

TEIFI BOATING CLUB

CELEBRATING 50 YEARS

1964—2014





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SOME EARLY BOATING HISTORY ON THE TEIFI

(From an old Handwritten manuscript – author unknown)

Boating has been in operation on the River Teifi for centuries. Professional boatmen, whose only occupation was to convey, owners, merchants, and members of crews to and fro on the river were in great numbers on the river, and continued their practice, until the middle of the last (19th) century.

A number of local merchants were proud owners of yachts, and they were constant contenders at the local regattas for the coveted prize of Queen of the River. There are accounts of these events being held as early as 1850, and also of yacht owners competing off Gwbert.

By the late 1870s, with the decline of the port, interest had waned in river events, and with ship building coming to a close, boating facilities became virtually non-existent. Individuals who owned boats were few and far between, and they only used their craft for sheer pleasure.

In the late 1880s and 1890s, C.E.D Morgan-Richardson Esq., a local solicitor became the pioneer in the area, in fostering the tourist trade. Forming a syndicate of local business peoples, they purchased the old Gwbert Inn and its surrounding land and converted the inn into a hotel – known as the Cliff Hotel. Also boarding houses were built at what is known today as Evelyn's Terrace, and facilities to reach the various beaches were improved. A new road was built from the hotel to the end of Patch.

In 1897, with some friends, he called a meeting in the town with the purpose of founding a Boating Club. It had been stated at the time “that boating had been carried on under rather adverse circumstances. The class of boats available had not been such as to offer much inducement to those accustomed to river rowing, whilst the lack of a suitable landing-place, and the difficulty of keeping the boats when not in use, also had a deterrent effect, preventing that free use of the river which it's beauties deserved”.

The boating Club meeting was an instant success, and attended by a crowd of enthusiasts. A Club was formed and came into operation in 1898. Mr Morgan-Richardson built a boathouse in the Strand area of the town (still standing)(sic) and rented it at a nominal rent to the new Club.



Cliff Hotel 1900's



Cardigan Bridge in front of the castle

This generous man also presented the Club with a skiff and a Club flag. The Club purchased boats and skiffs, which were stored in the capacious boat house. The membership subscription was 10 shillings annually, but non-members could hire boats at a reasonable charge. For those who desired, a boatman's services were available. It was also advertised that sailing boats for a day's cruise up or down the coast or for sea fishing could also be hired, the information as to these could be obtained at the Boating Club.

Cardigan Regatta, an ancient institution was re-started and held annually in August, as were the much publicised "Water Concerts". These popular events were generally held a few times a year, on the river above the town. Evenings were selected when the tide was full, and every available boat on the river took part. The Band of the Cardigan Company of Volunteers would usually be in the biggest craft, and all the other craft were filled to the utmost capacity. The boats were decorated with lamps and Chinese lanterns and would make their own way to Cilgerran Castle. On arrival bows were turned homewards, and as the shades of night fell over the river, the boats, now with lanterns lit, would cluster together round the band boat, gently paddling homewards on the ebb tide. Welsh hymns and songs were sung, the song being taken up boat by boat. Eventually the open river would be reached and the lights of Cardigan came into sight, whereby the boats would break up and make for the landing stage and home.

For generations the Cardi had gone down to the sea in ships and the new Club, with its boats and skiffs, afforded the local landlubbers the privilege of now being on water. From the outset the new Boating Club was a success, and during the summer months the boats were in constant use and could be seen on the river from the estuary to Cilgerran Castle (depending on tides). Boating was highly popular, with locals as well as the visitors, and craft had to be

booked well in advance.

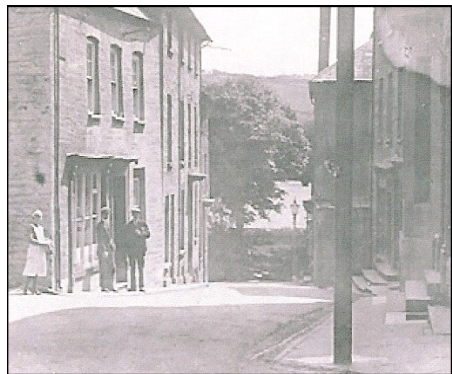
During the first quarter of the 20th century, the Boating Club prospered, and the only lull in its activities was the period of the Great War – 1914-1918. The '20s and '30s witnessed a new era in the tourist trade of the town, and the Boating Club had its fair share of visitors. This continued till the outbreak of hostilities in 1939 and WWII, and this was the death knell of this popular Club. The boats were stored in the boathouse in September of 1939 and were never really looked at until late 1945. To the dismay of the boating enthusiasts, the elegant skiffs and boats had rotted and were totally unseaworthy. Although valiant attempts were made to rescue some of the craft, it was to no avail. So ended the tragic story of the Club.

Many boat lovers in the area purchased their own craft and converted them into motor boats. The '20s and '30s had witnessed various designed motorised craft on the river but they were few and far between. Some were designed cabined craft, like Mr Berrington G. Davies yacht *The Quest*, Dr Selby Clare's cabin Cruiser, *Kingfisher*, or Mr J. Teifion Williams' *Nydia*, whilst others had elegant motor launches, like Mr Tom Bowen, renowned craft *Damar*, Thomas Foundry's *Curlew*, or Mr Washington Thomas's *Rose*. Added to these were a number of ordinary craft who had engines installed. Regattas were still held with competitions in swimming, rowing, & motorboat racing.

After the Second World War, many boat lovers in the town took to their old pleasures, some purchasing ex naval craft, whilst others converted old lifeboats etc. River and sea cruising became popular once more. The locals were soon joined by visitors who brought down their own craft to the area, and it was noticeable that more and more craft of various sizes were anchored in the river.



The Liverpool Arms public house



Bridge Street leading to the river

Then...in the late '60s these enthusiasts decided it would be a good thing if a Boating Club was formed in the area. Leading figures in the project were Mr Garfield Jones, Dr Gwyn Jones, Mr Gordon Matthews, Mr Ivor Radley, Mr Dewi Nicholas, Mr Victor Griffiths, Mr Gareth Williams, Capt. Berwyn James, Mr Ernest Collins, Mr Ray Jones.

A Club was formed and in the early years meetings were held in various hostelries of the area. It had been proposed that a Club house be erected in Patch, and Club members held all sorts of events to raise money for the project.

In 1970 land was purchased for the proposed Club house, and then the Club set their target on erecting a building. Grants were obtained from the Sports Council of Wales and local councils with the result that a building came into being in 1975 built by local contractor Mr J G Davies.

Since the early days improvements have been made to the building, as well as on the site, and by today the Club is a boon to the area. Anyone visiting the area can see that the Club is well supported by the magnificent craft that are anchored in the estuary and long may it prosper, as it provides pleasure for hundreds of seafarers.

The Teifi Boating Club can be justly proud of its achievements and its sport section through sponsoring national Speed Boat races, producing a local World Champion in Jonathan Jones.

.....

Retyped verbatim from manuscript – undated – author unknown

Cathrine Moon 2nd May 2014



Pendre, Cardigan



Priory street looking towards the Guildhall

TEIFI BOATING CLUB

FURTHER HISTORY OF FOUNDATION

Taken as the account written and researched by Commander Lewis in 1975 and reprinted in 2005 (30 year anniversary Edition “A BRIEF HISTORY OF THE FOUNDATION OF THE TEIFI BOATING CLUB 1964 – 1975”)

In compiling the history to the Club’s foundation it has not been possible to record all the minor steps which had to be taken in pursuit of the original idea in January 1964 to build a Club and which terminated in its official opening on 4th October 1975.

Neither has it been possible to record the many functions which were organised each year to provide financial aid to the project. These included

- Barbecues
- Raffles
- Cinema Shows
- Balls in the Cliff Hotel
- Boat Trips
- Regattas
- Side Shows

as well as efforts to increase Club Membership.

Out of the money raised it was necessary, in the absence of a Clubhouse, to hold meetings in a variety of places at a small cost. These varied from:

- The Cliff Hotel
- Rugby Club
- Town Hall
- Commercial Hotel
- Old Council Chambers
- Guildhall
- Angel Hotel

The original idea of forming a Club is quoted in the minutes of a meeting in the saloon bar of the Cliff Hotel at an undisclosed date but prior to 28th January 1964, which stated:

“The original “moving spirit” in the formation of the Club was an idea expressed by Mr Dewi Nich-

olas to provide some form of landing stage at some place between “SHEEKO” or “PULL PRICE” and the PATCH CARAVAN SITE. The idea was discussed with R.B. Barker and Jeff Jones and together they decided to pursue the idea. Following on from this idea the building of a Clubhouse somewhere at Patch was also given some thought.

At the first recorded meeting of founder members held at the Cliff Hotel on 28th January 1964, it was decided that a Club should be formed and called “Teifi Yacht Club” and its constitution and rules formulated. These founder members were:

E.Garfield Jones (deceased)

Dr Gwyn Jones (deceased)

R.Barker (deceased)

Dewi Nicholas (deceased)

Ernie Collins (deceased)

Raymond Jones

Gordon Matthews

The Clubs constitution and rules were:

NAME: The Club’s name be changed to the **Teifi Boating Club** since sailing boats were in minority.

OBJECTS: a) to provide, encourage and improve boating facilities for members
b) to promote safety and encourage seamanship
c) to provide social and/or instructional events and to raise Club funds

MEMBERS:

The Club shall consist of:

Corporate Members – These shall be boat owners

Non-Corporate Members – Those interested in supporting the Club but who do not qualify as Corporate Members.

Honorary Members – Any member or members who may be appointed at the discretion of the Executive Committee for one year. An Honorary Member shall pay no subscription by is not precluded from making a donation to the Club.

Temporary Members – Any person wishing to join the Club for not more than one month in any year.

Junior Members – Boat owners over 14 but not over 21 years of age.

Social members – The immediate family of corporate, no corporate, honorary, temporary and junior members.

Subscriptions: The amount of subscriptions for the various classes of membership shall be

fixed by resolution at the Annual General meeting of the Club. Those present in force are given in Appendix 1.

Appendix 1	Subscription
Corporate Members	£1.0.0
Non Corporate Members	£1.0.0
Honorary Members	FREE
Temporary Members	10s. 0d
Social Members	3s. 6d
Junior Members	10s. 0d

Note: The Club Financial year commences on 1st February.

Membership shall not take place until the relevant subscription is paid.

Appointment of Officers: The following Annual Appointments shall be made at the Annual General Meeting each year.

1. Officers: Commodore, Vice Commodore, Chairman, Vice Chairman, Honorary Secretary, Honorary Treasurer and Honorary Auditor.

2. Executive Committee: The committee shall consist of the Officers and not more than six members of whom at least four must be local boat owners. The Chairman, Vice Chairman, Secretary and Treasurer shall all be ex officio members of all sub committees.

Resignation or absence of Officers: Should an officer or member of the executive committee resign or be persistently absent for any reason, the Executive Committee may appoint a successor for the remainder of the year of office.

Duties of Officers and Committee:

1. To Convene an Annual General Meeting in January of Each Year
2. To convene at least one General Meeting each year
3. To convene at least one Executive Meeting each year
4. To carry out the work of the Club in accordance with the rules and the wishes of the majority of members as indicated by the resolutions passed at the Annual and General meetings.
5. To appoint and control any sub committee which may assist in the well being of the club

Responsibility:

No responsibility will be accepted by the Club for accident, loss of life, injury or damage under any circumstances and members participating in club events do so entirely at their own risk.

