

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1935



Special postal edition No. 49

May 2005

Cost priceless.

www.cbyc.co.uk

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Eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment and remember to always wear a lifejacket when on or near water.

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ARTICLES OF ASSOCIATION: of P.M.B. & S.C. T/a The Cardiff Bay Yacht Club can now be viewed on the Club web site www.cbyc.co.uk

RESTAURANT OPEN FOR

MIDDAY BAR FOOD

12 noon to 2.00pm Tuesday to Saturday

Why not stop in and sample some of the excellent fayre available at lunchtimes at the Cardiff Bay Yacht Club, such as Jacket Potatoes overflowing with sumptuous fillings, or Welsh Rarebit like you've never tasted it before. Maybe you'd prefer a mouth-watering Curry, or a Lasagne to die for. Whatever you hunger for, I'm sure you will find something to tickle your taste buds on our menu.

BEAR ESSENTIALS: At the last C.O.M., it was determined that Bear Essentials is to be posted to the members three times a year... (May, August and November). Section Captains... this would be a good time to contact members in your section and I would be most pleased to receive your copy... Tony Davies. The deadline as usual, is strictly the end of each month. tony@designbyrelish.co.uk

There is nothing; absolutely nothing; half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter . . . that's the charm of it... Kenneth Grahame, "The Wind In The Willows"

Sunday Lunch

Traditional Sunday lunch, two or three courses. The Sunday menu changes every week. Snack menu available.



Thursday Evening

Exceptionally good value gourmet food...

It's the best kept secret in South Wales!!!
So don't tell everyone, or you may find you can't book a table for yourself.

Saturday Lunch

Snack meals available... please check the blackboard for details.

Please book to avoid disappointment...

Via the Bar on 029 2022 6575 or Sue Jones 07779 315609.

Please remember there is a 5 knot speed limit in the river Ely, even small boats create a big bow wave when they are driven beyond their hull speed.

DEAR EDITOR: May I publically congratulate the Club's Committee on its' recent decision to send our house magazine "Bear Essentials" to ALL members by post three time each year. I gather that, in addition, the COM accepted the need for Officers and Section Captains to contribute to each of the issues posted to everyone.

It seems to me that this considerable commitment by those Officers and Captains is a tremendous step forward in the never ending task of "including" us all in the administration of CBYC. By keeping us so directly informed of the activities of all parts of our Club these volunteers - who already freely give so much of their time to enable the rest of us to enjoy CBYC - will at a stroke, ensure none of us can say we were unaware of the direction in which CBYC is being taken. This MIGHT lead to them being "accosted" rather than "encouraged", since "You cannot please all of the people all of the time, etc", but **if their contributions are open and honest and properly inform us, rather than just talk in broad generalities**, then the misunderstandings and open conflict of recent years will truly be part of CBYC's past. I look forward to the first "special" Bear Essentials". Jeff Owen.

Great suffering and sin please take your rubbish to the bin... after working on your craft.

CLUB FEES 2005: An Explanation... At the AGM queries were raised concerning the necessity for increases in Club fees. Whilst this seems to be a wholly reasonable request, it is one that is quite difficult to summarise in a few words.

Normally we would like queries on financial matters to be advised a little in advance. This is not in order to obfuscate, more that in order to give a comprehensive answer it is necessary to put reasons in writing and research the necessary details.

I will therefore try to put into this document the reasons behind our fee increases for members' consideration.

Firstly the club starts from a known base – we know our revenue stream. We – or rather I should say Anthony Thomas, our Treasurer, has put a great deal of work into producing a financial model which gives us a detailed view of the clubs' income and expenditure. The model, together with our existing monthly accounts, gives us a comprehensive picture of what makes the club tick financially.

Of course the club is not just a flow of cash – it is about members' needs, facilities and services. Using the model, the CoM can factor in what we believe would benefit club members in terms of a variety of facilities and consider their financial effect. We can also test possible future scenarios for their financial impact. For example we have introduced into the model our plans for the pontoon expansion, pontoon services, car park improvement, club house improvement, dinghy staging and sailing school improvements. We then tested many variables relating to membership numbers, pontoon occupancy and fee levels.

