



# CARDIFF BAY YACHT CLUB

BEAR ESSENTIALS

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JOHN MEAD

Five Star Breakfast  
in a Wayfarer!



# In the footsteps of Frank and Margaret Dye

On 17 May this year the patron saint of Wayfarer sailors, Frank Dye, sadly died at the age of 82. The story of Frank and Margaret Dye's extraordinary sailing lives in their Wayfarer *Wanderer* is told by John Mead on page 4 of this issue of Bear Essentials.

But CBYC has its own devotees of cruising to distant and interesting places in this famous 15'10" - long dinghy. John Gallacher and his son David have been Club members for over 6 years.



John, a university lecturer in Epidemiology in Cardiff, describes himself as being on the wrong side of 50 and he sails with his son David, a paediatrician working at the Heath Hospital. John has lived in Cardiff for the past 35 years. John and David are both keen to follow in the intrepid footsteps of Frank Dye and have already made a trip to Lundy in their Wayfarer, *Wild Goose*. Let them tell you about the week-end trip they made in the Bristol Channel to test out their passage planning for that cruise to Lundy. In true Frank Dye tradition, they were in for quite an adventure, as their log entries show!

## Wednesday 23 July, 2008

**05.30** NE Force 1, mist, visibility 800 metres. Followed the *Margie Star* (Chepstow) into lock 1. Although low tide was 05.00 we cut across the Wrach early (kissing her gently with the centreboard), heading for Monkstone to be sure of clear water. The tide is flooding strongly, water hissing over the sand, as we round Monkstone. The wind is against our purpose so we motor on to see for how long a full tank will run.

**07.30** NW 0 – 1 visibility better than last time! Passing NW Elbow about 200m to starboard. It is a long time on the starboard beam. We appear to have been circling it for the last 20 minutes. I blame the mist. David blames my navigation.

**07.45** NW 1 – 2 visibility 1 mile (but how do I know - I can't see anything). Fuel runs out, so roughly 2 hrs per tank. Hoist sail and David takes helm. Making for Denny Island by guesswork.

**10.30** NW 3 - 4 miles. Passing Denny Island to starboard. This piece of real estate has an impressive lack of any interesting features whatsoever. Observe canal boat (yes, it really is a canal boat) out of Avonmouth, making a dash for the Shoots before the tide turns. We had intended to moor off



Avonmouth for the afternoon and run the Shoots at slack water but are shamed into following suit. Through the Shoots without mishap. Current is tricky and allows little time for appreciating the civil engineering.

**13.00** Visibility good, sun hot. Potter up to Chepstow before the tide turns and then drift back. Anchoring

midstream at Wyemouth, rather an overnight at Chepstow Yacht Club (Plan A), decide to attempt the Aust crossing at the next tide for Lydney.

**17.30** NW 1. Visibility good. Attempting the Aust channel early. Big mistake. Literally sailing nowhere and anchor under the bridge.



**18.40** NW 1. At last the tide has turned. The main channel where the tide meets river is narrow and a bit of a switch-back. It makes for uncomfortable sailing.

**19.30** NW1. Realise that Lydney is unrealistic given the wind and so try for Thornbury.

**20.30** NW1 – 2. Unable to get through sand bars and it is too late to get back through Aust Channel for Chepstow Yacht Club. Tired. We head for the North shore and slide onto a mud bank. Beef curry, rice and goodnight. David ashore and me aboard, the fender is a good pillow.



## Thursday July 24, 2008

**00.30** Tide is high and wash from passing boat wakes me up. It's a half moon but very bright. Aust at night is a bit like Christmas in Queen Street, bright lights everywhere, but I would prefer just the moon.



**04.00** Sky beginning to lighten. Dawn over the Severn is extremely beautiful.

**06.30** David joins me for breakfast (and takes the picture on the front cover). Cereal, fruit and hot tea. We make ready, and having learned our lesson drop anchor to await the tide, but the anchor drags carrying us upstream and we have to make several attempts before it holds.

**07.30** NE 3. Visibility good. Tide turns and we hoist sail. Disaster as the mainsail halyard breaks. This is quite a blow, but we jury rig the mainsail using the Spinnaker Halyard. We're off!

**08.30** NE 3-4. Visibility good. Pass under first Severn Crossing and make straight for second. We are whizzing along doing up to 10 knots according to the GPS.

**10.30** NE 5-6 (according to Swansea Coastguard). Belting along with 3-5 foot following sea. David at helm. Coming in and out of the plane and surfing the waves under Jury rig is exciting but tiring for both of us. Batteries fail in GBP, too much action to change them.

**12.30** NE 4-5. Not sure where we are, but think we are safe for a straight run home. Relaxing and enjoying the ride.

**13.00** NE 4-5. Suddenly notice a large sand bar ahead with tidal races on starboard and port beams. It appears we are coming up fast on to the Middle Grounds with a following wind and tide. This is so unexpected it takes a few minutes to work out what is happening and not wishing to spend the night on Middle Grounds we drop the sail and start the outboard.

**13.30** NE 4-5. On full throttle and "ferry gliding" over to Newport Deep. We make it but it is extremely close. We are exhausted by this last challenge and as "discretion is the better part of valour" decide to slowly motor home.

**13.45** Lock in Cardiff Barrage. Meet Idris Dibble and Steve at the slip. We are tired but extremely satisfied.

### Lessons learned:

#### Navigation

- Very easy to get lost in mist.
- Don't assume you know "roughly" where you are.

#### Passage Planning

- Local knowledge is invaluable.
- Spontaneous changes can be tricky.
- Sand bars should be assumed to cover late and uncover early.

#### General

- If it can go wrong, it will go wrong.
- Don't panic a solution can be found.
- What fun!

In conclusion, Bear Essentials asked John about his future cruising plans this year. He just said "I'm going to West Wales." So if you are out and about in a boat down West this summer, keep an eye open for a 15ft dinghy that might be rounding the Bitches in Ramsey Sound, dodging the Horse on the way out, cruising around the Bishops and the Clerks rocks or maybe threading its way through the seals on the Hats and Barrels to land on the Smalls Lighthouse Rock at low water, or circling Grassholm with its 60,000 gannets. It might well be John and David in *Wild Goose*.





