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**ANGLING SECTION SOCIAL EVENING, IS ON THE FIRST WEDNESDAY OF EVERY MONTH.  
Light refreshments, a Talk [or Quiz] & Raffle.**

**LANDFALL:** The dictionary defines landfall as: 'An approach to or sighting of land, esp. for the first time! The most pleasing landfalls come after a long ocean passage. Although, even with a good GPS, the first sight of the Cherbourg peninsula after an overnight passage can be welcome enough. And a good moment can be on a dark night at sea when a looked for light (or its loom) is sighted just about where and when expected.

**1720:** The Royal Cork Yacht Club was founded in 1720 and claims to be the world's oldest yacht club. Somehow despite being in the Republic of Ireland, it has never lost the Royal from it's title.

**ORGANIST WANTED:** A nice sized electronic organ has been donated to the club by Alan Savage President, unfortunately we have no one to "drive it" if you are able to give it a try please come along and have a go... contact Roy Evans 029 2070 4696.

**IDEAS:** are funny things they never work unless you do.

**KELLOGGS:** I was sat on our boat "Grand Cognac" approx 3 weeks ago, and having stayed on board the previous night we were sat out on a beautiful sunny morning enjoying breakfast, at which point a boat came down the river obviously in a rush to catch the lock, clocking up in excess of TEN knots, and the wash from his boat tipped a full dish of "Cornflakes into my lap, I tried shouting but they ignored me, and without thinking I picked up my VHF and said Thanks very much, you have just tipped my Cornflakes. Hence the nickname. You could also use this story as a reminder that the speed limit in the river is **FIVE KNOTS**. Gareth Davies.

**On the Quay 1770**

'Who are you, my little man, sitting weebegone and wan,  
With your little bundle by your side, waiting for the tide?  
You are very small to go to sea,  
And I wonder what your fate will be;  
Fever, or shot, or Captains sword,  
Or "Midshipman overboard!"  
But don't be doleful. Lift up your head,  
Here's an apple for you, and some gingerbread,  
Now, boy, who did you say you were?  
"Horatio Nelson, sir".

**CREW WANTED:** For the fast close winded auxiliary sloop "Barebones" for cruising in the Bristol Channel and further, Ireland maybe, weather permitting. Please contact... 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

**LIFEBOAT:** A lifeboat was called out to a yacht in trouble in dirty weather. The coastguard, trying to confirm the yachts exact position, called it on the radio: 'What is your position? Repeat, What is your position?' The skipper came back with his answer: 'My position?... well, I am the marketing director of a computer software firm in the Midlands.

**STATUTE MILES vs. NAUTICAL MILES:** How to convert to/from nautical miles: A statute mile is 5,280 feet in length. A nautical mile is 6,076.11549... feet in length. To convert from statute to nautical miles a factor of 1.15 is generally used, even though it is not precise. (5,280 feet X 1.15) = 6,072 feet (4.11549...feet less than 1 nautical mile). You could add 4.1 feet for each statute mile to be converted. So the new formula would be: {(5280 feet x 1.15)+ 4.1 feet} divided by 6,076.1 feet = 1 nautical mile. To convert from nautical to statute miles: The factor 1.15 may be used, but again, it is not precise. (6076.1 divided by 1.15) = 5,283 feet (3.565..feet more than 1 statute mile). Using a precomputed table (such as Bowditch's Table 20) will result in the more precise answers.

Comments: For a less precise answer "Chapman's Piloting and Small Boat Handling" suggests: statute miles x .87 = nautical miles, nautical miles x 1.15 = statute miles As a rule of thumb, roughly 7 nautical miles equals 8 statute miles. You can convert nautical to statute by multiplying nautical miles by 8 and dividing the product by seven. To reverse the conversion, statute miles times 7, then divide by 8. A Nautical Mile is 1/60th of a degree or one minute of latitude. Be sure you know what distance measurement is being used on the charts you are working with. There are four common measures of distance used on charts: Nautical miles are used on ocean and coa'stal waters. Statute miles are used for inland areas such as the Intra-coastal Waterway and the Great Lakes. Yards are often used to define distances of a mile or less. Meters are being seen increasingly on U.S. charts and are used almost exclusively on Canadian and other charts of the world. And from Alan Richard - "As a point of interest, Florida boating and marine fisheries laws still express distance in leagues, as in Jules Verne's *20,000 Leagues Under the Sea*. A marine league is three nautical miles."

**ADMIRAL SIR CLODISLEY SHOVEL:** Among the countless unfortunates who have been shipwrecked over the ages was *Admiral Sir Clodisley Shovel*, a distinguished naval officer who went to sea at the age of twelve. However in 1707 he managed to wreck his own warship, and three others, on the Scillies in a storm. Being a very fat man, he floated ashore but was murdered on the beach by a local woman for the conspicuous emerald ring he was wearing. Later this ring was recovered and returned to his heirs, while he was duly buried in Westminster Abbey.

