hannah, Chris, their sailing partners and other members of the British Sailing Team.

“This is great for the club and also for the city of Cardiff,” said Sean. “After Wales’ football success at the Euros this will be a chance to celebrate sailing.

“It was great to help promote the event, meet the Olympic team members and represent Cardiff Bay at Weymouth. “This is a fantastic opportunity to promote the club. We can also celebrate providing two members out of five in the British Team for the Optimist World Championships.”

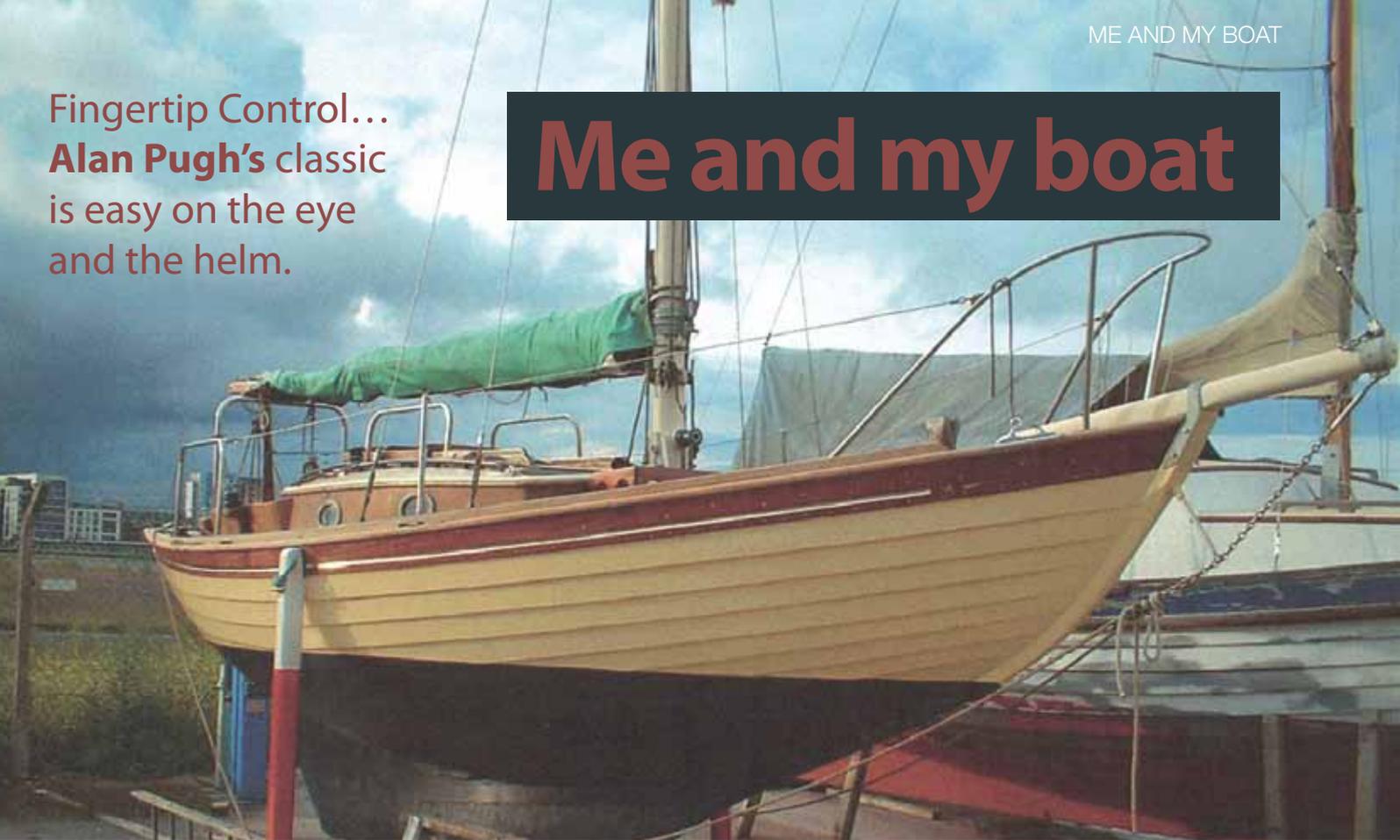
At the time we went press we were still looking for volunteers to help out during the day and be hosts for the public. If you can help contact Colin Parsons.

Left to right: Saskia Clark, Hannah Mills, Sean Carter, Chris Grube and Luke Patience



Fingertip Control...  
**Alan Pugh's** classic  
 is easy on the eye  
 and the helm.

# Me and my boat



'If they look right, they probably are right' is an old boating adage and never more true than with Alan Pugh's gaff sloop Windfield. She was on the hard at the club last month being made ready for the season and her lines brought a lot of admiring looks.

"She's also beautifully balanced," says Alan. "You can sail her with just a finger on the tiller."

All of which is a tribute to the skill and instincts of a craftsman for she was built by Penarth boatbuilder Peter Rundle for his own use in 1990/91 and was the last he ever built.

Peter, who was proprietor of Penarth Boatbuilding Company, built several Folkboats and a Folkboat keel was what he started with when building Windfield. But from then on, it is generally accepted, he built her entirely by eye. She is 23 ft long, or 24 ft 10" with the bowsprit, and has a beam of 7 ft 8"; planked in larch on steamed oak ribs with a stem of iroko, a

mahogany transom and pitch pine floors.

In 1990 the development of Penarth Docks for flats, apartments and a marina ended Penarth Boatbuilding Company's presence on the site but Peter, and business partner Ray Goodman, took over a building in the Graving Dock at Barry for a short time and that was where Windfield was built. As the company had reached a natural end she was finished with things that were around... the main hatch is afrosia, possibly from a billiards table and one of the two teak grabrails came from a sunken boat and is black after years of immersion while the other is an identical copy. But all done with consummate craftsmanship and seagoing knowledge. There are two solid rails on each side of the coachroof – rather like the 'granny bars' at the mast of ocean-going racing yachts – another two replace the two rear stantions at each side of the cockpit and the gallowts at the stern is also heavy-duty stainless steel.

"It means she's well set up for

sailing single-handed," says Alan. "There are secure handholds whenever you leave the cockpit." Alan has owned the boat for ten years but lack of time – he was a Bristol Channel pilot and long-time crew member, latterly coxswain, of Barry Dock Lifeboat – meant he only sailed locally. He retired in May and hopes now to go further afield.

"As well as being well-balanced she has a nice motion and is quite a dry boat considering her size – drier than a Folkboat or a Contessa – although she does tend to roll a bit on the moorings."

She has an RCA Dolphin two-stroke engine and, another nod to tradition, the propeller shaft exits from the starboard quarter. The two-stroke is put astern by switching off, flicking a switch and restarted which fires the engine in the opposite direction.

"Altogether," says Alan with what is probably understatement, "It makes for very interesting manoeuvring."