# Frank and Margaret Dye



More than 1600 Wayfarers have been constructed over the years since the first one was built from a design by Ian Proctor in 1957. Frank and Margaret Dye are names that

will forever be associated with this classic dinghy, but not so much as a racing boat rather as a craft in which one could and would go cruising! In his early days, Frank was a keen racing man, yet he became famous for his cruises to places and countries that generally speaking you would not



expect to visit in a sailing dinghy. As long ago as the early 1960s Frank Dye made his first spectacular journey in his wooden wayfarer, *Wanderer* which took him, over a period of 11 days, on a difficult, not to say dangerous, crossing of the North Atlantic covering the 650 miles or so, from Scotland to Iceland. He had a compass and a sextant for navigation. They had a makeshift cockpit tent for shelter from the elements. He and his one man crew, Russell Brockbank, endured seasickness, sodden clothing, force 8 gales, freezing temperatures and broken rigging before they finally made landfall on the Icelandic island of Heimay. Not deterred, on his second major sea passage, in 1977, a Norwegian Sea crossing to Aalesund in Norway, Dye and his crew Bill Brockbank (no relation to Russell)

narrowly survived four capsizes amply visualised in this



terrifying painting. Here is Frank's description of the second capsize: "a sea rolling in from port rolling *Wanderer* over again." One of the capsizes broke the mast. They were sailing in a severe Gale Force 9 wind. In his book "Ocean Crossings", Dye recalls "It was impossible to look into the wind. It was screaming and the tops of the waves were blown completely away, feeling like hail. Within our limited vision the whole sea seemed to be smoking. Just to see such sea break away on the beam was frightening - 25ft of solid water, with another 12ft of overhanging crest above it. It was only a matter of time before we got one aboard.

*Wanderer* rose gallantly but it was an impossible position. She seemed to be rising at 60 degrees and there was still a 15ft crest curling above us. Down it came and we were driven bodily under. With ears roaring under immense pressure and swallowing water I fought back to the surface only to find *Wanderer* lying bottom up!" They were still more than 100 miles away from the Norwegian coast. Frank Dye later reflected: "Possibly we were the only people alive to have taken an open dinghy through a Force 9 gale, but we felt no elation, just a reaction of wetness, and extreme tiredness." The pair managed to recover the mast from the sea, made a jury rig and went on to make landfall in Norway. They had suffered and survived four capsizes on the voyage.

John Mead explains how during the course of a long career in making TV programmes he had been privileged and fascinated to meet Frank's wife Margaret whilst filming at the Earls Court Boat Show one year. Believe it or not, Margaret was living (sleeping) on board *Wanderer*, now moored in the pool in the centre of the exhibition. She is an extraordinary woman. She revealed she had actually met Frank at the Earls Court Boat Show in 1963. After a year of suffering discomfort in damp sleeping bags, she decided to marry him in 1964, even though she had been warned not to sail with "... that man, he'll kill you". Their honeymoon was spent voyaging to the remote uninhabited Hebridean island of St Kilda. Their wedding breakfast consisted of "green pea soup and scrambled eggs" served in an insulated mug. Margaret recalled that despite wearing many layers of clothing "never before had I known what it was like to be so



cold." She confessed that the experience had been "quite a shock" though she went on to sail with her husband for the next 30 years. Margaret had studied music and is an accomplished violinist. When I met her she was still playing with an orchestra in Norfolk, her home county. If the concert was being held somewhere near navigable water she would take her violin and a long dress, then sail *Wanderer* up a river or inlet; moor up; dress up (in her long dress); walk to the concert venue and perform with the orchestra, Then she would return to *Wanderer*, sleep the night aboard, cook breakfast aboard in the morning and then sail home. How could she do that?

Like this! This is the "The Hilton", a.k.a. the cockpit tent the Dyes always carried on their cruising expeditions.

Sadly as already reported, Frank Dye passed away on the 18<sup>th</sup> of May this year. He is survived by his wife Margaret.

Neither of them will ever be forgotten in their extraordinary world of Wayfarer sailing.

As you may have read, CBYC is proud to have its own share of intrepid Wayfarer sailors.



## RNLI, RAF and Challenge Wales join together for a valuable training and rescue exercise

The sail-training yacht, Challenge Wales, together with the RNLI volunteer lifeboat crew and RAF joined forces enabling 18 volunteer crew of Challenge Wales to learn more about the emergency services and how they react in situations when they are called out to save lives at sea.



Gear failure, man overboard and a requirement for a medical evacuation are all real situations that could occur at sea. The exercise enabled Challenge Wales, the RAF and the RNLI to practise recovering a real person from the water and understand a helicopter evacuation in a



controlled environment. The evening started with a role play scenario (a walking-wounded passenger on Challenge Wales with a significant head wound), and a call to Swansea Coastguard. Luckily the head wound was little more than tomato ketchup splattered on an RNLI volunteer but it set the scene for a rescue by the emergency services. Due to the success of the training exercise another similar volunteer training evening is being discussed for a future date, this time under sail!

To become a volunteer for Challenge Wales and help with delivery trips, sailing days, maintenance or young persons sail-training activity, please call 029 21 25 10 40, email [andy@challengewales.org](mailto:andy@challengewales.org) or visit [www.challengewales.org](http://www.challengewales.org)



# Jack Roberts - the Master of his craft



Jack Roberts was a member of Penarth Motor Boat and Sailing Club and later Cardiff Bay Yacht Club for over fifty years. His passions were engineering and boats. In the late 1960s the Club discovered it needed a sturdy and strong work boat capable of all and every duty as part of the Club's sailing activities. A party of senior Club members went down to Milford Haven and negotiated for and then purchased an ex-M.O.D harbour launch called *Pippit*.



Jack became its master in every sense of that word. Under Jack's command, *Pippit* was on duty round the clock and every week-end. He also conducted the extensive and regular haul outs and refits that this wooden craft demanded over the years. His wife Jenny always accompanied him on the boat until her untimely death in 1994.



In the late Sixties, Jack became a regular member of the crew of SHE 31 *Shewolf*. Here he is on the

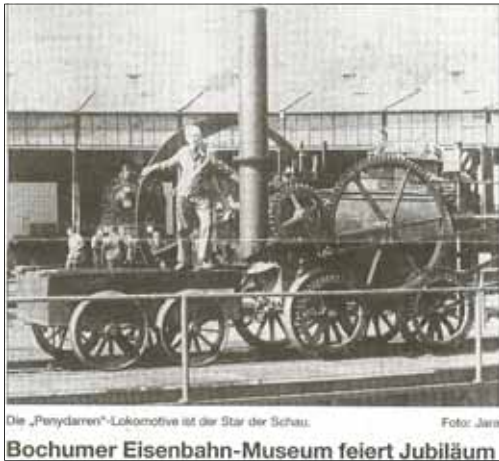


left celebrating the outcome of another successful racing season, with skipper John Mead in the centre and someone else on his right, also a member of the club and of *Shewolf's* crew, he was to become a life-long friend of Jack's. His name was Brian Thomas and for the last thirty years he has been skippering huge yachts usually in the Caribbean and the Mediterranean. When Bear Essentials contacted him this month he turned out to be anchored off Antibes in charge of a 120ft monster luxury yacht. Brian always remained in touch with Jack throughout his long sailing career. At Cardiff's Industrial Museum Jack had embarked on another startling career as an underpaid engineering expert, this time overseeing the construction and assembly of this historic machine and then driving it. This is Jack's beautifully made working replica of Trevithick's first steam engine, designed to pull the very first steam passenger train in the world as it



journeyed from Penydarren near Merthyr to Abercynon in 1804. Having constructed and built this amazing machine, Jack became the only person allowed to drive it, a source of great delight to him. He had a quarter of a mile of track laid down around the museum site along which the mighty engine puffed up and down under steam power, to the delight of the crowds who swarmed to see it. Jack was not only the engineer, but also the driver, maintenance man and stoker of this historic replica. But before that, Jack had also had an illustrious and it must be said brave and lucky war record. He had joined the RAF in 1935 and during World War II he served as a rear gunner on Lancaster Bombers, surviving many sorties over Germany.

