

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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Cost: priceless

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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



■ **MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR:**
May I take this opportunity to wish each and every member of C.B.Y.C. a very Merry Christmas and prosperous New Year and also say a warm thank you to the many members who have supplied copy or been involved with the production and



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

"The Social Calendar for the next few months.

Christmas Carol Evening:- Thursday 21st December @20.00. Free - just turn up and enjoy mulled wine and mince pies.

New Year's Eve Party:- Trio and DJ booked. Buffet all for £20.00. Kicks off about 20.00hrs.

London Boat Show coach trip:- Saturday 6th January. £20.00 "all-in". Leaving CBYC @ 6.00AM. Back 21.00hrs.

18th. January:- Presentation by the MCA on their work around the Bristol Channel, and the benefits of the CG66. At 20.00hrs.

1st February:- RNLI [Nicola Davies] - an overview of their services for boaters of all descriptions. 20.00hrs.

15th. February:- Dave Herbert will talk about controlling traffic in and out of the Port of Bristol, AND his work with the Portishead Lifeboat service - which is NOT an RNLI station. Starts at 20.00hrs.

17th. February:- Valentines Night Supper. Pianist, meal and soft candlelight. You provide the rest.! 20.00hrs. Price TBA.

3rd March:- St. David's Day Evening. Welsh theme to the food. Entertainer and MC. Starting at 20.00hrs. Price TBA.

29th. March:- RNLI "Lifejacket Clinic". Have your kit checked by the people who will have to rescue you if it fails, 20.00hrs.

Various dates in the coming months:- International Rugby games will be shown at the Clubhouse.

Note that the price of Sky Sport was just "silly", so we will not go any further with that idea. We are still looking at the viability



Merry Christmas everyone
Why not visit the New forum on
the Club website this
Christmas WWW.CBYC.CO.UK

Every day not spent on our
boats is a day in our lives
wasted

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

Disclaimer: Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. No responsibility can be accepted by the Cardiff Bay Yacht Club, its members or officers for any incident however caused arising from errors in this publication.

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. Please check with the originator 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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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.

■ **WHAT IS FUNSAIL:** brings together boat owners and crew who would like to "cruise in company" to local destinations, members post their ideas to the group, others join in, discuss the plan, meet up and go... simple as that! Boats based at Penarth Marina or 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, click on JOIN then follow the instructions to join the group.

More information from: Tony... E-Mail: tony@designbyrelish.co.uk 029 2051 5376, Mobile: 07816 337904.

■ **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"

■ **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!

■ **FOR SALE:** "Gretchen" Albin Vega 27' - Built 1971 - Beta 13.5hp diesel with low hours run - Mainsail by Crusader 2001, beaching legs, well maintained - All the usual cruising gear, For Sale at £9750 o.n.o. Contact Alan Pugh, 02920 704537 or 07974 000713, Moored at C.B.Y.C.

■ **C.B.Y.C. 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.

■ **C.o.M.** The Council of Management meetings take place on the third Monday in the month, the next two council of management meetings will be on... 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

■ **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

■ **FOR SALE:**
Crosscut spinnaker
foot 5.5m luff 10.3m
no patches no rips
only 85 gbp

olivercheetham@yahoo.com

 **BEAR ESSENTIALS NEEDS YOU ! I am always hungry for copy;**

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 Dec

Fri	1	
Sat	2	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	Restaurant (12 till 2 pm)
Sun	10	Angling Competition 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	Restaurant (12 till 2 pm)
Sun	17	Angling Competition Restaurant (12 till 2 pm)
Mon	18	
Tue	19	
Wed	20	Angling night.
Thu	21	Cruiser night. Restaurant (evening)
Fri	22	
Sat	23	Restaurant (12 till 2 pm)
Sun	24	Restaurant (12 till 2 pm)
Mon	25	
Tue	26	
Wed	27	Angling night.
Thu	28	Cruiser night. Restaurant (evening)
Fri	29	
Sat	30	Restaurant (12 till 2 pm)
Sun	31	Restaurant (12 till 2 pm)