Alteration to Club Rules:

Any alteration to Club rules may only be made at an Annual General Meeting and will be decided by a majority of Corporate Members only, except that alterations to the rules may be made at the first General Meeting which follows the original adoption of Rules. Any such alterations must be decided by a majority vote of Corporate Members.

Election of Officers:

First Commodore elected ~ Mr E Garfield Jones

PROJECT: It was agreed to provide a landing stage between “Sheeko” and “Pwll Price and the caravan site at Patch for the convenience of Club boat owners. The Rivers Board, County and District Councils and the Ministry of Transport and Aviation were consulted and agreed to the proposal, provided the materials be ex-government railway sleepers and telegraph poles and that the stage be transportable. The landing stage was therefore built by Mr Garfield Jones at his own expense but a blind eye was turned to the transportable condition. Materials used were ex-government as directed.

Founder Officials: These were:-

Commodore	Mr Garfield Jones
Vice Commodore	Mr T.J.Bowen
Rear Commodore	Mr John Steven
Treasurer	Mr Perrot-Owen
Secretary	Mr A Griffiths

Executive Committee Officers: Dr Gwyn Jones, Mr Gordon Mathews, Mr Gareth Williams, Mr Dewi Nicholas and Mr Ifan Jones.

1. The above officers of the Club and founder members of the Teifi Boating Club were largely responsible in the following years for the development of the club and worked extremely hard in pursuance of this objective.
2. In February 1964 the design of the club flag was agreed upon. This was to be a triangular blue flag 10 by 18 inches with the letters TBC in orange. These were ordered from a factory in Birmingham at a cost of 17/6d each for a minimum of 50.

3. To meet this and other expenses five members became guarantors for the Club in a surety of £20 each, with the Midland Bank, Cardigan. These were:

Mr L.J.C. Radley

Mr Gordon Matthews

Dr D. Gwyn Jones

Mr John Stephens

Mr Ifan D.Jones

4. In May 1966 a request was made to the Director of Patch caravan Site for the erection of a concrete slipway at Patch, close to the Caravan Site, with possibly a hut on the shore adjacent to it. The Club was now financially in balance to the tune of £105.4.10 and it was decided to transfer the Club account from the Midland Bank to Lloyds Bank at Cardigan. This was to enable Mr Ray Jones, recently appointed manager of Lloyds bank and a member of the Club to keep a close eye on Club accounts.

5. In August 1967 the Club's assets had risen to £237 and it was decided that pending approval by the Director of the Caravan Site at Patch the Club was now financially in a position to build the slipway at Patch.

6. It was also decided to approach Mr Harewood-Williams regarding the possible purchase of the road leading from the main Gwbert road to the beach at patch. This request was, however, refused. In spite of this it was decided to proceed with building the slipway.

7. In November 1968 membership of the **Royal Yachting Association** was sought to establish the Club on an official basis.

8. In January 1969 it was decided to explore the possibilities of purchasing some land at Patch for the erection of a Club House. Additionally it was agreed to build a jetty at St. Dogmaels for Club use and that the St. Dogmael's Regatta Committee be asked to help financially. This they agreed to do. Building of the slipway was now authorised to start.

9. In February 1969 Club membership was increasing substantially so that it was necessary to form a Ladies Committee. This was done and Mrs Radley appointed as its first Chairwoman.

10. In March 1969 it was learnt that a patch of land at patch leased by Mr Ben James of Newcastle Emlyn but owned by Aberdare Farm could possibly be bought and steps to clarify this

position were immediately taken. It was not, however, until September of that year that Mr James agreed to allow the Club to seek ownership of the land. Further negotiations with solicitors continued, due to violent objections by certain people to the building of a Clubhouse at Gwbert. The reason for these objections is not recorded.

11. At this time the Club decided that speed limits on the estuary should be laid down and a proposal was forwarded to the Borough Council, Teifiside R.D.C. that the following limits be imposed:

A speed limit of 8 knots in all mooring areas from Patch to Caernarfon.

A speed limit of 15 knots in the main navigational channel from Patch to Caernarfon.

Speed trials and water skiing with no speed limit to be allowed only outside the navigational channel and mooring areas.

Special dispensations be allowed to Teifi Boating Club and St. Dogmaels Regatta organisations on the occasion of Carnivals and Regattas.

12. In view of the growing number of sailing boats owned by Club members it was decided in April 1969 to form a **Sailing Section** in the Club and this intention was widely published in the local press.

13. On 27th October 1969 the Club was informed that Aberdare Farm was prepared to sell the plot of land to the Club for £3,200 plus costs.

14. At the same time a letter was received from Mrs Harewood-Williams saying that she was prepared to pass the ownership of the road from the Gwbert Road to the sea at patch to the Club at no charge. This gesture was acknowledged with thanks.

15. In view of the above, the Club applied in February 1970 for planning permission to build a Club House and parking area on the above land, on the assumption that the Club would be financially able to purchase it, and provided a Grant could be received from the Sports Council of Wales. Accordingly a letter from the Club was sent to:

Cemaes R.D.C.

Cardigan Borough Council

Teifiside R.D.C.

informing them that the Sports Council of Wales would be prepared to consider a grant for improvement of recreational activities, provided these were itemised.

16. In April 1970 it was learnt that a development company was also keen to purchase the same land as that occupying the Club's interest and had applied for and been given planning permission for 37 caravans to be parked on it. In order that the club should not lose the purchase of this land, a consortium of Mr D.O. Nicholas, Dr Jones and two other club members immediately purchased the land for the sum of £3000 plus costs. The land was thus safeguarded for the Club to purchase it as soon as planning and other formalities had been completed.

The Club is greatly indebted to these members for the very existence of the club as it stands today.

17. Since the club itself would not be legally empowered to purchase the land from the consortium, it was necessary to appoint four trustees to act for the Club in this respect.

These trustee were:-

Mr D.O.Nicholas	Mr H.Jenkins
Dr D.Jones	Mr G.Mathews

18. In May 1970 planning permission was given for developing the land as follows:-

- | | |
|-----------------------------|-------------------------------|
| a. Erection of a club house | b. Layout of a car park |
| c. Dinghy park area | d. Concrete slipway and jetty |

At the same time Teifside RDC was approached with a view to obtaining a lease for the mooring rights for those moorings situated close to the club land.

19. In June 1970 the building of a jetty at St Dogmaels which had started in January 1969 was now completed, and arrangements were made to have the jetty insured.

In March 1971 the land which now belonged to the consortium was legally fenced in on 3 sides, after those interested were legally consulted regarding its exact position.

20. In May 1971 the Crown Commissioners were asked to give advice on how the Club could set up a Fairways committee which could exercise mooring rights on the River Teifi from the narrows to the Hospital.

21. In reply the Crown Commissioners stated that they owned the river below Mean High Water mark except for a small portion of the river below Cardigan bridge and half a mile of river leased to Pembrokeshire County Council. Control of the remainder by the Teifi Boating Club would have to be by the approval of the Department of Trade and Industry as well as all organisations interested in using the river and a public meeting would have to be called to finalise the necessary approval. If approved the Teifi Boating Club should form a Fairways Committee and apply for a lease on the river from the Crown Commissioners. This would be franked at a reasonable rent. A public meeting was therefore arranged for 20th October 1972, in the Guildhall, Cardigan, to lease

that part of the river not already leased. The Club was represented by Mr Jack Marr and Mr Earl Sherrin.

22. The cost of building the slipway was estimated to be £430. Pending a grant from the Sports Council it was decided to start building the slipway. At this time Mr Jack Marr was building a large yacht at his farm *Waungelod* in Gwbert and required a slipway from which to launch it. Accordingly he and his son built the slipway with the Club providing materials.

23. At the beginning of 1972 the Club's assets were £862, but by the end of the year this figure rose to £2292 due to increased subscriptions and the many functions organised to raise money.

24. At this time a request was made by the Teifside R.D.,C. to lease some of the Club's land for the erection of public toilets. The Club agreed to this request provided that the Club toilets be linked up to the cesspit prepared by the Council and that the Council pay a nominal rate for the convenience. This, however, was not acceptable to the Town Council and no further action was taken on the matter.

25. In January 1972, Mr D.O. Nicolas retired as Chairman after 4 years of dedication and difficult work. He deserved the highest praise for the long hours he put into his Chairmanship as well as being one of the consortium which safeguarded the land for the Club.

26. In June 1972 the rules of the Teifi Boating Club were revised and amended to comply with those of the **R.Y.A.** where applicable.

27. At a subsequent meeting in June it was decided to ask Mr Llwyd Edwards, architect, to prepare plans for the Club House, as well as for the new slipway. These would then be forwarded to the Sports Council for Wales for consideration. The cost of building the Club House was estimated at £10,500. Of this figure it was estimated that about £5600 could be obtained from a grant, the balance being paid by the Club. In order to cover this figure the Club membership was increased to £5 and guarantors from its members were asked to volunteer financial assistance for any shortfall. The Club's assets were now £2292.

28. In February 1973 the Club's officers were re-elected and the Sailing, Speedboat and Power Sections officially formed. These officers were:
Rear Commodore Power –Dr D.Gwyn Jones

Secretary – Mr Gordon Matthews

Rear Commodore Sailing – Mr Jack Marr

Secretary – Mr Dave Brown

Rear Commodore Speedboats – Mr Malcolm Thomas

Secretary – Mr Tony Molson

29. August 1973 was a crucial month because it was decided to start building the Club House even though the estimated cost had now risen to £12,200 and as yet no grant had been guaranteed for this work. Later in the year at a site meeting attended by the architect, builders and representatives of the Electricity Board the following costs were finalised:

Contractors' Fees	£13,800
Electricity	£ 1,1364
Floor Tiles	£ 300
4 Calor Gas Heaters	£ 1,200
Fitting	£ 1,500
Fees (undisclosed)	<u>£ 890</u>
	£19,054

30. It was decided to divide the work into 3 phases and that the first phase – that of laying foundations and floor should start in January 1974 and that the builder be paid £4,600 a month for his work.

31. It was also decided to elect a President of the Club and Capt. Berwyn James was duly elected.

32. In December 1974 in anticipation of the Club's official opening it was decided to:

Apply for a licence for the Bar

Appoint a Bar sub-committee

Appoint an Entertainment Committee

That the Club's representatives on the Fairways Committee be Dr Jones and Mr Jack Marr.

33. In February 1975 it was reported that the leasing of the river by the Fairways Committee was almost completed. The Committee had decided to divide the river into 5 sections, each section having its own mooring master who would be responsible to the Fairways Committee. The Fairways Committee would be responsible only to the Welsh Water Authority and not to any local organisations. A yearly mooring fee of £4 would be imposed.

34. In September 1975 the Club was completed except for few minor details and an official opening date had now to be decided.

35. It was decided to invite a member of the Sports Council to be the chief guest and official opener. Accordingly, Mr Bert Russel of the Sports Council was invited to open the club on 4th October 1975. The invitation was accepted and the Club duly opened on that date.

Now that the Club had been officially opened a few items remained to bring it up to the standard enjoyed today.

One item concerned the slipway. The District Valuer wanted a yearly rent of £50 for its location on Crown Land. Eventually a figure of £25 was agreed upon.

Another important item was the provision of a rescue boat, essential for the safety of personnel taking part in water events. A rescue boat was bought from 'Teifi Sailors' for £229 in August 1976, but with an unreliable engine. A new engine was therefore purchased costing £400 in 1978. The jetty which had been erected at Patch was no longer required by the Club. It was therefore sold at a nominal sum to Mr Gareth Williams, but was later demolished because it became a danger to boats using the slipway.