In the early 1980s Jack was invited to take his much loved steam engine to Bochum in Germany to exhibit it in a huge festival of steam, for which he was provided with



appropriate railway track to show off the full power of Trevithick's engine. His visit was a great success, and Jack, being such an engaging character, became a very popular figure in Bochum, particularly on those days his steam engine was running. One day a charming and elderly German lady came up to him as he was cleaning the engine and asked in perfect English whether he had ever visited Germany before? Jack put down his cleaning cloth and after a moment's reflection he replied, "Yes I have, but not on the ground."

Jack Roberts died on 17 May this year. He was 92 years old and had remained active, fit and an Associate Club Member right up to the end. His service over many years to the Club was exemplary and those of us who knew him treasured his companionship. He leaves a daughter Joan, son-in-law Henry, 3 grandchildren, 8 great grandchildren and 3 great, great grandchildren. Jack was fond of saying said that he had "founded a dynasty"!

John Mead tells us that in all the years he knew and sailed with Jack he only once saw him lose his cool. This occurred late in his life when he was invited to visit Swansea Industrial and Maritime Museum which had by this time taken charge of Jack's Trevithick's engine. To his horror and rage, Jack saw his magnificent creation had now been shorn of any possibility of actually moving under steam, being instead entombed in a huge glass box. Jack raged about this immobilization of his beloved engine until the day he passed away. We should warn the authorities in Swansea that we are sure Jack is very busy up in heaven seeing if he can do something about his angst. Could a bolt of lightning one day destroy the glass case around his engine?

Only Jack will know about that!



## ISV update-July 2010

Pont Y Werin, "The People's Bridge" is finally open although some work

remains before it can be controlled or is controlled from the Barrage Control Room. Navigation for vessels with an air draught greater than



4.8m is still possible by calling the phone number on the bridge, although by the time this article is printed a call on VHF channel 18 will suffice. The bridge will open, subject to demand, on the hour and half hour during the day and on the hour after 7.00pm and before 7.00am. The opening was low-key; however there are already a large number of pedestrians and cyclists making use of the bridge to complete a six and a half mile circular route round the Bay.

Elsewhere on the Sports Village proposals are due to be considered for the construction of a new Ice Arena to replace the existing temporary facility or Blue Tent as it is known by most people. It is expected that a development partner will be selected by the end of August and that this will result in a planning application within just a few weeks. Work should therefore start on building at the end of this year, or at the latest very early in 2011. The new building will be positioned near to the existing building so that there will be no interruption to public skating.

Despite the continuing, difficult position in the financial markets, there is still interest from developers keen to help Cardiff Council develop the remainder of the site and hopes remain high that development will continue in the near future. It is still our expectation that the rest of the scheme will include a snow slope, hotel, bars and restaurants. With the recent opening of the Cardiff International White Water Centre, and boosted by visitors using the Pont Y Werin, the Sports Village peninsular now attracts over a million visitors a year, a number set to rise as these facilities are added.

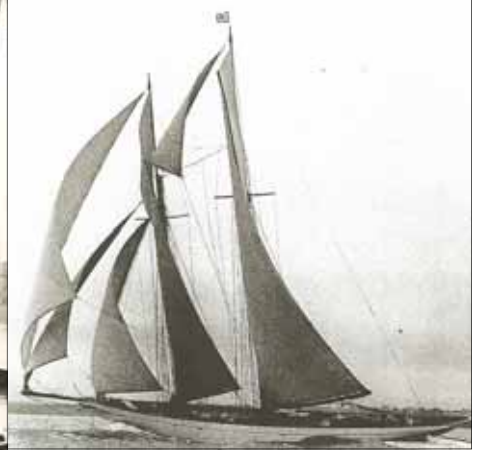
### Sadly we say Bon Voyage to:

**Mike Parr** - We are sad to report the death of Mike Parr on 9<sup>th</sup> June. Mike will be best remembered for the multiple reconstructions of his catamaran 'Myfanwy' and more latterly the construction of a trimaran on the pitching. Our thoughts go out to his family.

**Bunny Robbins** - It is with sadness that we report the passing of popular and colourful member Bunny Robbins. Bunny lit up the club house with his bright shirts, quick wit and repartee. His immense popularity was reflected at his funeral, at which members and staff of CBYC joined the congregation, all dressed in the sort of tropical shirts Bunny used to love.



# Heritage Afloat



Tom Cunliffe, that legendary doyen of sailing, will be at Cardiff Castle on Friday, 8 October, to assist in the launch of "Heritage Afloat Wales". The pictures above should remind us just what an extraordinary maritime heritage we have just here in Penarth and

Cardiff. Tom is the author and presenter of the TV series "The Boats that Built Britain". He is also the author of 21 books on sailing topics including titles such as The Complete Day Skipper, The RYA Manual of Seamanship; Heavy Weather Cruising, and finally Topsail and Battleaxe – a Voyage in the Wake of the Vikings. You should really try and read that one!

Tom Cunliffe says that of half of us wouldn't be here at all without boats, and everyone is touched in some way by the sea. Most of our ancestors arrived on the sea and our wealth was made by trading across it. According to Tom, without a pilot seamen stood no chance of entering the harbour they sought. So the Pilot Cutter was axiomatic to Britain's commercial success. Tom already has an illustrious career behind him. He has sailed most things from Firefly dinghies at University (when he should have been reading law) to big gaff schooners. He has been mate on coasting merchant ships and has run yachts for gentlemen. He has operated charter boats, delivered all sorts of vessels, raced at quite high levels and has been teaching sailing intermittently for thirty five years. He has been a Yacht Master examiner since 1978. He was a colleague and friend of our own Sally Livsey Davies in the late seventies when they were both instructors at the National Sailing School in Cowes.



Tom's daughter, Hannah, is a leading light in National Historic Ships, the organisation set up in 2006 to act as a focus for ship

preservation within the UK and funded by the Department of Culture Media and Sport (DCMS).

Privately, though, classic boats are his passion. Until recently all his own boats were of preference over fifty years old. With his wife Ros he has sailed all over the Atlantic from Southern Brazil to Iceland and from the Caribbean to Russia. He says he has no time for boats that go sideways!





After living overseas for many years, he now resides with his wife, Ros, at their cottage on the edge of the New Forest in Hampshire. Outside sailing, writing and making TV programmes, Tom's passions include cultivating roses and riding motor bikes. In the last few summers he and Ros have sailed from home in their old boat *Westerman* to Arctic Norway, down to Portugal and up the Baltic and on to



Stockholm. They have now sold *Westerman* but Tom says he has definitely not swallowed the anchor! Quite true, since as Bear Essentials writes this article he and Ros have disappeared until the end of September cruising - just where, nobody knows!



