

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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Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site & forum www.cbyc.co.uk
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

Social Calendar for the next month or so.

- 18th. January:- Presentation by the MCA on their work in the Bristol Channel, and the CG66. 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 Supper. Pianist. and candlelight. You provide the rest! 20.00hrs. Price TBA.

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

NEW M.R.C.C.

M.S.I. Broadcasts local times on (V.H.F.) Radio.

Become effective at Midnight 1 February 2007

Swansea & Milford Haven... 01.50 (2) 04.50 (3) 07.50 (1) 10.50 (3) 13.50 (2) 16.50 (3) 19.50 (1) 22.50 (3)

Schedule (1) = A full M.S.I. broadcast, including new inshore waters forecast and outlook. New inshore waters forecast WZ navigation warnings, negative tidal surge warnings, subfacts & gunfacts where applicable, plus a three day fisherman's forecast when & where appropriate.

Schedule (2) = New inshore waters forecast plus previous outlook, gale warnings.

Schedule (3) = Repetition of inshore waters forecasts and gale warnings as per previous schedule 1 or 2 broadcast, plus new strong wind warnings.

The times above replace the old system of broadcasting every four hours, on 1st February 2007 it will be every 3 hours, the new broadcast times are considered to be more appropriate to small vessel movements. For more information please go to www.rya.org.uk

M.S.I. = Marine Safety Information. V.H.F. = Very High Frequency Radio. M.R.C.C. = Marine Rescue Coastguard Co-ordination Centres.

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
Saturday	12.00 to 24.00
Sunday	12.00 to 10.30

**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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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
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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).
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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 – Colin Farr 029 2021
4625. 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).

Editor: Tony Davies 16 St. Winifred's Close,
Dinas Powis, Vale of Glamorgan, CF64 4TT -
029 2051 5376, Mobile 07816 337904. E-Mail:
tony@designbyrelish.co.uk Proof reader -
Bryan "Reels" Morgan. Distribution – June
Ackerman, Ruth Coles and Ruth Thain.

Bear Essentials is produced in a completely
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.

■ **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!

■ **PROPER YACHT:** "I start from the premise that no object created by man is as
satisfying to his body and soul as a proper sailing yacht." Arthur Beiser 1978, The
Proper Yacht.

■ **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;
Lots of equipment. Price: £10,000 o.n.o. Contact: marygow@gmail.com

■ **FOR SALE:** 1978 westerly centaur, roller headsail main with lazy jacks. Good
Volvo dsl, usual westerly facilities, dinghy, spray hood, bimini, vhf, gps, autohelm, and
much more... Lying Mallorca, cheap mooring possible or delivery to French canals
19.000 euros or gbp equivalent contact olivercheetham@yahoo.com

■ **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... 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	Winter Opening Times	to
April		
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 586675.

■ 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

Mon	1	.
Tue	2	
Wed	3	Angling night.
Thu	4	Cruiser night. Restaurant (evening)
Fri	5	
Sat	6	Restaurant (12 till 2 pm)
Sun	7	Restaurant (12 till 2 pm)
Mon	8	
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	Talk by MCA on their work @ 20.00
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.

Calendar of events in Feb

Thu	1	RNLI [Nicola Davies] – an overview @ 20.00
Fri	2	
Sat	3	Restaurant (12 till 2 pm)
Sun	4	Restaurant (12 till 2 pm)
Mon	5	
Tue	6	
Wed	7	Angling night.
Thu	8	Cruiser night. Restaurant (evening)
Fri	9	
Sat	10	Restaurant (12 till 2 pm)
Sun	11	Angling Competition. Restaurant (12 till 2 pm)
Mon	12	
Tue	13	
Wed	14	Angling night.
Thu	15	Dave Herbert talk on Port of Bristol @ 20.00
Fri	16	
Sat	17	Valentines Supper with Pianist @ 20,00
Sun	18	Restaurant (12 till 2 pm)
Mon	19	
Tue	20	
Wed	21	Angling night.
Thu	22	Cruiser night. Restaurant (evening)
Fri	23	
Sat	24	Restaurant (12 till 2 pm)
Sun	25	Angling Competition. Restaurant (12 till 2 pm)
Mon	26	
Tue	27	
Wed	28	Angling night

■ **BRISTOL CHANNEL YACHT PERSON OF THE YEAR:** The B.C.Y.A. Yachtsperson of the year is "Zara Davis" from Clevedon. Zara is the new women's world speed sailing champion, she recorded 38.74 knots on her record breaking run on a sailboard. It was a close battle between Zara Davis (GBR, T1, Gaastra) and Maaïke Kallenborn (NED, F2, Naish). Both ladies were beating the old record by far, and in the end Zara was a little bit faster on her custom Thommen than Maaïke on production F2 Missile XS. So Zara snatched the outright record, but Maaïke can take comfort with the production world record.

POETS CORNER

The Worried Skipper

By Wallace Irwin

"I hates to think of dyin'," says the skipper to the mate;
"Starvation, shipwrecks, heart disease, I loathe to
contemplate.

I hates to think of vanities and all the crimes they lead to."

