

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1935



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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.

FIFTY EDITIONS!!! Some of you more eagle eyed members, will have noticed that this is the fiftieth edition of Bear Essentials, exactly the amount produced in the five years since I've been editor.

Many thanks go to the members who have contributed copy, especially those who are my loyal correspondents... you know who you are. I would also like to say a special thank you to: Bryan "Reels" Morgan, who is my trusty proof reader, June Ackerman and Ruth Coles, who look after distribution, I am most grateful to you all.

I am aware that many of you look forward to each months edition, in fact some of our members collect them. So dear members, once again, I would ask you to consider putting pen to paper, or preferably fingers to keyboard and e-mail me some accounts of your escapades on or off the sea, for the next fifty editions.

I am always hungry for copy... **DON'T FORGET BEAR ESSENTIALS NEEDS YOU.**

In Conclusion, I must admit that I have thoroughly enjoyed my time as editor of B.E. and I look forward to producing the next fifty editions... (how sad can you be!!!). Tony Davies Editor (tony@designbyrelish.co.uk)

C.B.Y.C. REGATTA 2005

Friday 17, Saturday 18 and Sunday 19 June 2005

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Friday evening: Cruiser and Dinghy racing.
Saturday & Sunday: Laser 2000 & 3000 racing.
Saturday: C.Y.R.C. event.
Sunday: Two Rivers Race.

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Entertainment: Bungee run, Barbecue, Band.
fun for all the family...

Do come along your sure to enjoy yourselves.

For times of events & further information please contact ... Paul Simes: 01443 205 130.

CLUB CRUISE IN COMPANY: To P.C.C. Docks Rally... Friday 24 June – Sunday 26 June at Portishead Quays Marina. H.W. Portishead 21.57 hrs first lock at 18.30 hrs, free flow at 21.00 hrs approx, further info on the club notice board or call Tony... Mobile 07 816 337 904. Why not enter the paper boat race? Brian Pingle is going for his hat trick this year having won it on the last two occasions... the craft must not exceed 12 inches in length, beam and height and also must be made entirely of paper.

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"

FREE WEATHER FORECASTS? Need a free weather forecast? Visit www.metbrief and all the free weather sites are listed there.

COMING EVENTS AT C.B.Y.C. JUNE & JULY

Sat & Sun	4 & 5 June	Old Gaffers Association Club Event		Day	Viv Head	
Sat	4 June	Old Gaffers Association Party	Quarter	Eve	Viv Head	
Sun	5 June	Sailing Association			Club Event!!	
Sat & Sun	18 & 19 June	CBYC Regatta			Paul Simes	
Sat & Sun	18 & 19 June	Laser 2000 Open	Racing Quarter	Day Eve	Helen Phillips	Evening Meals !!
Sat & Sun	25 & 26 June	Flying Fifteen Regatta				
Sat	9 July	GP14 Regatta				

REGRET: Don't regret what you've done in life... only regret what you haven't done.

THE CLUB RESTAURANT IS NOW OPEN MIDDAY FOR BAR FOOD

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12 noon to 2.00pm Tuesday to Saturday.

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Why not stop in and sample some of the excellent fare 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 before. Maybe you'd prefer a mouth-watering Curry or a Lasagne to die for. I'm sure you will find something to tickle your taste buds on our menu.

DEADLINE JULY: August is when the next special postal edition of Bear Essentials is due to be posted to every member, and the deadline for copy is 31 July 2005. Members, Commodores, Section Captains, C.O.M. please diarise this date.

CHARTER FISHING TRIPS: Aberystwyth. Would all anglers booked on the 2 charter fishing trips out of Aberystwyth, note that as Phil Dominy is now working abroad, Gareth Davies of "Grand Cognac" has taken over the arrangements. He can be contacted on 07970 208 390. If you want to fish, make contact now, as we have a waiting list for spaces.

ONE NAUTICAL MILE: = 6,076.1 feet = 72,913.2 inches

BALANCE: Method of further reducing the area of fore-and-aft sails in very bad weather, after they have been reefed on a yard or boom. Brail up, or brail in; gathering up slack at peak and lashing it to a trysail or spanker to a spar on the mast by hauling on the brails.