The jetty at St Dogmaels was no longer required and was therefore offered to St Dogmaels Regatta Club at no charge provided they maintained and insured it. This they were eager to accept.

The installation of a coin box telephone completed the entire Club project.

At a later date it was found that the original kitchen was too small. It was therefore decided to build a new extension to house a new kitchen and to add the redundant kitchen to the Bar. The kitchen furniture was donated at cost price by Mr B. Davies of Drefach who also installed it free of charge.

Later still the main room of the Club was widened which greatly increased its capacity.

The hard work done by all concerned from the original idea in 1964 to the Club(house) opening in 1975 is most commendable, particularly the crucial intervention by the consortium in safeguarding the land for Club use. Had they not intervened at that critical moment it is impossible to imagine where else in Patch the Club could have been built. There is no other site which could compare with the one now occupied. The consortium deserves our sincere thanks.

The hard work done by those founder members and others during the early years is reflected in the Club's financial and membership growth and stability.

In 1964 assets were **NIL** and members very few

In 1970 assets were £516 and members 106

In 1975 assets were £4234 and members 390

This was a most commendable achievement.

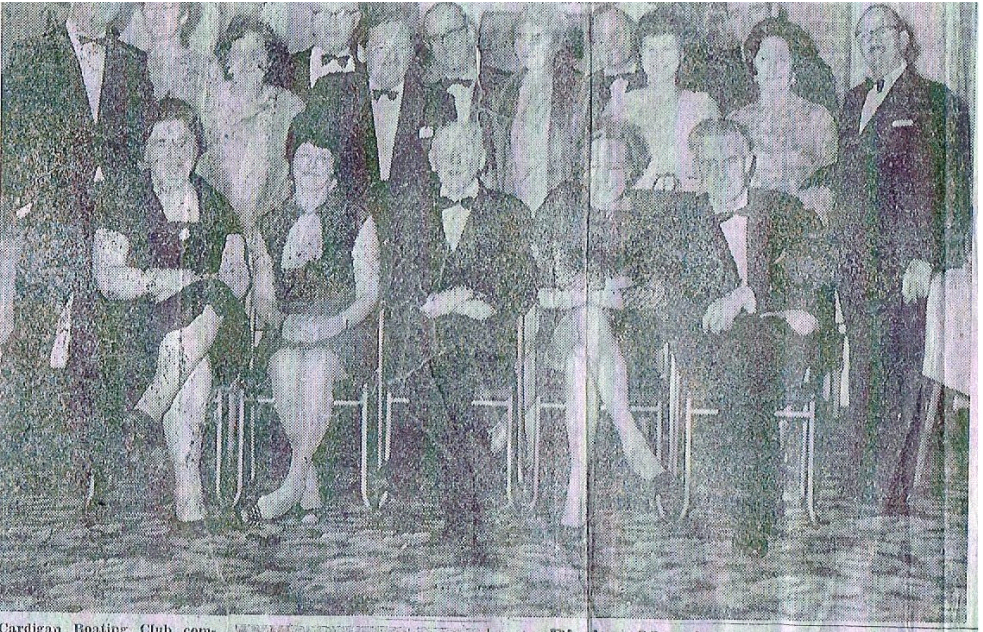
For the record today's (sic) 1994 figures are:

£8,000 assets with 650 members.

And that is a précis of events leading up to the completion of this lovely Club we all enjoy today.

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From the original document typed 1994— researched and written by Commander Lewis, edited and reprinted by TBC in 2005.



Some of the original members & officials of The Cardigan Boating Club at a dinner dance at The Cliff Hotel (1960's)

THE EARLY DAYS OF THE TEIFI BOATING CLUB

Reminiscences of Harry Jenkins, Gareth Jerman, Mike Powney, Gareth Williams, Ernie Collins (RIP) Malcolm Wilson & Martyn O'Connor

or "Sailing with the Keystone Cops!"

The Teifi Boating Club was formed in January 1964. Prior to this, a group of boating enthusiasts used to meet in the Black Lion pub in Cardigan High Street over several pints under the benevolent eye of landlord, Frank Aspinall, who also liked his brew. They decided to form a club to be known as the Cardigan Boating Club.

One of the great early schemes of this club was to improve navigation out to sea, because the bar moved every year. The idea of building a groyne was raised to improve the river channel and then to dynamite the bar to provide a channel out to sea. After the explosion, the sand just shot vertically up and crashed down into exactly the same spot! Then, however, the authorities got to hear about this incident and began to threaten legal action, upon which the Cardigan Boating Club was quickly dissolved, and simultaneously, the Teifi Boating Club was quickly formed from its ashes.

Another of the early schemes of the TBC was to build a jetty at Patch out of railway sleepers. To access the jetty, a request was made in 1966 to the Director of Patch caravan site for the construction of a slipway. The land at Patch was just a pile of sand dunes with a right of way directly to the beach. It made sense for the Club to buy the land from the owner of the plot – a certain Ben James, who kept an old rusty trailer in which he used to 'entertain his ladies'. An eyewitness once recalls a taxi drawing up and opening its back door, only for a female form sheltered underneath a blanket for anonymity, running out of the trailer into the back seat!

Ernie Collins went to see Ben James, but was robustly turned down in his request to purchase the land – an outright NO – and had to leave in short order as James had threatened to get out his shot gun unless Ernie left the premises!

However, James had 2 sons who were pressing him to sell the land and eventually it was rumoured by a friend that a solicitor had indeed been instructed to find a buyer.

So the land was eventually purchased in 1969 and levelled by Peter Thomas and L...n Thomas

(not related) and it was Dewi Nicholas who eventually said to Harry Jenkins, “I’ve got the land, now you build the Clubhouse !”

During these early days, the Club was busily involved in fund raising and Regatta Day at Patch was the highlight of the year. In the absence of a clubhouse, A M-A-S-H style tent was acquired from Ffostrasol to house the bar.

The dream of improving access to the sea lived on and attempts were again made to build a groyne. Plastic sacks were filled with sand and local farmers, who were mostly patients of Doc Jones (one of the founding members), were persuaded by him to use their tractors and trailers to move large rocks off the beach to form the groyne. For this they were rewarded with a year’s honorary membership of the Club.

Llywd Edwards, the local architect designed and T.I. “Bob-A-Block” Davies built the initial Clubhouse, very near to the beach and concerns were raised that winter storms might wash away the front of the building. (*Ed Note: It is still standing and we have recently even gained a few metres of frontage!*)

In 1976, the National Eisteddfodd came to Cardigan and was held at Penlan Farm at Pen Parc. The land there also had to be levelled to build the Eisteddfodd Pavilion and the contractors were looking for somewhere to dump the spoil. Doc Jones offered the Boating Club land at Patch; his vision was that the spoil could be tipped over the land edge to form extra sea defences. Unfortunately, the spoil turned out to be mostly clay and the beach at Patch soon resembled the Somme battlefield!

Jack Marr, a local potato farmer and sailing enthusiast was building a large yacht “The Emily – Jane” at his farm Waungelod. In order to launch Emily-Jane, he and his son Ian, a talented crafts-man, had built the slipway in 1972. The Emily-Jane was Jack’s pride and joy – it was a beautiful yacht and he regularly took students out to teach them navigational skills.

Unfortunately, one of the students on returning to Patch hit the concealed groyne which had been built by the TBC. The Emily-Jane suffered some damage to its keel and Jack was livid as the groyne had not appeared on the charts and he reported to the Club to the Board of Trade, who, in turn, wrote back to the Club threatening litigation. The Club Secretary replied back to the Board that the underwa-ter obstruction had in fact been the remains of a ‘goreb’ (fish-trap) built by the monks of St Dog-maels Abbey in the Middle Ages and thankfully nothing further was heard from the Board of Trade.

Ernie Collins had originally been Club Secretary, but resigned his position to build his own bungalow at Feidr Henffordd, and the carefully considered, rigorous, finely-tuned ,selection process of a new secretary Gareth Jerman was because someone spotted him playing cards in The Rugby

Club! (He was secretary for some considerable time!..... Ed.)

One of the consequences of giving local farmers Honorary Membership was that when the Clubhouse was finally built and the bar formally opened, the farmers en masse took up residence at the Club on a Saturday night! After a particular hard day's work levelling the ground, the 15 related members of the local Ferwig farmers retired to tables as the barman started serving shots of whisky around the men. By the time he'd finished pouring the 15th, the first farmer was empty and needed refilling! The empty gallon bottle was taken home by the farmers for their home brew!

The Llanelli Sub-Aqua club used to come down regularly to practise off Cardigan Island, where the wreck of the Hereford cargo ship lay.

Early meetings of the Teifi Boating Club took place at either the Commercial in the High Street or the Angel but all AGMs were held in the Guildhall.

Regatta Days

Prior to the building of the Clubhouse, fund-raising Regatta days were held annually over the August Bank Holiday Monday. On one occasion, Harry Jenkins was announcer for the races, with the microphone down at the shore and completely forgotten by the Bacchanial revellers back in the tent until his voice suddenly boomed out of the loudspeakers " I WANT A DRINK ! " " Several cans of beer fell at his feet during the course of the afternoon and he admits to being completely legless by close of play.....as indeed were all the sailors who had got stuck on the sand!

Sometimes the members would go off on impromptu jollies to the Ferry in Poppit and copious amounts of beer would be consumed until someone realised that the tide was out and on one occasion, Doc Rendall with his power boat had to tow all the sailing boats back across the estuary with the sole guiding light given by the headlights of departing cars from the Cliff Hotel ! All members were extremely enthusiastic about raising funds for the building of the Club House by hook or by crook. Gareth Williams had contact with someone in the Avon Works in Llanelli and for the next few years an 'Avon Inflatable Dinghy' was purchased and raffled. Every Saturday during the Summer months, members would sell raffle tickets outside Woolworth's (now the Factory Shop), competing with Colonel Lewis-Bowen of the Tivyside Hunt who was also raffling a Welsh mountain pony. Passers by would be greeted by TBC members in friendly rivalry waving their raffle books " Don't buy his horse, Buy my dinghy instead ! " . The pony raffle was won every year, but the winner always chose to take the cash option instead. Subsequently, the same old nag was trotted out every year for fund raising purposes. Poor Thing – it was on its last legs !.

Eventually, The Clubhouse was finally built and completed in 1975.

Thereafter on Regatta Days, there were simply loads and loads of activities, including sandcastle building competitions, where as many as 50-60 children would spend all day making beautiful creations, Welly Throwing (Malcolm Wilson was the runaway champion for years and years afterwards as he was so tall and strong!), Fishing competitions and even a Guinea Pig race - which entailed arranging a circle of shoe boxes numbered 1-10 with a guinea pig in the middle to see which box the pet went into over the course of the afternoon. Vast amounts of money were raised and it was hugely popular with a long queue of punters!

Of course the RSPCA got to hear of it and were very disapproving, and insisted on there being 2 guinea pigs rather than 1 as the pigs “needed a rest”! On one occasion, during its ‘resting’ period, one of the guinea pigs escaped and there was utter chaos in the Clubhouse as everyone tried to locate the runaway.

There were also the **Webley Races**, which entailed participants running / swimming across the estuary, over the mud flats to touch the wall and return. (*Now copied by the TENBY Ironman contest!? Ed*)

Table-top Horse Racing on August Bank Holiday Saturday was run for years (and still continues!) by Malcolm Wilson and Ernie Collins – Malcolm would calculate the odds and Ernie would be the runner! The wooden set was entirely crafted by Ernie and consisted of a racecourse with ‘fences’ and a ditch and two dice cubes, about 10 inches large, one die with colours on each side corresponding to the colours of the horses and one die with just numbers. It was designed as a game for parents and children; the children loved betting on the horses and occasionally would be so enthusiastic about throwing the dice that once or twice these unusually large dice were lobbed inadvertently into the crowd & legs and knees were bruised !