**ANCHORS:** That I bought my first boat on a Wednesday, sailed her away on Thursday and found her wrecked on Friday is an unfortunate fact. And it is a lesson that it is better to trust one's own anchor gear than to rely on an unknown mooring. Eric Hiscock "Wandering under sail"

**REQUEST:** to external recipients of Bear Essentials, please display where others may read it, on a notice board if possible.

**SUM TOTAL:** The sum total of your past does not equal your future.



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Cost priceless

[www.cbyc.co.uk](http://www.cbyc.co.uk)

Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site [www.cbyc.co.uk](http://www.cbyc.co.uk) e-mail [info@cbyc.co.uk](mailto:info@cbyc.co.uk) Affiliated to the R.Y.A. Web site [www.rya.org](http://www.rya.org) and the B.C.Y.A. Web site [www.bristolchannel.co.uk](http://www.bristolchannel.co.uk)

**Always remember... eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment.**

**CBYC CLUB OFFICERS - AREAS OF RESPONSIBILITY**

**COMMODORE:** Chairman of the Council of Management Club general & Training, Signing of cheques, Authorisation of Salaries.

**REAR COMMODORE:** Line Manager Steward and associated staff Liaison Officer for Catering Franchise. Responsible for Bar, Health & Safety, Clubhouse (including Fire Safety). Signing of Cheques Authorisation of salaries.

**Hon. SECRETARY:** Responsible for the legality of the affairs of the Club and for the production/promulgation of all minutes of all meetings of the Council of Management.

**Hon. TREASURER:** Control of all Club financial matters Preparation of accounts for AGM. Line Manager for Accounting staff (Ron Ley) Signing of cheques. Authorisation of Salaries.

**MEMBERSHIP SECRETARY:** Control of membership and records. Interviewing of new Members, Processing of new members. Monitoring of membership. Control of entry to AGM & Voting.

**SAILING SECRETARY:** Regatta, All Sailing events. Liaison between all sailing groups.

**COMMUNICATIONS SECRETARY:** Bear Essentials, Web site, e-mail, Notice Boards.

**COUNCIL OF MANAGEMENT:** minutes and reports can now be read on the Club web site and also on the Club notice board; they will be posted after they have been ratified by the Council of Management i.e. a month after the actual COM meeting.

**MARINA MANAGER CONTACT NUMBERS:** Would all members please note that Barrie's mobile number has changed to 07966 930823. Marina staff will be available on the old number: 07773 462769, during the weekend working period. i.e. 09.00 – 13.00 Saturday and Sunday.

**COMMUNICATION: is the secret to success – pass it on.**

**SURGERIES: The Commodore will hold a surgery on the last Thursday evening of each month at 20.30 for members who have a query on any aspect of Club business or policy.**

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](mailto:tony@designbyrelish.co.uk) Proof reader - Bryan "Reels" Morgan. Distribution – June Ackerman. 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. Club contacts: - Fees - Ruth Coles – (029 2066 6627). Membership – Jane Hall – (029 514 915). Moorings, pontoons, yard, haul-out – Barrie Metcalf - 07966 930823 Cruisers – Andy Higson (01446 713908). Dinghies - Jeremy Taylor – (029 2040 0457). Angling - Bryan Morgan – (029 2021 7910). Catering - (Flotilla). Bar – (029 2022 6575). Social Committee – (to be decided). Sailing School Principal - Nick Sawyer (029 2051 4966). Flag Officers: President – Alan Savage (029 2051 2534). Vice President – Jean Anette (029 2062 0160). Junior Vice President – Roy Evans (029 2070 4696). Commodore - John Jefferies (029 2061 0864). Vice Commodore – Roger Dunstan (029 2089 1451). Rear Commodore – Kevin Rolfe (029 2025 9442). Hon. Secretary Helen Phillips (029 2021 5759). Hon. Treasurer – Tony Thomas (029 2075 0224). Hon. Sailing Secretary – Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Paul Simes (01443 205130). Jeremy Taylor (029 2040 0457). Peter pope (01443 208360). Jonathan Crofts-Davies (029 2070 7427).

**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"**

**REGATTA: Race meeting of yachts and boats. Derived from the traditional Venetian gondola race, still held annually.**

**NAUTICAL QUOTES:** Throughout these Bear Essentials you will find Nautical Quotes, some truly nautical, others just expressing the spirit of yachting and the thoughts and feelings that cross your mind as you sit at the wheel or tiller. Please send me suggestions and additions. T.D.

**THANK YOU:** Thank you to all the members who have donated books to the Club library, usually anonymously, your contributions are much appreciated... Tony Davies Librarian.

**PRAYERS:** A well known naval prayer book which had been used by the Captain when conducting prayers on board, included several prayers for families, One of these contained the line "And bring us back to them in thine good time" The last few words had been firmly deleted and "soon" penciled in.