ARAB PROVERB: Never give advice in a crowd.

Editor: Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Mobile 07816 337904. E-Mail: tony@designbyrelish.co.uk Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman and Ruth Coles. Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation or reference purposes, always use current Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Copy may be amended or deleted for any reason by the Editor. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Jane Hall - (029 514 915). Moorings, pontoons, yard, haul-out - Barrie Metcalf - (07966 930823) - during the weekend working period. i.e. 09.00 - 13.00 Sat. & Sun use (07773 462769). Cruisers - Tony Davies (2051 5376). Dinghies - Jeremy Taylor - (029 2040 0457). Catamarans - Idris Dibble (029 20252973). Angling - Bryan Morgan - (029 2021 7910). Motorboats - Gareth Davies (029 2086 9167). Catering - Bar - (029 2022 6575). Sailing School - Nick Sawyer (029 2051 4966). Flag Officers: President - Jean Annett (029 2062 0160). Vice President - John Mead (01443 225 338). Commodore - Roger Dunstan (029 2089 1451). Vice Commodore - Kevin Rolfe (029 2025 9442). Rear Commodore - Jonathan-Crofts Davies (029 2070 7427). Hon. Secretary Helen Phillips (029 2021 5759). Hon. Treasurer - Anthony Thomas (029 2075 0224). Hon. Sailing Secretary - Paul Simes (01443 205 120). Sailing School Principal - Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Jeremy Taylor (029 2040 0457). Gareth Davies (029 2086 9167). Marc Case - (029 2070 5870). Steve Parker - (01633 672 378) To external recipients of Bear Essentials, please would you kindly display it where others may read it, on a notice board if possible, thank you. For sale and wanted ads will run for three months and then deleted unless I hear that the item remains unsold. Editor.

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



EXPERIENCE: teaches slowly, and at the cost of mistakes.



FLYING FIFTEENS



We welcome two new sailors to the flying fifteen fleet. Chris Barton has brought Ian's boat Flipper and Alan Dickinson who brought my boat Falstaff. It will be great to see those boats in action.

Overall the state of the fleet is looking good with nine boats likely to be out on a regular basis, with a couple more occasional sailors. In this series (which incidentally you need to register for with Colin Farr) we can get a core of 6-8 boats out regularly then we could if we want have our own starts - so lets see you out on the water!

As I no longer have a boat in the club I will not be coming down to sail much this year (although I will come and crew for people on occasions), I have decided that I cant continue as fleet captain. So Ian Horton has kindly agreed to take over, as he is out sailing regularly he will be able to represent the interests of the Flying Fifteen fleet better than I could.

However I am still going to organise the Cardiff Classic (25-26th June) this year and I hope for a good turn out from the members of fleet, if you are planning on coming please let me know so I can get an idea of numbers. I know that we will be having several visiting boats, including some of the rather beautiful wooden ones. We will be having a BBQ on the Saturday after racing at which partners and family are welcome (£2.50 per person). Several will be coming from Llangorse and it would be nice if we could reciprocate by attending their open event on 2-3rd July.

So this will be my last Bear Essentials entry as fleet captain, I have enjoyed it and I think left the fleet in a reasonable state! So I now hand over to Ian. Regards, Duncan Baird. (Thank you Duncan for your F.F. reports... Tony Davies Editor)



FOR SALE: Avon Redcrest: Bag, oars floor boards, thwart. Stainless steel slings. Old but serviceable. £100.00. - WWII Very Pistol, red and white cartridge flares. FAC required - details on request. - Autohelm personal electronic compass exc con - £35.00. Complete set of signaling flags (in a roll, good quality, boxwood toggles) - courtesy flags (France, Channel Islands, Ireland) £55 contact: Charles Wollacott 20702704. - 07986 452211

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. Call 0845 1304647 to verify sailing. For further details contact... Tony Davies

IRELAND: If anyone has tips or information on Southern Ireland, would you please pass it on to Gareth Davies of "Grand Cognac"

Gareth Davies (029 2086 9167). (07970 208 390.)