“**Cilgerran or Bust** “ was (and still is) another event which attracted many. It was an informal ‘race’ for tenders to motor upstream to Cilgerran Castle, enjoy a boozy picnic and return. On one occasion Ernie Collins was fed up with Harry Jenkins winning the event year in, year out so one year he and his son Pete obtained a 12 horsepower outboard motor and disguised it with a 4 HP cover sign (the legal maximum) and motored past him to clinch the race.

This was kept secret from Harry Jenkins for decades until after Ernie passed away !

Fundraising.

Fancy Dress evenings as at the Club were hugely popular and a coach of out-of-town non-members would often arrive. Beer would be free flowing all evening long. On one particular fancy dress evening, with the theme “What Were You Doing When The Ship Went Down?” Martyn O’Connor appeared covered in brown shoe polish, with his trousers down at his ankles and a toilet seat around his head (NB -for the faint-hearted, he was wearing shorts!) Martyn won the prize for “Best Outfit”.

On another riotous occasion, Gareth Jerman, (who was on the waiting list for a hernia operation and wearing a supportive strap rather like a pistol holster across his groin), had been drinking all afternoon and decided he needed to take a shower. However mid-point, covered head to foot in only soapy bubbles, he returned back to the crowded bar aiming his index and middle fingers in the air shouting “ The Fastest Draw in the West” ! Harry Jenkins rushed over to bear-hug manoeuvre him back to the showers but Jerman was too slippery to handle!

There were many different fancy dress themes, Country and Western – where the entertainers were an 18 stone singer called ‘Memphis Slim’ and a chap called Denis from Aberystwyth, - an Ancient Rome evening and A Venetian Night amongst others. On one occasion, Mike Powney and Gareth Jerman went as A White Rabbit and Gonzo respectively (from the Muppets!). It was agreed between them that Powney would pick up Jerman. So in full costume, behind the wheel, The White Rabbit with Gonzo in the passenger seat travelled to the Club, waving to astonished pedestrians on the way. However, despite the handicap of sipping his beer through a straw, the White Rabbit still managed to enjoy the evening!

Every year there was a spectacular Firework display, hundreds of people came from neighbouring villages and one particular year, they used gorse bushes for the bonfire. There were flaming gorse fronds floating in the air like Chinese lanterns...very pretty... but alas, damages had to be paid by the Club to one disgruntled person whose overcoat had been scorched !

There were also some treasure hunts around town,.. but some people even got lost after leaving the Clubhouse!

The legendary Mackerel Barbeques

Members would go out catching mackerel in the run-up to the August Bank Holiday barbeques which were hugely popular. One year while out fishing, Gordon Matthews punctured his hand with a fish hook and Doc Jones, the local GP, treated and removed it, then sent his bill for approximately five pounds. When Matthews protested that he was in the NHS, Doc Jones replied “It’s international waters – I can charge what I like” !

As TBC funds were generally limited, inventive means were used to create the ideal conditions to smoke the freshly-caught fish. So wood shavings and wood chips were put into old oil drums and the fish were hung on skewers inside which in turn were covered by old blankets and old overcoats soaked in water. (Everyone stank of mackerel for weeks afterwards!). Huge queues waited patiently in line to be fed and large amounts of money were raised by this venture. The two busy chefs, Mike Powney (Commodore) and Gareth Jerman (Vice) were sustained with regular offerings of vodkas and tonics throughout the afternoon, often placing them on the edge of the BBQ where they sat -gently bubbling from the heat !

Copper pans had been borrowed from the Round Table Club, of which Harry Jenkins was Chairman, and on one memorable occasion, late in the afternoon, the two inebriated chefs had decided to call it a day and wash the pans in the river: a lady with an extremely posh accent enquired “ Is One Still Serving ?” which received a robust “NO WE BLOODY ARE NOT “ and the pans were chucked into the river....only for them to be transported by the outgoing tide away towards the open sea with Harry Jenkins in hot pursuit !

There were 3 Navy Lieutenants on secondment from Dartmouth to the Royal Aircraft Establishment at Aberporth who were huge, huge fun. They were regulars in the Club and would invite Gareth Jerman & Mike Powney to reciprocal events at the RAE. On one particular occasion, it was Trafalgar Night and very formal. Peter Thomas and his German-born wife Carla were invited along too. Senior Naval dignitaries from the Admiralty came down resplendent in uniforms with golden tasselled epaulettes. In the small talk that prevailed amongst the chink of crystal and cutlery, it was politely enquired of Peter Thomas what he had done during the War and he answered that he had served in the 5th Army. When Carla herself was asked, she replied truthfully “ I flew wiz ze Luftwaffe” and even had a photo of her shaking hands with Hitler to prove it !

After their secondment expired, the three officers returned to the Navy but shortly afterwards it became known that they all resigned their commission, as they found it too difficult to readjust to the rigid Naval discipline after the spirited years in Cardigan.

During the winter, there was a series of “Frostbite” races and water-skiing in particular on Boxing Day ! *(The frostbite sailing by club youngsters continues throughout the winter, particularly on New Year's day! Ed)*

The sleeping policeman in the Club’s car park was put there to prevent the then hooligan Martyn O’Connor from towing his boat into the Club at speed round the bend in a hand-brake turn /opposite lock. *(Has anything changed? Ed)*

Racing (i.e. by very fast boats!)

The **Sports Boat Section** members visited the water-filled gravel pits at Fairfield in Gloucestershire to see how it was done. Shortly afterwards, the Teifi Boating Club became the first club to be an approved RYA circuit in Wales. This led to local members enthusiastic to race almost anyone and anything across the length and breadth of Britain as far east as Lowestoft then Bristol, St Helens and London to name but a few places. Fortunately, during this time there were no serious accidents, despite the thrills and spills of the sport.

The Royal Yachting Association (RYA) came down to assess the course on the Teifi and

gave its approval, so that races could be run using RYA rules. However, once this new grading was standardised it necessitated obtaining a licence which put off some member who subsequently dropped out but they continued to race at Club Regattas.

Leading on from this, 3 very successful National Races took place on the River Teifi in Netpool in Cardigan. In 1975, Jonathan Jones became the World Champion at Bristol Docks which led him to becoming a catamaran driver and winning three more Formula One world championships. Another TBC member, Malcolm Williams became the Yamaha works team driver and competed successfully for many years.

Martyn O'Connor did a lot of work for this and sponsorship was raised from the Woolwich Building Society, the Gateway Building Society, the Cobbs chain of Painting & Decorating shops plus various other bodies. For these races The Club took over the Quay Street car park as the boat pits and every single member helped to man this event. Ernie Collins was the Chief Time Keeper as the course was tidal – unlike other races around the country on lakes or gravel pits.

In the first year the race was covered by BBC Grandstand and it was roaring success: a second race followed the next year. A large rescue boat was brought down from the Ospreys rescue team in the Midlands – and still no accidents. Alas, the RYA started to change the specifications for racing and boats, and in so doing caused the elimination of a number of boats This effectively ended the National Racing Events on the River Teifi and in Cardigan's Teifi Boating Club. *(We still occasionally see Racing Powerboats on the river at special events e.g. at a fairly recent River and Food Festival Ed)*

ATFL

In the fullness of time, with the development of and increased numbers using the river for commercial and Leisure activities, the management of the river has always – and probably always will be, a contentious issue.

This was eventually delegated from the local authorities and councils and taken on by The **Afon Teifi Fairways Committee** – a group drawn up representing all users of the River (and even those with some vested interest in it) – and ultimately, the **Afon Teifi Fairways Limited**, the company which was formed to carry out the day to day management of all river issues, and whose members are elected representatives from the whole group of the **Afon Teifi Fairways Committee**.

Peace and goodwill reigned again once again in the Club.

Monima O'Connor

30th September 2014



Regatta Day—The Early Years



Above, The Original “Bat The Rat”

Left, Cooking on vodka

SPEEDBOAT RACING DAYS OF THE TEIFI BOATING CLUB



Winning trophy for Powerboat Racer—Johnathon Jones – who went on to become a world champion

THE FOLLOWING PAGES ARE A COPY OF THE MONOHULL RACING
CHAMPIONSHIPS BROCHURE -
WHICH SHOWS HOW THE TEIFI BOATING CLUB WAS INSTRUMENTAL
IN BRINGING AND HOSTING THE GATEWAY WELSH MONOHULL
CHAMPIONSHIPS TO CARDIGAN IN 1981

(Including all the advertisements of the day !)

THE GATEWAY WELSH MONOHULL CHAMPIONSHIPS

on

The River Teifi at **CARDIGAN**

**Saturday & Sunday,
May 9 & 10, 1981**

Practice: Saturday, 9th May 11.00-1400

Race: Sunday, 10th May 12.00



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Teifi Boat Club



INTRODUCTION

I write this introduction to the Gateway Welsh Monohull Championships programme in a spirit of pride at the achievement of the Teifi Boat Club's Sportsboat Section. With great enthusiasm, organizational acumen and hard work they have succeeded, with the co-operation of the Committee and Club members, in bringing to Cardigan the first Welsh National Open Meeting for Monohulls.

I am sure that the weekend will be a wonderful success and will fulfil all our hopes, ambitions and expectations.

The Sportsboat Section officers and members are to be congratulated on their enterprise and I am certain that this will become an annual event.

M. Powney
(Commodore T.B.C.)



RACE OFFICIALS

Royal Yachting Association Observer: ROY CLARK

Officer of the Day: GEOFF MORSE / MARTYN O'CONNOR

Race Secretaries: GWYNETH MATHIAS, SHEILA HARRISON

Chief Timekeeper: ERNIE COLLINS

Scrutineers: PAUL MOXLEY, TONY MOULSON

Medical Officer: Dr. D. GWYN JONES

Fire Officer: ELGAN SHEWRING

Starter: Capt. BERWYN JAMES

* * *

The Officer of the Day or Race Secretaries can be contacted at Race Controll, situated in the Car Park between the Slipway and the Starting Pontoon.

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A BRIEF HISTORY OF OUTBOARD RACING BOATS

Each weekend from May to September every year an increasing number of ordinary people journey throughout the U.K. to watch or participate in the exhilarating sport of powerboat racing.

The sport began late in the 1800's and the first motorboat race took place on the Seine in Paris in 1900. Eight launches competed over a distance of 7½ miles with the winning boat taking a time of 47 min. 15 sec. to complete the course, an average speed of 9.6 m.p.h.

By 1902 speeds had increased to around 14 m.p.h. for a small number of high speed launches and on 13th November the marine Motoring Association was formed to promote marine racing in Britain and draw up the first regulations for classes of racing boats.

The British Motorboat Club was formed before 1910 and speeds of around 37 m.p.h. reached. However, by utilising an aircraft engine a speed of 50 m.p.h. was reached in 1919 and soon almost every high powered racing boat was aero-engined. This trend resulted in a new World Record of 80.57 m.p.h. in 1921 by "Miss America II". The boat was fitted with four V12 units producing some 1600 h.p.

Although outboard engines had been invented back in 1892, it was 1923 before the first official outboard race was held in Britain. The race took place on the Thames at Chelsea and from the ten competitors the race was won by Frank Snoxell in a narrow river skiff powered by Elto at 5.85 knots.