**IN AND OUT:** Once again it's time to answer a Weather Notebook Brainstorm question There used to be huge sailing boats called square riggers that filled the ports and trading routes of the world in the 1700 and 1800's. These boats in general sailed in to port by day and sailed out to sea by night, and that was our question, why did they do that. Well, it's because the wind tends to blow towards the shore during the day and then turns around and blows toward the ocean at night. In nautical parlance, it's called an 'on shore' wind during the day and an 'off shore' wind at night. In meteorological parlance, it's known as a 'sea breeze' during the day and a 'land breeze' at night. This is because on sunny days the land heats up, more so than the ocean, or even a lake. The hot air next to the ground rises with it's new found energy and the cool air from just above the water is sucked inland to take the rising air's place...that's called a 'sea breeze.'

At night the inverse happens. The air above water stays the same temperature as it was during the day, but the air over the land cools down. So now, it's the air over the water that rises and the air from the land rushes out to sea to replace it. That's called a 'land breeze.' So, the big sail boats came into shore during the day with the 'sea breeze' and went out to sea at night with the 'land breeze.' And that is the answer to the Brainstorm.. So sea breezes are seldom deceiving. They pull ships in at day.

**HANDBOOK:** Members addresses are no longer put in the handbook due to the Data Protection Act, so now you know.

**FLOTILLA RESTAURANT 'Summer Sailing Menu'**

The new opening hours are:

Tuesday & Wednesday evening	6.30 pm to 9.00 pm
Saturday	12 noon to 3.00 pm
Sunday	12 noon to 3.00 pm

Tuesday sailing evenings will become a special steak night with a selection of T Bone, Fillet and Sirloin. Sunday lunch will continue to be served during the summer months as well as the sailing menu. Anyone who would like any special requirements i.e. buffets or particular meals for events during the daytime hours, please do not hesitate to contact me in the kitchen. Thank you, ROBERT EVANS Head Chef .

**Traditional Food in the Basket**

Chicken & Chips	4.75
Scampi & Chips	5.25

8oz Rump Steak, sauté potatoes and red pepper relish	6.50
Minted Lamb Burger, chips and coleslaw	4.95
Lemon and Garlic marinated kebabs with grilled pita bread	4.95
Homemade lasagne, garlic bread and salad	4.75
Salad of crispy pancetta, grilled chicken and parmesan shavings	4.75

Open Sandwich:

➤ Smoked salmon, cream cheese & caper dressing	3.50
➤ Bacon, lettuce and tomato	3.25

Jacket Potatoes:

➤ Chilli con carne	3.50
➤ Cheese	3.25
➤ Tuna mayonnaise	3.25

Garden spring rolls with dipping sauce	2.95
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Bowl of Chips	1.25
Spicy Curly Fries	1.50
Garlic Bread	1.50
Onion Rings	1.50

Children's Menu	
Fish Fingers	}
Sausages	} all served with chips
Chicken Nuggets	}
	2.95

**CREW MEMBER** available for cruising anytime, very willing adaptable and enthusiastic. Competent crew qualified, please contact: Jules on 01656 865525 or 07974971 or julia@careers99.fsnet.co.uk

**SPLICES:** To be familiar with the knots, bends, splices, and purchases in common use at sea is an indispensable qualification for the man who would command his own blittle vessel. For not only must he know how to handle the various ropes connected with his rigging, belay his sheets in orthodox fashion, tie in his reef points with the proper knot, but he should be able to effect all ordinal repairs on his rigging

**SIPPERS:** a share of one's rum ration given to someone in return for a favour or as payment.

**DETERIORATING:** Boats are like people, it isn't work that bears them quickly to the grave, but idleness. When a boat is being used she is being looked after; when she is laid up or spends week after week swinging to her mooring, she is deteriorating, Frank Mulally.

# **RABBIT: regular fare in the Andrew. It is bad luck to mention this word in the animal sense on board any ship.**

**FOR SALE:** 19' 6" LOA Caprice fin keel sloop 'pocket cruiser', GRP hull, plywood decks. Three berths. spinnaker and pole, in excellent condition. Great sailor - handles like a dinghy but incredibly stable and very seaworthy. Valued £2 - £2.5 thousand in 2000 Survey. Selling at low price as now have new boat and the Caprice needs some work. Includes 4-wheel road trailer. Lying ashore Cardiff. Asking, £1,500.00 ONO. 5HP 2000 model Johnson outboard available as extra. Contact Mark Farrall 029 2046 2175. Korina, 20 foot Bermudan sloop, fin keel outboard engine, £2,705.00 plus cradle & trailer £950.00 tel. 01443 822548 Topper # 35418. Good all-round condition, race pack, full cover, trolley. £550.00. Contact Jeremy Taylor, tel - 029 2040 0457 e-mail [taylorbuild@yahoo.co.uk](mailto:taylorbuild@yahoo.co.uk) 6 kg folding anchor £15.00 12lb folding anchor £9.00. 3 oval brass port holes 7.5x13 £90.00. Teleflex steering cable approx. 18ft heavy duty £15.00 Tel:- 029 2086 8835 or 029 2088 2935 John Gittins. Two Lewmar twin speed sheet winches (25s). Any fair offer accepted, but prefer to see them go to a good home: Jon Crofts Davies 07768 014840 One piece wet suit AS NEW, to fit child age 7/8 years. £20 Contact Gareth Davies on "Grand Cognac" TEL 07970 208390