ALSO: Visit Steephholm on M.S. Balmoral August 12 leave Penarth 12.15 return Penarth 21.25.



DINGHY SECTION



RYA INTRODUCTION TO RACING COURSE (ADULTS) 2nd / 3rd JULY 2005

Aimed at anyone who can sail a triangular course and is new to racing.

By the end of the course you will be able to: Compete safely in club racing, Know the basic racing rules, Understand starting procedures and tactics.

The course will be run using the club Toppers and/or Lasers. There will be a mixture of practical and theory sessions, and students will be encouraged to join in club racing on the Sunday morning.

The course runs from 9.30am to 4.30pm on Saturday and Sunday, and costs £20 for members or £35 for non-members.

Places are limited, and we require a minimum of 4 students to make the course viable. To reserve your place, please send a cheque to Ruth Coles in the CBYC office.



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

Yet another Competition, (Sunday, 8th May), had to be cancelled, due to high winds. Let's hope the Comp. On 22nd May goes ahead. Also, the Competition on 5th June, which is a BIG MONEY Comp. The 1st prize will be £100 and the 2nd, £50. So, let's keep our fingers crossed!

The 2004-05 season's Presentation Night, held on 14th May, was a complete success. The Cabaret was excellent, the food excellent and the turnout was brilliant. 134 people had a very enjoyable evening. The only sad note was that John Gittins, our Chairman suffered an accident two days before and fractured an ankle and spent the week-end in the Royal Gwent Hospital. Trevor Parker deputized for him and called on the Club's Rear-Commodore, Jonathan Crofts-Davies, to present the first trophy, for Best Angler, to Phil Dominy.

Other trophies were won by Bob Ward, (Celtic Star for Best Boat, presented by Martin Bale of Arthur Bale & Sons: Gerald of Barry Angler's Supplies presented the Highest Percentage Specimen Trophy to James Singleton, (Sea Princess) and the Best Bass trophy was presented to Nigel Stadden, by Paul Dixon, who had donated the trophy in memory of his late uncle, Mr. Ernie Franklyn.

The "First Wednesday" Night on 4th May went well, when a team from St. John Ambulance gave a talk and demonstrations. Which were quite amusing with Members posing as motor accidents and especially Simon Leek pretending to be flat out drunk, on his back and being put into the recovery position by a "very young girl". Unusual? Keep an eye on the Section Notice Board for future events.



CLEAN AIR POLICY AT CBYC: Do you have an opinion on the current smoking policy within the clubhouse? Should it have a non-smoking policy? There has for some time now been a debate regarding the issue of whether or not our club should be a non smoking one. Personally, I would like to see a total ban but what do other members think?

After the close of the AGM a lively discussion regarding smoking commenced. A vote was called and most present voted for a partial ban. Many of those who voted believed that the downstairs bar should be used for smoking. Did you avoid the meeting because of the possibility of a smoky atmosphere?

Is smoking allowed in Committee meetings and should we know how many of the COM members are indeed smokers? Does this explain the present smoking policy within the clubhouse? As for this arrangement, which is a start but doesn't go far enough, think about this?

Are you one of the smokers who take your ashtray with you whilst walking around the room, thereby extending the smoking area? As a non smoker sitting in the designated non-smoking area are you aware that the extractor fans are above you and nowhere near the smoking area? Do you avoid eating in the restaurant or taking your children onto the quarterdeck? Are you one of the conscientious and hard working members who will not speak up but who will vote with your feet and avoid the club? Does the interview process include asking new members their opinion on smoking in the club?

Did you know.....?

- 74% population do not smoke.
- 60 of the chemicals found in cigarette smoke are known to be cancer forming. 
- Passive smoking can cause lung cancer, irritation to the eyes and chest and can be a particular problem to sufferers from asthma, bronchitis, and people with heart problems and contact lens wearers.
- Cleaning costs are higher in work places where smoking is allowed because of increased litter, dirtier walls and damage to furnishings.
- Ventilation and air conditioning costs are higher in smoking atmospheres.
- Insurance costs are greater where smoking is allowed.