Perhaps Tom's one unique connection with Cardiff is that his most famous boat, *Hirta*, a Pilot Cutter once in the ownership of the Marquis of Bute. This image of *Hirta* is taken from Tom's own collection, and there will be more on view on the 8<sup>th</sup> of October.

Our Commodore hopes that as many members as possible will be able to enjoy the events at Cardiff Castle on Friday, 8 October. Tom is delivering a lecture in the afternoon, there is a splendid dinner in the evening and guess who is the after dinner speaker? Tom has a reputation of being very funny, particularly when speaking on nautical matters.

## Angling Report from Sid Hearne

The new season has started well with Bill Gronow on *Ashley Jade* taking an early lead, winning two competitions, followed by Harvey Preston and Rob Williams, both on 10 points. *Ashley Jade* also leads the best boat with *Phat Cat* and *Gladiator* joint second. Best specimens so far this season are a Thornback Ray, 10lb 13oz, by Bill Bronow and a 25ab 1oz Conger by Rob Williams.

The Summer Open Boat Festival took place in glorious weather and attracted over 100 entries and 30 boats. Unfortunately, the fish didn't bite and only one specimen made the scales, a 23lb Conger by Wayne Brookes on *Jasper*. The remaining prizes were put into the hat and presented by Colin Lyons, Vice President. We would like to thank the many sponsors for their generosity in providing a good array of prizes. Thank you to all the competitors who made this event such a success.

*Dylan Bach*, *Ibis Moon*, *Duchess* and *Ty Cy 2* ventured west to Neyland and Milford. They all enjoyed fine weather and fishing around the islands and on the Hats and Barrels, where some jumbo sized mackerel were landed. Codling and Ballan Wrasse were also caught which is quite unusual in the summer months.

Dates for the diary.....

- In August there will be a BBQ in Jacksons Bay and is open to all CBYC members.
- A members only boat jumble has just been arranged for Saturday 4 September. Trading times will be 9am to 1pm but all members wishing to set up a pitch are asked to do so by 9am. To apply for a pitch please contact Sid Hearne.
- The Chicken Run will take place in December but entrants must have entered three previous competitions to qualify for this popular annual event.

Our annual star attraction, the Shanghai and Nimrod Cups, is coming up in September.

Schedule of races over ONLY TWO weekends this year with Sportsboats, IRC and PY Fleets

- Saturday 11 September - 4 races outside the Bay, followed by food and entertainment in the evening;
- Sunday 12 September - 4 Races outside the Bay;
- Saturday 18 September - 2 Bay races and one outside the Bay, followed by the black tie presentation Dinner in the evening;
- Free berthing for visiting competitors

For full details and entry form visit [www.cbyc.co.uk](http://www.cbyc.co.uk) or contact our senior O.O.D, Dave Cairncross on 07771 805309 [david\\_cairncross@hotmail.com](mailto:david_cairncross@hotmail.com)



# What have members been up to this quarter?



Congratulations to John Warburton and James Clapham for coming 5th out of 29 boats in the Laser 4000 Europeans at Fraglia Vela Riva, Lake Garda between 14 to 17 July 2010 and for winning the Laser 4000 Open Meeting at Grafham on 12/13 June 2010.



From one extreme to the other, with the young Rowan family "trying a boat" at our Regatta this year and Bill Turton racing his Flying Fifteen on 11th July. I am sure that Bill won't mind readers knowing that he is 79 and still actively racing!



## News from Flanders

Nia Jones and Molly Frost came 8th in the 420 Fleet at the Flanders Regatta held in Nieuwpoort at the beginning of July. Nieuwpoort is easily accessible. Just turn left at Calais and travel north for 1 hour. It is a friendly venue, with three yacht clubs on the river Yser. Other fleets include Lasers and Optimists. Nia and Molly are currently in Israel preparing for the 420 World championships being held in Haifa. To follow their progress go to [www.haifa420-worlds2010.com](http://www.haifa420-worlds2010.com)

We also took part in the Welsh Schools and Clubs Championships at Mumbles on the 3/4 July. We won the Best Club in Wales trophy with Will Creaven, Alex Cole, Jack Preece and Daniel Rowe all winning their respective classes.

Check out how our other young sailors are doing on the international front this summer. All CBYC sailors competing will have been selected at GBR level to represent the UK, which is no mean feat in itself.

Laser 4.7 European Championships at Hourtin 24th - 27th July [www.laserinternational.org](http://www.laserinternational.org)

Feva Worlds at Carnac 24th - 31st July [www.rsfeva.org/worlds](http://www.rsfeva.org/worlds)

Atlantic Nautical Games 31st July - 5th August at Santander where 80% of the Welsh Team are made up of CBYC sailors [www.jniea.org](http://www.jniea.org) Good luck to all those competing.

Apart from our Youth and Oppie training camps, during the last two weeks of August we will also be holding the Welsh Oppie Championships over the Bank Holiday. Look out for further details on our website and on our notice boards with regard to the schedule of events, car parking arrangements etc



# Dinghy talk



This year's Regatta incorporated two important events for both Optimists and Flying Fifteens. It was highly successful and is likely to be repeated next year as it put a lot more boats on the water increasing the quality of the racing, particularly the young Optimists sailors whose



racing skills are quite outstanding. (I wonder where they get their training?) Many thanks must go to Nick Sawyer and his team for a par excellence job in running the racing in some very difficult wind conditions.

Our club dinghy fleet is going from strength to strength with three more keen racers: Ian Williams your Dinghy Secretary has a Flying Fifteen, Sue Brannam an RS200 and Mark Furse has an RS600 with foils!!!!!! I can't wait to see this sail or is it flying? We want to encourage active participation from dinghy sailors, and have a steady stream of people that we teach to sail each year who want to buy a boat and bring it to the Club. However, because we are restricted in space for dinghy storage, we want to ensure that the spaces are allocated to people who are going to use their boats. The current limit is set at 6 sails per year - only once every 6 weeks during the sailing season.

Sailing records are taken from the race results for those who choose to race. If people use their boat at other times they can record this in one of the log books in the clubhouse - they are situated in the bar and in the office, so should be available during daylight hours any day of the

week, unless someone is keen enough to go sailing before work in the morning! If anyone has personal reasons why they will not be able to use their boat for any length of time - a broken leg, or an extended stay out of the area - they should let the Dinghy Committee know as soon as possible. We can keep an eye on your boat for you and take into account your change in circumstances when making decisions on who to allocate berths to for next year. As ever, if anyone needs help or advice, or would just simply like to try dinghy sailing then please don't hesitate to contact me or any of my Committee, all our details are on Club web site.

Sail Fast Have Fun!

Idris Dibble, Dinghy Chairman.



