

BEAR ESSENTIALS



HANFODION ARTH Patron: Captain N. Lloyd-Edwards, G.C. St.J., R.D.*, J.P., R.N.R.
THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W
Established in 1932 Formerly known as Penarth Motorboat and Sailing Club (P.M.C.)

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November 2006

Cost: priceless

Available in the Clubhouse monthly. www.cbyc.co.uk Posted whenever an en mass mailing occurs.
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e-mail admin@cbyc.co.uk Affiliated to the R.Y.A. Web site www.rya.org and the B.C.Y.A. Web site www.bristolchannel.co.uk

Think safety, act safely. Eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment. Please, always wear a

E-Mail: tony@designbyrelish.co.uk **WELCOME TO FUNSAIL!** Tony: 029 2051 5376, Mobile: 07816 337904.

FUNSAIL: brings together boat owners and crew based in the Cardiff area who would like to "cruise in company" to local destinations, usually over a few hours either side of high or low water. Members post their ideas to the group, others join in, discuss the plan, meet up and go... simple as that! Boats based at C.B.Y.C. C.Y.C., Penarth Marina or at other local yacht clubs are more than welcome.
If you don't own a boat but want to crew, then join anyway... an extra hand is often needed!

To join, go to www.google.com click on **GROUPS**, search for **FUNSAIL**, then **JOIN** and follow the instructions to join the group. It's as easy as that and it's free.

Look after your gear and it will look after you... Oh yes, that really does

"New Social Committee at CBYC:- At the invitation of **Marc Case** [CBYC Social Sec.] a small group of volunteers drawn from across the Membership, recently met with the Commodore [**Roger Dunstan**] to discuss how to add sparkle to our Club's socialising over the next few months. The outcome is that:-

There **will** be a **New Year's Eve Party** along the lines of last year's successful event - buffet/band/disco. Bookings and final arrangements are in hand.

There **will** be a **Christmas Carole Night** on **Thursday 21st. December**. An MC is being arranged and we are seeking to sign-up a pianist/organ player for the evening. Mince pies, mulled wine will be available, as well as the normal Bar. Open to everyone - turn up on the night and launch Christmas at CBYC.

There **will** be a coach trip to the **London Boat Show** on **Saturday 6th. January**. See fuller details elsewhere in this edition of BE. Book NOW! At the point this note was prepared at the end of October, nearly half the space on the first 55 seat coach had been sold!!!

There **will** be each of the forthcoming **Internationals** showing at the clubhouse, using our state-of-the-art projection kit. Open to everyone, so again turn up and enjoy! Please see fixture dates on the back page of Bear Essentials.

We are exploring the viability of having **Sky Sport** available on our TV. We are to explore the options for a wider programme of future "social" events - current items on our agenda range from a Winter Programme of broadly based talks/lectures/demonstrations; to the Club Annual Dinner; to a Male Voice Choir evening; to an Old Time Music Hall event; Bar BQ evening etc. etc. Our next meeting is on **Thursday 16th. November. at CBYC. @ 20.00hrs.** We would like to hear from everyone with constructive ideas to put forward -- emails to **Jeff Owen at jcandcarian@aol.com** or **Marc Case at marc.case@cemex.co.uk** will ensure your thoughts go forward to the full group for discussion. Jeff Owen. ["scribe" to the group!]."

Dinghy Section Dinner Will all members please note that the 2007 Dinner will take place on Saturday, 13 January 2007. Detailed arrangements will be announced shortly but please enter this date in your diaries now!

Dead slow ahead... no wash please, as you pass moored boats

**Quarterdeck Bar Opening
Hours October - April.
Do come along and enjoy
a drink or two.**

Monday	17.00 to
23.00	
Tuesday	17.00 to
23.00	
Wednesday	17.00 to 23.00
Thursday	17.00 to 23.00
Friday	12.00 to 23.00

**Why not visit "the
forum"
on the Club's free
internet connection in**

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

BEAR ESSENTIALS

Keeping You in Touch

Bear Essentials is the newsletter of
Cardiff Bay Yacht Club.

If you would like to contribute to Bear
Essentials please contact: Tony Davies
at... tony@designbyrelish.co.uk

Visit the club web site & forum at:
www.cbyc.co.uk

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to verify that advertised information is still
current. Copy may be amended or deleted for
any reason. (Also, 'Reels' cannot be castigated
for any errors he hasn't spotted!)