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Mon	1	.
Tue	2	
Wed	3	Angling night.
Thu	4	Cruiser night. Restaurant (evening)
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Sun	7	Restaurant (12 till 2 pm)
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Tue	9	
Wed	10	Angling night.
Thu	11	Cruiser night. Restaurant (evening)
Fri	12	
Sat	13	Restaurant (12 till 2 pm)
Sun	14	Angling Competition Restaurant (12 till 2 pm)
Mon	15	
Tue	16	
Wed	17	Angling night.
Thu	18	Cruiser night. Restaurant (evening)
Fri	19	
Sat	20	Restaurant (12 till 2 pm)
Sun	21	Restaurant (12 till 2 pm)
Mon	22	
Tue	23	
Wed	24	Angling night.
Thu	25	Cruiser night. Restaurant (evening)
Fri	26	
Sat	27	Restaurant (12 till 2 pm)
Sun	28	Angling Competition Restaurant (12 till 2 pm)
Mon	29	
Tue	30	
Wed	31	Angling night.

"The ocean is an object
of no small terror"
Edmund Burke.



■ **IDEAS FOR CHRISTMAS:** why not treat someone to a picture of their boat, there are over 400 images to choose from on www.watersportsimages.co.uk contact Dave on 07870 680311 or 01633 679639 (eve).

POETS CORNER

Christmas at Sea

by

Robert Louis Stevenson

*The sheets were frozen hard, and they cut the naked hand;
The decks were like a slide, where a seaman scarce could stand,
The wind was a nor'-wester, blowing squally off the sea;
And cliffs and spouting breakers were the only things a-lee.*

*They heard the surf a-roaring before the break of day;
But 'twas only with the peep of light we saw how ill we lay.
We tumbled every hand on deck instanter, with a shout,
And we gave her the main tops'l, and stood by to go about.*

*All day we tack'd and tack'd between the South Head and the North;
All day we haul'd the frozen sheets, and got no further forth;
All day as cold as charity, in bitter pain and dread,
For very life and nature we tack'd from head to head.*

*We gave the South a wider berth, for there the tide-race roar'd;
But every tack we made we brought the North Head close aboard;
So's we saw the cliffs and houses, and the breakers running high,
And the coastguard in his garden with his glass against his eye.*

*The frost was on the village roofs as white as ocean foam;
The good red fires were burning bright in every 'longshore home;
The windows sparkled clear, and the chimneys volley'd out;
And I vow we sniff'd the victuals as the vessel went about.*

*The bells upon the church were rung with a mighty jovial cheer;
For it's just that I should tell you how (of all days of the year)
This day of our adversity was blessed Christmas morn,
And the house above the coastguard's was the house where I was
born.*

*O well I saw the pleasant room, the pleasant faces there,
My mother's silver spectacles, my father's silver hair;
And well I saw the firelight, like a flight of homely elves
Go dancing round the china-plates that stand upon the shelves!*

*And well I knew the talk they had, the talk that was of me,
Of the shadow on the household and the son that went to sea;
An O the wicked fool I seem'd, in every kind of way,
To be here and hauling frozen ropes on blessed Christmas Day.*

*They lit the high sea-light, and the dark began to fall.
'All hands to loose topgallant sails!' I heard the captain call.
'By the Lord, she'll never stand it,' our first mate Jackson cried.
. . . 'It's the one way or the other, Mr. Jackson,' he replied.*

■ **HIGH TIDES:** *all high tides float small boats, even the little man can rise up.*

■ This is a new feature in Bear Essentials. Below you will find a picture of our three Flag Officers - taken after some hard racing on a blustery Sunday afternoon in the Bay. Roger, Kevin and Jonathan have also provided a few words by way of introduction - with the steady flow of new Members not everyone will be aware of the depth of both sailing and business background these key players bring to our Club.

Next month, our Admin. Team lead by Barrie will be featured, and beyond that members of C.o.M. and perhaps our Presidents. It is hoped readers will find these profiles of value in getting to know who's who around C.B.Y.C." I feel it would be better NOT to attribute the item - a service rather than an article. Article supplied by Jeff Owen (Arian).



ROGER DUNSTAN: Commodore. Aged 53, I became a member when my parents joined, sailing an Enterprise at the time our Club was based across the river. Started sailing dinghies at the age of 8: went cruising at University, and chartered a Contessa 32 for the 1977 Fastnet. [For many years I held the record for the slowest Fastnet ever completed!]