'If you own a boat like this you've got to like painting' says Alan



Windfield being launched. Peter Rundle is (left) in white shirt



# Half a century of Hurleys

A rally in Plymouth marks 50 years of these bomb-proof little boats on which thousands began to sail.

It was the final test before a Hurley left the factory. The boat would be craned six feet out of the water and then dropped. If everything held together it was ready for sea.

and moved into glass fibre production in 1963. George asked Ian to create a successor to the Silhouette and so the Felicity was born, soon followed by the Hurley 18 and the 22.

Or so legend has it. But it's perfectly believable of these tough little boats both from the hundreds still sailing – there are two in the club – and the build ethos of the Sixties which tended to be 'strong as possible then a bit extra for luck'.

Last month dozens of Hurleys returned to Plymouth, where they were built, for a sail-past in front of the Hoe which is an excuse to look at the history of the boats and hear about their virtues from CBYC owners.

In the Fifties, George Hurley was heading a family business building caravans when an employee asked him if he could use a quiet part of the workshop to build himself a Redwing dinghy. George agreed and was struck by the construction similarities of the dinghy and a caravan. Very soon he was manufacturing Silhouettes, a small, popular plywood cruiser. Within a couple of years, demand was such that they moved into a purpose-designed workshop in a former theatre. They brought on board more staff, too, including a young designed called Ian Anderson,

In 1966 the company moved into a brand-new factory and by the end of the decade around 170 people were employed producing 17 Lloyds-certified boats every week. The company went into receivership in 1975 but the moulds were sold around the world and altogether around 8,000 Hurleys were produced, including 1,200 Hurley 22s.

One of which, Margo Vivien, is owned by Reg Lawrence. The other Hurley is an 18, The Pearl, owned by Mike Fussell. Both are long-keel versions and the two met for the first time when we arranged a get-together at the club to talk about their boats.

The first owner of Mike's boat was Commander Gordon McLaren, RN retired, who bought her to teach people to sail in Portsmouth. She was brought to the club by Nigel Gough in 1994 and was bought by Mike in 2007.

"She was called Boat Too but the children didn't like the name and wanted to call her The Pearl," says Mike. "I really bought her so I could get away by myself

occasionally – she's my 'shed' on the water. She's so easy to sail single-handed – in the Bay or around the islands – and I can be sailing within ten minutes of getting down here.

"She rides the sea well. She has a slightly raised prow and if you overcook it with a bit too much sail up she just rounds up into the wind. It is easy to see why many people like her. She is a really strong boat. That is one reason why so many have lasted so well."

Reg also bought his boat from a Navy man – in Plymouth this time.

"I was looking at a few different boats but the 22 seemed good value for money; it was obviously a strong boat, it had an inboard engine and it looked like a boat that would be easy to sail."

That proved to be the case and Margo Vivien is set up for single-handed sailing with all lines led aft. Reg has sailed her to Lynmouth and most places this side but now sails mainly in the Bay. Both are impressed with the build quality as well as strength.

"Every time I take her out of the water the shine comes back to the hull almost immediately," says Mike.

Reg says, "I polished my hull and got plagued by swans trying to peck at their reflections."

And both are fans of the long keel. "I love the way she looks when she's out," says Mike. "With the long keel she looks a proper little ship."

"Yes," agrees Reg. "It's a rather old-fashioned shape by modern standards but when you see how much is under the water and know there's a big lump of cast iron down there it's very comforting."

"I believe someone sailed an 18 across the Atlantic," says Mike, "but I wouldn't fancy it."

"Nor in a 22," says Reg, "tough as they are".

Both boats are well-maintained and look ready for another half-century. Mike has a five-year-old grandson who he occasionally takes sailing 'when conditions are perfect – to keep him interested' so, who knows!

Reg aboard Margo Vivien

# And again please!

## Channel clubs welcome revival of Shanghai and Nimrod Cups

by Sailing Secretary **Stuart Cook**

Dark Angel, Shanghai Cup winner, passes Meercat and Nimrod Cup winner Budge

Kevin Rolfe has to take the credit for pushing me to re-establish the Shanghai and Nimrod Cup. We wanted to come up with a new format for the competition which would attract the racing fleets from clubs in the Bristol Channel.

So in October last year we started contacting clubs asking for ideas for what would be attractive to them and without feeling constrained by the previous format. We had expressions of interest from clubs on both sides of the Channel and as far afield as Pembrokeshire.

The format we arrived at after discussions and meetings with representatives from other clubs was to race on two weekends at two locations with a 'gap' weekend between. For those interested there would be a passage race between clubs on the 'gap' weekend.

At a meeting of interested participants at the end of January it was agreed that the event should be held over three consecutive weekends starting in Swansea and finishing in Cardiff on the May Day Bank Holiday weekend. The plan fell apart when Swansea City Council would not cooperate in offering reduced berthing fees for visiting boats. So late in February and with fantastic assistance from Simon Britten of Portishead Cruising Club and Quay Marina's half-price berthing deal we changed the location of the first weekend to Portishead.

The number of entries were encouraging given the relatively short notice; 12 IRC and 10 NHC. Equally encouraging was the range of clubs involved; Portishead, Swansea, Newport, CYC and CBYC. Next year, with the event dates published much earlier we expect more boats and, hopefully, a wider range of clubs. Feedback from competitors is overwhelmingly in favour of holding the event in the Spring, with two locations and a passage race, so I think we are on the right track.

We managed eight races over the two weekends. At Portishead, wind and weather for a change was better than forecast. Racing was challenging, particularly for visitors, due to strong and unfamiliar tides. Perhaps just as challenging was the race officer's task in setting courses and squeezing in the number of races achieved. Saturday's race officer was Nick Duppa-Miller (PCC) who also supported David Cairncross on the Sunday.

The race round Denny Island tested tactical decision-making skills and was a welcome change from short courses. On the Sunday, rounding the windward mark with a strong flood tide severely tested the skills of all competitors and was the downfall of many.

We have to thank Keith Berry, the Marina Manager, for the efficiency in which boats were called to lock-out for racing. We also must thank Simon Britten, the owner of Hero, for ferrying people back to the marina on Sunday after racing.

Weather for the Cardiff weekend was not so kind but made for interesting racing. We had periods of rain, squalls, and times when some boats were becalmed whilst others were happily sailing close by. David and Colin did an excellent job setting a variety of windward leeward and longer courses with several changes to the start line. There were a few drop-outs on the Cardiff weekend particularly amongst the NHC fleet which was disappointing. We should be attracting more NHC entrants overall, so if anyone has suggestions for what we should do please email or call me. CBYC clubhouse was full on the Saturday evening after the racing. Our entertainer, who turned up a bit late, did his best to overcome the party atmosphere that prevailed by then. Prize-giving on the Sunday evening was preceded by a short presentation from Paul Mansell. His great-grandfather was the owner of the yacht Nimrod which he raced in Shanghai and the Cup which we call the Shanghai Cup.