I firmly believe that more members would use the club and the restaurant facilities should a proper smoking ban be in place. Therefore, if you feel as I do that a greater change must come about, contact the COM and let them know. If you wish you can write to me at the club or email me at mandjwaters@ntlworld.com and I will forward your views. Good sailing... Janice Waters.





THE FLYING BOATMAN

by Charles J. Winter



Performed by

Bransby Williams (1904)

Stick to your trade is the motter for me,
And a wonderful good mother too,
The cobbler should stick to 'is wax so I say,
And the joiner should stick to 'is glue.
I've follered the sea for forty odd year,
But I once by mistake broke away,
And I follered the air just by way of a change,
For the whole of one perishing day.
It 'appened like this some aeronaut chap
To the village 'ad brought a balloon,
And 'e anchors it down in a field, for next day
He was giving a show about noon.
Well I leant on some rails looking seaward,
And dreamed of the bar at the Magpie and Stump,
When my pipe was sent flying right out of my mouth,
And I gets an almighty great thump.
The wind 'ad sprung up, the balloon 'ad broke loose,
I was lifted right clean off my feet,
For in passing, the anchor 'ad dragged on the ground
And then stuck in my trousers' seat.
I often 'ave 'eard of a rise in the world,
But *this* rise would be 'ard to match,
And I blessed my old woman who'd done such good work
When she sewed on my trousers that patch.
Up went the balloon, and I dangled beneath
Like a worm on a fisherman's line.
Down below were my boats all let out by the hour
Not a penny of which would be mine.
I 'ollered and screamed till my voice got quite hoarse
And my throat got uncommonly dry,
But all I could 'ear was some kids who cried out
'Look, old Ben's going up to the sky!'
I travelled all day with the 'ot sun above
And the blue rolling waters beneath,
When I 'ears a loud hiss, the balloon sprung a leak
And the gas rushes out of the sheath.
Then I 'ad an idea, I'd been often blown out
By the drinking of bottles of Bass...

... And sucked in the Hydrogen gas!
I started to swell and my buttons flew off
With the sound of a crackling spark,
And as the balloon 'ad quite shrunk, why I
Chopped it away with a cutting remark.
Relieved of its weight I bobbed up so 'igh
I thought I'd bash into the stars.
Then I gently and gracefully fluttered to earth
Like the man in the 'Message from Mars.'
Down below was the land, I'd crossed over the sea
So I knew I should come down in France,
But the Frenchies it seems didn't quite like the look
Of me doing my aerial dance.
They started off firing their pistols and guns
Till the shots flew about me like rain,
So I kicked off me boots, rose, and caught some fresh wind
And then sailed back to England again.
But when I touched ground why I bobbed up again
Till I'd covered a furlong or two,
And so I proceeded with bounds and with 'ops
Like a terrible great kangaroo.
In the village the news of my going 'ad spread
And the people were running about,
They'd rung all the bells, they 'ad let the dogs loose
And old Jack the Town crier was out
Announcing they'd give a reward of ten bob
Which the mayor 'ad made up to eleven
To the one who would bring them back old Boatman Ben
Who 'ad taken a trip up to heaven.
But up to the evening they'd not heard a word.
They were all of them getting the pip,
When they see me come bounding and bouncing along
Like springheeled Jack out on the rip.
They threw me a line which I caught in the air
And 'eld firmly grasped in my 'and.
Then they 'auled me to earth to the toon of the
'Conquerin' Hero' played by the Town Band.
They thought I'd float off so they sat on my 'ead
Till I couldn't see out of my eyes,
But the gas I got rid of cussing and swearing
Redooiced me about half the size.
I ain't got well yet, but I'm getting along
With the 'elp of some Guinness and Bass.
But still you can tell by the way that I talk
I have still got a good deal of gas!

EYEPATCH: Most pirates had two perfectly good eyes. By wearing an eye patch at all times, the covered eye would become highly sensitive, making it ideal to navigate at night, using the stars. Modern day soldiers are taught a similar night vision technique during basic training, to assist them when fighting under the cover of darkness. (Well, I never did... Ed.)