## Welcome



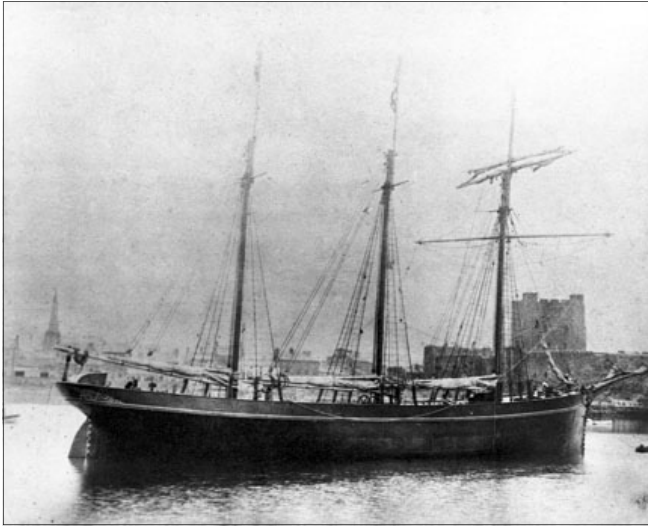
We would like to welcome to CBYC Derrick Williams, our Clubhouse Manager. Derrick hails from Mumbles and has extensive experience as a Manager of branded hotel and restaurant groups in the Swansea area.

In his spare time he enjoys reading, travelling, DIY, cookery, fishing, badminton and cycling.

We would like to wish

Derrick and his wife, Jan, every success at the Club and are pleased to report that the transition has been very smooth with good feedback from those members sampling the culinary delights now on offer. There will inevitably be some changes along the way but if anyone has any questions or suggestions please do not hesitate to contact either Derrick on 02920 226575 or myself, Jane Hall, on 07974561514.

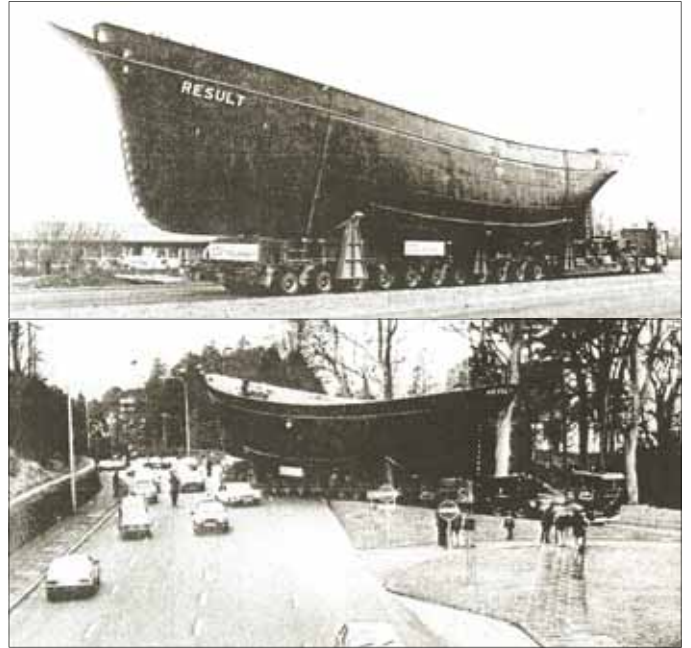
# The three masted schooner that deceived the Germans - a result indeed!



At a time when Cardiff is looking forward to greeting Tom Cunliffe in early October for the launch of the Heritage Afloat Wales scheme, we thought it might be appropriate to tell the tale of this extraordinary vessel which has so many connections with the Bristol Channel, and in particular with Cardiff and Penarth. She was built by a Welshman who owned a boatyard in Carrickfergus in Ulster in 1892. She had ultimately been named ***The Result*** after a long argument over the design of the ship between the builder, Paul Rogers, who hailed from Amlwch, and her Master-to-be, one Captain Wright. Bear Essential's local historian Alan Thorne, a lifelong sailor himself, has argued, fought and pressed for this unique vessel to be brought back to Cardiff because of her long connections with the port. Sadly that turned out not to be possible, but the good news is that the ship has nonetheless been saved from dereliction and destruction by the Ulster Folk and Transport Museum.



The vessel had been kept afloat in Exeter for some time and one of her masts removed so that she became briefly a ketch. After being laid up in Exeter, she was finally towed to Northern Ireland where she again languished for some time before restoration work could be started on the hull.



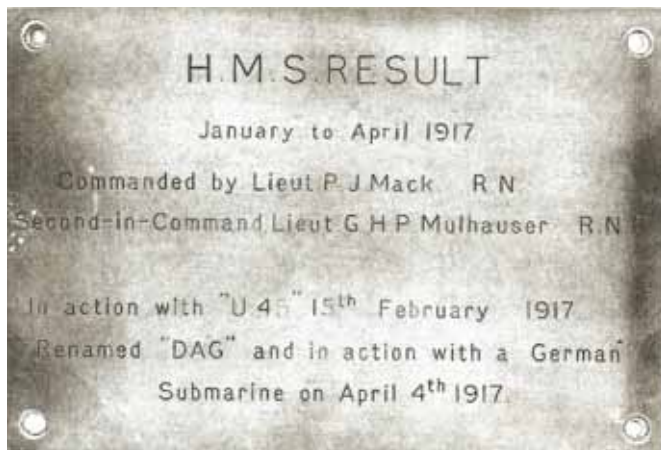
And another short journey, this time by road, was required. In April 1979 she was moved gently on an 11-axle, 88-wheel trailer pulled by a 20 ton tractor. The total length of the low trailer and vessel was 130feet, with a height of about 24 feet. It took ten hours to complete the journey of eight miles from Belfast to the museum site in Cultra. She has now been restored and is about to be re rigged so that she can be seen once again in all her glory, with all three masts, just one of only two 19<sup>th</sup> century merchant sailing ships that still survive, the other being the ***Kathleen and May*** which can still be seen afloat in the Bristol Channel, usually at her home port of Bideford.



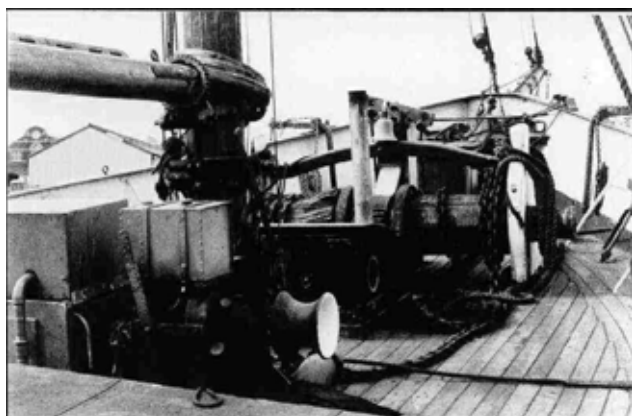


Alan Thorne recalls that he first saw *The Result* in Cardiff in 1946, then again in 1952 when she made three or four visits to load coal in the Ely Tidal Harbour (within 200 yards of the present CBYC Clubhouse). She also visited Barry three times in May that year. Her last appearance in Cardiff was in the summer of 1960 when she loaded coal in the Ely Harbour for Portreath in Cornwall. She continued to trade across the English Channel to and from France and the Channel Islands.