Contacts: - 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 & Sailing School
Principal – Paul Simes (01443 205 120).
Membership – Jane Hall (029 20514 915).
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). General Office -
Ruth Coles (029 2066 6627). Moorings,
pontoons, yard, haul-out – Barrie Metcalf
(07966 930 823) - during the weekend working
period. i.e. 09.00 – 13.00 Sat. & Sun. use
(07773 462769). Chief Coach - Nick Sawyer
(029 2051 4966). Cruising – Tony Davies (2051
5376). Dinghy Chairman - Sean Carter (01443
699 262). Ultra-Fast Fleet Captain – Idris
Dibble (029 2025 2973). Angling - Bryan
Morgan (029 2021 7910). Motorboats - Gareth
Davies (029 2086 9167). Catering - Bar – (029
2022 6575).

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Bryan "Reels" Morgan. Distribution – June
Ackerman, Ruth Coles and Ruth Thain.

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smoke free environment.

After use please dispose of it responsibly.

For sale and wanted ads will run for three
months, unless confirmed unsold.

To external recipients... Please kindly display
Bear Essentials where others may read it.

■ **OVERHEAD PROJECTOR:** A first-rate, state of the art overhead projector which
is compatible with a P.C... C.D... V.H.S. etc. has been purchased and members are
requested to come forward with suggestions for events they would like to see, just
contact any committee member. The list of the proposed events will be publicised in
Bear Essentials and on the website. It's all happening at C.B.Y.C.

■ **GRAHAM HODGES "VEGA"** is webmaster for <http://graham-boatpictures.blogspot.com/> which is the site to visit for your C.B.Y.C. "Boat pictures"

■ **MEMBERSHIP SECRETARY:** Our membership secretary, Jane Hall has a new e-
mail address... with immediate effect... jane@whitepuffin.co.uk

■ **FOR SALE WELSH LADY 36' STEEL BUILT COMMERCIAL FISHING
BOAT, TO BE SOLD BY AUCTION ON FRIDAY 1ST DECEMBER 2006 AT
12 NOON, AT CAMBRIAN MARINE SERVICES LIMITED FERRY ROAD
CARDIFF, FURTHER DETAILS FROM THE AUCTIONEERS NUTTALL
PARKER MORGAN 76 BRIDGE STREET, NEWPORT, NP20 4AQ TEL :
01633 212333. FAX : 01633 841811.**

An Ode to the editor

*When no mistakes can be found.
Nobody makes blooming a sound.
But when a mistake does appear.
All the academics send up a cheer.*

■ **FOR SALE:** Hanse 292
Tean of Cardiff, 30 ft cruiser/racer,
launched 2000, Volvo penta 2010,
Kemp sails 2005, vgc. life raft,
dinghy, o/b. £30,950 ono, Tel:
07920 586675.

■ **THINKING REEF?** If you
think reef, then reef.

■ **MANY THANKS:** go to all who responded to my pleas for more copy. This issue is
compiled 100% from copy sent to me, by you the membership, please keep it up.

■ **C.O.M.** The Council of Management meetings take place on the third Monday in
the month, the next three council of management meetings will be on... 20
November, 18 December and 15 January... Items for the agenda should be sent to...
The Secretary Cardiff Bay Yacht Club... or contact any committee member.

CARDIFF BAY YACHT CLUB Restaurant - Sue Jones Catering

From Oct April	Winter Opening Times	to
Day	Lunch	Dinner
Monday	Closed	17:30-21:00
Tuesday	Closed	18:00-21:00
Wednesday	Closed	18:00-21:00
Thursday	Closed	19:00-21:00
Friday	12:00 noon - 14:30	Closed
Saturday	12:00 noon - 14:30	Closed
Sunday	12:00 noon - 15:00	Closed

REMINDEES:

**Motor sailing is
motoring** Use your
motoring cone; only
then will other
vessels know how to
apply the Colregs.

If the approaching
vessel you thinks
you are sailing so
gives way and at the
same time you give
way because you
know you are under
power, the potential
for a collision
increases.

Why not visit the Club forum at www.cbyc.co.uk... you'll be astounded.

MANY THANKS: go to the members who contribute to Bear Essentials; undoubtedly it
would be a much lesser publication if it were not for your contributions, please keep them
coming, they are the life blood of Bear Essentials and much appreciated... Editor.

DEADLINE: The deadline for Bear Essentials is the last day of each month. To ensure
continuity of supply, please be aware that during summer months and bank holidays,
when holiday arrangements may interfere with this understanding, I may need to bring
forward this date without notice, so, to ensure your article is published, please kindly
e-mail me your copy as early in the month as you possibly can, to...
tony@designbyrelish.co.uk

Also please be aware that sometimes for technical reasons the copy you expect to see
in the current publication of B.E. may not actually appear until the following edition.