**SINGLE HANDED:** In 1984, *Granholm v. TFL Express*, the court found a single-handed racer negligent for taking a thirty-minute nap. The yacht, *Granholm*, was participating in a qualifying sail for a transatlantic race. With the boat on autopilot, and with all required navigation lights showing, the owner scanned the horizon for ships, set a thirty-minute time, and went below for a nap. Meanwhile, the *TFL Express* was on autopilot, making eighteen knots; the mate was plotting her position, and the "lookout" was making tea. The *Express* came up from behind and ran the *Granholm* down.

The owner of the *Granholm* sued the *Express* for her failure to maintain a proper lookout (Rule 5), and for neglecting, as the overtaking vessel, her obligation to keep clear (Rule 13). The court agreed, but placed equal blame on the single-hander, saying, "The obligation to maintain a proper lookout falls upon great vessels and small alike."

In other words, if single-handed sailing prevents one from maintaining a "proper lookout," as defined by the Rules, the very act is negligent. Single-handers beware.

**GMT:** We take it quite for granted that our time (even though it is now officially UMT instead of GMT) and the system of longitude on all charts is based on zero degrees longitude passing through Greenwich - hence the Greenwich Meridian or Prime Meridian. In fact it passes through the courtyard of the Old Royal Observatory. It took some time before all the countries of the world acknowledged tin's - some reluctanth.

**BEFORE THE MAST:**  
Expression used to describe an ordinary seaman or rating. Derived from the past practice of accommodating common sailors in the forecandle while officers were accommodated aft. Thus a common seaman was one who had sailed before the mast.

**ORLOP DECK:** Lower deck in a warship, laid over the beams of the hold; used for coiling cables and keeping sails and various stores.

**GASH:** rubbish.

**CRUISER COLUMN** The Cruising Section meets on Tuesdays, Thursdays and Saturdays (an easy way to remember is when there is a "T" in the day) in The Quarterdeck (upstairs bar). Cruises are scheduled for most weekends; loosely in line with The BCYA (Bristol Channel Yachting Association) calendar please see below, (weather permitting). For conformation of the destination 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 to join in, motor yachts included. We look forward to seeing new and old members, do come and join in.

## **B.C.Y.A. EVENTS LIST**

July 3rd to 4th, Barry Y.C. Youth Regatta  
July 10th to 11th, Cardiff Yacht Club Regatta  
July 10th to 11th, Barry Y.C. Soling Open Meeting  
July 24th to 25th, Thornbury S.C. Regatta  
July 24th to 25th, Penarth Y.C. Regatta  
August 1st Newport and Uskmouth S.C. Brean Down Cruise  
August 14th to 15th Newport and Uskmouth S.C. Watchet Cruise  
August 23rd to 28th, Thornbury Sailing Club - Club Week  
August 28th Newport and Uskmouth S.C. North Devon Cruise  
September 4th to 5th, Newport and Uskmouth S.C. Regatta  
September 4th to 5th, Cardiff Bay Yacht Club Shanghai Cup (1st of 4 Weekends)  
September 17th, Cabot Cruising Club, Basin Rally  
September 17th, Newport and Uskmouth S.C., Bristol Cruise.  
September 18th Portishead Cruising Club - The Holms Race  
September 26th, Barry Yacht Club - Channel Race.

**STARBOARD:** The Vikings called the side of their ship its board, and they placed the steering oar, the "star" on the right side of the ship, thus that side became known as the "star board." It's been that way ever since. And, because the oar was in the right side, the ship was tied to the dock at the left side. This was known as the loading side or "larboard". Later, it was decided that "larboard" and "starboard" were too similar, especially when trying to be heard over the roar of a heavy sea, so the phrase became the "side at which you tied up to in port" or the "port" side.

**FLAGS:** The reason for flags being taken down (or struck) at sunset is simply that you cant see a flag in the dark and this saves wear and tear during the night.

**ALL GAS AND GATERS:** pusser-faced and loud mouthed.

**CRUISING:** When cruising, an anchor carefully put down in the right spot makes for a peaceful evening and a sound nights sleep.