Additionally we have addressed areas where we felt improvement to existing facilities was warranted. We felt it was important to have a good standard of catering in the club. We recognised that this would be difficult to establish and have therefore taken the decision to subsidise the catering for a period. You will also note that our bar prices have remained the same in spite of increases in our costs over the past year.

The Club House was completed a few years ago; however since then little has been spent on upgrades, improvements and maintenance. It was felt that it was now appropriate to put in place a programme of improvements, refurbishments and renovations to keep the club in prime condition.

Lastly we were aware that we were very weak in addressing Health and Safety issues. In the last year we have adopted a Mentor scheme to bring our Health and Safety procedures up to date. This is a huge task, but one that is inescapable. It does of course bring improvements that impact on every member, and every member of staff, although these do come at a financial cost.

Our requirements were therefore calculated by factoring our known costs, adjusting them for inflation and finally adding our planned improvements to the club environment and facilities. We took into account projected increases in club revenues, for example due to additional boats at the club, and then calculated the requirement for the level of our fees.

Having established a detailed plan we also compared our fees with our nearest known competitors, operating under the same constraints. It may be illuminating to compare some figures:

- Membership – Our obvious comparator is Cardiff Yacht Club. Our increased membership fees for this year are still less than CYC fees for last year. In addition CYC last year charged a £50.00 work party levy (admittedly redeemable in bar tokens if you worked for the club). CYC have club members doing work around the club, and serve in the bar, yet still pay more for membership. In addition I think you will agree that we offer a far higher quality of facility. We believe we have the better balance between fees and facilities.
- Penarth Yacht Club quote a figure of £187.00 per annum for Husband and Wife Membership, which is 10 per cent higher than our new fees, with once again, in my opinion, our Club offering a far higher grade and range of facilities.
- Pontoon Berths – Our charges of £26.00 per foot per annum compared with Cambrian Marine at £47.00 per foot per annum and the Marina at £230.00 per metre per year, which equates to approximately £70.75 per foot per year. This clearly shows why our pontoon spaces are so much in demand.

On the basis of the above comparisons it would appear that we remain exceedingly competitive in both Membership and Mooring fees.

We also took note that our fees had remained the same for a number of years, with no inflation increases and therefore felt that it was reasonable to ease them upwards, enabling us to proceed with the proposed improvements, with the consequent benefits to all members. We believe that it is better to have small annual increases in club fees, rather than holding fees, and then having sudden substantial increases to compensate for lack of consistent planning.

It hardly needs saying that the CoM does not increase fees without good cause; we are after all, fee paying club members ourselves. All revenues go to improve services and facilities, which in the end benefit each and every one of us. If we can continue in the path of our predecessors – steadily improving our club whilst maintaining our fee structure at its present very competitive levels – we believe we will be implementing the wishes of the vast majority of our members.

You may recall at the AGM it was claimed that we have taken action for compensation against the Sports Village, but this is not strictly the case. Our claim for the damage to the marina and subsequent losses has been submitted to our insurers in accordance with the terms and conditions of our insurance policy. The CoM understands that the insurers are currently investigating action against the Sport Village or Sports Village Contractors. We are not privy to the negotiations or the value of the claim. Given the sensitivity of this issue, it would be inappropriate for us to even comment on the actions of our insurers.

It is our firm belief that our club has great potential. The barrage and impounding of the bay has transformed the way we use the water and given us development opportunities that are probably unequalled anywhere in the UK. We have long heard the words that CBYC is the Premier Yacht Club in the area, but I believe we can both make it amongst the best in the UK whilst still keeping our fees to a reasonable and competitive level. The CoM is striving to provide excellent facilities that will bear comparison with others anywhere in the UK and at a cost to members that we believe will continue to be a fraction of those found elsewhere.

We thank you for your support. Roger Dunstan (Commodore). Anthony Thomas (Treasurer).

COMPETITIONS 2005 NB. Last Weigh-ins @ 15 minutes after Finish Time.