Have been cruising extensively since then, but I have maintained my keen interest/involvement with offshore racing, having completed 12 Fastnets, an AZAB, several 3 Peaks Races, and tens of thousands of miles racing offshore. I live with Sally Greenway at Creigau, and endeavour to run a business interspersed with my CBYC responsibilities. I hold a pilots licence, flying a light aircraft from Rhoose, and also enjoy Winter Skiing. I can often be found holding my head in my hands at the Club.

KEVIN ROLFE: Vice Commodore. Now in my 40's, I have been known to sail a dinghy occasionally, cruise sometimes and have even been seen on a powerboat once or twice.....But my main interest is in cruiser racing, preferably offshore, and have I competed at Cowes, Cork, several national championships and many RORC events [including 6 Fastnets].

I am regularly out racing my current boat – "Zulu" – usually trying to catch the J80s. What I like most in our Club is to see it jammed to the rafters with Members and visitors training, sailing, fishing, cruising, eating, drinking and above all enjoying themselves. In fact - the fuller the better!

JONATHAN CROFTS-DAVIES: Rear Commodore. Aged 44, I have been a Member all my life, sailing with my father from the old Penarth location. Dinghies up to College days, and now thoroughly enjoying racing my Trapper 28 "Corsair" [sometimes successfully.....].

My father was the Club's "Honary Surveyor" at the time CBYC moved across to our present site, being actively involved with our rent reviews with our then landlord, ABP, and later helping with the purchase of our freehold. His involvement encouraged me, admittedly at a later date to become more involved in the Club's activities and I joined CoM in 2004.

As Rear Commodore my focus is on the Clubhouse – current projects include converting the garage into a training room; re-designing the south end of the Clubhouse to give a better entrance, ground floor office space and upgraded changing rooms. We then plan to reorganise the Quarterdeck/Kitchen and Restaurant. Coupled with the joys of our wayward boiler – plenty to do!

As a result of the dedication and efforts of earlier Officers, our Club has come a long way from the days of our single storey "hut". I hope to be as successful in my period in office.

UNWRITTEN LAW: *leave your unwanted gear by the skip, one persons junk is another's treasure.*

Last "copy date" for Bear Essentials? Is always the last day of the month.

■ **HONEYMOON CRUISE TO PADSTOW:** When we told our family and friends we would be departing the St David's Hotel for our honeymoon in "Full Circle", our 31ft Hallberg Rassy, there was no escape. Family, friends and our wedding photographer Joe Nixon were all outside the hotel at 11.00am on 20th August to watch us depart for the 11.30 barrage. I guess it hadn't really occurred to us that we would be feeling decidedly groggy after a very heavy day's feasting the day before, which had only come to an end in the small hours of that very morning. Nor that the weather forecast was for winds up to force 7!

My son Simon and my best man and sailing buddy, Chris Berry, brought Full Circle from our pontoon at CBYC round to the St David's hotel. The first problem was to discover there was insufficient depth to get alongside, so we all had to decamp to the visitors' pontoons in the old dry dock a few yards away.

Safely on board and with the good wishes of all our friends, we set off for the barrage. On entering the lock we discovered another contingent of friends on the lock-side and to really show us up, the Barrage Control Office broadcast their best wishes over the tannoy to "the honeymoon couple". Our cover was blown!

Leaving the lock in deceptively calm waters we followed a choreographed route to the end of Penarth Pier, where we hoisted our sails for photographer Joe Nixon, who had dashed over there with his cameras while we were locking through.

With a final wave in the general direction of his 500mm telephoto lens we were off to Watchet, our first port of call. As soon as we were abreast of Flatholm the wind blew up to F6 and we found ourselves beating into a very choppy sea, the waves breaking well over the boat and occasionally drenching us in the cockpit. It was a long 4 hours till the smoke from the Minehead to Bishops Lydeard steam train told us we were on target.

It was our first visit to Watchet and their claim to be "The Friendly Marina" was 100% spot-on. Because of the high SW winds we decided to stay a few days, (this was our honeymoon, after all!) and took time out to visit surrounding places by steam train. William Bowman, the marina manager, lent us his old Saab Convertible and we enjoyed some excellent meals out at places he recommended. Despite the wind the sun shone and we had a great time with the hood down.