*The Result* was owned by Peter Russan Welch who also skippered the vessel from 1948 until his death in 1967. But her moments of true glory came long before this at the start of the First World War. In November 1916 she had been requisitioned by the Government and was "called up" for action in January 1917. She was taken to Lowestoft and was then converted into one of the famous, (or as far as the Germans were concerned infamous) Q Ships, in other words an armed decoy. She was fitted with two 12-pounder guns and two torpedo tubes. She was re-named H.M.S Q 23 and ballasted with 100 tons of sand.



As you can see from this commemorative plaque, she was commanded by Lieut. P.J. Mack R.N., whose second in command was Lieut. G.H. P Mulhauser R.N. She acted with valour in her first engagement on 17 February when she engaged with the German U Boat U45. On 14 April 1917 she took part in another action with an unidentified German U Boat. This time she was damaged on her starboard side. Alan Thorne recalls that when he visited the ship in Ireland in 1970, the damage to her hull could still be seen overlaid with new panels. During the time she was fighting as a Q ship she was given the false name *DAG*. *The Result* was demobbed in August 1917. Q Ships did not last long – they were either sunk in action or withdrawn once the Germans had realised the real nature of an apparently innocent trading schooner.



She resumed trading and made numerous calls to Cardiff and Penarth, usually to load coal – here in the River Ely.



During the war these were very important cargoes because of the need to refuel the Royal Navy. Cargoes of coal were therefore precious and such vessels were under constant threat from the U Boats which were active at the time in the English Channel.

Unfortunately, if you want to see this famous vessel now you will have to visit the Ulster Folk and Transport Museum in Belfast, but it will certainly be worth the trip because the museum has just been awarded the title of Most Innovative Museum of its kind in the United Kingdom.

*Research by Alan Thorne*



## A frisky little Rioja? An attentive balmy Sauvignon?

On May15 we had a wine tasting evening at the club. Unfortunately, or perhaps fortunately, the wine rep was not present as the membership was in high spirits. The aim of the evening was to get feedback on a selection of wines. Normally you would expect that greater input of data would be proportional to better quality output. In our case the opposite was true. The greater the input the more rubbish was spouted! We have however come up with a new choice of wines which will be on offer from July/ August.

### Red wines

|   |        |
|---|--------|
| Basking Lizards Shiraz (Australia)        | £10.70 |
| Tall Horse Merlot (South Africa)          | £12.50 |
| Rioja Crianza Castillo De Clavijo (Spain) | £15.15 |
| Chateau Le Croix St Emillion (France)     | £19.50 |

In addition we will continue to serve Tempranillo by the glass and single serve bottles of Blossom Hill Red.

### White wines

|  |        |
|--|--------|
| Basking Lizards Semillion Chardonnay (Australia) | £10.70 |
| Marlborough Hills Sauvignon Blanc (New Zealand)  | £10.70 |
| Pinot Grigio Principato (Italy)                  | £12.50 |
| Chablis Olivier Tricon (France)                  | £19.95 |

The Basking Lizards and the Marlborough Hills will be offered by the glass together with the single serve bottles of Blossom hill.

### Rose wines

|                                   |        |
|-----------------------------------|--------|
| Blossom Hill Zinfadel Rose (USA)  | £10.70 |
| Marques De Cacades Rosada (Spain) | £14.00 |

In addition we will be offering the Blossom Hill by the glass and single serve bottles of Blossom Hill Rose.

This list will be modified over time and we hope to be able to offer specials as well.

## Lock Disruption

The luxury cruise liner MV Residensea called to Cardiff at the beginning of August. This vessel is



unlike other cruise liners in that it consists of privately owned apartments. It anchored off Cardiff from 1 to 3 August. Cardiff Harbour Authority saw this as a big coup and hope that it will bring great benefits to Cardiff in the future. Ferries were operating between the vessel and the barrage shuttling passengers back and fore and these vessels were given priority at the locks.

On October 17, 2010 the Cardiff Half Marathon is being run. Unlike previous years the course will be crossing the new Pont Y Werin bridge as well as the barrage. For a period of approximately 3 hours between 9.00 and 12.00 hrs both the bridge and the locks will be out of action. There will also be a road closure in place on Watkiss Way and Olympian Drive to allow the 15,000 competitors to pass, as indicated on this map. Anyone wishing to drive to the Club will have to ensure they arrive before 9am, before the road closure comes into force, or after 12noon when it will be lifted. Further information about the route can be obtained from [www.cardiffhalfmarathon.co.uk](http://www.cardiffhalfmarathon.co.uk) nearer the time.



### The usual moans!

It's a pity that I always seem to have to bang on about the same things but here we go again.

**Car Parking** - Please, please, please do not park in the compound during the working week. You will be in the way. If you are going away and cannot find a space in the car park, please leave your keys with the office or the bar.

**Fuel** - The fuelling berth can get very busy. Please contact the office or the yard staff **before** you come alongside. Also remember that payment should be made immediately in the office if fuel is purchased in the working week or phone into the office on Monday or Tuesday if purchased on the weekend.

**Tools** - I am sorry to report that we have lost so many 'borrowed' tools from the workshop that we will not be lending out any more tools. To save embarrassment, please don't ask.

Barrie Metcalf - Marina Manager





## The end of an era!

By the time this magazine reaches you Roy and June will have retired after looking after our needs for over 13 years and although they will be very sorely missed we would like to wish them both a healthy and happy retirement. They have seen many changes over the years and have taken them all in their stride, even the new tills! We have an excellent reputation thanks to Roy and June for the way our bar is run and the HB is second to none. However, I can think of no better tribute to them than the following from long standing friends Mike and Mags Walsh.....



## Two friends retire



After 13 years our Bar Steward Royston (Roy) Ackerman and his wife, our devoted June, officially retired on 31<sup>st</sup> July. The Club gave them a wonderful send off at the Clubhouse on that Saturday which was well attended and a real "blast from the past". Most of today's members will not know much of the Club or of the past when Roy and June were first employed.

The old building itself was part of the Contractors set-up during the building of Aberthaw Power Station, reconstructed by the members with bits tagged on over the years, and by this time it was in a very poor state indeed. It did have, however, a very impressive bar front constructed in the style of a clinker-built boat, but that was, I believe, by then its only physical asset (other than the safe). For several years before Roy and June's arrival we had had a series of Stewards and Stewardesses who came and went, but prior to all that, the members ran and manned the bar.

One Saturday afternoon I had to insist that our latest Steward left there and then and we again reverted to the Committee running the bar. It was under these circumstances that a friend, and member, rang and told me of a couple who had recently given up the Unicorn Pub in Llanedeyrn, which I knew a little of, and who may be interested in coming to the Club. With my knowledge of the Unicorn and knowing the Club, yes ok but they have not seen the Club yet! Tongue in cheek, I rang Roy and told him a few "porkies," did a bit of embroidering, and we met at the Club, with both parties pretending not to be too keen. Roy started a three-week trial that lasted the full 13+ years and before too long June, besides being his "Assistant," was also our cleaner. Cleaning the old Club was to say the least somewhat different, with its furry friends small and large, spiders, decaying walls, leaking roof and a cellar of sorts. Thankfully Roy and June stayed to the end and helped pull the old Clubhouse down and move into the new, where on the first night the bar was fully stocked, fully functional, and the beer the best there could be! And an Era was gone.