Date	Start	Finish	Tide Height	Time
8 th May	0700	1900	12.0m	0749
22 nd May	0700	1900	11.5m	0631
5 th June	0700	1900	1102m	0639
10 th July	0700	1900	10.9m	1011
7 th Aug	0700	1900	11.3m	0922
4 th Sept.	0700	1900	11.5m	0825
16 th Oct.	0700	1900	11.7m	0650

One Day Open Cod Competition.
30th Oct. 0700 1800 9.6m 0503

13th Nov. 0700 1800 11.2m 0428

Christmas Cod Competition.
27th Nov. 0700 1700 9.4m 0314

11 th Dec.	0700	1800	10.3m	0243
18 th Dec.	0700	1800	11.4m	0821
15 th Jan.	0700	1800	11.0m	0737
29 th Jan.	0700	1800	11.7m	0643
12 th Feb.	0700	1800	10.4m	0650
26 th Feb	0700	1800	10.4M	0537

ANGLING SECTION. The new season has started, with the first Competition on the 24th April. Six boats went out and the Winners were, 1st: Craig Jenkins, [Lady Caron 11], Thornback Ray, 12lb 9ozs. 2nd: Simon Watts, [TI-CI], Thornback Ray, 11lb 3ozs.

Don't forget, we have started "First Wednesdays" again. On the 4th May, @ 2000hrs, a team from St. John Ambulance will be visiting to give a Talk and demonstration. This should be a very informative evening and we look forward to a good turnout. More details on the Section Notice Board.

PRESENTATION NIGHT The Winners of the Trophies for the 2003-2004 Season will be presented at our Presentation Night to be held on Saturday 14th May @ 1930 for 2000hrs. There will be a very good cabaret, raffles and also hot food. Tickets: £4.00.

N.B. There are a few more Competitions that have yet to be arranged, such as the Inter-club comps with Cardiff Yacht Club. As soon as dates have been agreed they will posted on the Section notice board.

CLUB DEVELOPMENTS: Over the next few months some of the club developments outlined at the AGM will be starting. The first major change is likely to be the concreting of the top half of the boatyard. Details are not quite finalised yet but this is intended to provide a proper hard standing with provision for electric and water services, along with proper drainage incorporating a filter to catch oil, antifouling paint and so on, and help to keep our bay clean.

The Concreted area will also be marked for car parking providing an extra 80 or so spaces. The idea is that this area will be dual-purpose, since we generally need car parking in the summer and boat storage in the winter. The option of getting a lease on the pitching is also being explored, so that we can build proper dinghy storage over it, releasing more yard space for boat storage. (For our newer members, "the pitching" is the sloping edge between the club and the water, we do not own it and have a lease which only allows right of access to the water via the slipways).

While this work is going on, there will be a short period where half the yard is out of action, severely reducing the available space. Your cooperation will be greatly appreciated by the marina staff. Further down the line, we have requested a number of estimates for providing shore power to the whole of the eastern section of pontoons. Timing is clearly not certain, but the target is, 'as soon as possible'. Once this work has been completed, these berths will probably be charged at a higher rate than the western end, reflecting their higher level of facilities.

The final big job on my list at the moment is the piling to take the marina up to our allowed number of berths before the cut-off date. This is at an early stage but we are waiting for some quotations and environmental approval. There'll be more news soon on this. All in all, work is continuing towards creating the first class facilities our members deserve.

Dinghies, Trailers and Tenders. With the days getting longer a large number of the larger boats have gone back into the water and the yard is looking fairly empty. However, this just highlights the considerable number of trailers, unused and derelict dinghies and a huge variety of tenders, some derelict and many unusable, which are cluttering up the place. Over the next few weeks the club will be starting the steps required to repossess and dispose of these. If one is yours, please take it away. The yard is an important asset for all club members, it is not a junkyard. Kevin Rolfe(Vice Commodore).

CRUISING 2005 Cruises are scheduled for most weekends; loosely in line with The B.C.Y.A. (Bristol Channel Yachting Association) see below, in the season, (weather permitting). Out of season cruises are very dependant on weather conditions. Cruises will be advertised on the Club web site, notice board, and in the Bear Essentials. For conformation of the destination and weather conditions, please call Tony Davies 07816 337904 the day before the cruise. Updates will be sent by text or e-mailed and also posted on the Club notice board. Everyone is invited, motor yachts included. We look forward to seeing new and old members, do come and join in.