It was soon time to go, the wind had subsided and the weather report was as good as it was likely to get, so after 4 wonderful days in Watchet we set sail for Padstow, the wind initially blowing SW force 2. All went well till we rounded Hartland Point and headed straight into the wind, which by now had risen to 5 gusting to 6. We thought about Lundy, or even sailing over to Swansea. However, we were dead set on getting to the Scillies and further, if at all possible, because in sailing last year from Lymington to Cardiff we had barely any time to explore Cornwall. So on went the trusty Volvo and with our excellent windward performance we managed to make headway. By now of course the tide had turned and our SOG was a measly 3.5kts.

A heavy swell had developed by now and any thoughts of sheltering in Barnstable or Bude were out of the question. Padstow it would have to be.

Arriving in Padstow in the dark, a falling tide, a heavy swell and no moon is not recommended, especially when it's your first visit! There are some hazardous rocks around the approaches, mostly unmarked so we followed pilot notes in Reeds to the letter. We arrived off Stepper Point at 23.00hrs, and edged gingerly into the mouth of the Camel River, lowering the sails while rolling around in the heavy swell. Our Reeds warned of the extremely narrow channel and vast sand banks either side. Morwenna took the helm and I went below to watch the chart plotter. Our Raymarine C80 is excellent and with up-to-date electronic charts and an accurate depth sounder I was confident we could safely find our way. Morwenna said I sounded like Leslie Phillips from the Navy Lark, with my "left hand down a bit" commands from below! Our rechargeable spot lamp gave up the ghost after less than 5 minutes, so I made a note to replace it with something more robust powered off the boat's batteries. Before we knew it we were on top of loads of unmarked moored open fishing boats and we had to take swift evasive action.

Finding somewhere to anchor till morning (we'd missed the lock) proved a challenge as we didn't want to foul any of the moorings. It was very shallow and the chart doesn't accurately show where the safe anchorages are. We decided to grab a buoy and tie up till morning. At 1.00am we were gently bumping on the bottom, however I was too tired to bother about it and I was sure the tide would soon be on the turn. I'd set the alarm for 6am when the lock would open. Good thing!

Hunky-Dory... The term meaning everything is O.K. was coined from a street named "Honki-Dori" in Yokohama, Japan. Since the inhabitants of this street catered to the pleasures of sailors, it is easy to understand why the street's name became synonymous for

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? Oh yes it is

■ **Cruiser Racing:** Another racing season has almost passed so I apologise for this brief news letter as time is running out.

First all my thanks to all the competitors this year, for your support, which has been very encouraging. A full race program for 2007 is now on the club website so please have a good look so that you can plan your season.

There have been some very emotive handicap issues this year particularly in P.Y. and I would like to thank David Cairncross for the effort he has gone to trying to make it work. We know that P.Y. is never going to be a perfect system but I think we have made some progress during the "Frost Bite Series".

This leads me onto the current situation in the IRC class. As a number of boats have moved from P.Y. into IRC during the autumn, there is quite a big disparity in performance within the fleet by virtue of boat design. Therefore it would make sense to have a split IRC fleet which was the case a few years ago. However we are also conscious of the fact that the performance end of the fleet is not very well supported at the moment. Furthermore, decent fleet numbers in the sports boat fleet only exists at certain times of the year as well. Consequently, for 2007 we are proposing the following and I will let David Cairncross our principal race officer explain this in his own words, which are as follows:

'A number of slower boats have returned to IRC from PY, and a number of new boats have joined the IRC fleet but they are all older, lower-handicapped, non-planing boats. At the same time the upper end of the IRC fleet has been depleted. This gives unfair racing, especially for the slower boats. However there are not enough boats to split IRC into two fleets and in certain cases splitting on handicap number does not give a fair split.

After consultation with the fleet it has been agreed that from Jan 2007 there will be no separate sportsboat fleet and all non-PY entrants will race with IRC certificates. This new fleet will be split into two based on the IRC TCF, Hull Factor (HF) and Displacement Length Ratio (DLR). These figures are shown on your IRC Certificate.