**LIBRARY: Nautical books for the Club library would be most welcome. Please contact... Tony Davies or alternatively place them in the downstairs bar. Please be aware that information contained in the books is likely to be out of date. Always use current Admiralty publications for navigation and reference purposes.**

**EVERYTHING: happens for a reason.**

**REGARDLESS: of your past your future is a clean slate.**

**CHOKKA:** fed up, exasperated (from chock-a-block, when a rope is hard up against its block).

**COMPASS TIMBER:** Wood that is naturally curved or bent, and can therefore be used for various parts of a ships construction.

#### **WELCOME TO NEW MEMBERS!**

I would like to extend a very warm welcome to the following new members;

John and Patricia Colleypriest, Stephen Cowin, David and Judy Watts(previous members), Tom and Gaynor Leach, Nigel Smith and Karen Stafford-Smith, Andrew and Kathryn Crow, Michael Mason, Martyn and Lesley Sime, Michael and Barbara Flanders, Alexander and Ruth Jackson, James and Meryl Prosser, Christopher Hole, Kevin Moore, Alex Collett and Sarah Edwards, Jayson and Angela Harrison, Gareth Day(previous member), Robert and Brenda Langford, Simon and Claire Morgan.

I look forward to seeing you at the Club regularly, both on and off the water!

Jane Hall, Membership Secretary

P.S. If anyone out there has not yet paid their Club membership fees for this year please could you do so as soon as possible. Any member still not paid up by the end of July will be considered as lapsed. Many thanks.

**CRUISING LOG JUNE 2004:** There has been much going on in the cruising section this month. In our weekend cruises we have been to Bristol, Portishead, Weston, and Burnham on sea. The weather has been good, and we have experienced a wide range of sea states.

I being a novice sailor took advantage of crewing for Tony Davies on Barebones. We set sail on Friday evening on a rising tide. Our journey was backdroped with the most beautiful sunset, and in a moderate westerly wind we made a swift passage to the mouth of the River Avon.

The passage up the Avon was peaceful and to me awe inspiring, Tony pointing out some of the interesting points of this historic access to Bristol, the powder house, where past man of war's would have to deposit their gun powder before being allowed access to Bristol, oh! And if any one wants to know where the white house boat from Penarth Marina is now ..... on the port bank half way up the Avon... have houseboat will travel! Then there was Isimbard Kingdom Brunell's Suspension Bridge, under which we passed to enter the lock. We tied up and waited for other boats to arrive.

Once through the lock we tied up outside the Cottage pub, and together we spent a happy evening imbibing the best of Bristol's Ale. In the morning we were joined by David Penning on Amadeus III and Trevor Laidlaw on Racey Lady, who had spent the previous night in Portishead. Together we motored to the top of the Bristol Floating Dock, moored our boats and walked into Bristol centre. We went to the flea market, Tony pointed out the "Nails" 3ft high bronze sculptures forming an elaborate table on which merchants in the past would place their cash before conducting a transaction hence the expression "cash on the nail" After the market and a cup of tea we all fell into Whetherspoons Pub for a liquid lunch, then we meandered back to the boats for an afternoon of snacks, music and white wine. Who said sailing is hard work!!

Our Journey home on Sunday was a reciprocation of the outward journey, we all arrived back happier for our Bristol experience. The trip to Portishead was even better; the weather and sea conditions permitted a safe enjoyable passage. The occasion being Portishead Cruising Club's Docks Rally.

We arrived at about 17.00 hrs on Friday, and after mooring went to the main marquee, in which we had a well prepared meal for £3.00, then we were entertained with a disco, until late. On Saturday we arose to a wonderful breakfast for £2.50, and for lunch we had a good choice of food and were entertained by a six piece Irish band called the Shenanikins. Being very outward going members of Cardiff Bay Yacht Club we took advantage of bonding with the wash-board player of the band, and were invited to "have a go" Tony and David revelled in the experience, and when the band finished, we invited the washboard player to Amadeus III and he and the gang played music, with white wine until late afternoon. David and I had to be home by Saturday night so we left on a falling tide at 21.00 and arrived back in Cardiff by 01.00.

The Weston Regatta was for me the highlight of this month's cruises. Tony Davies and Trevor Laidlaw went in Barebones, and Stealth (Robert Wharton) and I went on Panache. The trip over started out calmly, with a clear blue sky, and a Southerly wind, but halfway over we were hit by a squall, we reefed in, and maintained course. After half an hour we came about and keeping Brean Down Peninsula quite close to our starboard side, we goosed winged and surfed, touching 12.8 knots, into the mouth of the river Axe. We then dropped our sails, and motored up to Barebones, who was moored to the Weston Club pontoon.

The club house, was 2 mins walk from the pontoon, and the four of us were welcomed by the Commodore. The journey over called for a round of drinks so we duly tucked in to the local brew...yum yum. At 19.00 the ex-commodore and his band of musicians entrained us until midnight, on our retiring to our boats we were given a box of ales, and two bottles of wine and glasses to continue our merriment on Barebones; the ex-commodore came aboard with a few of his friends and we made music, to the early hours of Sunday morning. We all came home safely and reminded ourselves that perhaps it does not get better than this.