OVERTAKING: Don't forget that a sailing vessel overtaking a power vessel must give way.

Please return your trolley to the area near the skip when you have finished with it.

PADSTEIN: I thought I'd also write a short piece about Sailing! Along with Pagan, Papillion and Just Magic, we took Zulu down to Swansea for the SYSAC Padstow race. The initial plan to go down on Thursday was quickly abandoned when I saw the forecast, which just said, "don't be silly"! In the end we left on Friday morning in brilliant weather for just about anything except sailing. Running out of wind at Aberthaw we motored most of the rest of the way. If you've never experienced the Tohatsu 3.5hp vibro-massage, you're one of the lucky ones.

The race itself started at 8pm on Friday, off Mumbles Yacht Club and by 9pm several boats had got past the pier! There were about 0.01 knots of wind and it was starting to look like an all-night driftathon. Several boats retired early so as not to miss the pub in Padstow, we turned down the kind offer of a tow from Blue Jay and carried on. Very soon a light North Westerly arrived and we trickled off into the darkness alongside Just Magic. As the wind built Magic, being a larger boat, began to pull away and soon we were alone as her stern light disappeared into the darkness.

The wind was very variable. In the early hours of Saturday morning between Lundy and Hartland Point we did 4 headsail changes in 1 hour as the wind went up and down like a.. (well, you know)! Later it settled into a steady 20 knots or thereabouts, on the nose, of course. This was a bit different from last year when we had the spinnaker up all night! The wind, however, didn't seem to like the sun, because as soon as the sun came up the wind went home. After a very frustrating day we finally crossed the line on the dot of the 4pm time limit, and locked into Padstein in the evening for several well deserved beers.

Of the 20-odd starters in 2 classes, only 3 boats finished and as last year's winners, we were a bit disappointed with our third place. But, there was some compensation because Just Magic won it, so the trophy comes back to Cardiff.

After a fine breakfast at the Basement Café, the trip back was a sun-drenched spinnaker run up to Lundy, followed by a swim off the boat at the Lundy anchorage (don't try this at home, kids). It was a bit cold. Then a barbecue on the beach, followed by a typically mad night at the Marisco Tavern.

So, we raced a 25ft boat to Padstow and went for a swim at Lundy. Some of the Swansea crowd seemed to think we were all a bit mad. I can't think why. Here's to next year. Kevin Rolfe.

FAST CATARMARAN FLEET: We are a very small but friendly sub section of the dinghy fleet. We mostly race Dart 18 / Sprint 15 at the same times as the main dinghy fleet. However once a month we have a separate start and a course that is more in favour with the cats. If you have never sailed a cat before and would like to try it, I can usually arrange a ride. contact Idris. 029 20252973 idris_dibble@hotmail.com

CATAMARAN SERIES: The last of the Frostbite Cat Series was sailed in a 7 knot easterly breeze on Easter Sunday. The first race was a bit of a push over as I was the only cat to start on time! (Forgot to put the clock forward an hour, seemed to be the excuse of the day). However, I was closely followed by Ian Williams sailing his Sprint 15 Screamers Dance. But half a lap is a lot to make up and my Sprint 15 Dodger had an easy win in the first race.

In the second race we were joined by our Dinghy Chairman, Jeremy Taylor sailing his Dart 18 Sylvester. As usual Jeremy sailed a faultless race and even allowing for the bigger cats handicap, won the second race by a big margin. In second and third place was the usual tight battle between the two Sprint 15's sailed by Ian Williams and Idris Dibble. With places changing on almost every leg of the course and only ever seconds between them. But, at the finish it was Idris Dibble closely followed by Ian Williams. Don't forget start of spring / summer series on 24th April. Sail Fast Have Fun! Idris.

CAT RACING: All races will be two races, back to back. Entry is: Single-handed £5, Double-handed £9 Per Series. However, please remember, we do race most Sun / Wed throughout the year as part of the UFF Fleet. For further info contact me by email or Tel. 02920 252973. Sail Fast Have Fun! Regards Idris.