The Shanghai Cup winner was Dark Angel from Swansea with CBYC boats Joyride second and White Knight in third place. Top three places in the Nimrod Cup were taken by visiting boats; first was Budge from Portishead, second Allamanda 2, from Swansea and third J Rider from Newport.

The feedback from competitors has been extremely positive and there is a strong desire for a repeat next year. Watch this space.



## THE SHANGHAI CUP

The Shanghai Cup is an impressive piece of silverware weighing 14lb 8ozs and in 1876 was presented by the Shanghai Yacht Club to Welshman G B Hill who won the regatta in his boat Nimrod. Even at that time it was valued at \$433.

He brought it back to Britain where it was passed on to generations of the Hill family until 1995 when an heir presented the cup to Cardiff Bay Yacht Club.





## You don't always end up where you expect, says Anne Hampson. (But thank goodness the cheese-inspired snacks do!)

We were looking forward to the start of the SWOG season and made great plans for the first SWOG trip of the year which was to Padstow - so excited, the Spring Festival would be on!

Our hopes were dashed, however. As is so often the case with sailing trips you don't always end up going where you planned to. Which is why we ended up waiting for favourable lights before entering the notorious gate of the delightful little harbour of Watchet. This trip found Steve and I on Iona, an immaculate Bavaria 36, after an invitation from Mike Elworthy, the skipper, one of our fellow Swogers. But I must admit I had doubts about his heritage by the end of the trip. He definitely has pirate issues... it must be his Somerset roots!

We tied up on the hammerhead and awaited the arrival of fellow sailors who braved the cold weather and made it over. There were five boats in all with additional visitors that made up the cheese and wine gathering on Iona. We all froze and stayed there far too long but a good time was had by all and a meal in The Star warmed us up. The biggest topic for discussion that evening was whether Ian Aitken would or would not finish painting his fence at home by the next SWOG. Yes we discuss all manner of important things at these SWOG weekends! Not a large turnout, largely due to an incorrect weather forecast, but it didn't dampen our spirits!

### The Portishead trip that actually ended up in Portishead!

Just Steve and I on Inside Trader and Richard and Louisa on Taiyo went on Friday night and it was just a bit rough! Wind over tide, never the best! At least we could check the underneath of each other's boats! All worth it though to be there just one extra night and also to sample Louisa's curry that evening on Taiyo, which was excellent.

Everyone else turned up Saturday morning, an amazing turn out of 23 boats. We went over to the dockside on our way for a walk to watch them come in... very impressive, like a Welsh invasion; Portishead didn't know what had hit it!

as chilled as usual. There had been talk of a Eurovision night and there was some controversy about whether there should or should not be fruit at the cheese and wine event, David preferring the traditional "Cheese inspired savoury products" rather than real cheese and definitely not fruit. He was allegedly heard to say, "I haven't sailed all this way to eat fruit". Are strawberries a fruit though? There were rumours David did partake of a strawberry!

An afternoon in the sun drinking outside The Royal overlooking the Bristol Channel with friends can't be faulted. We never did go on our walk. Well, there is always another time! We watched Karma Sea, the last of the boats, arrive. Yes, she is a



The 'invasion fleet' waiting to make its way into Portishead Quays Marina

We Talked to "The Swogmeister" David Caincross as he turned up on Dizzy looking

motor boat. All are welcome to join the SWOGs and several are regulars.



"Aaaagha them's that dies is the lucky ones!"



Andy and Jane on their motor boat "Karma Sea" waiting to enter the lock



InsideTrader, Taiyo and Onya Marx in Portishead dock

The cheese and wine event was in the vicinity of Dizzy and there were so many of us the pontoon nearly sunk, always a sign of a good SWOG! We sailed back with Taiyo and Mark and Kaye's Onya Marx, the only catamaran in the fleet. A bit of a hold-up in Portishead due to a fire on a motor boat outside the lock.

#### Trip to Bristol that ended up on the number 57 bus!

As I mentioned before, we often actually don't end up where we plan to be. This was the case on our Bristol SWOG. This time it was due to the Plimsoll bridge breaking down in Bristol. Some boats managed to make it into the harbour, some didn't try and stayed in Portishead while Eddie's Moonshine Bay ended up in the Cumberland Basin, neither in or out! Still with the true spirit of the SWOGs we all ended up on a bus from Portishead to Bristol, including Sandy and Paul bearing cheese and biscuits,

to meet up on the pontoon in Bristol for the cheesy-based snacks and wine. We all seemed to have a good time and met people we'd never met before and discussed future expeditions to far away places, hopefully by boat not bus and hopefully to the destination planned!

#### SWOG trip to Watchet

Many people had been asking where our Welsh Sheepdog Archie has been on all our trips so far. Well Archie did venture to Lydney two years ago but he was only small and probably can't remember it. So we thought it time he came on a SWOG. We gave people fair warning in case they wanted to make up some excuse for not coming on this SWOG... such as, going to Greece on a sailing holiday. Why would you want to go to Greece when you could be in Watchet with your mates! Anyway Archie donned his life jacket and joined us and

was better than expected (is this just a fluke I ask myself?) Anyway we left with Iona Friday night and on our way over he didn't like the look of Steep Holm, a random ship and Hinkley Point power station all of which he barked at furiously but generally he chilled in the cockpit or just looked around and ate biscuits, like us really.

cheese and wine wouldn't happen but the skies cleared, it stopped raining and there we all were again spending an evening on the pontoon. Archie enjoyed himself getting on with everyone, in particular Laura's boys.

Well that's it so far. As you can see joining the SWOG is a good fun way to explore the Bristol Channel with friends, and, in the future, with the friends you will make. It is safe, as you sail in company, and there is always a friendly hand to take your lines, to tow you safely to the harbour or give you confidence to do things you may not feel confident about doing on your own. When you arrive at your destination wherever it may be (it could even be the Graving Dock or Mermaid Quay) you have the choice to join others, take time out on your own, learn stuff from others, find out who your neighbours are and enjoy a drink or two; take a bus, walk the dog, have a sleep... but don't get lost in Watchet!

By the way, Ian did paint his fence!



Archie looking out for sea monsters!

Arrival in Watchet was in the dark. After tying up we left Archie on board and ventured along to Dizzy for late-night drinks. Archie wondered why we woke him up at 2.00 in the morning but just settled back down. It was a lovely day to start with on Saturday; the rest of the SWOGs arrived and people did an assortment of things such as going by train to Dunster, just chilling on the boat, walking around Watchet or jamming their thumb in a door. Then it rained as often happens in this country. We thought the



A much emptier Bristol pontoon than planned!