E.L.T.O. is short for Evenrude Light Twin Outboard and it can be argued that Ole Evenrude was the founder of the current multi million pound industry in outboard engines. Evenrude built his first engine in 1908 and by 1913 his company employed 300 people. A prodigious designer Evenrude was the first to use aluminium extensively in his engines, the first to build a four cylinder two stroke outboard, and the first to use the Reed valve intake system.

In 1928 Evenrude's company was merged and the O.M

formed, (Outboard Motors Corporation). Ole Evenrude died in 1934. By 1977 Evenrude were offering some 39 different models building up to the most powerful production outboard ever built in 1978 at 235 h.p.

The O.M.C. continues to flourish and included the Johnson name as a result of the purchase of $\frac{2}{3}$ of Lou Johnson's shares in 1935. By November 1952, a million Johnson Sea Horse outboards had been produced. Seven years later the two million mark was reached and three million by 1968.

Of the many other outboard engines currently on the market, Mercury must be the best known. First launched at the New York National Boat Show in 1940, Carl Kiekhaefer took the name from the Roman God of Commerce—the winged messenger Mercury. Mercury engines were always well engineered with ball, needle and roller bearings in the connecting rods, crankshaft and prop shaft.

The original Mercs were white until the production of the 100 h.p. engine dubbed the "black widow" in 1964. Since then the familiar black livery has been used without a break.

Mercury were the first to use C.D. (capacitor discharge) ignition—called Thunderbolt ignition in about 1967.

In 1972 Mercury and Yamaha in a joint shareholding developed the first Mariner outboard. The famous Mariner "Black Max", a loop-charged 175 h.p. V6 was introduced. This name was also given to the 1978 200 h.p. Mercury V6 and six of those engines were fitted to the Trans-Atlantic Spring Boat "Citicorp Traveller" to push this 45 ft. boat across the Atlantic. This is the largest number of outboards and power (1200 B.H.P.) ever fitted to the transom of a boat.

The result of this engine development was inevitably an increase in boat speed and with the mass production of engines, an increasing number of people wanted to race. Official rules and classes specifically for outboard engines were established in 1924 by the American Powerboat Association and in these races Johnson 6 h.p. big twin engines swept the board. After this many engine manufacturers began developing racing engines and speeds of 24 m.p.h. were common by 1925.

By 1930 nearly two dozen outboard clubs were in operation in the British Isles and by the end of the 1930 racing season, 679 applications for boat registration had been received by the Marine Motoring Association. The M.M.A. as the sport's ruling body was replaced by the British Powerboating Union in 1961 and this organisation was replaced by the Royal Yachting Association in 1964. The R.Y.A. continues to govern in the U.K. and all competing clubs, boats and drivers are registered. Internationally, the Union Internationale Motornatique established in 1945, but with roots back to 1922 governs the sport.

Along with the advances in engine design and increasing power outputs, the design of boats changed. From the original wood planking used way back in history other materials evolved. Steel was common in early high speed inboard races but in 1934 the first all plywood boat was built. "Hot moulding", a process enabling a more complex shape to be produced was discovered about this time and soon plywood boats became common.

Glass reinforced plastic (G.R.P.) moulding as a process was first reported in 1950 and this method revolutionised boat

<p>★ <i>Newsagents</i> ★</p> <p><i>Confectioners</i> ★ <i>Tobacconists</i></p>		
<p>MAPSTONE</p> <p>PENDRE : CARDIGAN</p>		
<p><i>Flowers</i> ★ <i>Fruit & Veg</i></p> <p>★ <i>Sunday Papers</i> ★</p>		

construction. The first boats constructed were dinghys but by 1954 a G.R.P. speed boat had been built. Today most runabouts are fibreglass as are many racing boats. However, plywood is used extensively, particularly in the construction of the high powered circuit racing catamarans whereas most monohull racers are G.R.P.

The largest boat built from G.R.P. is the 150 ft. H.M.S. Wilton and the attractions of a non-magnetic hull has resulted in the Admiralty ordering four 725 ton ships. A trend which will no doubt continue.

Aluminium as a hull material has been around since about 1890 and the material is still extensively used for offshore racing boats.

Today the design of boats and engines has reached a high stage of development. A boat in the Formula III N.E. class with a 750 c.c. engine develops around 60 h.p. at the prop and will reach speeds of 60+ m.p.h. The unrestricted Formula I O.Z. class of catamaran boats wield engines of 250+ h.p. and reach speeds of around 150 m.p.h.



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Today the sport is undoubtedly flourishing with sixteen different classes of boats ranging from the Formula 1 "O.Z." catamarans to the junior "N.A." and "N.B." 10 h.p. classes.

There are 16 circuit racing clubs registered by the Royal Yachting Association and each runs its own club championship. The clubs also compete in the 10 NATIONAL, 9 NATIONAL CHAMPIONSHIP and 6 INTERNATIONAL EVENTS packed into the racing calendar. The most well known of these events is probably the International Embassy Grand Prix at Bristol Docks which last year attracted over 200,000 spectators and gained considerable press and T.V. coverage.

The racing season is busy and entertaining both for spectators and participants, being extremely competitive but friendly with tremendous spectator appeal.

The Teifi Boat Club is the only Welsh Club competing in National Circuit Events and feels that Wales should be put on the national powerboat map. THE GATEWAY WELSH MONOHULL CHAMPIONSHIP, open to national and international drivers, will provide Wales with a popular and prestigious event to redress the balance.

Finally, the ultimate boat, if boat is the correct term, must be "Spirit of Australia" which, driven by Ken Warby, holds the World Speed Record at 317.186 m.p.h.

Martyn O'Connor



THE TEIFI BOATING CLUB

In the late 1960's, there was an attempt at establishing a boating club at Cardigan. Several previous attempts had failed, mainly due to lack of common purpose. This latest venture succeeded when the Committee under the chairmanship of Mr. D. O. Nicholas decided to purchase available land at Patch, Gwbert on Sea, and within a few years had the present Clubhouse built on it.

This early period in the Club's life had its fair share of difficulties due to the fact that it tried to cater for members with a variety of boats and consequently many ideas on how the Club should develop were put forward. This problem was finally resolved by creating several sub-sections within the Club and each section is represented on the Executive Committee.

For practical reasons the Club is divided up into four main sections consisting of:

Sailing Dinghys

Sailing Cruisers

Power Cruisers

Sportsboats

The social side of the Club is looked after by the Bar Committee, Entertainments Committee and the Ladies Section.

The Sportsboat Section:

This section took many years to evolve into its present form. Originally races were organised between fast runabouts and Ski boats. These craft were usually made of wood, later fibreglass boats were constructed or flat bottom punts modified and the usual 4 h.p. Seagull motor replaced by engines in the 40 h.p. class—not always a pretty sight and certainly not to be recommended if one valued one's neck—miraculously few injuries were sustained.

In 1975 the Sportsboat Section decided that it would apply to the Royal Yachting Association to be recognised as a Circuit Racing Club. This request was duly granted and we are pleased to report that we are the only Circuit Racing Club in Wales.

Our drivers now compete in many National Events throughout the country and have in many cases returned creditable performances.

This year we are pleased to be able to host the Welsh Monohull Championships at Cardigan. May we take this opportunity of thanking all the other Club Sections and our sponsors for their support. We could not have run the event without it.

Ernie Collins

(Rear Commodore Sportsboat Section T.B.C.)



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LOCAL TEIFI BOATCLUB DRIVERS

FORMULA III N.E. (to 750 c.c.)

Owen (Owie) Morse, Boat No. 70

Aged 20, apprentice bricklayer, has raced with the Club for two years in class N.E. Driving an Ynys Stormer with a 60 h.p. Johnson engine new this season. Owen enjoys sponsorship by Ynys Marine, a local boat manufacturer. In common with most members of the Club he has been known to turn his boat over and has already ended up in the Drink once during the two Club races held so far this year. After participating in Club events during the last year, Owen is looking forward to enjoying the various national events held throughout the country during this season. With his new engine he is hoping for a good placing in the National Championships. Owie was Clubman of the Year for 1979.

**Adrian Morse, Boat No. 97**

Aged 21, proprietor of Teifi Sports Cardigan. This year running in a Concorde hull powered by 60 h.p. Yamaha. This is a new outfit for Adrian this year and he is confident of his chances of being highly placed in the final position. His boat is sponsored by Teifi Sports, Cardigan Outboards and Concorde International Powerboats. Has been racing for three seasons. During his last three years' racing he has won the Club Championship and the Prince of the Teifi Crown, and has competed in various national events. With his new outfit he hopes to have a successful season's racing.



Jonathon Jones, Boat No. 82

Aged 24, Jon works in a bank and has been racing for eight years, and nationally for the last five years. Drives a Concorde hull powered by a Suzuki 50 h.p. engine. Sponsored by Diving International Engineering, Overseas Carriers Ltd., Buckell Shipping, Concorde International Powerboats Ltd., and last season was works supported by Suzuki. Jon has had a successful career in national racing over the past few years and won the World Championship Formula III N.E. in 1979, the British Championship in 1980 and is the current holder of the British Waterspeed record for class N.E. boats. Jon has also won many club races and held both Club Championship and the prince of the Teifi Crown. This event is likely to be Jonathon's last race in N.E. as this season he has moved up to Formula I class O.N. Catamaran boats with engines of up to 2,000 c.c. The Club wishes Jonathon every success in his new class.



Malcolm Williams, Boat No. 65

Malcolm is 29 years old, a bricklayer by trade and married with two children. This year driving a Bristol hull powered by a new 60 h.p. Yamaha. Sponsored by Cobbs, the Dyfed paint specialists and by Yamaha who supply the engine. Malcolm has been racing for eight years and is the only works driver in the Club. It is his third season racing nationally and has recently achieved his highest position of third place overall in a national event. Over the past two years he has won the prince of the Teifi Crown and last year's Club Championship. A very competitive driver and he should reach a high placing in this event.



Adrian Thomas, Boat No. 45

Aged 26, a local farmer and married with one child. Driving a new boat this year with a Bristol hull and a 50 h.p. Mercury engine. This is only his second season and during this time has won a number of club races. He is looking forward to the experience of his first national on his local course.

**Arthur Cross, Boat No. 59**

Arthur is the oldest competing member of the Club and travels over 60 miles to compete in each Club event. He is a Local Government Transport Officer. Drives a Concorde hull powered by a 50 h.p. Suzuki. He has been racing for two seasons on circuits but has raced offshore boats previously. He is competing in national events this year for the first time.



FORMULA III N.F. (750 c.c.—850 c.c.)

Geoff Thomas, Boat No. 18

Aged 29, a partner in a fabrication business, Geoff is married with two children. Has raced for five years, initially in N.E. but in the past two seasons has moved to N.F. Will be remembered for his unfortunate accident at the World Championships in Bristol when his engine dropped off! Has raced nationally for three years. Running a new outfit this season of a Bluefin hull and a Johnson 75 h.p. Stinger. Geoff is sponsored by Thomas Bros. Fabrication Cardigan.



RACE TIMETABLE



Saturday 9th May

- 9.00—11.00 Scrutineering and driver registration
- 11.00— Practice.
- 14.00— Practice ends.
- 20.00— Dance at Tivy Boatclub,
Club House, Gwbert-on-Sea.



Sunday 10th May

- 10.00 — Drivers report and re-scrutineering.
- 11.00 — Driver briefing.
- 12.00 — 1st heat N.E.
- 12.30 — 1st heat N.F.
- 13.00 — 2nd heat N.E.
- 13.30 — 2nd heat N.F.
- 14.00 — FINAL N.E.
- 14.30 — FINAL N.F.
- 15.30 — PRESENTATION OF AWARDS
LUCKY PRIZE DRAW
RAFFLE



THE GATEWAY WELSH MONOHULL CHAMPIONSHIPS

Status: ★
National

Classes:
Monohull Formula III N.E. (to 750 c.c.)
Monohull Formula III N.F. (750 c.c.—850 c.c.)