Calendar of events in Nov

Wed	1	Angling night.
Thu	2	Cruiser night. Restaurant (evening)
Fri	3	
Sat	4	(* C. in C.) Restaurant (12 till 2 pm)
Sun	5	Restaurant (12 till 2 pm)
Mon	6	
Tue	7	
Wed	8	Angling night.
Thu	9	Cruiser night. Restaurant (evening)
Fri	10	
Sat	11	Cabaret supper night. £6.00.
Sun	12	Restaurant (12 till 2 pm)
Mon	13	
Tue	14	
Wed	15	Angling night.
Thu	16	Cruiser night. Restaurant (evening)
Fri	17	
Sat	18	Irish Jig supper... postponed.
Sun	19	Restaurant (12 till 2 pm)
Mon	20	
Tue	21	
Wed	22	Angling night.
Thu	23	Cruiser night. Restaurant (evening)
Fri	24	
Sat	25	(* C. in C.) Restaurant (12 till 2 pm)
Sun	26	Restaurant (12 till 2 pm)
Mon	27	
Tue	28	
Wed	29	Angling night.
Thu	30	Cruiser night. Restaurant (evening)

(* C. in C.) = Cruise in Company.



CBYC Goes to The London Boat Show...

Saturday 6 January 2007

Have you ever fancied a trip to the Boat Show but couldn't face the drive up, then the parking and then that drive back again. Well problem solved! For £20 per person we can ferry you, in luxury to London, allow you to spend your hard earned funds on 100ft Yachts or that must have new gadget, and then bring you and your weary wallet back in that same luxury.

Sign-up sheets for this excellent event are on the boards in the club house, numbers are limited, so don't delay.

More details will follow shortly for departure and arrival times.

Calendar of events In Dec

Fri	1	
Sat	2	(* C. in C.) Restaurant (12 till 2 pm)
Sun	3	Restaurant (12 till 2 pm)
Mon	4	
Tue	5	
Wed	6	Angling night.
Thu	7	Cruiser night. Restaurant (evening)
Fri	8	
Sat	9	(* C. in C.) Restaurant (12 till 2 pm)
Sun	10	Restaurant (12 till 2 pm)
Mon	11	
Tue	12	
Wed	13	Angling night.
Thu	14	Cruiser night. Restaurant (evening)
Fri	15	Club party, disco supper £10.00
Sat	16	(* C. in C.) Restaurant (12 till 2 pm)
Sun	17	Restaurant (12 till 2 pm)
Mon	18	
Tue	19	
Wed	20	Angling night.
Thu	21	Cruiser night. Restaurant (evening)
Fri	22	
Sat	23	(* C. in C.) Restaurant (12 till 2 pm)
Sun	24	
Mon	25	
Tue	26	
Wed	27	Angling night.
Thu	28	Cruiser night. Restaurant (evening)
Fri	29	
Sat	30	(* C. in C.) Restaurant (12 till 2 pm)
Sun	31	Restaurant (12 till 2 pm)

CARDIFF BAY YACHT CLUB

Presents

"FUNTASTIC COMEDY NIGHT "

FEATURING THE VERY FUNNY

" JACK DOOLY "

SAT Nov 11th

7-30 TIL LATE

■ **THE BOAT JUMBLE:** was a great success with well over 25 stall holders, all reporting a brisk trade... (see picture below) Many thanks go to all of you, both sellers and buyers alike and Barrie and his team, for turning too, you made it possible. I think that everyone enjoyed the day and I believe I did detect an atmosphere of bonhomie, didn't I?

If you would like to send me a blank e-mail with jumble in the subject box to tony@designbyrelish.co.uk I'll e-mail you when the next jumble at C.B.Y.C. is occurring... in the spring hopefully on a Sunday when the clocks go forward, I will ask the C.o.M. to put a date in the Club's calendar. It's all happening at C.B.Y.C.



■ **Ahoy! This old traditional greeting for hailing other vessels was originally a Viking**

battle cry

■ **PADSTOW HARBOUR:** works are being carried out on the dock wall at Padstow, it will be out of action from 1 October 2006 to End of March 2007... i.e. tidal, just like the olden days.

■ **HOKEY COKEY:** heartbreaking news... With all the sadness and trauma going on in the world at the moment, It's worth reflecting on the death of a very significant person, which almost went unnoticed last week. Larry La Prise, the man that wrote "The Hokey Cokey" died peacefully at the age of 93. The most traumatic part for his family was getting him into the coffin. They put his left leg in, and then the trouble really started... Shut up, you know it's funny.