Cat Fleet Series dates for 2005 - Spring / Summer...

29th May
10th July
21st August
18th September

Cat Fleet Series dates for 2005 - Autumn / Winter...

23rd October
20 November
11 December.

FOR SALE: Flying 15... 2162 Fflipper, Complete set of sails (Goacher main and genoa) Furling genoa road trailer, spinnaker with pole. Dry sailed at C.B.Y.C. Tel. Ian Horton 07967467031 E-mail ian.horton@uk.imptob.com

FOR SALE: Melleray II, an Eygthene class bilge-keeled sailing cruiser. LOA 24', beam 9'9", draught 3'3". Built in the early '80s. John Guilfoyle: 029 2070 6309 (home), 07970 177929 (mobile) or johnguiffoyle@tesco.net.

Bear Essentials: is the newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by members, thanks go to the members who supply regular copy, it would be impossible to produce without your contributions. My ultimate goal is to obtain monthly copy from every section of the Club. The deadline is strictly the end of each month, if you have an article, anecdote, item for sale or wanted etc. please e-mail it to the editor... Tony Davies: tony@designbyrelish.co.uk

Anchored? Keep clear and give anchored craft a wide berth. If you are navigating in an area where boats are likely to be at anchor, keep well clear when you see the black ball, and don't drop your own ground tackle close by.

WELCOME TO NEW MEMBERS: I would like to extend a very warm welcome to the following new members who joined during the months of February, March and April.

Colin and Lilwyn Griffiths, Paul and Amanda Hiscock, Christopher Martin, Jeffrey and Dianne Suffield, Paul and Marilyn Knychala, Stephen Thomas, Martyn and Claire Giddy, Michael Hickerton, Raymond Furnish and Karen Allsopp, Michael and Sharon Winter, Sam Chucas, Ken and Debbie Ball, Allan and Melanie Fairfax, Colin Flowers and Melanie Powell, Mike and Tina Burnham, David and Helen Lloyd, Nathan Jones, Bill and Idris Willis, Tim and Karen Lowe, Brett and Fiona Seeney, John Sampson, Paul and Karen Whitehouse, Dave Evans, Craig Northmore, Robert and Deborah Court, Simon and Liz Wigglesworth, Owain and Patricia Gibby, Jonathan Harris, Steven Tottle, Susan and Michael Jones, Gary and Susan Ward, Victor and Lesley Elliott, Philip and Beverley Searle, Christopher and Jackie Bale, Brian Travers and Hilary Gater, Cefyn and Debbie Games and last but not least Owen Hopkin. It was a pleasure to meet and chat with you all. Jane Hall Membership Secretary

Cardiff Bay Yacht Club Training School April 2005 Update

Training School Principal: Nick Sawyer

With the arrival of Spring and the longer days the Training School is again in full swing.

Youth Training With twenty four, 9 to 14 years old beginners on Mondays, forty plus youths whom learnt to sail last year back this year for Sail Training on Wednesdays and lastly twelve, 6 – 8 year olds beginnings on Thursdays, weekday evenings at the club are pretty hectic and tremendous fun.

Over the winter months more than thirty of the club's youth sailors braved the cold most Saturdays to learn the finer arts of dinghy racing. The months of training ended with a weekend in West Wales.

A dozen or so of the club's best youth sailors made the long trek to Pwllhelli in North Wales for the **WELSH YOUTH CHAMPIONSHIPS**, which also incorporated the **WELSH INTER REGIONALS**. After an excellent weekend of sailing all those who took part were able to stand tall and brought back an armload of silverware. Naming just a few: Nathan Bailey Optimist Welsh Champion, David Pain Junior Optimist 1st Position, Sian Frost Junior Topper 1st Position

The team effort was won by South Wales with 220 points, North Wales was the nearest with 480 points. If you take into consideration that 70% of the South Wales team was made up of CBYC youth then I think you will agree that they deserve a huge **WELL DONE**.

Youth Racing in 2005 As from Sat 21st May 2005 there will be Youth Racing with the first start at 17:00 hours.