To find out which fleet you will be sailing you need to answer three questions;

Is your DLR > 200? Is your HF < 8.25? Is your TCF < 1.010?

If the answer to any two of these questions is yes then you will be sailing in the traditional fleet otherwise you will be sailing in the modern fleet.

The use of DLR & HF here is only used for fleet allocation purposes and does not affect your TCF for race results.' Cheers, David Cairncross.

We are going to try this proposal for 2007 and it will probably be the only practical way to race during the winter months, as I suspect most of the fleet numbers will be a little depleted until the Spring. If the situation changes with a sudden influx of performance, IRC yachts and sports boats, then we can always reconsider the situation.

In January next year we intend to hold an A.G.M. for the cruiser racer section and all the details will be posted on the club website during December. In the meantime John Colley Priest (Famous Grouse) has agreed to be the P.Y. representative as Jonathan Crofts Davies (Corsair) has moved into IRC.

Our "**CHRISTMAS PARTY**" and "**FROST BITE PRESENTATION**" is on Friday the 15th of December the tickets are on sale behind the bar for **£10:00 each and they are going very quickly !!!!** so make sure you buy your tickets now to avoid disappointment. (My thanks to Colin Lyons for organising this event) It just remains for me wish you a "**Merry Christmas**" and a "**Happy New Year**". Steve Cooper
Cruiser Racer Chairman

<<(((0>.~`.,><(((0<.~`.,><(((0> **ANGLING MATTERS** ><(((0>.~`.,><(((0<.~`.,><(((0>

COMPETITIONS: The Comp on the 12th November went ahead and was fished by 23 Anglers, on 10 Boats. There were seven fish weighed-in, six Cod and one Bull Huss. 1st: Robert Williams,[Day of Grace]. Cod 11lbs 5ozs. 2nd: Howard Gaylord, Visitor on T-CI, Cod 7lbs 12ozs. 3rd: S Jones, visitor on Day of Grace, Cod 7lbs 5ozs. Three more Cod were landed by, Dave Eagle, Jason Jones and Steve Williams. 6lbs 2ozs, 5lbs 9ozs and 4lbs 13ozs. The Bull Huss, 12lbs 5ozs, was landed by Mark Hunt.

Open Cod Competition. Well, despite the previous week's earlier fears regarding the weather outlook, the Open Cod Competition went ahead, as planned. We had a reasonable turnout of 272 Anglers on 79 Boats. A good few registered on Sunday morning, most having waited to see what the weather was going to do! The Results are as follows:- First Prize, £600 +£136 Pool, Mike Comes, Boat: "Blue Fox". Cod 12lbs 12ozs. 2nd Prize, £300 + £81.60 Pool, Carl Watson, Boat: "Sundance". Cod 10lbs 15ozs. 3rd Prize, £200 + £54.40 Pool, Chris Fry, Boat: "Lady Helen". Cod 10lbs 9ozs. Altogether there were just 32 Cod weighed-in.

At the Prize-giving in the evening, we donated a cheque for £500 which Roger Dunstan presented to The Marie Curie Cancer Care Charity and was received by Claire Notman.

Christmas Competition: 1st was Andy Vowles, 2nd was Simon Leeke & 3RD was Nick Marsangelos. They all receive a turkey and the other Members that entered will receive a Chicken.

NB: Turkeys and chickens will be available for collection on Wed 20th December, 1930 – 2100hrs. Any Poultry not collected will be disposed of!

December Competitions: Two Comps. arranged for this month: Sundays 10th & 17th. Both start @ 0700hrs and last Weigh-in @ 1800hrs.

Open Cod
Competition
Winner
Mike Comes
with his 12lb
12oz Cod



All that remains now, is for your
committee to wish You and All Club
Members

"A very Merry Christmas

Shoot ahead: Move forward swiftly; overtake... A ship sails very quickly past another.

■ **THE CLASSIC YACHT ASSOCIATION OF NEW ZEALAND (CYANZ) 2006 REGATTA:** As a member of the Old Gaffers Association (OGA) as well as CBYC, I responded to an invitation to join the CYANZ regatta in February this year. By a happy coincidence, I was due to arrive in Auckland at almost exactly the right time at the start of a four month trip around NZ and Australia.