Cheesy-flavoured snacks and wine party in Watchet

# Sea Road to the Isles

**Mike Slater** is enthused by a fortnight sailing the Hebrides

To the right, the splintered peaks of the Black Cuillins and their outlier, Bla Bheinn, swept down to the sea while to the left the mountains of Rhum, high enough to create the island's own microclimate, reached up into the clouds. The Hebrides are rightly famed for their scenery but viewing it from the water gives a different, enhanced perspective and we were very aware of the privilege.

We were myself, Roger, owner of the Rustler 36 Flying Cloud II, and Robin, a retired hospital consultant, all friends and sailors since our teens.

We'd allowed a fortnight in which we hoped to get to the Outer Hebrides and encompass all the islands in a huge anti-clockwise circuit returning to our base at Ardfern on the Scottish mainland.

It was wildly optimistic. Even without being gale-bound for a day, and immobilised by engine trouble for a further two, the area's fast-changing conditions, local weather variations and strong currents in many

sounds between islands combine to make anything but short-term planning wishful thinking. Early in the trip we had chatted to other yachtsmen on the pontoons about their plans and were amazed by their vagueness and seeming lack of ambition. We soon found out why.

With the right boat, a big engine and a strong crew you can, of course, go anywhere, anytime. But if you want to enjoy jaw-dropping scenery, unique wildlife, secluded and beautiful anchorages and caught-that-day seafood – which is surely the point of sailing in the Scottish islands – then you should, quite literally, go with the flow. So we didn't get to the Outer Hebrides but we did enjoy a wide variety of overnights in Mull, Skye and the Small Isles ranging from pontoons in bustling towns and quiet anchorages at the head of lochs where we were the only boat. I'd last sailed this area around eight years ago and two things impressed – the large number of foreign-flagged boats, mainly Dutch and German

and the increase in visitor moorings and small, 20-30 boat pontoons with shower blocks. Both are probably a direct result of the energetic activities of Sail Scotland, a not-for-profit limited company, manned by a chief executive and eight board members who are, themselves, bosses of top marine and leisure companies in Scotland. It supports Scotland's tourism strategy by being responsible for marketing Scotland worldwide as a sailing destination and in the past year has generated £1.3 million for the local economy.

It's quite a hike to the Western Isles but there are several companies offering bareboat charter on the mainland around Oban and on both Mull and Skye.

A couple of tips for those contemplating this as a cruising ground. Short, steep seas thrown up by adverse conditions mean heavy displacement boats are favoured. There are an astonishing number of Hallberg-Rassys here and at Tobermory we were one of three long-keeled Rustler 36s moored more-or-less



The Jetty at Salen



Three Rustler 36s moored together



The factory ship that almost scuppered our tow



The anchorage at Canna - just before the mist rolled in.



The lighthouse at Ornsay, Skye



Tobermory

together. Do get a copy of the Clyde Cruising Club's Sailing Directions. And download Bob Bradfield's Antares Charts. Bob started in 2009 making detailed, digital, large-scale charts of areas that hadn't been surveyed since the 1860s and some areas for which large-scale charts didn't exist at all. He's been a member of the Royal Institute for Navigation for 33 years and uses a high-precision echo-sounder linked to GPS and a laptop to take soundings from a rib which are then processed aboard his 49-foot Dutch-built steel motor vessel Otter. There are now 247 charts which are available on CD or a memory stick for £11.99 or £14.99 respectively in versions compatible with PCs and Macs, iPads and iPhones, Android tablets and some Garmin hand-helds. They are Raster format so will not work with Vector cockpit chartplotters. We used it to confirm there were mooring buoys at Glenuig on the Moidart Peninsula, to explore a tiny loch previously regarded as inaccessible and to anchor on the quiet north side of the anchorage at Rhum while yachts in the recommended area swung around in the gale whistling down the loch.

#### Times to remember...

A storming sail down the west coast of Mull to Iona with a beam wind of between 16–20 knots and one reef in. We went from

Ardnamurchan Point to Iona, around 45 miles, in just over eight hours.

#### And to forget...

Engine failure in a dead calm off Eigg. We lashed the dinghy to the side and using a two-and-a-half horse-power outboard propelled an eight-ton boat 13 miles to Mallaig – with a little help from the tide. It took five hours during which time we narrowly avoided getting the dinghy swamped by the wake from a big salmon farm factory ship.

#### Times to remember...

A sail in glorious sunshine down beautiful Loch Sunart to a tiny – just eight visitor spaces - but immaculate set of pontoons at Salen and real ale followed by local langoustine and crab at the Salen Hotel.

#### And to forget...

Our only attempt to get to Barra in the Outer Hebrides. Coming out of the Sound of Canna and into the Sea of the Hebrides the wind began gusting over 20 knots, the sea was rising and fog set in. We recalled the pilot advice. "The Minch is a dangerous area of sea in bad weather conditions as... the nature of the sea bottom results in steep waves." And later, "In the Sea of the Hebrides you can expect conditions to be twice as rough in a given wind as the Minch."

"Time to put in a second reef if we're going," said Roger.

We looked at each other. "Nah," we all said in unison. "We don't want to do this. Let's go somewhere else."

#### Times to remember...

The people we met were charming, hospitable and helpful. When we rang Mallaig to inform them of our engine trouble Chris, the marina manager, not only cleared a berth on the seaward side of the marina for us, he also contacted a diesel engineer and then refused to charge a fee for the two days we were stranded there.

After a wet beat up the Sound of Sleat we moored in the shelter of Ornsay, Skye, on buoys provided by the four-star Duisdale House Hotel. As we stood in dripping oilies in reception we couldn't have been made more welcome and enjoyed a superb meal. As it turned out owners Anne Gracie and Ken Gunn are sailors and own a Sun Odyssey 50 on which they offer guests gourmet sailing days out. As we finished our meal two other sailors stopped by our table for a chat. Owner Ken appeared and immediately offered all five of us a malt scotch on the house so we could continue our chat at leisure.

#### And to forget...

I asked for an Islay malt – not Skye's local Tallisker. I didn't realise islanders have a bit of local pride about their own whiskies. I do now!

# Broads Disasters - part two

by Mike Slater

It's 1965 and four Tyneside teenagers are on a Norfolk Broads sailing holiday without the least idea how to sail. Day one was a disaster. But, hey, day two is another day, isn't it!

The next day, feeling apprehensive and slightly hungover, we started teaching ourselves to sail. Getting going was not a problem. We realised that without a brake, stopping might be a problem but we reckoned we'd tackle that when it came up. That morning we had the best sail so far with a strong beam wind. By lunchtime a long bend brought the wind ahead and with sheets tight the boat heeled impressively, our wake hissing against the reeds on either bank. Round we went and there, 200 yards ahead of us, was a swing bridge. And it was closed. "We'll have to turn and sail about until it opens," said Dave, "there's nowhere here to moor."