■ **NON-SMOKING CREW REQUIRED:** February/March 2007, Caribbean – Sailing from Trinidad to ABC Islands then onto Spanish Virgins. All found on board 40' Ketch. Tel: 029 2053 1637 Mob: 07968 836753.

■ **FOR SALE:** Wayfarer W 8379 Mk2 GRP Dark blue hull. Self bailers, oars, anchor & chain. 4hp out-board motor. 2 sets of sails: one set well used, the other set rarely used Hood sails. Road trailer & launching trolley. Over boom cover. Located Cardiff. £2950 ono. Tel: 07776 137031 or email: alj@btinternet.com Antony Jarvis.

■ **PHOTOGRAPHS:** If any member has an interesting photograph and would like to see it displayed in the Club, especially if angling related
Please e-mail it to tony@designbyrelish.co.uk

■ **FOR SALE:** EYGTENE 24ft "PDQ" 1976, GRP, Fin Keeled with Inboard Diesel Renault 6HP, Stainless Steel Rigging (2003), Slab Reef Mainsail cover (New 2005), Roller Reef Genoa, Spinnaker, new electrics/instruments, sleeps 4/5, Water : 5 gallon. Fuel : 5 gallon. 2002 Survey available. Contact : Laura on 07920 249354 or email: firebird4470@hotmail.com Price: £8,500.

■ **FOR SALE:** crosscut spinnaker foot 5.5mtrs luff 10.3 no patches no rips only 85 gbp olivercheetham@yahoo.com

■ **NORTHWEST ELBOW ROOM:** *The recent loss of the twenty-five footer and its three crew off the Isle of White reminded me of the time I was in collision with a larger vessel while sailing Farrical. The incident occurred during the construction of the barrage. A Dutch dredger was working close to Penarth Head with bows to the cliff. We were returning from a days sailing passing close to her stern in order to enter Penarth marina and without warning the vessel started up astern drawing my boat on to her transom, where it remained as if glued until a youth with a VHF informed the bridge of our predicament. Engines were stopped and I managed to escape unharmed not even wetting my trousers.*

We have all read the collision regulations[?] I hope, but sailing the Bristol Channel, there are quite a few extra problems which make the CRs a little redundant when confronted with a vessel making its way to one of the various ports. Those of you who have made a passage to Portishead, Bristol or Sharpness will have noticed that on contacting Bristol radio, which we are obliged to do after passing the English & Welsh will get an acknowledgment and even information on ship movements but I have noticed that when a commercial vessel leaves Avonmouth or Portlebury the controller does not inform them of the proximity of pleasure craft.

Occasionally a vessel entering Cardiff docks will get a warning if there are a large number of dinghies in the approaches but that's it. Mostly vessels approaching Cardiff proceed slowly from Lavernock spit but the channel is quite narrow and vessels are confined by their draft. One of the most confusing stretches on our patch is the channel from Newport which is by no means straight and can catch out a pleasure craft going to and from the E&W.

The vessel may be going to Cardiff or to the East of the Monkstone. Similarly vessels going up channel to Avonmouth sometime take the inside passage past Clevedon or follow the main channel via the North west Elbow again confined by draft and sometime in a hurry to catch the tidal gate at Avonmouth. They are always in a hurry on the way out. The law

><(((o>..~\.,>(((o<..~\.,>(((o> **ANGLING MATTERS** ><(((o>..~\.,>(((o<..~\.,>(((o>

COMPETITIONS: There have been three scheduled Comps since the last report; one produced No Fish and the others were cancelled, as was the extra Comp put in on the 22nd October.

A further extra Comp was arranged for the 29th October and thankfully, this one went ahead. The results were: 1st: Brian Hewitson, 'Louise T' with a Cod of 10lbs 2ozs. 2nd: Dale Hewitson, 'Louise T' a Cod of 7lbs 12ozs and 3rd: Brian O'Connell, a Visitor on 'Louise T' Cod 6lbs 9ozs. It certainly was 'Louise T's day. Dale must have a direct line with Neptune? Another Cod, Two Thornback Ray's and a Conger were also weighed-in. So, all in all, not a bad day, there were 23 anglers fishing.

Also, an extra Comp has been arranged for 12th November
The Presentation Night for the Grand Cognac Cup went quite well despite the panic to arrange extra food for the buffet, when the originally known attendance went up by 50% on the night.