There will be racing for: Optimist Class, Training Optimist Class, Topper Class, Training Topper Class 4.7 and Radial Laser Class.

Racing instructions are available from the Training School. Cost: £10.00 per boat for the series.

Maybe the parents would like to get together and arrange Barbeques etc after the racing.

Summer Camp The Club will be holding its **Annual Summer Sailing Camp Week** again this year and as it was extremely popular last year I suggest you book your place now. There are only a limited number of spaces available so contact the office as soon as possible.

Commencing Monday 21st August and run over 5 days, there will be training and coaching for all levels and it is hoped to bring in top guest coaches. The cost for the week is £85.00 which includes lunch.

Adult Training This year's Adult Training is now fully booked and a waiting list is already in place for next year. If you are interested in doing the course, which is run on a Thursday evening (6:00pm – 9:00pm) and covers both level 1 and Level 2, give Ruth a call in the office.

Power Boat Courses The Club's Training School is now recognized to teach RYA Power Boat Levels 1 & 2, plus Safety Boat courses. These courses are open to all members of the Club and covers basic boat handling in RIBs, Dories and displacement boats; navigation, weather and the relevant laws.

We are hoping to run three to four 2-day courses over the next 6 months at a cost of £105.00 per course (including certificate). Members who are interested should contact the office for more information.

Other Courses Available The school also runs RYA First Aid courses and VHF/DSC (full and conversion) courses. For more information or to put your name on the waiting lists please contact the office.

Bar Summer Opening Hours

As from Monday 2nd May
the Quarterdeck will be open daily from 12 noon

May – September

Monday	12.00 noon to 23.00
Tuesday	12.00 noon to 23.00
Wednesday	12.00 noon to 23.00
Thursday	12.00 noon to 23.00
Friday	12.00 noon to 23.00
Saturday	12.00 noon to midnight.
Sunday	12.00 noon to 22.30

Berthing Request/Requirement Form

For all boats currently berthed/stored at the Club, owners **MUST** complete a form and return it to the office. New arrivals must also complete the form and hand it into the office on the day of arrival

Failure to return this form may result in your preferred berthing option not being available. The form also asks that you confirm that you have the necessary insurance on your boat.

PLEASE NOTE: if requiring ANNUAL PONTOON, the fee will be charged from the date the form is received in the office (if after 1st April when Club year starts), therefore the MONTHLY PONTOON rate will apply up to that date

FLYING FIFTEENS: It has been an entertaining frostbite series, with some good racing and amusing incidents, including the one of the senior members loosing his trousers, collisions (see the passage below from Paul Taylor) and groundings. I think overall the move to 20 races series has been a success. The Spring series is promising to be a good one as well, as we now have a crop of new competitive boats, with Steph and Phils Chippendale, Ian Hortens and Paul Taylor with a couple of Windebanks. No doubt they will be wanting to prove their worth against the existing competition, which also appears to be improving, in the form of Brian Pingel's finely tuned racing machine and the boats of Mike O'Halloran and Jayson Harrison, which are becoming more competitive.

Before I hand over to Paul, just a quick reminder about the Cardiff Classic 25-26th June. It will be good to see you all out there competing. I will be contacting you all soon, so I get a good idea of numbers. Duncan Baird, Fleet Captain. duncan.baird2@ntlworld.com From the pen of Paul Taylor:

Spring is here and to prove it the frolicking has commenced. One might be mistaken in thinking that on the last day of the Frostbite series Spring Madness had arrived !! An event packed last couple of races in the Frostbite series took place at the weekend. With steadily building wind on Sunday two more Flying fifteens took to the water. One well established F15, Steph Clarks' Chipendale 630 'Escape', after some repairs and one newcomer, Paul Taylor's long awaited maiden voyage of 'Kings Jester' 2630. With both boats rigging masts ashore, little would we realise we were soon to be eclipsed on the water. In a quirk of fate two Flying fifteens boats numbers 2162 and 2163 had a coming together!! As the two combatants, in fantastically close racing in the increasing winds, ended up sliding one on top of the other, bow to bow, mast to mast! The incident was described as a bit like a shark attack! (Fresh water dinghy sailors know all about these things obviously.) Ironic really, as one is named 'chosen slave and the other previously called 'fetish'. Unfortunately I can't tell you who was on top of whom if you know what I mean! It was reported in the bar later that one senior citizen stood in the cockpit of the boat and used colourful language for some considerable time after the event. (Ask dinghy sailors for full details). No one hurt and no really serious damage.