As we'd planned, Alan, who was steering, put the boat through the wind, hauled on the mainsheet and we began heading for the bank. "Turn, turn," shouted Dave. "I'm trying," shouted Alan. He heaved the tiller harder but the only effect was to cause the boat to heel further. "It's not going to turn." We hit the reeds at full speed. The crackles and snaps of the undergrowth momentarily drowned the sound of breaking crockery from below. The bowsprit heaved skywards and we stopped.

We tried for an hour to get off. The 4hp Stuart Turner seemed to provide even less thrust in reverse than ahead and Alan's efforts with the huge quant pole only succeeded in blistering his hands and covering him in mud. The sun went in, it became colder and the pubs were open. Suddenly, around the bend, came a motor cruiser. "We can get a tow off," shouted Ian. "Hey, Al, give them a yell and I'll get a rope."

We didn't need to yell. The couple had seen our predicament and were heading our way. They came close. The woman gazed at a sweating, mud-covered Alan and in a beautifully modulated Home Counties accent called sweetly, "Why don't you just switch your motor on."

Without missing a beat Alan replied, "Why don't you just \*\*\*\* off!" "Well, that went well," said Dave as the cruiser headed into the distance. "You'll have to go over the side and give the bow a shove or we'll be here until dark." "Why me?" said Alan. "Because you put us on here," said Dave, accurately, if unfairly. It worked first time. With the combination of a strong shove and full astern the boat slid back down the mud berth it had created and into the river. So unexpectedly, in fact that Alan was left standing up to his waist in muddy water in the reeds.

"We can't pick you up," shouted Dave, "and the bridge is open. We'll have to go. Walk along the bank to the next village. We'll be in the pub." We headed off, Alan's trudging figure growing ever smaller in the gloom. "I've got an idea," said Ian. "If we get close to the bank we can use those anchor things to stop us." The rond anchors were heavy, one-fluked hooks attached to a stout rope which in turn were attached to the samson post on the bow of the yacht and a stout ring-bolt on the stern. They were for use in mooring the yacht against soft earth banks. "OK," said Alan. "Let's give it a go. That bit across there is unoccupied."

We steered across the river and then ran parallel to the bank. Ian jumped off holding the rond anchor and paused for a moment, selecting a suitable spot. Within seconds he was flung flat onto his face and, still clinging gamely to the anchor, was dragged at speed along the bank behind the charging boat. This could have gone on for some time but he was fast approaching a heap of wooden piles.

Prudently, he let go. The rond anchor caught in one of the big baulks of timber, the rope twanged taut and with a jerk that almost brought down the mast, the boat stopped.

"Nice one Ian," said Dave. "Hey look, there's a pub just a bit further along, that's handy." "Alan's not going to be happy when he arrives," said Ian, as we downed the first pint. "No problem," said Dave, whose instinctive grasp of human nature and motivation would later make him a business fortune. "We'll line up his pints as we order and when he sees them he'll be fine." And he was.

We were pleased with our crash stop but it relied on the availability of a long stretch of unoccupied river bank to succeed – something of a rarity on the Broads. And we needed to find a way of turning around because, as Ian pointed out, one day we would run out of river.

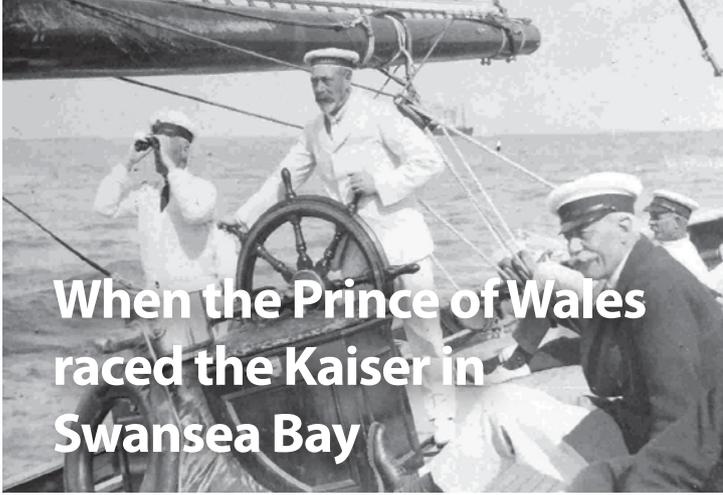
That evening we sat shredding beer mats and drawing various diagrams of wind directions and boats. It was clear that trying to turn downwind while hanging onto the mainsheet didn't work for some reason while turning into the wind just sent you off in the opposite direction, at speed, and generally bang into something which was in the way. It seemed to be the wind in the sails that was the problem. So we devised a second method which we decided to call 'Let Go Everything' and, initially, it worked a treat. When faced with an unpredictable obstacle, say, a lighter towing a large Broadland Authority barge, we would let the mainsheet and the jib fly. The boat would slow down or even stop. We would then sit, wallowing around, while the mobile obstruction tried to avoid us. But this didn't work downwind as we discovered when we were faced with a line of cruisers being towed to their summer berths. The owner stopped shouting when he realised we had hired from a local boatyard and assured us he would sort out the damage with our boatyard's insurance.

It was, nevertheless, with confidence that we approached the New Cut. The New Cut was 'new' in Victorian times – a two-mile long, arrow-straight canal created to connect two rivers. It was the route to our chosen destination for the night, the ancient, thatched Bell Inn at St Olaves. The cut was just wide enough for two barges to pass each other – too narrow to turn a boat around in – and at the St Olaves end there was a new bridge which would necessitate having to lower the mast. Along one bank ran the Norwich to Lowestoft railway line and as we glided down the cut we basked in what we fondly thought was the envy of commuters in the frequent trains.

We crash-stopped about half-a-mile from the bridge and decided to sit on the bank and have a cup of tea before getting the mast down and motoring to our destination. "Ian," said Alan, as we sipped our tea, "what did you stick the rond anchor into?" "The railway line," said Ian. We charged up the bank but the rope, attached to the straining, full-sailed boat was bar-taut and all our efforts couldn't shift it. "I'll cut the rope," said Dave. He hurtled down the bank, leapt on board, emerged with a bread knife and, jumping ashore, sawed through the rope. The boat leapt free, zipped across to the other bank and collided with a steel maintenance barge with a sound like the gong on a Rank Organisation film.

There followed a mutual recrimination session. "Look," said Ian, ever the peacemaker, "That thing's not going anywhere." We looked at the boat which had tangled its fenders in the car tyres that festooned the side of the barge. "We could stroll down and cross by the bridge, pop into the Bell for a couple – check it out like – and still have time to pick up the boat before it gets dark."

So we did.



## When the Prince of Wales raced the Kaiser in Swansea Bay

Jersey Marine was one of Europe's most fashionable resorts and in Swansea Bay royalty and millionaires raced their giant yachts. **Alan Thorne** recalls the days.