CHART DATUM: Sea level to which soundings on charts and in tide tables are reduced, chosen to be a level such that the tide at springs will seldom fall below it. (Though the word 'datum' did not come into use in this context till the nineteenth century, the principle that charted soundings should show low-water heights goes back at least to 1600.)

UNUSED TRAILERS: Members are reminded that all trailers, launching trollies and cradles must be removed from the premises when not in use. We will charge a high penalty rate on those that we can identify and the remainder will be cut up and disposed of. You have been warned again.

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.

SAILING SAINTS: No connection with our club or any other for that matter. Several years ago I read a book about the Sailing Saints which apparently frequented the Bristol channel. As the period was around the third or fourth century there is very little evidence of them remaining today.

The theory is that these evangelists of the Christian faith came sometime after the Roman invasion of Wales and perhaps looking after the spiritual needs of the converted soldiers themselves not unlike our own colonial soldiers or those of the present day American army of occupation. It was suggested that these evangelists came from France's west and south coasts where the first Christian church was established before losing ground to Rome. These evangelists would have arrived initially aboard Roman galleys and later on trading vessels from Brittany where religious relics can be discovered in abundance.

They set up monasteries in Llandough, Llancarfan, Llantwit and no doubt other locations along the South Wales coast. From their monasteries they seem to have gone out and colonized the South Wales area from Chepstow to St David's creating the first Celtic Christian church maybe a century ahead of the Roman church in Canterbury. Some 200 metres up the Ely from our club is the Pill where Romans were known to have landed their galleys and a few hundred metres over the hill below Llandough hospital are the remains of an early monastery.

From here the word was spread through the Vale of Glamorgan, where there are dozens of churches with obscure names mostly built 900 years ago by the Normans on what were most likely earlier hermitage sites. There remains scant evidence of this early Celtic church however there is a chapel ruin on Barry island that appears to be built of Roman stone and in the west there is the remains of St. Govans chapel built into the cliff side.

Besides all the Llans in the Vale there is a smattering of St's like Fagans, George, Andrews, which shows the mingling of the Celtic and Anglo-Saxon cultures. Further west to the Gower only the Celtic Llans can be found but once you travel into little England beyond Wales only St's appear like Davids, Brides, Anns, Florence. It seems these early saints had more influence on naming places than did the Vikings. A look at the South coast of the channel reveals very few references to saints except near Woodspring where we have Anthony, Lawrence and George and near Watchet there is St. Ducumans, I wonder what that tells us? probably they can't play rugby either. JOHN WOOD 3 2005.

LIGHTHOUSE: This is the transcript of the ACTUAL radio conversation of a US naval ship with Canadian authorities off the coast of Newfoundland in October 1995. Radio conversation released by the Chief of Naval Operations 10-10-95. Canadians: Please divert your course 15 degrees to the South to avoid a collision. Americans: Recommend you divert your course 15 degrees to the North to avoid a collision.

Canadians: Negative. You will have to divert your course 15 degrees to the South to avoid a collision. Americans: This is the Captain of a US Navy ship. I say again, divert YOUR course. Canadians: NO, say again. You divert YOUR course.

Americans: THIS IS THE AIRCRAFT CARRIER USS LINCOLN, THE SECOND LARGEST SHIP IN THE UNITED STATES' ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES TO THE SOUTH. I SAY AGAIN, THAT'S ONE FIVE DEGREES NORTH, OR COUNTER MEASURES WILL BE TAKEN TO ENSURE THE SAFETY OF THIS SHIP.



Canadians: This is a Lighthouse. YOUR CALL... (Supplied by Wayne Bowen of the fast sloop "Metro Gnome").

DEAR TECH SUPPORT: Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slow down in overall system performance - particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as AFL 5.0, BAGGYGREEN 3.0. and Golf Clubs 4.1. Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system. I've tried running Nagging 5.3 to fix these problems, but to no avail. What can I do? Signed, Desperate.