I am glad that I have joined Cardiff Bay Yacht Club, for in 12 months I have made many good friends, and had such a variety of social and sailing experiences, that now I can not think of life without Sailing. I can recommend cruising to anyone. Anyone out there who wants to have good fun, good comrades, come and join us. Nigel Hutton.. PS I will save the Burnham on Sea cruise For next Month.

**FLOTILLA RESTAURANT OPENING TIMES Tuesday & Wednesday evening 6.30 pm to 9.00 pm  
Saturday 12 noon to 3.00 pm Sunday 12 noon to 3.00 pm**

**FILIBUSTER: Buccaneer, adventurer; derives from the Dutch vrtjbuiter - freebooter an illicit trader or smuggler.**

**FLYING FIFTEENS:** First of I would like to welcome two new boats into the compound; Andy Hall's carbon fibre boat 'Ffat boyz slim' and Steph Clarke and Phil Grey's newly refurbished boat 'Escape'. Despite the various problems in the compound over the last few months, we have been having some good racing this year with a core of around 5 boats out on a regular basis (Ian, Bill, Brian P, Brian M and Myself). The flying fifteens were well represented in the CBYC regatta, with some interesting racing in fickle winds and great fun was had on the two river race. We also had the Cardiff Classic event, with six Cardiff boats competing against some of the best in country (including the current world champion). Stuart Jones was unlucky not to win the event (coming a narrow second), the rest of us managed to keep up and occasionally managed to challenge some of the visiting boats!

The Wednesday evening series is still on, with a 7.00pm start (prompt). The plan is to vary these evenings with a focus on fun events e.g. river races or trips over to the inner harbour etc. Personally I really enjoy the Wednesday evening events, it is just nice after a days work to get out on the water.

There are around 14 boats in the compound and we are the largest one design class in the club- so there is certainly the scope to increase numbers out racing! We could have our own starts and our own series, if more flying fifteens took to the water each week. Our races are light-hearted affairs, with cheerful banter and a great deal of good humour! It is a classic fleet with boats in assorted states of dilapidation (in my case at least) and there are a broad range of experiences and competitiveness in those that come out racing, ranging from novices to experienced helms. In addition, flying fifteens make very good boats for single-handed sailing; in fact all the races this year have involved single handed sailing. So I want to encourage you all to get your boats out on the water and make use of the great sailing area and facilities we have. After all the sun is out (occasionally), so what better place to be than on the water.

Duncan Baird. CBYC Flying Fifteen Fleet captain. duncan.baird2@ntlworld.com

**FLYING FIFTEENS: Cardiff Classic 2004** Eleven Flying 15s competed at Cardiff Bay Yacht Club's Classic event on 26th/27th June. Fortunately the forecast gales did not arrive, and the F 3-5 winds provided excellent conditions for the 6 local boats and 5 visitors, for all 4 races. On Saturday the first race started in the middle of a heavy downpour and Stuart Jones and Nathan Cummins in FF 1155 had a great tussle with Simon Dangerfield and John Washington in FF 798, only winning by a couple of seconds. This battle continued throughout the weekend with both crews scoring two firsts and two seconds in the 4 races, but Dangerfield victorious overall with the win in the last race. However these two boats had to work hard in each race with stiff competition from the rest of the fleet. In races one and two, Dave Flint and Dave Hemmingway pulled through to third place in FF 2663. On Sunday Paul and Tom Simes, the Cardiff GP14 sailors pulled through in their borrowed FF2525, to get third in race three and Neil and Stuart Bartholomey in FF 2700 were third in the last race.

Another notable performance came from Bill Turton and Brian Pingel sailing FF 2492, with over 150 years experience between them.

**Overall Results**

	Boat	Helm	Crew	R1	R2	R3	R4
1st	798	S Dangerfield	J Washington	2	1	2	1
2nd	1155	S Jones	N Cummins	1	2	1	2
3rd	2663	D Flint	D Hemmigway	3	3	5	4
4th	2700	N Bartholomey	S Bartholomey	4	4	7	3
5th	2525	P Simes	B Marchant	6	5	3	5
6th	2562	G Rock-Evans	M McPherson	7	8	4	6
7th	2645	M Jones	R Denning	5	6	6	7
8th	2492	B Turton	R Grafton	8	7	10	9
9th	630	S Clark	P Clark	9	9	9	8
10th	1295	D Baird	T Bowen	10	10	8	10
11th	2162	I Horton	A Horton	DNF	DNS	11	11

**INFORMATION: contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications.**

**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**

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**LEAD ACID BATTERIES:** Storage batteries do not store electrical energy, but convert electrical energy into chemical energy which is slowly accumulated as the charge progresses. A battery in use is said to be on discharge. During discharge, the chemical energy stored in the battery is converted into usable electrical energy. A lead-acid storage battery consists of cells with positive and negative electrodes called plates, which are physically separated from each other and immersed in an electrolyte of sulfuric acid solution. The active materials of the electrodes are lead peroxide (PbO<sub>2</sub>) for the positive plates, and sponge lead (Pb) for the negatives.