What we do sometimes forget is that in that period the Club was amongst other things pretty well known for its late drinking culture and that Roy fell in with well. It is by no accident that we have a stage, our social activities were next to none and again they joined in with them not because they had to, but because they wanted to.

I do regret some of those very, very late nights, but then again I do believe they, like Roy and June, will be sadly missed by many. On a final note, many times have I heard in jest and in criticism that Roy retired a long time ago but I think it's good to watch a master tradesman working and making it look so easy. As for June, what can you say, Roy may have been the tradesman but June was the backbone.

I can never see June retiring as such, Roy and his pigeons, yes, and may they both have a good and long retirement (and Roy and June!)

Regards, dear friends  
Mike & Mags Walsh



# Do you recognise these local ports?



They are both on the shores of the Severn Estuary and the Bristol Channel.

Let's take Lilstock first. The cruiser fleet often race



around these yellow DZ buoys before turning to go back up to the Welsh Coast. We are on the coast of Somerset, not far from



Hinckley Point Power Station. Once upon a time, there was a huge harbour here. But it's now the lost harbour of



Lilstock, known in olden days as Little Stock. "Remote", writes historian Alan Thorne,

"isolated, a veritable *Brigadoon*." A substantial harbour was built here in around 1800 by the local landowner, Sir Peregrine Acland.



Exports included farm produce, cattle, alabaster and lime. Imports were coal, culm and timber. Parts of that huge old harbour wall are still visible.

One regular caller here was the "Shepherd", a vessel owned by James Shepherd of nearby Stogursey. As you can see, an Inn was built with cottages nearby. Then a timber pier and



at the seaward end a summerhouse with an attendant butler. It's interesting to note that the new paddle steamer, *Patriot*, registered in Cardiff and owned by William and Charles Rundle, made a number of unusual calls here in June 1867 on passage from Cardiff for Watchet, presumably to sample the delights of Sir Peregrine Acland's private pier at Lilstock Harbour. The visits were organized by Richard Date who later became an energetic promoter of pleasure steamers in the Bristol Channel. The summerhouse, the pier and the harbour walls were later all swept away in huge gales and little now remains to show where they had

once stood. Alan tells us that a massive stone breakwater and a sluice gate header which was used to scour out the harbour at low



water, had also been constructed. All that remains now is this huge shingle ridge which even now is still encroaching on the ruins of the old harbour inner lock.



Bullo Pill is a completely different kettle of fish. The Pill lies halfway between Lydney and Newnham, both of which were once also busy ports and important shipbuilding sites – ships up to 600 tons were built at Newnham, for example. In Alan's opinion, he considers Bullo Pill to be Britain's smallest working dock.

The first maritime activity in the Pill had been during Roman times. In 1810 the quays were constructed and the dock itself was built between 1818 and 1827. A tram road was constructed from the Forest of Dean. The railway reached this little port in 1840 and the Dock remained very busy until 1926, when the last cargo left carried by a large "Severn Trow". Today a partnership runs the business with one of our old nautical friends, Fred Larkham, leading the way. These days Bullo Pill has a breaker's yard and repair facilities plus a



small floating dock that rises and falls on the substantial tides for which the Severn Estuary is famous. To get to Bullo Pill these days you have to park the car on an unmade road and make the rest of the journey on foot. It's a bit of living history, though, and well worth a detour to have a look.

*Research by Alan Thorne*



### Meet our CBYC neighbours!

Tired signets take a well deserved rest with Mum standing guard. The Coots and Mallards seem to thrive on the weed we are so desperately trying to get rid of. Mr Coot is seen here taking the babies for a swim while Mrs Coot is incubating a second batch of eggs, but every evening the young chicks climb abroad the nest for a well deserved rest - it is a wonder it doesn't sink.





## Maris Lyons reports on how the Gallesi CBYC members joined in the fun at Lake Garda for the J80 European Championships



June was a great month. It started with an invitation to join 3 Italian stallions and a very brilliant French tactician on board the Italian J80 *Jeniale!* for some sail training sessions. These ended with an invitation to join their team for the Italian National Championships in Malcesine, upper Lake Garda. Though I'd sailed a lot in Italy by then, I'd never been to Lake Garda and realised I could learn a lot from this team, and so I was quick to say yes. A few bruises and a black eye later, we had won the Italian National

The winning team of the Italian National Championships with CBYC crew Maris Lyons



Championships. This was great, but as Frank would say, the best was yet to come. One week later saw the build up to the J80 European Championships in the same place, and with it, the arrival of fifty-three J80s from all over Europe including Spain, France, Italy, Netherlands, Germany, Poland, Estonia, and wait for it...Cardiff Bay! Walking into the boat yard a few days before the start, seeing the Welsh flags flying and the "Cardiff Bay Ducks" on the end of the poles and *Junior High* and *Purple Haze* trailed up happily side by side alongside the Dutch and the Polish was such a happy sight. *Junior High* and *Purple Haze* thought so too. Although they quite liked the adventure of the journey to Dover, ferry to France and the drive through mountain ranges and vineyards to get there, the buzz in the boat yard and the view from the Fraglia Vela Malcesine Yacht Club seventeen hours and over one thousand miles later choked

them both. *The sun was out, the sky was blue* said *Junior High* aka *Junior*. And you could even see snow on a distant mountain range or two, added *Purple (Haze)*. They both agreed, whether from the mast, bow, or cockpit, it was a stunning view! Enough of *Junior* and *Purple*. My day was made, when I saw J80 World Presidente Mr Steve Cooper, Andrew Cooper, Amanda Tristram and Marc Watts of *Junior High* and Roger Dunstan, Scott Cole, Angharad Pocock and Chris Pope of *Purple Haze* lolling on the grass in front of the club house enjoying their welcome bubbles (Prosecco of course). Not having seen anyone from CBYC in some time, I could barely contain my excitement! And from this was born a word that began with "E", that's all I can say. This word was what we shouted at each other every time we passed one another on the water. It caused much bemusement in the fleet and bonded us with an excuse for a giggle. The first day entailed launching the boats, putting the masts up, tweaking the rigging and then going out for a sail to get a feel for the local conditions. If you were in the boat yard that day you would have heard Spanish, French, Dutch, Polish, German, Estonian and of course Italian spoken at 90 miles per hour all day as everyone worked at a frenzied pace to get the boats ready for the first race. We all noted that sailing in Lake Garda was a bit different from the Bristol Channel. The water is crystal clear that was the first thing we noted. But the second was that the lack of salt water altered our water lines. The other thing was that without the salt acting as grit on the genoa sheets, they did not grip so well around the winch. We all put an extra turn on and even then the final trim upwind was a little harder. No tide or current to consider so that kept us freer to consider the wind and whether or not it really was stronger closer to the land. Or had the sun that day not shone as strongly to create more land wind? But then again, the wind direction in Lake Garda, unlike in the Bristol Channel, runs like clockwork.