Eligibility:
Drivers holding valid national sports-boat or international sportsboat licences.

PRIZES:

1st Prize—Class N.E. — **Championship Trophy** presented by The Gateway Building Society plus **£75**

1st Prize—Class N.F. — **Championship Trophy** presented by Fletcher International Sportsboats, plus **£75**

2nd Prize—Class N.E.—**£50**

2nd Prize—Class N.F.—**£50**

3rd Prize—Each Class—**£40**

4th Prize—Each Class—

5th Prize—Each Class—

6th Prize—Each Class—**Cash & Goods** to the value of **£10**

7th to 10th Prize—Each Class—
Cash or Goods to the value of **£5**

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Concours D'elegance Perpetual Challenge Trophy for the best prepared competing boat, presented by the Cardigan Chamber of Trade.

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For all your
HIGH CLASS BREAD
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Delivered Fresh to
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RESCUE SERVICE

Five rescue boats plus two rescue support boats are positioned around the course. Each rescue boat is manned by a driver, a rescue marshal and a diver from the Cardigan Sub-aqua Club. This enables a race driver to obtain immediate assistance from the rescue boat.

Pride of place in this armada must go to the OSPREY RESCUE TEAM. This group of cheerful young men spend most of their weekends providing specialised rescue facilities at race meetings throughout the country. They are equipped with a special Dell Quay Rescue Boat which, by means of a hydraulically lowered front, enables an injured driver to be floated on board preventing possible spinal damage. The Osprey team are supported on the bank by local doctors a county ambulance and the St. John's Ambulance Service.

Each rescue boat carries a yellow and a red flag. A yellow flag flying means caution whilst one waved from side to side means extreme caution. If a red flag is waved then the race is stopped. All drivers are familiar with this procedure and will take the relevant action.



CARDIGAN SUB AQUA CLUB

Boasting Cardigan's close association with the sea is the Cardigan Sub-Aqua Club. This branch of the British Sub Aqua Club was set up 5 years ago. It has a thriving and enthusiastic membership.

The club takes an active interest in the community, having organised various events and charity fund raising in recent years.

The Club is always at hand to provide safety cover for the Speedboat meetings.

This year is to see the acquisition of a new club boat which is the result of much hard work by the members.

The Club meets every Thursday at the Cardigan Swimming pool from 8—9 and later at the Red Lion Inn where meetings and lectures are held to supplement pool and open water activities.





THIRD CARDIGAN SEA SCOUTS

Scouting has taken a predominant part in the social life of the youth of Cardigan and district for very many years, but it was not until 1968 that the present Sea Scouts Troop was formed.

The Troop participates in all normal Scouting Activities, but great emphasis is placed on Water Activities. Numerous boys have earned the British Canoe Union Certificates, and we are rather proud of the fact that some members of the Troop have shown great potential, and qualities of leadership, by being chosen as Watch Leaders on voyages on the Sir Winston Churchill.

The Troop was welcomed as affiliated members of the Teify Boating Club some six years ago, and we are extremely grateful to the Club for allowing us free use of their equipment, and to the members for their unfailing help with Sailing Instruction.

We are very proud of our link with the Teifi Boating Club, and we sincerely hope that their untiring efforts on our behalf will be rewarded in due course when our Sea Scouts will in turn provide skilled membership for the Club.

Ken May
Group Scout Leader



ACKNOWLEDGEMENTS

The Teifi Boat Club and the organisers of the Gateway Welsh Monohull Championships wish to offer their sincere thanks to the following, without whose help, co-operation and understanding this event would not have been possible.

THE GATEWAY BUILDING SOCIETY
THE DEVELOPMENT BOARD FOR RURAL WALES
CARDIGAN TOWN COUNCIL
GOMER PRESS, LLANDYSUL
for sponsoring the event.

THE WELSH DEVELOPMENT AGENCY
CARDIGAN SUB AQUA CLUB
THE OSPREY RESCUE TEAM
THE COTSWOLD MOTORBOAT RACING CLUB
DYFED HEALTH AUTHORITY
ST. JOHN'S AMBULANCE SERVICE
DR. D. GWYN JONES
DR. HUMPHRIES
DR. DAVIES
NU-SWIFT FIRE EXTINGUISHERS
for providing the necessary rescue, medical and safety facilities.

CEREDIGION DISTRICT COUNCIL
for use of the Quay Street Car Park.

RICHARD BROTHERS MOYLGROVE
for the loan of a bus.

CARDIGAN SEA SCOUTS TROOP
CARDIGAN AND DISTRICT MODEL CLUB
CAMBRIAN QUAY MARINE
CARDIGAN CHAMBER OF TRADE

DANIEL BROTHERS
GWYN PHILLIPS
for launching vehicles

FFYNNON PLANT
THE OWNERS OF PILIPALA
GWYN PHILLIPS (mooring master)

CARDIGAN OUTBOARDS
TEIFI SPORTS
SIMON THORPE LIMITED

For their time and office facilities in organising the event.

ALL OFFICIALS AND MEMBERS OF THE TEIFI BOAT CLUB IN PARTICULAR THE LADIES SECTION AND LOCAL BOAT OWNERS WHOSE CO-OPERATION HAS BEEN OUTSTANDING.



REGENCY
CARDIGAN

CHINA & GLASSWARE

Stocking: Royal Doulton, Wedgwood, Spode, Aynsley, Masons, Beswick, Limoges, Waterford, Webb Corbett etc.

Royal Wedding Commemorative Items Available

Tel: Cardigan 2721

CLUB RACES 1981



<i>Date:</i>	<i>Start Time:</i>
Sunday, 29th March	1.00 p.m.
Sunday, 12th April	1.45 p.m.
Sunday, 26th April	11.30 a.m.
Saturday, 9th May—Practice	11.00 a.m.
Sunday, 10th May—National Event	12.00 a.m.
Sunday, 14th June	5.30 p.m.
Sunday, 21st June	10.00 a.m.
Sunday, 26th July	2.45 p.m.
Sunday, 23rd August	1.00 p.m.
Sunday, 20th September	11.30 a.m.
Sunday, 4th October	10.30 a.m.



SPECIAL EVENTS:

Wednesday, 15th July— NETPOOL REGATTA	6.30 p.m.
Thursday, 26th August— REGATTA at Netpool in lieu of Patch	6.00 p.m.
Monday, 31st August— DINGHY TREASURE HUNT leaving Clubhouse	9.00 a.m.



Drivers are reminded that they must be present at least 30 minutes before the scheduled starting time for scrutineering and must be in the water ready to go at the appointed time.

LIST OF ENTRANTS AT 7th MAY, 1981

<u>RACE NO.</u>	<u>DRIVER</u>	<u>BOAT</u>	<u>ENGINE</u>
<u>CLASS NE</u>			
47	Mich Chick	Bristol	Yamaha
50	Andrew Elliott	Bristol	Yamaha
65	Malcolm Williams	Bristol	Yamaha
69	Derek Scarbrow	Bristol	Yamaha
70	Owen Morse	Ynys	Johnson
82	Johnathan Jones	Concorde	Suzuki
84	Bob Grimes	Bristol	Suzuki
97	Adrian Morse	Concorde	Yamaha
59	Arthur Cross	Concorde	Suzuki
45	Adrian Thomas	Bristol	Mercury
	Phil Duggan	Bristol	Yamaha.

CLASS NF

1	Ron Whitney	Blue Fin	Johnson
2	Mike Faulkner	Burgess	Mercury
8	Brian Shulver	Bristol	Mercury
11	Alex Rodrigues	Blue Fin	Johnson
16	Neil Hall	Bristol	Evinrude
18	Geoff Thomas	Blue Fin	Johnson
35	Rupert Alcock	Blue Fin	Evinrude

LATE ENTRIES WILL BE ANNOUNCED BY THE COMMENTATOR.

MORE RECENT YEARS ...MOVING ON TO THE PRESENT – 2014

The Teifi Boat Club has continued to go from strength to strength, attracting members from the whole of the UK and in its 50th year still remains one of the major club attractions in Cardigan and the surrounding area. There are also other clubs up and down the Ceredigion & Welsh coast that are similar in size and provide some of the same facilities for local and not so local people, but the TBC facilities and location on Cardigan Bay, at the mouth of the River Teifi is a great asset, - even taking into account the infamous Cardigan BAR, near the Cliff Hotel, which gives the only access to the sea. This remains a challenge to all boaters, professional and pleasure alike, and on many occasions, causes some apprehension for sailors approaching it, and therefore possibly deters some visiting boats to the area from entering from the Bay.

However, once into “Port Cardigan” and the estuary / river, relatively calm and sheltered waters provide safe and protected drying anchorages, moorings and safe areas for virtually all weather dinghy sailing, (particularly so for novice training), canoeing, wind surfing and many other water sports – all of which are catered for by the Teifi Boating Club. The Club, with its perfect location and



Cardigan Bar on a good day!

facilities second to none, therefore continues to thrive, supported by good management and under many a good Commodore / Committee, but always in the end due mainly to the help, enthusiasm and support of all its members.

The beach at Patch has undergone many significant changes over the years, with, it seems, most of its and travelling across the Estuary to Poppit. Enough remains, however, to keep Patch a popular beach, with good access, that on a sunny summer day is packed with people, cars and trailers from launched day boats, with dinghy sailing, trips around the bay.... and families just sitting and enjoying the typical “day on the beach”.

The seaward side of the beach, running out to the bar and the Cliff Hotel, has changed drastically over the lifetime of the club, and the large sand dunes and sandy beach that were there originally have disappeared, and the area is now a large expanse of flat sand, rocks and boulders.

The spit, the large pebble and sand barrier, running out from Patch beach towards the Pembrokeshire shore has continued to grow and provides the large degree of shelter that is provided within the inner Teifi estuary. Regular studies of the influence of the spit on tidal flows and sand deposition in the estuary have been made in the last 10 years, and has prompted regular maintenance and storm damage repairs by the Afon Teifi Limited (ATFL - the body now charged with the management of the River up to the Spit) in order to ensure navigation and good protection of the facilities enjoyed within the estuary.

Navigation, however, within the lower Teifi – i.e. up to St Dogmaels is still tricky with the sand banks & channels changing year by year; good local knowledge of the area is still recommend-ed to avoid running aground – but even this is not always a sure-fire guarantee!! In 2013, after some severe winter storms, the bar deep water channel at the Cliff Hotel moved substantially away for the rocks under the hotel, and a route out over the bar was kindly marked by the Cardigan fishing fleet with a red buoy.

In 2014, again after winter storms, the channel over the bar appears to be back near the rocks under the Cliff Hotel!

In 2008 Cardigan Town received a substantial tranche of European Union funding for the development of the river and the estuary to bring more visitors and improve the tourism qualities of the area. The fund was used to provide a new quay, Prince Charles’s Quay, immediately below

the bridge in Cardigan Town, (sadly the quay is not as much used as it should be). More importantly for the club, the funds enabled a jetty / pontoon at St Dogmaels and a floating pontoon at Patch to be installed! The latter has proved a very useful asset that is readily available for Club members,



The Spit after a storm

fisherman and general members of the public to use in their boating activities. (- including in the summer months - kid's crabbing!!)