In a fully charged cell, the electrolyte has a specific gravity that varies from 1.260 to 1.285 (depending on type and manufacturer). When fully charged, each cell has a voltage of approximately two volts on open circuit. However, a cell may have a voltage from 2.12 to 2.70 volts when being charged.

**Charging The Cell:** The reaction that occurs in discharging the cell can be reversed, and it can be restored to its former charged condition by sending direct current through it in an opposite direction to the current flow on discharge. The active materials are restored to their respective conditions, and the electrolyte again becomes a more concentrated sulphuric acid solution. Cell voltage rises as the two plates become increasingly different in composition and the specific gravity of the electrolyte increases. As an operating guide, to obtain the best performance and life from an R-E storage battery, the depth of discharge must not exceed 80% of the battery's rated capacity in ampere hours. It should be charged after each cycle or whenever the specific gravity of the electrolyte falls below 1.230. It is very important that proper ventilation be provided during charging to make certain that (1) the hydrogen gas given off toward the end of the charging process is dissipated, and (2) that individual cell electrolyte temperatures during normal operations do not exceed 115° F.

**Specific Gravity:** The term specific gravity describes the ratio of the density of electrolyte to the density of water. Electrolyte weighing 1.2 times as much as the same volume of water has a specific gravity of 1.200. The full charge gravity of a cell is a matter of design and depends on several factors. The specific gravity must be high enough to contain the amount of sulphuric acid necessary to meet the chemical needs of a cell. If the sulphuric acid content is too high, damage may result to the cell. The standard full charge gravity for lead acid batteries used in an R-E system is 1.250 to 1.285 depending on which type of battery you are using. Since the acid content of the electrolyte decreases linearly as the cell is discharged, the decrease in gravity is directly proportionate to the amount in ampere-hours taken out. The specific gravity at any point in the discharge indicates the depth of discharge, and can be translated into amp hours taken out. A cell having a full charge specific gravity of 1.280 and a final specific gravity of 1.130 has a gravity drop of 150 points.

Example: assume the specific gravity is 1.180 at 77°F at the end of a discharge. That is 100 points specific gravity below the full charge gravity, therefore,  $100 \div 150 = 67\%$  discharged of rated capacity. So if your battery were rated at 1000 amp hours you would have taken 670 amp hrs out of the battery. Use this formula and the readings from your amp/hr meter to get a good idea as to the battery's State Of Charge (SOC).

**Specific Gravity During Recharge** The rise of specific gravity is not uniform or proportional to the amount of charge returned in amp/hours. During the early part of the charge, there is no gassing action to mix the electrolyte with the heavier acid being released from the positive plates. The heavier sulphuric acid will lie on the bottom of the cell container. A hydrometer reading which draws electrolyte from the top of the cell does not indicate the true gravity or actual state of charge. During the gassing portion of the charge the sulphuric acid mixes with the rest of the electrolyte in the upper portion of the cell. The gassing creates a movement upward; drawing heavy acid with it and the specific gravity rises rapidly to full charge value.

**Operation Of The Battery** There are several factors which affect the operation of the battery concerning its ability to deliver capacity and life expectancy. Many chemical reactions are affected by temperature, and this is true of the reaction that occurs in batteries. The chemical reaction of a lead-acid battery slows down by the lowering of temperature which results in a loss of capacity. A battery will deliver 100% of capacity at 77°F; at 20°F the battery only can deliver 74% capacity. Excessive heat will contribute greatly to reducing battery life by corroding the positive grids and by excessive gassing which loosens active material pasted onto the positive grid. Overcharging is the most common contribution to excessive temperatures and gassing in a battery.

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**ROAD SENSE:** The seaman must develop 'sea sense just as the driver of a motor vehicle develops 'road sense'. He must be alert continually to visualize what is happening, and to anticipate what might happen next. A true seaman is always ready to act in time to avoid injury to his ship, his shipmates or himself. He does the right things because he has learned how the sea behaves, and how it affects a ship afloat.' 'Royal Navy Seaman's Pocket Book'

**RED SEA:** Admiralty charts used to show details of the early surveys in the area. Some Red Sea charts are based on original surveys carried out by ships of the East India Company in 1843, although there have been many revisions since. Think of the surveying crews working in open boats with sextants and leadlines in that roasting heat, and then returning to their ships where there was little comfort. And the original charts show meticulous work that originated in those stifling ships, where the day's work probably had to be completed by candle-light.