The BIG DAY approaches! The Open Cod Competition on the 19th November is just about all arranged and entrants are flowing-in. The "South Wales Echo" is intending to publish a feature on this event on sat 11th November.

Speed in the river. It's been drawn to our attention that an unidentified boat was witnessed, about 1730-1745hrs on Sunday 29th, 'Bombing' up the river at high speed. It may or may not, have been an Angling Section member, but whoever it was, needs to ease up on the throttle.

■ **SUCCESS:** seems to be largely a matter of hanging on after others have let go.

■ **COWARD:** "The sea hates a coward" Eugene O'Neill.

■ **OOP'S – Where does the time go!** Our esteemed Editor has been, and quite rightly so, nagging me to send him a list of all new members who have recently joined our Club.

Apologies for the delay! I would now like to formally welcome the following new members, some of whom have been members since July and are hopefully now fully ensconced in Club life.

Members joined in July: John Clarke and Nikki Jones, Brian and Linda Stevenson, Mark and Elizabeth Hammond, David and Michael Thomas, Fred and Avril Edwards, Chris and Mair Stewart, Ron and Chris Loveland, Jeff Simons, Simon and Lisa Edwards, Adrian Gray, Chris and Vanessa Stoddard, Rod and Susan Ferris, Eric and Jill Harvey, Tim and Susan Wheadon and Robert Derham.

Members joined in August: Michael and Pauline Bladon, Bryan and Julie Evans, Paul Charnbury, Gary and Christina McKenzie, Chris Burns, Anthony and Loretta Baker, John and Maureen Griffiths, Wayne Bowkett, Fred and Jean Bishop and Catherine Roblin.

Members joined in September: Anthony and Louise Scrivener, Lee Moreton, Nicholas Vrettos and Lorraine Pikajaago, Alan and Karen Clarke, John and Caroline Ward, Brian Godwin, Richard and Susan Pinnington, Andrew and Ceri Hoffrock, Kris and Natasha Dungey, Edward and Wendy Harvey and Mark Day.

Members joined in October: Roger and Sandra North, Paul and Evelyne Houiellebecq, Christopher and Alison Gorman, John Raymond, William Thomas and Josephine Barlow, Damian and Lucy Williams, Robert and Patricia Morgan, John and Myra Brennan, Ken and Jane Pugh, Dom Schlienger and Liisa Tuomi, Tom Fisher, Robert Fisher, Robert and Jaci Keep, Geoff and Janice Gimber, Robert Webster, Allen Edwards and Jane O'Connor, Anne Fowler and Jamie Townsend. Jane Hall, Membership Secretary.

POETS CORNER

A Ballad of John Silver - by John Masefield

*We were schooner rigged and rakish with a long and lissome hull
And we flew the pretty colours of the crossbones and the skull.*

*We had a big black Jolly Rodger flapping grimly at the fore.
And we sailed the Spanish water in the happy days of yore.*

*We had a long brass gun amidship like a well conducted ship
We each had a brace of pistols and a cutlass at the hip.*

*It's a point that tells against us and a fact to be deplored, but
We chased the goodly merchantmen and laid their ships aboard.*

*Then the dead men fouled the scuppers and the wounded filled the chains
And the paintwork was all splatter dashed with other people's brains.*

*She was boarded, she was looted, she was scuttled till she sank
And the pale survivors left us by the medium of the plank.*

*Oh then it was how saddening by the aft rail on the poop
You could hear the drowning folk lament the absent chicken coop.*

*And having washed the blood away we had little else to do
Than dance a quiet hornpipe as the old salts taught us to.*

*Ah the fiddle on the forecastle and the flapping naked soles
And the genial "Down the middle Jake, and curtsey when she rolls".*

The silver seas around us and the pale moon overhead

■ **LIFEJACKETS:** Everyone will by now be aware of the terrible tragedy that occurred very near the seaward side of the barrage last month; when three anglers were thrown into the water when their craft capsized, unfortunately one of the men was drowned. Our sincere condolences go to his family, let us all now be mindful of the importance of wearing a lifejacket when on or near water.

■ **HOW TRUE:** A woman in a hot air balloon realised she was lost. She reduced altitude and spotted a man below. She descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet her an hour ago, but I don't know where I am".

The man below replied, "You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude." "You must be in IT support", said the balloonist. "I am", replied the man, "How did you know?" "Well", answered the balloonist, "everything you told me is, technically correct, but I've no idea what to make of your information, and the fact is I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip."