In another act of lunacy Paul Simes climbed aboard an RS300. For the uninitiated this boat is named the, 'batboat' or 'wobblyboat' and is well named. First sails in this boat are usually reserved for light wind, so it takes a sailor of real ability to sail this single-hander in a good breeze! Needless to say, Paul coped well, but is currently in intensive care with exhaustion! By his description his return to shore was unconventional, "Wet or dry"? I hear you say. I couldn't comment, after all I have to be diplomatic, there is an election imminent. And the maiden voyage, lets just say for a brief moment Kings Jester was King for a day! Paul Taylor.

DEAR EDITOR: Now that our Committee of Management has taken the plunge and committed the Club to sending special editions of "Bear Essentials" to everyone, by post several times a year, how about going that little bit further and including with one of those postings, the Club Year Book? For some years the practise has been to simply "make it available" from the Office, the Bar et al, with the membership able to collect a copy once their annual fees have been paid. That is fine for those members who are regular visitors to the Clubhouse, but misses out of the loop the very people we should be going out of our way to encourage to take a greater interest in the Club's affairs - those who come down the clubhouse rarely or infrequently. It also does a disservice to our advertisers in the Yearbook as its' circulation is far below the full membership -- and they pay for circulation!

I have been told in the past that one of the main reasons for not posting the Yearbook to everyone once they have paid their fees has been the cost - both of postage and the actual packing of the books into envelopes. By adding it to one of the "Bear Essentials" postings, there will no doubt be some extra postage with greater weight, but it will be much smaller than a special posting and the additional effort to pop the book into the envelope will be insignificant. I urge the COM to seriously consider taking this further step to serve the best interests of every member. Jeff Owen.

CFAE: A Hnurgy Man Wnet Itno a Cfae and Odrerd a Hmagbruer. Tewtny Munteis Leatr, When his Food Hdant Airrevd, The Ctsuemor Akesd the Wtiaer, "Wiiil my Hgbmaruer be Lnog". Pzzlued, the Wiaetr Rpleid, "No Sir, it wiil be Rnoud".

The above goes to prove that as long as the first and last letters of a word are in the right place, the brain will sort out the rest as long as they are correct for trhe word. Dave Adams.

Or... The avobe geos to povre taht as lnog as the fsrit and lsat lerttes of a wrod are in the rhgit pcale, the barin wiil srot out the rset as lng as tehy are ccerrot for the wrod. Editor.

ARE WE NEARLY THERE DAD? A week before Easter four old dads set out in a motor yacht, for a night in Watchet, On the day of departure there was a fog, but because the boat was well equipped with radar, G.P.S. and other safety equipment and the weather forecast said clearing by the afternoon, it was decided to leave on the morning tide. It was still possible to see the barrage from the pontoon and we locked in with the Royal Navy, still able to see our favourite programme on the radar screen. The navy captain allowed us to leave first, but on exiting our radar suddenly failed and as we left the outer harbour the weather thickened to 100m.

We crept our way along the shore keeping an eye on the foam line at the beach, making sure we didn't go shallower than 2.5m. As we approached Lavernock point, a drastic course alteration was required to avoid the spit. Where was the Navy? Hope they can see us! I wouldn't want them up our backside soon after clearing the spit. After a quick look at the radar fuse, she sprang to life and our programme was resumed. We could now see the Rannie, Lavernock spit, Wolves and the receding coastline at St Mary's Well, but no ships, so the throttle was opened to 12kn, we made our way over keeping an eye open for the unexpected.

The G.P.S. said straight on and around about high water we were approaching our destination. We could make out the entrance from the radar on the 6nm scale and after passing the D.Z buoy we dropped down to 5kn. The fog was thicker this side, lets say if Gavin Henson kicked a ball off the deck we wouldn't see the splash. Shorten range on the radar to 3/4nm but the definition started to blur and the entrance was no longer obvious and confidence waned. The G.P.S. said we were very close and the depth was 5m which put us within 400m of the shore. We plotted our position on the small scale chart, it put us within 150m of the entrance, the depth dropped to 3m and the bottom came up to meet us.