The caravan site next to the Club at Patch has provided the TBC with many additional members who live away from the area, and who regularly come to enjoy both boating and socialising, using the Clubhouse facilities.

The Club has seen many well attended major social events over the years, most of these usually being the annual regular events detailed in the annual club handbook, sent out early each year to all members.

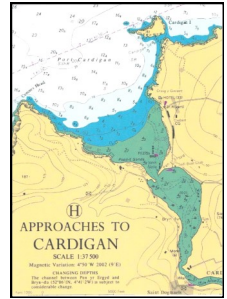
The regular events currently held throughout the year include.... The Launching Buffet, Regatta day, Day Boat Rally, Fun Day in August, Cilgerran or Bust, Laying-up Supper, Christmas Draw and the Christmas Lunch..... to name just a few!

There are also some that are not so well attended, and the Committee is always looking at ways of increasing and improving the social events calendar.

There are also some that are not so well attended, and the Committee is always looking at ways of increasing and improving the social events calendar.



The river, narrows & Estuary



The boating season, and school holidays sees a boost in attendance at the Club as many of our more distant members come flooding back to stay in the area and support the club activities. Sailing, fishing and other waterborne events are, as always, subject to the whims of the British weather and tides.

The Clubhouse itself has been improved over the years; in particular, new internal refurbishments, started in 2009, of the bar fittings & furniture and kitchen. Many of these are still ongoing, e.g. the recent new cooker / gas conversion for the kitchen in 2014. A major extension to upgrade the shower and toilet facilities was carried out over the winter of 2009 – 10, not the ideal time for building, but thought necessary to avoid summer month disruption for members.



The Pontoon at Patch popular during the summer crabbing

It took many years of serious fund-raising and economies to raise a substantial savings fund of over £30k, but with the assistance of a £20k Grant from Ceredigion County Council, plans were finally approved and passed. The work was carried out to great effect and low cost, mainly by builder Tony Duckworth, with many other members within the club contributing from their own trades & businesses in the supply of materials and services.

The project involved extending the building that housed the men and ladies changing room and toilets by 5 metres and the total refurbishment with new showers and toilets, including as now required by law, facilities for the disabled.

The official opening ceremony was a major event with club, council and many other dignitaries in attendance.

Security at the Club was somewhat improved in 2008 and 2009 by the installation of a CCTV system for the yard – after a spate of outboard



The Teifi Boating club lawn, proves to be very popular in the summer months for a drink in the sun

and dinghy thefts – and then in 2010 a new key fob operated barrier was installed at the main

entrance of the Club.

In 2011, a leaking bar cellar roof that had been an ongoing problem for a many years was finally replaced. The electrical system upgrade was also completed.

Other improvements, including a new sign and notice board, installed this year, at the Club entrance with the new Club name shown, are still ongoing, as is general maintenance.

During the year of the club extension, mainly due to the efforts of Wynn Evans, a substantial grant



offer was obtained from Wooden Spoon towards the cost of building a permanent Boatshed in the club yard, along the lines of an agricultural storage building, that would replace the aged container and garage where the Club currently stores its sailing equipment and Opi dinghies. Planning permission was sought and obtained, but the requirements that then came back from Ceredigion County Council Building regulations department and the Environmental Agency, greatly escalated the building costs and complexity of the project, such that it became unfeasible with the funds available. Maybe this will be the next major club project and expenditure?



In the following year the Club kitchen was upgraded to the latest professional standards and in line with all the recent environmental health requirements and is now well used, whilst the Bar seating area was completely refurbished making it the very pleasant place it is for members to come and enjoy the facilities and fabulous views over the Estuary. The Club licence was fully upgraded in 2012. This allows the club facilities to be hired out to all. Outside events, including birthday parties and wedding receptions (even wedding ceremonies!) are now regularly being catered for by the Club.



The Teifi Boating Club before, during and after extension work

The Constitution of the Club was revised and approved at General meetings in 2007/8 to bring it up to date and

generally in line with the R.Y.A. Since then, there have been other minor changes passed at the Annual General Meetings that have



Entrance to the Teifi Boating Club 2014

made the Club more inclusive and accessible to all members, e.g. the introduction of an Ancient Mariners reduced membership rate in 2012, especially for those who no longer can take to the water, but still wish to be part of the Club, plus the rescinding of the Rule (in 2013) which did not allow members living more than 15 miles from the Club to have constitutional voting rights or to be Committee members or Officers of the Club,

The Four Sections, - Power, Sailing, Ladies (Now changed to include all as “The Social Section”), and Youth hold their monthly meetings throughout the year to plan their events and functions and these are generally well attended.

Waterborne activities continue with enthusiasm. These cover everything from kayaking and canoeing, through RIBs, longboat rowing, powerboats of all sizes, sea fishing, Youth Sailing lessons and sail cruising.. i.e all boating activities!

In particular, the TBC Youth Section has produced a number of International and National successful sailors and continues to do so. Volunteer trainers, particularly Ian Carswell and Wynn Evans, turn out in all weathers throughout the year to give new youngsters the opportunity to freely enjoy this wonderful sport, regardless of individual ability; a truly inclusive opportunity.

The Youth Section New Year's Day sail and lunch is now a Club tradition!

The club currently owns 5 Optimist dinghies, 5 toppers, two Laser Picos, together with wet suits, lifejackets and safety gear, a sailing boat especially adapted for the disabled, and two club safety boats.

Day boating has become a popular part of the sailing section in the club, and there are a number of these small sailing boats now in the yard. Eight years ago Gareth Rowlands organised a ‘Day Boat Rally’ at the club, open to all Drascombe enthusiasts, which has now become a regular annual

event with 15 – 20 boats from far and wide turning up to enjoy the Teifi estuary and the challenge of the Ceredigion coast,or if the weather is too bad, just the river Teifi itself.

The sailing cruising section in the Club is active and there are over twenty of the larger cruisers on the yard.

Racing events have declined recently, but in the 2004 – 2011 period there were regular ‘racing around the cans’ events in the bay, together with passage races to Fishguard, Aberaeron and Solva each year, with trophies to be won. (See later in book)



The new kitchen and bar as it is today

In recent years, apart from the annual Regatta races, and with cruiser racing declining, sailing in company has become more popular, with many making regular trips to Fishguard, Solva and up the coast to Aberaeron , Aberystwyth and beyond. Some even travel further afield, e.g. an annual trip to Ireland each year, In 2010, Alan Cooper and his crew sailed his boat around Ireland!



Day boating - Drascombe boating.



All tucked up for winter



Cemaes and Poppit on a winter day

The yard is full of boats in winter and there are 250 or so moorings on the river. These are well filled in the summer, with waiting lists for both.

Land based activities are many and varied. These include BBQs, Dinners, Discos, Entertainment, Quiz Nights and Film Nights and events laid on specifically for families and children, such as Fun Day, Beetle Drives and Summer Saturday Crabbing.

Since the early 2000's a year book has been produced for all members, which outlines the club programme of events for that year and gives useful information on the activities available.

As in all clubs of this type, the TBC committee is constantly looking at ways of increasing its membership, improving activities and income in order to maintain and grow the Club into the top boating club on the west coast of Wales!.

To that end, new ideas to improve the club are being constantly sought and debated.

Methods of communication with members have been brought up to date and include the club eb site, a Facebook page, and a newsletter by e mail to those who want it.

To summarise - THE TEIFI BOATING CLUB – CLWB CYCHOG TEIFI has weathred its first 50 years to become, and remain, a busy, thriving and successful place for all its members to enjoy well into the 21st century. Thanks should be given to its founder members and to all those who have continued to give freely of their time and efforts over the many years, in supporting this great Club. Roll on the centenary.....!!!

HISTORICAL LIST OF TEIFI BOATING CLUB – CLWB CYCHOD TEIFI OFFICIALS

CLUB PRESIDENTS

1964	E G Jones
1973	R Barker
1974	Capt B J James
2002	D J W Evans
2005	H Ashurst
2009	J A Jones
2013/14	J Marsden

COMMODORES

1964	L C Radley
1966	W G Matthews
1968	D O Nicholas
1972	H M Jenkins
1976	D O Nicholas
1977	W M Powney
1983	D E Aglland
1984	H M Jenkins
1987	R C Bell
1991	H Ashurst
1993	J P Merrett
1996	J A Jones
1999	D J W Evans
2002	A R Garrod
2004	J T Marsden
2005	I M Carswell
2008	T D C Moon
2010	A W Jones
2013/14	A Duckworth

SECRETARY

1964	A Griffiths
1966	G Williams
1969	E R Collins
1972	G E G Jerman
2001	K Lewis
2004	K L Bartlam
2005	C M Moon
2008	J D S Leigh
2012	J. Hutchings
2013	J D S Leigh
2013/14	M McManus



Captain James presenting Gareth Jerman with the Members gift and thanks for the 29 years of service as club

TREASURER

1964	P Owen
1966	I Edwards
1968	E R Jones
1975	J O Jones
1978	M Davies
1981	H Evans
1985	A Davies
1994	M S Wilson
2003	K Lewis
2004	K I Norman
2009	D C Hill
2013/14	D Eaton

TBC TROPHIES TO 2013

GENERAL

CLUB PERSON OF THE YEAR

shield

William & Elaine Daniel

Presented at AGM

1994	<i>Capt B James</i>
1995	<i>Ernie Philpott</i>
1996	<i>Eva Learheart</i>
1997	<i>David Pegg</i>
1998	<i>Marcia Moulson</i>
1999	<i>Wynne Evans</i>
2000	<i>Tony Cooper</i>
2001	<i>Ted Davy</i>
2002	<i>Gareth Jerman</i>
2003	<i>Malcolm Wilson</i>
2004	<i>Pat Lewis</i>
2005	<i>Heledd Brown</i>
2008	<i>Sue Schorah</i>
2009	<i>Ian Carswell & Wynne Evans for their work with the Youth</i>
2010	<i>David Pegg for his services to the Club</i>
2011	<i>Phil Hutchings for his services to the Club</i>
2012	<i>William Thomas for appointment to the Wales Squad.</i>
2013	<i>John Leigh for Services to the Club</i>

VICE COMMODORE'S SHIELD

cup on wood base

1982

(For service rendered)

Presented at L-U Dinner

1982	<i>Tom Jenkins</i>
1983	<i>Gordon Matthews</i>
1984	<i>Dewi Nicholas</i>
1985-1992	<i>No Award</i>
1993	<i>Ray Jones</i>
1994	<i>Eva Learheart</i>
1995	<i>William Daniel</i>
1996	<i>Ian James</i>
1997	<i>Jan Morgan</i>
1998	<i>Jane Pegg</i>
1999	<i>Ted Davy</i>
2000	<i>Beth & Dickie Morris</i>
2001	<i>Gareth Jerman</i>
2002	<i>Wynne Evans</i>

2003	<i>Frank Jones</i>
2004	<i>John Bartlam</i>
2005	<i>Tim Wright</i>
2006	<i>Jim Marsden</i>
2007	<i>Isebelle Carswell</i>
2008	<i>Kathrine Norman</i>
2009	<i>Cath Moon - Newletters, Crabbers & Events and general Cheer/Rabble rousing.</i>
2010	<i>Jim Marsden and the slipway crew.</i>
2011	<i>The TBC Ladies Section for fund raising.</i>
2012	-
2013	<i>Arlandwr Jones</i>

CONNIE JAMES MEMORIAL PLATE copper plate Capt James 2003
(Deserving lady)