So it was, that just fifteen hours after touching down at Auckland airport, I found myself aboard Waitangi, a 57 foot gaff cutter built in Auckland by Robert Logan in 1894. (see pic below) She was designed and built specifically for cup racing and is a real thoroughbred. Restored in 1994 to near original condition, she is a joy to sail and with the exception of having an engine, there are few concessions to the demands of modern sailing, with little instrumentation and not a single winch on board. Waitangi needs a crew of twelve to sail her and raising the 1200 square foot main and the 250 square foot tops'l requires a lot of muscle power and no shortage of grunt.

This wonderful old vessel is owned by a trust and skippered by Tony Blake, Chairman of CYANZ. We were almost in exalted company indeed because Helen Clarke, the New Zealand Prime Minister, had expressed an interest in joining some of the racing and had been invited aboard Waitangi the same day. That she didn't show up was perhaps something to do with the fact that she had heard what a rum crew was aboard!

We sailed for two days with Tony and the crew of Waitangi, though there wasn't much wind in the Hauraki Gulf on either day. Sometimes close, though not exactly exciting racing, the anchor was made ready if needed to prevent the tide pushing us backwards! As someone said- 'painted ships on a painted sea'. And speaking of such things, at least the inactivity gave us the opportunity to get to know the skipper and crew a little.

Tony is a marine artist of world renown and is particularly sought after in the USA where his paintings command very high prices. One that he recently donated to raise money for the New Zealand Americas Cup team competing in Spain in 2007, was auctioned for \$100,000. And as well as also being a renowned sailor himself, Tony is the brother of the world class New Zealand racing skipper Sir Peter Blake who twice won the Americas Cup for New Zealand in 1995 and 1999.

Peter went on to found the environmental group 'Blake Expeditions' and visited many of the ecologically fragile marine areas of the world in his specially designed yacht Seamaster. After spending nine months in the Antarctic, the yacht headed for South America, where she sailed more than 1200 miles up the river Amazon. But the voyage turned into tragedy when Peter was shot and killed by river pirates on the Amazon in on the 4th December 2001.

Like the current New Zealand Americas Cup Team, the Classic Yacht Regatta was based in Viaduct Harbour on Auckland's waterfront and many people in the yachting fraternity would like to see the harbour renamed Blake Harbour in honour of Sir Peter. Meanwhile, on Waitangi, the sun shone brilliantly even though there was little wind to stir the sails. Tiny Little Blue penguins basking in the sunshine floated lazily passed us, sometimes lying on their backs, busily scratching their bellies. Also, hammerhead sharks are said to inhabit the waters of the Hauraki Gulf, but there were none to be seen that weekend. Afternoon sea breezes helped us along on both days and we completed some thirty five miles of racing over a shortened course.

There were any number of classic boats taking part in the regatta, some gaff rigged like Waitangi and some Bermudan rigged. Amongst the latter class was Ranger a 60 foot Tercel Sloop that in 2001 was shipped to the Solent especially for the 150th America's Cup Anniversary weekend. She creamed the opposition to take line honours in the Round The Island Race. A couple of Waitangi's crew today had been aboard Ranger then and in turn, I have had the privilege of seeing her graceful lines sailing on opposite sides of the world. I was sailing in the Solent aboard Solent Flame II the same weekend



■ **JOHN WOOD ASKS:** When someone "Puts the wind up you" How and where does it go? My wife thinks it has something to do with a bicycle pump.

■ **FI YOU CAN RAED TIHS :** yuo hvae a sgrane mnid, too. Cna yuo raed tihs? Olny 55 plepoe tuo fo 100 anc. i cdnuolt blveiee taht I cluod aulacilty uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid, aoccdnrig to a rscheearch at Cmabrigde Uinervtisy, it dseno't mtaetr in waht oedr the lltteres in a wrod are, the olny iproamtnt tihng is taht the frsit and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it whotuit a pboerlm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Azanmig huh? yaeh and I awlyas tnhuhot slbeling was inmoranttl!