There is an early morning wind from the North that blows until 10.30am. This is called the "Peler". There is half an hour of no wind and then at 11am the wind will start to blow from the South. This Southern wind is called the "Ora". Malcesine and the upper Garda Lake are a natural area for sailing and this is the official training area for the Italian Olympic Sailing Team. And a few past Olympic Italian sailors took part in the J80 Europeans. This added to the level of competition, which we all enjoyed. The constant wind meant that the race committee could confidently lay their buoys and know that they will have enough wind for 3 races with no problem. Lucky them! So after a practice race on the first day, we then had two or three races per day for the next four days. **Purple Haze's** best day was on the first, when they had a 4<sup>th</sup>. **Junior High** had a brilliant start on day 2 rocketing past us with a gentle "Up, up," followed by the "E" word of course. My team, **Jeniale!** had a terrible first day but got better every day subsequently and we even had a 3<sup>rd</sup> on the last day thus finishing 11<sup>th</sup> overall. The winners were the Spanish. They took the first top four positions and dominated throughout.



**Purple Haze in action. Bow: Angharad Pocock. Cockpit: Scott Cole & Chris Pope. Helm: Roger Dunstan**

In Barcelona and Santander, there are around 45 J80s and they race against one another every weekend. I guess this accounts for their domination and superiority in the international J80 fleet. In Cardiff and where I sail in Lavagna, Italy for example, there are only 3 or 4 J80s and so we are lacking the chance to regularly race boat for boat, which is of course the best way to improve. We all held our own and had a fantastic week. For lovers of the J80 boat such as us, being one of 53 in a one-start race is a thrilling experience. And the racing was very close with there being less than a minute and a half between the first boat and the last. This meant that the turn around between races was always quick and we were exhausted at the end of the day! But help was at hand as we stepped into the club house at the end of every day to 'aperitivo' laid on for us and then enjoyed beautiful dinners in stunning surroundings with some great friends. What more can you ask for?



**The men do some post aperitivo exercises and Roger finds a friend to pray with for good results.**



**From left to right: Andrew & Steve Cooper, Scott Cole, Chris Pope, Marc Watts, Roger Dunstan, Amanda Tristram, Maris Lyons, Angharad Pocock and Michel Heidweiller.**

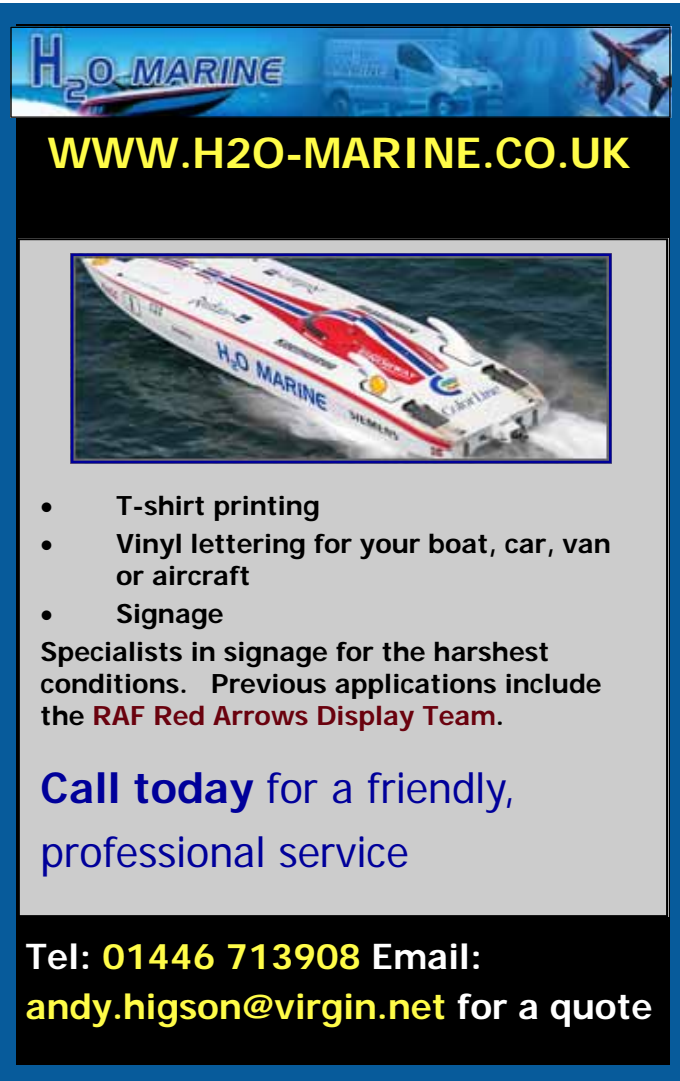
Sadly at the end of the week we all had to go home. **Purple Haze** sulked all the way with a flat tyre. And **Junior** refused point blank to leave by only allowing her tyres to go in reverse. After a week's persuasion by various Italian mechanicos, and having to endure another weekend in 'paradiso', Steve and Andrew finally got her back home to Cardiff. Great memories remain, along with our dreams of sailing there again one day.



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## CARDIFF BAY YACHT CLUB BAR AND RESTAURANT OPENING HOURS Summer Opening hours with effect from April 2010

| DAY       | BAR          | RESTAURANT   |             |
|-----------|--------------|--------------|-------------|
| Monday    | 12noon-23.00 | Closed       | 18.00-21.00 |
| Tuesday   | 12noon-23.00 | 12noon-15.00 | 18.00-21.00 |
| Wednesday | 12noon-23.00 | 12noon-15.00 | 18.00-21.00 |
| Thursday  | 12noon-23.00 | 12noon-15.00 | 18.00-21.00 |
| Friday    | 12noon-23.00 | 12noon-15.00 | Closed      |
| Saturday  | 12noon-Midnt | 12noon-15.00 | 18.00-21.00 |
| Sunday    | 12noon-22.30 | 12noon-15.00 | Closed      |

- **Sunday Lunches** - Traditional Sunday lunches are served throughout the year and consist of 2 or 3 courses.
- **Tuesday Night** - This is usually a **Hot Buffet** to link in with Cruiser Race Night.
- **Wednesday Night** - Always referred to as Fishermens Night with a varied menu available.
- **Thursday Evening** - The restaurant serves a mouth-watering and varied 3-course menu throughout the year and is highly recommended. Booking is always advised.
- **Saturday Evening** - Our regular menu is available unless we have a Club function, and with specials changing weekly it is always advisable to book.
- A selection of **Midday Meals & Bar Snacks** are also available

For further information or to book a table please contact Derrick Williams, Clubhouse Manager on 029 2066 6627 or Bar 029 2022 6575.