The racing of sailing vessels in the Bristol Channel has taken place, so we are told, since the 18th Century. The earliest record I have found is of 1807 when ten pilot boats raced in Swansea Bay. A contemporary report stated: "A pilot boat is built expressly for weathering the storm and the light winds prevailing precluded the capabilities of the boats from being tested."

The first prize was £8; the second, £4 and the third, £2. The first boat home was the Faith, Pilot Mitchell; second, the Singleton, Pilot Robinson and third was Pilot George's Swanzezy.

Swansea pilot boats were schooner-rigged with a raked mainmast. The earliest reference to a regatta is in the Cambrian Index of 1823 – organised by the town council and Swansea Harbour Trust – but by 1829 they were two-day events, advertised as Swansea Regatta and Pilot Boat Races with pilot boats coming from Milford, Neath, Port Talbot and Swansea. The regatta also included racing yachts, oyster skiffs and rowing and skulling races culminating in a grand regatta ball.

By the time of the 1835 regatta the event was well-established and in that year 15 pilot boats raced as well as yachts from Milford Haven and many other channel ports. In 1875 the Bristol Channel Yacht Club was formed and under its aegis the

regatta grew and prospered with up to 40,000 spectators spread around Swansea Bay. Plans were made to hold three Royal Regattas in the 1890s but unfortunately the regatta for 1895 was cancelled after Prince Edward's yacht Britannia put in to Portsmouth harbour en route because of strong winds and two crew members drowned when the gale capsized their dinghy.

The planned Royal Regatta of 1898 was also cancelled at the last minute when Britannia and all the other 'Big Class' yachts pulled out to prepare for a challenge in the Solent from the Kaiser's new yacht. Brixham trawlers came to Swansea Bay to race as late replacements.

But the Royal Regatta of 1896 did take place. Patrons for the two-day event included Lord Windsor, the Earl of Plymouth, the Duke of Beaufort and the Marquis of Bute, with the Earls Cawdor, Dunraven, Jersey and Lord Aberdare. Among the other six patrons were a lord and two knights.

The programme listed races for first class and second class yachts, races for cruisers, skiffs and pleasure boats; towing and skulling races; polo, swimming matches and long-shore sports which included the greasy pole and chase-the-duck. The first class 'Big Class' yachts were all large gaff-rigged cutters and raced for the Swansea Town Gold Cup and a first prize of 105 guineas. There was Ailsa, owned

by A B Walker; Britannia, owned by the Prince of Wales; Caress, owned by W H Walker; Isolde, owned by P Donaldson; the Kaiser's Meteor and Satanita, owned by C D Rose. During the first race the Meteor lost her mast and retired and the eventual winner was Ailsa.

There were no first class yachts in Swansea Bay until the 1909 Swansea Bay and Bristol Channel Yacht Club Regatta when Sir Tommy Lipton's Shamrock and Lord Waring's White Heather competed in the main race. They raced again a year later and in 1911 the outstanding yacht was the large and beautiful Hyacinth owned by E L Behenna, who was vice-president of the Royal Temple Yacht Club. The yacht included three staterooms.

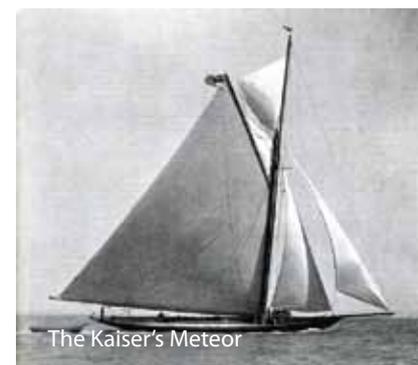
First class yachts at the 1913 regatta were the Norada, and the Mariquita with the programme advertising a special ketch-rigged trawler race for a cup presented by the Prince of Wales and local Swansea newspapers reported that the Admiralty were sending warships 'of the very latest type.'

The war put an end to racing but it was resumed in 1922 as Britain began getting back to normal after the carnage and the first major regatta was on the weekend of June 26, 1926, under the patronage of the Prince of Wales. Four big class yachts took part; King George V's Britannia, Sir Tommy Lipton's Shamrock IV, Lord Waring's White Heather and Westward, owned by T B F Davis, a former deckhand and stevedore who had made his fortune in South Africa. He was a great favourite of the King and renowned for his colourful language which carried over the water as he urged his crew on. This time, however, it was Shamrock IV that took the honours.

The last time the big class yachts raced at Swansea was in 1929. Five vessels started the first race; Astra, owned by Sir Mortimer Singer, Cambria, owned by Sir W Berry, who later

became Lord Camrose and A A Paxton's Lulworth together with Shamrock IV and White Heather. For the fifth match of the regatta they were joined by Sir William Reardon's 160-foot long, three-masted schooner Margherita, built by Camper and Nicholson, and the Nomad, owned by Major E Penn-Curzon, late of the Hussars, who lived at Watermouth Castle near Ilfracombe. He was Commodore of Penarth Yacht Club from 1927–1938 and once caused consternation at the club by sending a telegram on the eve of the club regatta stating 'Weatherbound. Watermouth. Cancel Regatta.'

By the time of the 1929 Swansea Regatta the writing was on the wall for the big class yachts. The rule that governed Big Class racing allowed for a huge disparity in size and sailplan and there was international agreement that there should be controls on size and displacement to enable first class yachts to be raced as evenly as possible. The new rule favoured Bermudan-rigged boats with no bowsprits and the first of these was Shamrock V, the first of the 'J-Class', built by Sir Thomas Lipton for his final and again, unsuccessful, challenge for the America's Cup. Before King George V died he decreed that his beloved Britannia, which had been raced so successfully by him, and his father before him, should not survive him. On July 10, 1936, with spars and fittings removed, it was sunk in St Catherine's Deep off the Isle of Wight. It was the end of an era.



# Eighty-five miles and 40 boats at 25 knots... the RHIB rally is **A SWOG ON STEROIDS!**

writes **David Richards**

It was the RHIB group's Facebook that got my attention... 'Come and join us for a cruise down the Avon under Brunel's famous Clifton suspension bridge and then blast out across the mighty Severn estuary with its huge tidal range,' it said and it led to a fantastic weekend.

It was first run last year on a course which for many small boats is something unlikely to ever be undertaken. From Bristol, down the Avon, up under the two Severn bridges, return for a rendezvous at Portishead, cruise down the coast to Weston-super-Mare and then across past Flatholm to Cardiff Bay, returning to Bristol on the incoming tide, a total of 85 miles.

The plan for this year was that everyone would meet at Bristol on Saturday June 4, get together on the Saturday night and lock out on the Sunday at 0600 to suit the tides and Bristol's locking system.

At the suggestion of Bristol Cruising Club, it was decided that a BBQ with entertainment from local band Flowerpot should be arranged on Sabrina, which is the BCC clubhouse.