Sling your hook: Go away. What one sailor might say to another in the next hammock wanting him to move elsewhere to sling his hammock somewhere else

"No quarter given" means that one gives his opponent no opportunity to surrender. It stems from the old

■ **WHERE HAVE ALL THE SANDBANKS GONE... DISAPPEARING EVERYONE:**

One fathom bank used to have an east and a west buoy and 30 years ago I used to sail around its one remaining buoy and presumably marked a sandbank many moons ago. Today its difficult to detect a shallow at all. Then there is the Culver sands on which legend has it that a cricket match was played.

About twenty years ago the east and west Culver buoys were some 5nm apart and drying sands could be seen stretching out between them. Then suddenly about 16 years ago the distance between the buoys was shrunk to 2nm and now there is no evidence of drying sand. There were sands off Lynmouth which no longer reveal themselves.

Cardiff sands are shrinking fast. About 20 years ago I remember seeing several fishing boats stranded at various locations on the soft sand awaiting the return of the tide and myself taking a party of lads over to walk about. In those days the sands stretched between what is now the north Cardiff buoy and the South Cardiff cardinal, a distance of 3.5 NM. It was quite common 15 years ago for returning yachts on a channel race to hit the sands near the south Cardiff, but not now. The sands were observed on the recent spring tide to stretch no more than half a mile. Twenty years ago they were 5m dry, now they are barely 2.

Whether this decline in sand banks is good or bad I don't know, I suspect the main culprit is the sand dredger although changing weather patterns will have something to do with it with more winds from the east.

The only place I see the sand dredger these days is on the Mackenzie shoal. I know the dredgers were warned off the Nash sands but even here I detect a considerable loss from the eastern end. Certainly great volumes of sand went into the

"The single commandment of anchoring is "thou shall create scope." - Reese Palley.

■ **HAS ANYONE TRIED THE TAW?** *This autumn Tean of Cardiff sailed across the Bideford Bar on a perfect sunny day with a gentle onshore breeze into the sparkling, sandy haven of Appledore and the river Taw. There seems to be a pool suitable for keeping small ships afloat just behind "Sand Hills" north of Appledore. I wondered if CBYC cruising folk ever visit and explore the miles of tidal rivers waiting there to tempt us?*

This was my first trip and time and tide, (who wait for no man), forbid anything more than a quick look and trial run of the entrance/exit procedure. Getting in was quite straightforward but, as usual timing was key. We had a couple of hours to look around and it struck me that exploring the estuaries by yacht or by dinghy could be an interesting experience. Using the former would entail drying out alongside in the upper reaches but anchoring in the "pool" would give the opportunity to run up river in the dinghy and have a good look around, a walk, a pub lunch and so on... If any readers have done this, it would be great to hear about it in a subsequent edition!

Leaving Appledore just after high water was interesting, there was quite a swell running and the wind was getting up such that breakers on the Bideford Bar looked very impressive. Mental note: don't try this at night, probably very scary! Out at the Bideford Fairway buoy we freed off and got up a good speed for the sail back to Ilfracombe for a quiet night at anchor, unlike the previous day when a brisk north westerly had been blowing.

The trip from Cardiff had been pretty straightforward, just the usual F3 on the nose until we reached Nash Point. We had been heading for Bury Port. This was a weekend to try a new destination and tick off another of the Bristol Channel's many nooks and crannies, but as we got W Nash in sight the wind came up out of the NW at about F5 which made going in that direction rather uncomfortable. This is where I am quite happy that I am no longer a racing man, I was free to turn SW ease the sheets and fly towards the Devon coast. We were over 20 miles from Ilfracombe when that brilliant decision was made, less than three hours later we were dropping anchor in a rolling but tenable position in one of our old favourite spots having had the sail of the season! The night was a bit disturbed by the thought that the wind might not ease and go southerly as forecast, it might rise and go northerly instead, giving us real headaches - it didn't.

Our trip back to Cardiff started with a perfect dawn and a strong southerly wind over a flat sea. Sailing along the Exmoor coast at 6kn with the sun coming up is hard beat. The scenery is spectacular, particularly if you keep close in to get the best views. Woody Bay was certainly a tenable anchorage in a southerly, probably a good place to wait for a tide. Sailing inside Sand Ridge, Lynmouth looks very pretty and, given more time could perhaps have been entered at HW (?). Approaching Foreland Point close to from Lynmouth Bay gives the full impression of its size and importance on this part of