Dear Desperate: First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System! Please enter the command: "http: I Thought You Loved Me.htm" and try to download Tears 6.2 and don't forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5. But remember, over use of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1. Beer 6.1 is a very bad program that will download the Snoring Loudly Beta.

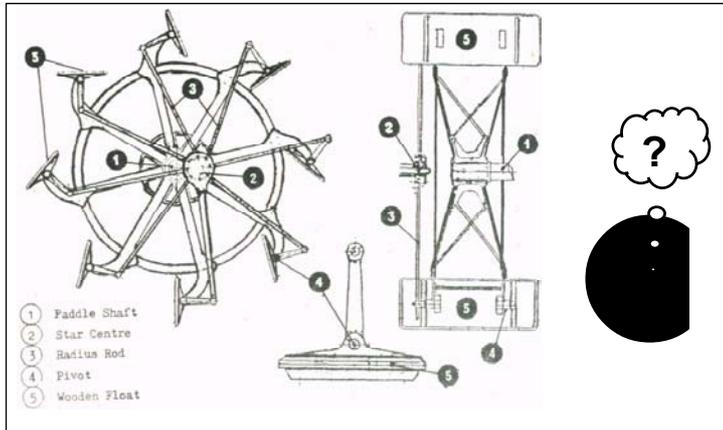
Whatever you do, DO NOT install Mother-in-law 1.0 (it runs a virus in the background, that will eventually seize control of all your system resources). Also, do not attempt to reinstall the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Hot Food 3.0 and Lingerie 7.7. Good Luck, Tech Support... (From... Reels. Morgan).

FISH: signal from destroyer to unknown Trawler: 'What is the significance of the signal you are flying?' Reply from Trawler: Regret I do not know. Flags smelt offish!

COWS: Is it just me? or does anyone else find it amazing, that our government, can track a cow born in Scotland, almost three years ago, right to the stall where she sleeps in a farm in Wales. And then track her calves, to their individual stalls. But they are unable to locate 11 million illegal aliens wandering around the United Kingdom without trace. Maybe we should give them all a cow.

FEATHERING PADDLE WHEELS: Did you know that the paddles on the Waverly "feather" i.e. they enter and leave the water vertically. The floats are pivoted near each end, and are made to "feather" by an arrangement of rods rotating round a centre called the "star centre". The operation of this is entirely automatic, and it is designed so that each float enters and leaves the water as nearly vertical as possible, and remains so for all the time it is in the water* This creates the minimum disturbance, and therefore uses the engine power as efficiently as possible.



1) Paddle shaft. 2) Star centre. 3) Radius rod. 4) Pivot. 5) Float.

Paddle Steamer Waverley has two rimless paddle wheels, each with eight flat wooden floats, as were fitted to almost all the paddlers of the L.N.E.R. and its predecessor, the North British Railway.

Exceptions were MARMION (1906) and TALISMAN (1935) which were originally fitted with curved steel floats, although in both cases these were soon replaced. Also, JEANIE DEANS (1951) had floats which, although wooden, were angled to give an approximately curved cross-section.

Waverly's wheels are 10 ft 10 ins in diameter, and the floats are 11 ft long, 3 ft broad and 3 ins thick. The timber originally specified was American Rock Elm, but this tree is now a protected species and supplies are unobtainable. After trials with many different types, an African hardwood called Iroko was selected, and is now in use.

FOR SALE: Melleray II, an Eygthene class bilge-keeled sailing cruiser. LOA 24', beam 9'9", draught 3'3". Built in the early '80s. Nominally sleeps five people (two more realistically!) in two cabins, has good-sized chart table, sea-toilet, galley with modern cooker. Carries 25 lt. of water. Sail wardrobe includes two genoas and a working jib, mainsail, and spinnaker. Standing and most of the running rigging replaced 2003 by Cambrian Marine, with new VHF aerial and all wiring in the mast, and new furling headsail gear. Has NASA DSC radio (registered) linked to Garmin 120 GPS, echo sounder, Autohelm, clock and barometer. Carries two batteries. Engine is a Lister-Petter AC1WM, single-cylinder diesel engine using about 1 lt. per hour at a water speed of about 5 knots. Carries 25 lt. of diesel in the (plastic) main tank, and two 10 lt. cans. Complete with two anchors with chain and warp, and a variety of warps plus a wide range of variously serviceable fenders. Most of the manuals, including those for the engine, the furling headsail gear, the radio, the GPS and possibly the Autohelm are aboard with the ship's papers. Plus a variety of spares... Melleray is SSR registered. Generally in tidy condition, but requires the sort of TLC a new owner usually gives a boat. Has been cruised, mostly single-handed, by the present owner for about nine years, and was previously was owned by members of Portishead Cruising Club, where she is well-remembered as a successful racer. Present owner is seeking a bigger boat. £6,000 o.n.o. For further information, please contact John Guilfoyle: 029 2070 6309 (home), 07970 177929 (mobile) or johnguilfoyle@tesco.net.