The man below responded, "You must be in Management". "I am", replied the balloonist, "but how did you know?"

"Well", said the man, "you don't know where you are or where you're going. You have risen to where you are due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault!!

■ **TAKEN FROM C.o.M. MINUTES:** Provide 3 more trolleys and coin slot system – on order... Notice on the gate to inform non-members they must be accompanied by a member at all times... Electricity / water in the compound – waiting for price for bollard system similar to that on pontoons... Repair or replace "Cardiff Bay Yacht Club" sign on the water-side of the building.

Repair uneven surface on pontoon walkway & Open ducts in car park. August bar takings were a record month. Have arranged to extend cladding on the kitchen staircase to tidy this area up. Full minutes can be viewed on the web site www.cbyc.co.uk

■ *"If one does not know to which port one is sailing, no wind is favourable" Lucius Annaeus Seneca.*

■ **DID YOU KNOW:** *that if you are unfortunate to get a rope around your propeller, the most probable place it has come from is from your own craft*

■ **TO PLOT OR NOT TO PLOT...** *that is the question. Well, actually it's not, but I hoped that would catch your attention! In the past year we've been experimenting with electronic navigation and have quickly evolved from sceptics to converts. Here is our story...*

When we bought our Halcyon 27 a few years ago, we didn't envisage filling her full of 21st century electronics. After all, a paper chart and GPS had served us well in the past and in my early days I'd cruised the outer Bristol Channel with a friend using little more than a chart, a compass, a keen eye and an RDF unit that sometimes gave a vague indication of where we might be (but usually not!).

However, as a fan of the latest electronic gadgets I absolutely had to try out electronic charting. A simple low-cost way into this was to buy the Admiralty RYA Chart Plotter CD for £49, connect the GPS to my laptop and give it a try along the North Devon coast on a calm sunny day. Watching our progress displayed visually as we departed from Watchet, past Minehead and then on to Lynmouth was absolutely fascinating.

Gail was already getting hooked on this...no up and down with bearings or having to interpret all those mysterious lines and arrows I'd plotted on the paper chart...it was all there on a 15" LCD screen...where we were and where we'd come from. All was looking good until suddenly the 240V inverter low-voltage alarm went off and the whole system shut down!! I subsequently discovered that my laptop was pulling about 4-5 Amp from a less than healthy service battery and the charging circuit was also playing up. Anyway, not to be put off we made our way back to Watchet, charged the battery and got ready to sail to Cardiff the following day.

Now, as often seems the case a nice day at Watchet is inevitably followed by a NW5-6 with horrible corkscrewing seas...and this goes on for days. Finally we got out and tried to set-up the laptop...too wet and bumpy...tried to regularly plot our progress using the GPS and paper chart...not too easy either...so the rest of the journey was me steering using an old handheld GPS and eye-balling it.

We got home fine...but the ideal solution was already clear. What we needed was a weatherproof chart plotter, mounted in the cockpit (see picture on previous page) so we could see where we were, and (perhaps more importantly) projecting where the tide and wind were actually taking us. This would a) use less power b) obviate the need to go below all the time c) be more crew-friendly than paper chart / GPS / paper & pencil. So that was the theory...off to the Southampton Boat Show...spend hours comparing all the little 5" colour plotters for around £400-500...buy one and fit it...try it out in Cardiff Bay...put the boat to bed for the winter ready for 2006. So how did all this work out in reality this season?

One word...BRILLIANT! It fulfilled all our expectations and more. The unit uses about 0.8A (we can live with that). We could always see our exact charted position and course over the ground as well as where the present track was projected to take us. The range rings told us the distance off buoys, headlands and dangers. No need to build and maintain a waypoint list (they're not really needed). We put the cursor on say 1 mile south of a buoy or headland, pressed "Go To Cursor" and we had the bearing and distance and a red line to follow (there's also a GPS type rolling road display if preferred). We checked the projected track wasn't taking us over any dangers, and that's it.

Having said that, we still plotted our position every hour on the chart. It was still necessary to do all the passage planning upfront on paper (the small plotters don't do a good job of this). We still ran the old GPS as a backup and for anchor watch, etc. What however the plotter did exceedingly well was to execute a prepared passage plan, on deck, without constantly going below to check the chart. It gave us a great deal of confidence in unfamiliar or difficult waters, rough weather and to creep into anchorages and up rivers.