Presented at L-U Dinner

2003	<i>Sue Schorah</i>
2004	<i>Pat Lewis</i>
2005	<i>Kathy Norman</i>
2006	<i>Sylvia Young</i>
2007	<i>Cath Moon</i>
2008	<i>Karen Thomas</i>
2009	<i>Kathy Norman for her "prudent" financial control</i>
2010	<i>Joyce Ashurst for her washing-up prowess</i>
2011	<i>Rose Appleby for services to the Ladies Section and fund raising</i>
2012	<i>Not Awarded</i>

MUG'S CUP 2 handled tankard on wood base Mr & Mrs G Lewis 1978
(Deserving member)

L-U Dinner

<i>Pre 2005</i>	<i>Record Lost</i>
<i>2005/6/7</i>	<i>Not Awarded</i>
<i>2008</i>	<i>Brian Thresh</i>
<i>2009</i>	<i>Alan and Christine Cooper dinghy handling at Llangrannog</i>
<i>2010</i>	<i>Saffron's Crew for radio procedure</i>
<i>2011</i>	<i>Pete Mears for engine maintenance</i>
<i>2012</i>	<i>Arwel Jones for water polo demonstration</i>
<i>2013</i>	<i>Tony Duckworth</i>

CILGERRAN OR BUST Shield in Memory of Ted Daves
(Yacht tenders, small boats, etc)

L-U Dinner

2005	Cathrine & Terry Moon
2006	2006/7 Not Awarded
2007	2008 Gordon & Margaret Ashdown
2008	2009 John Jones et al Bravery with 2" freeboard and 4 on board

2010 Claire Mears
2011 Boulton Family
2012 Mears Family

TRIERS TROPHY Picture

L-U Dinner

2008 Alan & Chris Cooper
2009 Toc & Kate Swindells
2010 Huw & Jane Parsons
2011/12 Not Awarded

SAILING SECTION

REAR COMMODORE (S) AND CRUISER CAPT CUP

Tony Garrod 2000

(Deserving member of sailing section)

L-U Dinner

2000 Roy Constant
2001 Harry Ashurst
2002 -
2003 John Leigh
2004 Ian Carswell
2005 Wynne Evans
2006 John Leigh
2007 David Pegg
2008 Barry Appleby
2009 Gareth Rowlands for organising Drascombe weekend
2010 Mathew Parsons
2011 ?
2012 Toc Swindells

CRUISERS

BAY TROPHY

yacht on wood base

Pre 1983

(Spring Series around the cans)

L-U Dinner

2005/08/09/10/11/12 Not Awarded

GLOBE TROTTER

Black dinghy

Pre 1983

(Summer Series around the cans)

L-U Dinner

2005 Gwendon - John Davies
2008 Not Awarded
2009 Cariad - Alun Jones
2010/11/12 Not Awarded

AD HOC SERIES

(Around the cans)

L-U Dinner

2005/08/09/10/11/12

Barometer, light wood base

Not Awarded

Siarl Elis

SECRETARY'S TROPHY

(Single event around the cans)

L-U Dinner

2005/07/08/09/10/11/12

sailing yacht on wood base

Not Awarded

Gareth Jer man

H&H TROPHY

(Single event around the cans)

L-U Dinner

2005

2008/09/10/11/12

Barometer, marble base

Islay - Harry Ashurst

Not Awarded

Harry & Hilary Jenkins

CONSTANT CUP

(Fishguard Race 2-leg passage out & back)

2000

L-U Dinner

2005

2008

2009/10/11/12

Roy Constant

Islay - Harry Ashurst

Cariad – Alun Jones

Not Awarded

ABERPORTH WOOD BOWL

(Passage to Aberporth regatta)

L-U Dinner

2005/08/09/10/11/12

Wooden bowl

Not Awarded

Presented by Aberporth
(Turned by Oswin Harries)

TRESAITH TANKARD

(Passage to Tresaith Regatta)

Tresaith Regatta

2005

2008

2009

2010/11/12

tankard

Islay - Harry Ashurst

Islay - Harry Ashurst

Islay - Tony Duckworth

Not Awarded

Tresaith Mariners

RON BELL MEMORIAL TANKARD

(Passage race with refreshment break)

L-U Dinner

2005

2008

2009

2010/11/12

Inscribed tankard

Gwendon – John Davies

Islay – Harry Ashurst

Jigsaw - Roy Constant

Not Awarded

Bell Family 2004

ABERAERON PASSAGE CUP

Tony & Mary Garrod 2004

(Cardigan boat outward)

L-U Dinner

2005 *Aquarius – Roy Constant*
2008 *Islay – Harry Ashurst*
2009/10/11/12 *Not Awarded*

AERON/ABERTEIFI PLATE Inscribed plat
(Cardigan or Aberaeron boat on return passage)

Gordon Pow 2006

L-U Dinner

2008 *Islay – Harry Ashurst*
2009/10/11/12 *Not Awarded*

EVANS CUP

David Evans & Son, Centenary 1984

(Club Championship (cruisers) – best result for the season)

L-U Dinner

2005 *Islay – Harry Ashurst*
2008 *Islay -Harry Ashurst*
2009/10/11/12 *Not Awarded*

FISHGUARD PASSAGE TROPHY

Wynne Evans

(Awarded to first Fishguard boat)

L-U Dinner 2005/08/09/10/11/12 *Not Awarded*

CAPT. JAMES CUP

Memory of Capt Berwyn James

(TBC Regatta (cruisers) – around the cans)

Presented at Regatta

2005 *Islay – Harry Ashurst*
2008 *Cariad – Alun Jones*
2009 *Cariad - Alun Jones*
2010 *Islay – Tony Duckworth*
2011 *Cariad – Arlandwr Jones*
2012 *Islay – Tony Duckworth*
2013 *Islay – Tony Duckworth*

CARDIGAN WINDOWS TROPHY

David Pegg

2003

(Passage Event)

L-U Dinner

2005/08/09/10/11/12 *Not Awarded*

DAY BOATS

DRASCOMBE CHALLENGE CUP

Granant Concrete

(TBC Regatta - Open)

Regatta

2005	<i>Not Awarded</i>
2008	<i>Spindrift – John Leigh</i>
2009	<i>Spindrift – John Leigh</i>
2010	<i>Spindrift – John Leigh</i>
2011	<i>Spindrift – John Leigh</i>
2012	<i>Not Awarded</i>
2013	<i>Barry Smith</i>

STORM TROPHY

Swallow Boats 2007

Renamed Swallow Boats Trophy 2010

(TBC Regatta – Open)

Regatta

2008	<i>Swallow Boats - Will West</i>
2009	<i>Not Awarded</i>
2010	<i>Gwenllan Teifi – Gareth Rowlands</i>
2011	<i>Gwenllan Teifi – Gareth Rowlands.</i>
2012	<i>Gwenllan Teifi – Gareth Rowlands</i>
2013	<i>Gwenllan Teifi – Gareth Rowlands.</i>

DINGHIES

BARKER CUP

R P Barker 1971

(TBC Championship – dinghies)

L-U Dinner

2008/09/10/11/12	<i>Not Awarded</i>
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CWPAN Y WERIN

tankard

Pre 1983

(Dinghy winner of weekday series)

L-U Dinner

2008/09/10/11/12	<i>Not Awarded</i>
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ENDEAVOUR TROPHY “Endeavour” photo on base (TEIFI SAILORMEN) Pre 1983

2009 - re-designated for the member who best represented the TBC whilst away from the Club.

L-U Dinner

2008	<i>Not Awarded</i>
2009	<i>Eilish Thomas</i>
2010	<i>Mathew Parsons service to the Youth</i>
2011	
2012	

JOHN BAIGENT MEMORIAL CUP

Kath Baigent 2009

Under 18 deserving member.

2009	<i>Mathew Parsons services to the Youth Section</i>
2010	<i>William Thomas Topper Welsh Squad</i>
2011	<i>Jonathan Morris Laser achievement</i>
2012	-

FAST HANDICAP DINGHY TROPHY

Wooden Sail Nick Newlands

Regatta

2008	<i>Annie Thomas</i>
2009	<i>Wyn Jones</i>
2010	<i>Jonathan Morris</i>
2011	<i>Jonathan Morris - Laser</i>
2012	<i>Jonathan Morris</i>
2013	-

DINGHY CHALLENGE TROPHY PY 1070+ (SLOW HANDICAP)

Cardi Building Supplies

Renamed Cardi Building Supplies Cup 2010

Regatta

2008	<i>Harry Upton</i>
2009	<i>Hannah Campbell</i>
2010	<i>Harvey Upton</i>
2011	<i>Tom Renny - Optimist</i>
2012	<i>Tom Renny – Topper</i>
2013	-

LADIES HELM CUP

Cardigan Windows

Regatta

2005	<i>Heledd Brown</i>
2008	<i>Hannah Campbell</i>
2009	<i>Hannah Campbell</i>
2010	<i>Eilish Thomas</i>
2011	<i>Lydia Edwards</i>
2012	<i>Lydia Edwards</i>
2013	-

MOST IMPROVED YOUNG SAILOR

Regatta

2005	<i>Anna-Louise Warberton</i>
2008	<i>Harvey Upton</i>
2009	<i>Aled Parsons</i>
2010	<i>Edward Upton</i>
2011	<i>Tom Renny</i>
2012	<i>Lydia Edwards</i>
2013	-

UNDER 14 TROPHY

Capt James

Regatta

2005	<i>Merion Jones</i>
2008	<i>Harry Upton</i>
2009	<i>William Thomas</i>
2010	<i>Harvey Upton</i>
2011	<i>Tom Renny</i>
2012	<i>Tom Renny</i>
2013	-

UNDER 16 TROPHY

Regatta

2011	<i>Jonathan Morris</i>
2012/13	

POWER SECTION

TUG OF WAR	Strumble light on base	Pete Mears 2011
2011	<i>Power Section</i>	
2012/13	<i>Not Awarded</i>	

TOPE TROPHY	Wood Shield with large Hook	Pre-History
2010	<i>Owain Dutfield 33 lb</i>	
2011	<i>Owain Dutfield</i>	
2012	<i>Nick Smith</i>	
2013	<i>Nick Smith 34 lb 10 ozs</i>	

MACKEREL OPEN	Gold Shield	Jim Marsden 2010
2010	<i>Isaac Gillespie</i>	
2011	<i>Arwel Jones</i>	
2012		
2013	<i>Fin Smith 8 ozs</i>	

HEAVIEST FISH – Any Species ex Tope	Silver Shield	Jim Marsden 2010
2010	<i>Owain Dutfield</i>	
2011	<i>Barry Miles</i>	
2012	<i>Keith Wilkinson</i>	
2013	<i>Jeffrey Jones</i>	

LARGEST FISH – Femail Angler	
2012	<i>Jenny Wilkinson</i>
2013	<i>Claire Mears wrasse 3 lbs</i>

OPEN DAY EVENT – most of one species (legal size)	Small Shield	Jim Marsden 2010
2010	<i>Nick Smith</i>	

2011 *Owain Dutfield*
2012/13 *Not Awarded*

BASS SHIELD

2012 *Barry Miles*
2013 *Barry Miles*

RARE BREED OF FISH

2011 *Barry Miles*
2012/13 *Not Awarded*

CRABBING COMPETITION

(12 years and under)

Terry & Cathrine Moon

2009 *Owain Dutfield*
2010 *Owain Dutfield*
2011 *Emily Smith*
2012 *Emily Smith*
2013 *Fin Smith*



Day boats





Teifi Boating Club slipway and estuary at low water



Teifi Boating Club - Clubhouse facing estuary



Cardigan Island and sound



Day boat rally, putting out the marker buoys



Day boat rally racing in the bay