**SEED:** Every problem contains the seed of its own solution.

**ACCOUNTS:** It has been said that anyone who has the mathematical ability to add up the household accounts can navigate... But does the reverse apply?

## **KNOWLEDEGE: No mans knowledge can go beyond his experience.**

**TRANSAT 2004** It all began picking up a club members boat from the Hamble to deliver to Plymouth which almost coincided with the start of the Transat 2004 single handed race for multihulls and monohulls to Boston. And as Max Boyce used to say "I was there". After fuelling and watering we left Hamble in the late afternoon for a shake down cruise to Lymington. The sails were set and on an outgoing tide we had a gentle sail ,taking three or four times before making a beeline for the Jack in a basket marking the entrance to the harbour. An early morning start was called for leaving at 6am for Weymouth making the most of the 4 hour tide in our favour. Unfortunately all 3 of us at various stages had an attack of acid indigestion put down to 1 a bad pint 2 fish and chips 3or most likely stale water tank which we had treated with purification.

The trip to Weymouth was uneventful having what wind there was behind us and a good engine to get us there. Weymouth is a pleasant harbour with a large marina which is accessed through a lifting bridge. We took the option to tie up to the pontoon in front of the harbour masters office using the showers and having a good pub meal.

Planning the following days days trip a journey of 55nm and passing the Portland Bill put the fear of god into us after reading the pilot, but in the event we had a calm sea an outgoing tide and the race turned into a non event. Leaving the Bill we did not see land until 2nm off Torquay some several hours later thanks to GPS. We had a brief stop in gods waiting room for lunch before another short sail to Brixham passing a sailing trawler on the way. A night in the marina ,a meal at the yacht club a few red wines and a good nights sleep. Breakfast was had aboard and after repairing a broken throttle cable we set sail for Salcome with a brief stop in Dartmouth bringing back memories of 1970 when I gave up the chance of a job at Dart marine for a job in Cardiff.

In Salcome we picked up a mooring near the ferry and had a good meal at the bistro at the top of the ferry steps. The strong wind blew itself out by the evening and a quiet night was had. We left on the final leg at about 8am making breakfast on the hoof as it were after carefully negotiating the bar. Once again we had a following wind and arrived in Plymouth Mountbatten marina in the early afternoon to be met with a harbour full of weird and wonderful racing yachts.

There were twin hulled vessels with wing masts, canting masts, twin masts with cross bracing ,triple hulls with abeam of about 40 feet offering no accommodation for the helmsman. There was a battered Pen Duick 1V and an immaculate Pen Duick II a diminutive American multihull. A tall ship called Swan subject to an ever changing colour floodlight. Then there were the 60feet monohulls looking like real boats fitted with labour saving devices for single handed sailing. Ellen Macarthur was there dashing about although not competing.

The Brits had couple of competitors Mike Golding in Ecover being a favourite . At the greasy spoon on our last day in Plymouth we picked up some of the gossip. The greasy spoon operator who forbids whistling on his premises said that if the sea was rough at the start of the race the multihulls would not leave as they would shake themselves to pieces in the short chop of the approaches. In the event though the sea was moderate four boats had gear failure before reaching the Lizard and had to return and I see 2 days out another 2 have been damaged hitting floating objects, after one week more have succumbed. It will be interesting to see how many reach Boston especially the multihulls whose seaworthiness did not impress me one little bit. I Don't think this race should impress when everything is sacrificed in the name of speed JOHN WOOD 06 2004

### **Cardiff Bay Yacht Club 2005 – 2010:**

The AGM heard me stating that I was most interested in putting the club where the members wanted it to be. This is my opportunity to thank those members for voting for me and undertaking my commitment.

It is not the Council of Management that has the sole responsibility on where we go as a club, it is you the member. That means in the short term that nothing is ruled out or in on how the club should develop. Just a reminder to keep in mind that by 2010 the Sports Village will be almost if not already complete.

Thinking about it over the past couple of days my logic (Sometimes flawed!) suggests the following order:

- What activities and services you want,
- What resources of the club will need to change to accommodate this
- And then everyone's favourite - how will we finance it?

The timetable outlined shows that we are interested in YOUR IDEAS on the best way forward.

28th June - COM meeting to gather ideas for club development

19th July - COM Management Meeting - Feedback presentation from the meeting

23rd July - 'Bear Essentials Extra' - Presentation package published for all members to see and inviting them to submit their ideas by email, written response or speaking directly to COM members.

20th September - Membership feedback presented to main COM and subsequently published in 'Bear Essentials'

18th October - Costed Business Plan Options presented to COM and subsequently published in 'Bear Essentials'

15th November - Best Option chosen and 2005 - 2010 plan adopted by COM and subsequently published in 'Bear Essentials' Happy Boating Peter [peter.pope@lineone.net](mailto:peter.pope@lineone.net)