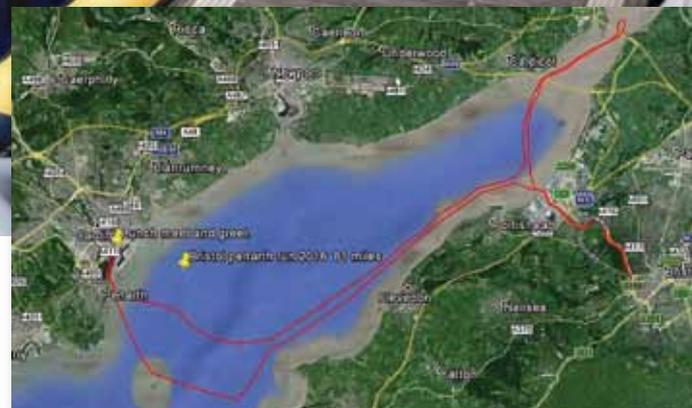
Many companies donated prizes for the Saturday night

raffle to raise funds for this year's charity, the restoration of SARA 12 – one of the Severn Area Rescue Association's boats based at Sharpness. As their contribution, Bristol Harbour Authority generously offered free parking, free licences and free lock-in.

Thinking that it would be a good idea to have a guest speaker on the Saturday, contact was immediately made with world powerboat and sailing record holder Alan Priddy, who had no hesitation in agreeing to take part in this fundraising event and took time out of his schedule at Team Britannia – Britain's multi-million pound bid on the round-the-world powerboat record – to attend.

<http://www.teambritannia.co.uk/>

Parties of volunteers from BCC and the RHIB group had been at the slipways all morning on the Saturday to meet the members, help them off their trailers into the water, and get them moored up alongside Sabrina, the club was open and the BBQ was getting set up. Already the atmosphere among people who had never met was rather like a family get-together.



My plan was to set out on Saturday from Cardiff with several others including Geraint and Gary from Bay Island Voyages, the blue pleasure boats that are based in the Bay and join the rest of the group at Bristol.

Geraint was on the P1 rescue Rhib and Gary in the P1 race boat in which he will be competing in the P1 Powerboat Championships in the Bay later this year. We were also joined by three boats that were doing a passage from Bristol to Lundy and back on the same day, a total of 170 nautical miles (yes, I have got that right! They locked out at 6am from Bristol, 40 minutes to the entrance of the Avon, round Lundy by 1000 then back to stop for fuel at Penarth Marina by 1415, a total of 170

nautical miles) plus two other boats that had launched at Channel View.

We caught the 1500 lock out and enjoyed a smooth 23-25 knot run up to Bristol arriving at 1630 to lock in and soon met the other 30-plus boats that were doing the Sunday trip on what was a packed pontoon.

The mere sight of so many RHIBs and small boats stretching halfway across the water from the special pontoon alongside the BCC's Sabrina was attracting the attention of the public, who could not wait to take photographs of everything going on. A safety briefing was given and safety boats were provided by SARA and Geraint on the P1 rescue boat.

Soon the party was in full swing; with the raffle and auction taking place, together with the guest speaker, the atmosphere was growing by the minute and we added to the funds already pledged for SARA.

The party and fundraising continued through the evening, with people chatting and telling boating stories alongside the live entertainment provided by the BCC, before focusing their excitement on the day ahead, and then heading back to their boats and hotels (you can't sleep on a rhib) in anticipation of what was yet to come the following day.

The plan was to set out in two groups – one for those who wanted to go via both bridges on the Severn, which was mainly the faster RHIBs, and another consisting of several cruisers who wanted to head straight for Portishead and meet up there with the first group on their return.

At 0600 the first set of boats left Bristol Lock to ride down the River Avon, passing under the Clifton Suspension Bridge. The weather was a bit overcast but spirits were high.

Having left Avonmouth, about 30 boats hit the tide, which helped us along a bit and, with most boats capable of 20-plus knots, quick progress was made towards the bridges and the sea was fairly calm as we passed under the bridges.

With safety in mind, and with many of the members never having cruised on these

waters, the lead was taken by Gary Workman, who runs his own training school on the south coast, on an 8mtr Rib Eye with a 300 hp outboard which was capable of 50 knots. Gary had in fact been the first person to ever go under the second bridge after it was built and this being the 20th anniversary it was only fitting that he took the lead as his awareness of the confused water and whirlpools allowed the rest to follow safely along with back up from SARA rescue boats.

Once under the bridges, which was completed by 0800, there was a hard turn to port and we headed into what is known as Slime Road, which, despite its name, is a lovely place to stop and admire the scenery without anchoring as the back eddy holds boats in. There we waited for the tide to change before heading back to meet up with the second group as arranged on their outbound journey.

It was quite something to see 40 boats altogether as a family team that had obviously all bonded. The sun had risen and any mist had dispersed leaving a clear and warm day and only slight sea condition down the Somerset coast.

As the boats approached the Welsh side past Flatholm for a couple of miles the sea became a bit lumpy and messy, and gave the hard boats a bit of a bashing for a while, but everyone stayed close and worked as a family team with only minimal mechanical casualties.



A busy 6am lock out at Bristol

The boats entered Cardiff Bay through locks and all three were in operation to get everyone through. Some had to refuel whilst others headed off to Mermaid Quay and moored safely up with the help of the harbour authority team. It was then off to find some refreshments and talk about the experience, everyone staying together in this group, excitedly sharing photos, email addresses and phone numbers.

Whilst many of the boats were heading back out for the return journey to Bristol which I had done the day before, I said my goodbyes and headed back to the sanctuary of my berth at the club and to reminisce on a fantastic experience in good company. Sincere thanks go to the following for their crucial contributions to this extraordinary event: Bristol Docks for free navigation and facilities; Bristol Marina Limited for the launching facilities; Michael Hall and the members of Bristol Cruising Club for their hospitality and BBQ; Servoca Secure Solutions for the security of the boats on the Saturday night and Stuart Jones of Penarth Marina for his help with fuelling the boats, a very busy activity with a total spend of around £4,300.

Having thought that we

would get around £500 I am pleased to say that we have raised just over £1,000 and the collecting continues (donate at the web address shown above).



Geraint from Bay Island Voyages



Ron from Holland who did the Lundy trip as well as the bridges



Dillon Nash (13) who helmed the rescue boat for part of the trip supervised by Geraint from Bay Island Voyages



Coming up to the 2nd bridge



Gary Workman, first person under the bridge 20 years ago



# A drift in the sun

But it doesn't spoil the experience for newcomers on RNLI Sailday, reports **Mike Slater**

Twenty-eight boats – a record number – and around 250 sailors took part in the annual RNLI Sailday in June raising around £24,000 for the lifeboats.