POEM

A wet sheet and a flowing sea,
A wind that follows fast,
And fills the white and rustling sail,
And bends the gallant mast.
And bends the gallant mast, my boys,
While like the eagle free
Away the good ship flies, and leaves
Old England on the lee.
Allan Cunningham.

UNUSED: A wife comes home early from work one day only to find her husband in bed with a strange woman. "That's it!" she screams at him, "I'm leaving you and I'm never coming back." The husband says, "Don't you at least want to hear my explanation?" She shrugs and says, "Fine, let's hear your story. But this won't do you any good!"

He says, "Well, I'm driving along the street, when I see this young lady in torn clothes, no shoes, all muddy and crying. I took pity on her and asked if she would like to get cleaned up in my house. She climbed into my truck and I brought her home. She took a shower and I gave her the underwear that doesn't fit you anymore, the silk blouse and slacks that I bought you two years ago that you wore once, the £150 Nike running shoes you bought and wore only once. I even gave her some of the roast beef you had in the fridge, that you never touched last night.

WANTED: Solar panel, suitable for charging 80 ah lead acid battery please call Mobile 07816 337904.

Then I showed her to the door. She was so grateful for all these things she thanked me profusely. But then, just as she was about to leave, she turned around and asked me..."Is there anything else your wife doesn't use anymore?"

THAT COULDN'T HAPPEN TO ME! I wouldn't be such an idiot, or, there but for the grace of God, go I. The reports of rescues at sea - dramatic or routine, windsurfers or yachts - are always worth thinking about. Why was the rescue needed? The idea that accidents only happen to other people is a dangerous one - both afloat and ashore.

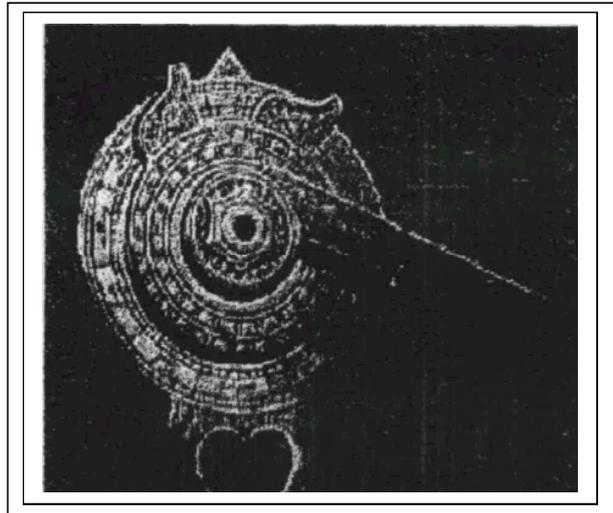
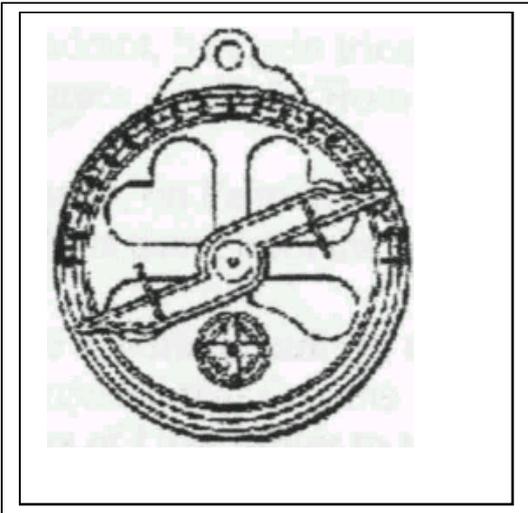
FLAT ABACK: Said of a vessel or its sails when the sails are taken aback and pressed against the mast. Also a colloquialism meaning to be suddenly surprised or disconcerted.