The deck watch could see nothing so we backed off into deep water to contemplate our next move. The tripe and onions were going cold and the big match was due to kick off in 2hrs. There was nothing for it but to run for home. The fog did not clear until we were due west of Steephalm.

We arrived back in time to see the match a great consolation and some thoughts on the day. Firstly, my G.P.S. had been programmed to a safe position 150m to the east, not good enough for the conditions especially now that the Americans have replaced the accuracy. For fixed locations only, spot on accuracy is good enough. It's a good idea to identify coastal locations on the radar in clear conditions and make a sketch for future reference. If you can't see the land in 5m of water assuming no other obstructions, best to anchor until conditions improve. Yes, we were nearly there, but not nearly enough. JOHN WOOD 4.05.

SMOKING: Following the debate at the AGM, the Council of Management has taken note of the overwhelming number of members who raised their hands in favour of a partial ban. Therefore, on the quarter deck, smoking is now RESTRICTED TO THE STAGE END OF THAT ROOM ONLY. The tables there have ashtrays, the others will have no smoking signs shortly. There are notices posted - so there is no excuse!! Incidentally may I remind people that smoking at the bar is not permitted and hasn't been for two years, nor in the restaurant area. We cannot please all the people all of the time, but the committee thank members and their guests for their co-operation in keeping this area pleasant for all users. Jon Crofts Davies Rear Commodore.

FLARES: If you've got old flares (and who hasn't?) the safe way of disposing of them is to take them to the Coastguard. His office is in Compass House (above Cardiff Bay Boat Sales in Penarth Marina), his name is Terry Baldwin, the Cardiff Sector Manager, and his phone number at work is 029 2071 0961. If you can't get him there, his mobile is 07970 765 460. He'll be pleased to dispose of your old flares. John Guilfoyle.

WAVERLEY PADDLE STEAMER: Thursday 26 May leave Penarth at 11.30... Clevedon 12.45 – 14.00... cruise the Holm Islands, back to Clevedon at 17.15... Return Penarth 18.30. Tickets can be bought on the day on board, a 10% reduction if more than 10 people turn up. Special offer for senior citizens... bring a friend for free!!!

WAVERLEY PADDLE STEAMER: Saturday June 11... Ilfracombe Victorian Weekend... Leave Porthcawl 10.00, Swansea 11.00, Ilfracombe 13.00 – 14.30. Cruise Exmore coast & Foreland lighthouse... Ilfracombe 16.30 - 18.00, Swansea 20.00, Return Porthcawl 21.00. Tickets can be bought on the day on board, a 10% reduction if more than 10 people turn up.

DOUGLAS I.O.M. I lived in the Isle of Man for a number of years and was a member of the Peel Sailing and Cruising Club. I had a succession of boats, finally a 9 metre Catalac.

Sailing with a girlfriend, when returning from Holyhead, I found myself a bit under the weather from some excesses the previous night. All was going well, the sun was shining, a favourable wind blowing and my friend suggested we do half hour stints at the helm as she liked to be in command. I gave her strict instructions about keeping to the heading to get us back to Douglas and went below for a sleep, with instructions to wake me after half an hour, and steer this direction. Our battery had run down and our outboard had no charger.

I awoke after two hours and went up top to the cockpit, checked the course, which was totally different to my instructions. I was a bit annoyed especially when I asked about the course she was steering. It was more comfortable this way she said! I asked her how long she had been on this course. "I've no idea", was the reply, "But I'm enjoying myself"!

The I.O.M. is about 10 hours from Anglsey, and with some rough calculations we made landfall off Douglas. Some sailors have actually missed the I.O.M. and on the right diagonal America would be the next landfall. Tony Lewis "Cadiha"

KNOW THE COLREGS: All craft are required at all times to maintain a proper lookout, proceed at a safe speed and take appropriate actions to avoid a collision.