Think of the plotter as deck mounted GPS with a proper chart on the display rather than a blank grey screen with some waypoint dots and you'll get my meaning. We bought a Lowrance 3500C unit and ran a Navionics XL3 chart package, which

■ **TAKEN FROM THE C.B.Y.C. FORUM:** *Should anyone be planning a visit to Uphill Boat Services boat yard you are warned that the approach is obstructed by a wreck. The boat is an ex admiralty Pinnace called Solitaire which sank in the Pill near the boat yard and prevents any keel boat going to or from the pontoons. This is a large craft at about 50 ft. and is considered impossible to refloat. It is not known when or how it will be moved. It was originally steam powered but now has a diesel engine. To see the problem there is a picture at: http://www.westonbay.free-online.co.uk/mainsitessept2006_files/image003.jpg Warning from Weston YC Melos Skipper.*

■ *"The desire to build a house is the tired wish of a man content thenceforward with a single anchorage. The desire to build a boat is the desire of youth, unwilling yet to accept the idea of a final resting place " Arthur Ransome*

■ **"Any fool can carry on, but a wise man knows how to shorten sail in time." Joseph Conrad.**

■ AN AUTUMN TRIP ACROSS THE BAY: (Not Cardiff Bay... Editor) It was mid October and I was standing in the pouring rain looking upwards, trying to steady the mast as it was lowered, complete with new rigging, towards the yacht we were shortly to sail towards Lisbon. Many times I wondered on the sanity of crossing the Bay of Biscay in October, and now with the wind gusting in excess of 40 knots from the South West, and teeming rain it seemed a very bad idea indeed.

The forecast was for improving weather so the following day saw us provisioned and ready to go. We set off beating down the Solent towards the Needles with 25 knots of wind on the nose. Out of the Solent and with a moderating wind we set off for Ushant – just over 200 miles away dead to windward. I was beginning to see a pattern developing!

The first major disaster of the trip was already behind us. Somehow we had lost the tea bags, and no amount of searching helped at all. Also my mid layer zip failed, leaving me with the prospect of a very airy voyage. The sailmakers needle came to the rescue of my zip, but we never did find the tea bags.

The following afternoon found us making our way down the French coast towards Ushant in driving rain with the wind gusting to 35 knots. Biscay was an enticing prospect. We passed Ushant early evening with a moderating wind and sea. As we briefly come within mobile phone range Robert's mobile rang. It was Anthony, who was following our progress. He had just obtained a weather warning for South Biscay for 50 knots on Tuesday night. That caught our attention: we were due South Biscay Tuesday night. We hurriedly grabbed some forecasts via the 'only use in an emergency because it is eye wateringly expensive Satphone' and could not really see it so decided to press on.

The wind of course was dead on the nose, 350 miles dead to windward to Finistere. Deep Joy! Making our way south that night we saw a red paraflare go up, followed by another 30s later. We called up the French Coastguard on VHF, and within half an hour they had called in at least 6 ships plus a French Navy Search Plane. Nothing was found so we plodded on our way in a thoughtful frame of mind.

The following day the wind deserted allowing us to motor sail for a while in the right direction under Autopilot. I was on deck looking idly around with nothing of interest to see when a whale surfaced right in front of us. It was so close I was sure we were going to hit it. I dived to disconnect the Autopilot, bracing myself for the bang. It would certainly have ruined our day! Thankfully the Whale was quicker off the mark and sounded. I could hardly believe what I had seen so stopped the engine and waited. Everyone on deck hoping it didn't surface just under us! A couple of minute later there was a loud Swoosh from behind. Our friend was back about 100 yards away. Fantastic!

At last we are now closing the North Spanish coast. As I go off watch there are some impressive thunderstorms over the land about 50 miles away. I awake from a deep sleep to the sound of water cascading through the cockpit porthole into my cabin. Oh no – my bag is directly underneath the porthole. I slam it shut and see an intense flicker of lightening – seemingly right over us. Scrambling out of the cabin I peer out into the cockpit to see two very bedraggled sailors. I have never seen it rain so hard. It was blowing over 30 knots again with lashing rain and lightening every few seconds. There was a shout from the cockpit to turn the radar on to see how far we were from the edge of the thunderstorm. The reply was not very encouraging – we were right slap bang in the centre of a cloud about 8 miles diameter. It was interesting to see on the radar the cloud rotating about us at its core. Biscay was giving us a hearty send off.