COLUMBUS: carried an astrolabe on the first voyage, which is somewhat similar to the quadrant. The astrolabe was a complete circle of metal, and had a moving arm (or alidade) that the navigator would sight along to find the star's altitude. Columbus tried to use the astrolabe once, but was stymied by bad weather, and he never used it again.

Both the quadrant and astrolabe are dependent upon gravity to work, so they can measure only vertical angles. The quadrant was accurate to about a degree or so, and the astrolabe was a little less accurate. Time aboard ship was measured by a sandglass (or in Spanish, ampoletta). It was the responsibility of the ship's boy to turn the glass every half-hour in order to measure the time until the watch changed. Since the sandglass was always running a little slow or fast, it was checked daily against the times of sunrise, sunset, or midnight. Midnight could be determined by using a nocturnal, a nifty little tool which tells the time of the night by the rotation of stars around the celestial pole. 3. The First Voyage Failures.

After navigating successfully across the Atlantic using his familiar dead reckoning methods, Columbus tried to find his latitude using the quadrant on October 30, 1492. At the time, he was at Puerto de Mares, Cuba, usually identified with the modern Puerto Gibara, at about 20 degrees North latitude. But the result he obtained from the quadrant was 42 degrees. He made another reading from the same place on November 2, and got the same flawed result. Continuing along the coast of Cuba Columbus again tried a quadrant latitude reading on November 21, and again came up with 42 degrees. Columbus was by now aware that the quadrant reading was incorrect, but he dutifully recorded the reading in his log anyway — he blamed the quadrant for the bad result, and remarked that he would not take any more readings until the quadrant could be fixed.

Columbus made two separate attempts to measure his latitude by two different methods on December 13, while anchored in a harbor in northern Haiti. Columbus had read works by the Greek astronomer Ptolemy, and he knew that Ptolemy often referred to a city's latitude according to the length of daylight at the summer solstice (more northerly places have longer daylight at summer solstice). December 13 was the day after the winter solstice in 1492, which is just as good for latitude measurements (because: the length of daylight at summer solstice is about the same as the length of night at winter solstice). Columbus took the opportunity to measure the length of daylight, finding that the day was 10 hours long. This is also a fairly bad result, but Columbus did not convert the daylight measurement into a latitude, probably because he did not know enough trigonometry to do so.



FOOT: How Smart is Your Right Foot? This is so funny that it will boggle your mind. And you will keep trying at least 50 more times to see if you can outsmart your foot, but you can't. 1. While sitting at your desk, lift your right foot off the floor and make clockwise circles. 2. Now, while doing this, draw the number "6" in the air with your right hand. Your foot will change direction. And there's NOTHING you can do about it!!!!

QUESTION? Which ship has visited the most ports and piers in British maritime history ?

ANSWER: .laromlaB S.M. (spelt backwards).

KEEP IT UNDER YOUR TONGUE: According to one of the doctors who did the clinical trials on the drug. If you take Stugeron to counteract the effects of seasickness, a more effective way for the drug to enter the bloodstream is to place one under your tongue when you feel you are about to become seasick. It takes about twenty minutes to work, as the pill wears off you can then decide whether or not to take another. (Courtesy of Yachting Monthly June 2005). Seems like a good idea, worth a try?... Editor.

SHIPS ARE BUT BOARDS: sailors are but men. WILLIAM SHAKESPEARE - 'The Merchant of Venice' Was this Shakespeare's way of saying that the essence of a ship is those who sail her? A good crew have been known to nurse a leaking hull safely into harbour. A sound and well equipped vessel can come to grief with a poor crew.

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.