The day dawned bright, clear and with a light breeze but by the time the crews had finished their bacon sandwiches at The Dock on Mermaid Quay, where the briefing was held, this was already dropping. The leisurely start at least provided the sort of photo opportunities that are rare in races but after just half-an-hour it was clear that the course of Sewer, North Cardiff, Diffuser, Mid Cardiff would be ambitious and this was changed to 'Sewer, line!' Even this proved too much for most of the fleet but slipping in and out of the tide line, altering trim and adjusting sails gave the teams an interesting insight into the options available to a skipper to maximise performance and an opportunity to have a go at every aspect of sailing the boat.

I identified two complete novices before we set out and talking to them afterwards it was clear the lack of wind hadn't impaired their enjoyment of the day.

Jen Abell is the RNLI's Community Fundraising Manager for South and West Wales. Her job supporting and advising community groups who raise funds for the organisation involves meeting many different organisations and individuals but, until the Sailday, had never taken her on board a yacht.

"I really loved it," she said later. "It was a totally new way of seeing Cardiff and Penarth and it was great to see Penarth Lifeboat station from the sea with the lifeboat in front of it." Jen was with Colin Lyons on Vrijgezeilig.



Darren Parker



All he needs is a parrot - Geoff hobbled on regardless



Jen Abell



"I had a great day and had the opportunity to do lots of different things... even some helming."

Darren Parker, from RPS, was on board Sabriel for his first-ever sail.

"It was really, really good," he said. "There wasn't much wind but it was fascinating to see the different things you can do to try and get yourself into what wind there is and gain advantage. It was remarkable how quiet it became when the engine was switched off – very, very peaceful. Martin (Gifford) and Tim (Gifford, his son and Cardiff's deputy harbourmaster) told us all so much and kept us entertained with stories."

"To give you an idea of my previous experience," he said, "The last two times I was on the water was on a day trip to Caldey and on a Brittany Ferry."

Some boats made the course and the winner of the WT Davies Trophy was Turkana, owned by Tony Rayer and sailed and sponsored by Simon Clarke's team from Retrofit/Techn 13 with Steve Nicholls' Forward Thinking a close second, sailed by Alison Hoy's team from Berry Smith.

No trophy but the grateful thanks of the organisers to Geoff Parr who the previous day was diagnosed as having a broken foot but turned up on crutches to skipper Jonah so as not to let anyone down.

Colin Lyons, chairman of the Cardiff RNLI Fundraising Branch said, "It was a tremendous turnout and a great result thanks to the generosity of those who lent their boats, those who donated prizes, our sponsors and the hard work and support of S A Brain and their staff in The Dock and Salt. Next year it'll be on June 16 so get the date in your diaries."

# Friendship and diversity on

## PONTOON C



John and Benji on Escapade



It's Wayne and Diane on Metro Gnome



Terry & Joyce with glass and can on Lucy Anne

We featured pontoon C in Know your Neighbour last issue but we didn't spot their hospitable nature... not to mention literary talent. **Gaynor and Stuart Preece** praise their neighbours in verse.

*Always a welcome with a 'glass' or a 'can'  
Are Terry and Joyce on Lucy Anne.  
For family fun and close to home  
Are Wayne and Diane on Metro Gnome.  
You'll find them sitting under the shade  
John and four legged Benji on Escapade.  
A home from home of tranquillity  
Are Andy and Jane on Karma Sea  
Renowned for their smiles, a happy couple they make  
You'll find Alun and Leanne on Kittiwake  
Always out fishing in the salty sea  
Is Rob with his beard on Dev-Ocean III  
Always around to keep a close eye  
Are Stuart and Gaynor on Gemini  
Always friendly and hosting their guests  
Are Alan and Jill on their gleaming Timeless  
On a comfortable fly-bridge with plenty of room  
You'll see Fireman Phil on his cherished Blue Moon  
So smart and sleek and straight as an arrow  
Are Phil and Sue on their prized Azzaro  
Equipped for all weathers, either good or bad  
Are David and Sarah on Cariad  
There are more boats to mention and members to know  
Just stroll down to 'C' and say hello.*



Tranquillity...Andy and Jane on Karma Sea



A happy couple they make...Alun and Leanne on Kittiwake



Rob with his beard...



Stuart and Gaynor... a close eye on Gemini



Fireman Phil on his cherished Blue Moon



David and Sarah on Cariad

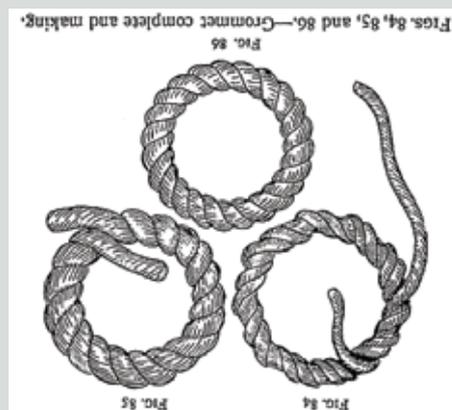
# Quiz by 'Sparley'

1. What is a 'Rubby Dubby' and how would you use it?
2. We all know of Wallace and Gromit but what do you think a nautical grommet is? And what is it for?
3. What is a 'Lubbers Knot' more commonly known as?
4. In signal flags, what does the red-and-white striped pennant mean?
5. When was the first recorded single-handed Atlantic crossing?
6. Do you know where the term 'Flogging a dead horse' comes from on board ships of the past?
7. Who and what is Magellan famous for and when?
8. In 'old money', what would 0.1 of a sea mile be described as - A) Chain B) Cable C) Pole

## Answers

1. A Rubby Dubby is a mesh bag filled with a mixture of things like stale mackerel, bran and pilchard oil, mashed up. Generally hung over the side of the boat, allowing any flow to create a slick of ground-bait to dissipate in the depths.
2. In days of yore, it described a length of rope cleverly made into a circle to form a quoit, used either for deck games or more usefully as rope handles on a seaman's chest. Now days it is made of metal or rubber for protecting a hole, to pass rope or wire through.
3. More commonly known as a 'Granny knot' (often tied by a land-lubber), it is a mis-tied 'Reef' or 'Square' knot and will slip under tension.
4. It is the Code Signal and Answering Pennant.
5. The first solo-sailor, transatlantic voyage was made in a 16-foot open dory called 'Centennial', by Alfred Johnson in 1876, just to prove a point.
6. It comes from a tradition of British seamen, who, apt to be ashore for considerable periods of time between voyages, ran out of money and were customarily advanced a month's wages, if needed, to pay off a boarding house debt. A sailor working this off was said to be 'flogging a dead horse' because they were working for nothing. When the debt had been repaid, celebrations abounded onboard.
7. A Spanish explorer, Magellan's ships entered the strait in South America on November 1, 1520, All Saints' Day. Initially called Strait of All Saints. Alternately called the Patagonian Strait or Victoria Strait after the first ship entering, it is now called Straits of Magellan in honour of Magellan.
8. The answer is B) a Cable. About 200yds (it has changed a bit over time), it is equal to 1/10 of an International Sea mile, so there are ten cables in a mile.

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Picture: Dave Robbins