The following day dawned with us passing down a stunning coastline running down towards Finistere in moderating winds and improving weather. As the day wore on we decided to try our new heavy Spinnaker. 20 knots from just over the quarter in bright sunshine was perfect. Up it went and the boat charged off in a large Atlantic swell. A couple of hours later we decided to take it down as the wind had come more aft and we needed to change to a different kite. It came down 6 feet and jammed solid! The halyard had frayed – the outer sheath had separated from the core and jammed around the headstay fitting. Go up the mast to free it? Not in that size seaway – so what to do? We stripped it off the bow, strapped it down behind the main and did our best to roll it up on itself into a sausage. This worked remarkably well so we soldiered on a little bit chastened.

■ **"Waves are not measured in feet or inches, they are measured in increments of fear" Ruzzy Trent**

■ **FROM THE LOG OF H.A.L. YARD:** My first, worst and last (so far) spinnaker hoist ghosting down the Bure from Horning on main and genoa in a grumpy old Wayfarer has much to commend it. On this occasion the weather was splendid even if the wind was slightly non-committal. The scenery was delightful, with overhanging trees, crowded rushes, fish jumping and a ducks squabbling. Even the passing pleasure boats were being driven thoughtfully. But we were not here for the view. We were on a mission: to hoist the 'spinnny'.

After two days of reading downloaded instructions, buying bits of string and fittings from the chandlers in Wroxham, marking and drilling and then re-drilling in the correct place, we were ready. Complete with 'expert' crew of sons and girlfriend (one of theirs), we set off on our rite of passage.

The first problem was finding suitable water. The Bure turned out to have too many well-wishers for the very private affair of a first spinnaker hoist, so we pressed on. The map suggested 'Decoy Broad', and after heeling the boat repeatedly to negotiate an overhung and almost forgotten channel, a small and deserted lagoon opened before us. The important preparations of lunch and shore leave over, we set off. However, the lagoon was more like a pond with no room for error, and organising three crew was two too many. The spinnaker had barely escaped the bag before snagging and trailing into the water; and the shore loomed large. Brilliant management of the mutual recriminations resulted in desertion and two able seamen decided it was quicker to walk. Naturally, the course of 'true love' had nothing to do with this decision. Back on the Bure, Bligh and loyal seaman pressed on undaunted.

Forty seven tacks later we gained Salthouse Broad. This was a better size and the wind was freshening, so we carefully re-packed the 'spinnny', tied on the sheets and set off. On a broad reach from the far end of the Broad we furled the genoa, pulled on the halyard and once again soon trailed a sea anchor. Unable to blame the crew this time we beached to find out why this kite won't fly. To my shame 'someone' had cleated one of the sheets for'ard "just to keep things tidy." This detail untied, we re-packed the spinnny, again, and once more set off.

Once at the far end and wearing ship into a broad reach, the genoa was furled and the scene was set. The helm hauled furiously and the crew fought with the pole; and eventually, a grubby green postage stamp of a 'spinnny' introduced itself to the world. But it was glorious. Even more glorious than discovering Deep Purple as a spotty teenager, or Maria discovering the hills are alive. For several wonderful minutes we flew down the Broad, with 'Cheshire cat' smiles, pretending to play the sheet and guy and exuding confidence to all observers. Reality was, we didn't know what to do

■ **YACHT FOR SALE, JAGUAR 27**

Fin keel. Popular model of small GRP family sailing yacht. Only three owners since new, build year 1974. Has been loved and looked after. Location/viewing: Fox's Yard, Ipswich, UK. Specifications: LOA 8.2m; LWL 6.4 m; Beam 2.7 m; Draught 1.35 m; Sail area 26.42m². Lots of equipment. Price: £10,000 o.n.o. Contact: marygow@gmail.com (Pic. Below).



■ **FOR SALE:**

1978 westerly centaur, roller headsail main with lazy jacks. good Volvo dsl, usual westerly facilities, dinghy, sprayhood bimini, vhf ,gps,autohelm, and much much more.. a good example of an enduring, popular boat. lying mallorca,cheap mooring poss or delivery to French canals 19.000 euros or gbp equivalent contact olivercheetham@yahoo.com

■ **RUGBY FIXTURES:**

Wales v Australia... Saturday 4th November K.O. 2.30 p.m. Wales v Pacific Islands Saturday 11th November K.O. 2.30 p.m. Wales v Canada... Friday 17th November K.O. 7.30 pm Wales v New Zealand Saturday 25th November K.O. 5 p.m.



■ **WEATHER STATION:**

According to the Club weather station on the web site at 38 knots the marquee was still standing but at 43 knots it gave in and was blown into the Bay. Above you will see a picture of the recovery operation.

LARGE & SMALL: Vessels large may venture more, but little boats should keep near shore. Quote attributed to Benjamin Franklin.