"Then," says the mate,

With looks sedate,

"Ye doesn't really need to."

"It fills me breast with sorrer," says the skipper with a sigh,
"To conjer up the happy days what careless has slipped by.
I hates to contemplate the day I ups and left me Mary."

"Then," says the mate,

"Why contemplate,

If it ain't necessary?"

"Suppose that this here vessel," says the skipper with a
groan,

"Should lose 'er bearin's, run away, and hump upon a stone.
Suppose she'd shiver and go down, when save ourselves we
couldn't."

The mate replies,

"Oh, blow me eyes!

Suppose ag'in, she shouldn't?"

"The chances is agin' us," says the skipper in dismay;
"If fate don't kill us out and out, it gits us all some day.
So many perish of old age, the death rate must be fearful."

"Well," says the mate

"At any rate,

we might as well die cheerful."

"I read in them statistic books," the nervous skipper cries,
"That every minute by the clock, some feller up and dies;
I wonder what disease they gits that kills in such a hurry."

The mate he winks

and says "I thinks

they mostly dies of worry."

"Of certain things," the skipper sighs, "me conscience won't
be rid,

And all the wicked things I done I sure should not have did.

The wrinkles on me inmost soul compel me oft to shiver."

"Yer soul's first rate,"

Observes the mate,

"The trouble's with yer liver."

Written by Wallace Irwin, a poet, playwright, and journalist who
was born in 1875, and died in 1959.

He wrote quite a few other poems including...

"A NAUTICAL EXTRAVAGANCE"

"The art of the sailor is to leave nothing to chance." Annie Van De Wiele.

■ **BEAR ESSENTIALS:** It was determined at the December C.o.M. that B.E. is to be reformatted with a much grander layout; it will be distributed quarterly, in colour and on glossy paper, these are some of the reasons why this will be the last edition with me as editor. Producing B.E. in its present monthly format has been demanding, notwithstanding this, I have always put my heart and soul into its production and have very much enjoyed my editorship. I would like to take this opportunity to thank all the members who have contributed to its production over the last six years, (68 editions).

Special thanks go to my eagle eyed proof reader, Brian "Reels" Morgan, who has never failed me in all that time, also Ruth Coles, June Ackerman and all the bar staff who have looked after the distribution, and of course the many people who have supplied copy, in particular, John Wood who has continuously produced an interesting anecdotal essay of his adventures in and around the Bristol Channel... many thanks to you all.

Furthermore may I take this opportunity to wish whoever follows me, every success in their endeavours and may Bear Essentials thrive and go forward from strength to strength. Tony Davies Editor. (2000 -2007).

■ **THE HIGH SEAS:** It started with a casual remark, as many things do, in the car, miles from the coast, on a damp day after Christmas. I was full of good food, was relaxed and happy. I was, quite obviously, off guard.

"Oh, I could do that for you." That was it. I was bonded to an hour of terror. Of course, I should have known better. I've been caught out by something similar before, but that was for charity and was 240ft, so surely I could manage the 51ft that is the towering edifice of our mast? Some short time ago, Neil, my husband (and hero of Whale Swallows Sailor (see previous edition)) had been messing about at the top of our mast as our best beloved sailors often do, and had mistakenly left a loop of rope (or should that be warp, or weft, or something?!) at the very top.

It would be an unskilled job to unhook it which was, I thought, well within my capability. As a largely untrained 'sailor' I often feel as though I am not contributing sufficiently to life on board. Yes, I make the tea, yes, I am manic about keeping enough food on board to keep us going to the Azores. I can plot our position on the Yeoman in any weather. The worse the weather, the better really as I can get out of it! But I could never hold a steady course for longer than half an hour, have difficulty raising sails, and as for hauling up the anchor, you can forget it! Unhooking a rope would be a doddle.

The day came that we went to the boat. My words came back to haunt me. Even worse though, Neil remembered them too, and gave me the choice of now, or later. "Now." The words dried in my mouth. Getting in to the harness I was strangely calm. We'd had an emotionally draining year, but even so, I thought it odd. I hate heights. I never venture near the edge of cliffs, detest glass elevators, feel wobbly in the gods at the theatre. This wasn't normal. Perhaps I'd conquered my fear at last?

No fear? No fear!! By the time the first spreaders were within grasp I was terrified. It was high. It was only a third of the way up! A knot had entwined itself around my oesophagus so tight I thought I was having angina. My hands grasped at everything within reach, but each handhold had to be relinquished as I was winched higher and higher. I knelt on the spreaders, knees hugging the mast, hands clutching at ropes, at the shrouds, at the smooth surface of the mast itself. Upwards and upwards so slowly I proceeded heavenwards. The second spreaders came, and went. I was very high up. The going was excruciatingly slow. Then it stopped.

"Are you caught on something?" yelled Neil from far, far below. A voice from a different realm. I wrenched myself out of my mantra of "nearlytherenearlytherenotmuchfurthernearlythere" Damn. Now I had to concentrate on the real, awful present. I had to look below the horizon. Don't look down. I realised I'd been staring at the mast directly in front of my eyes. Now I had to look at the hitching point at my waist to see if it had caught on something.

Suddenly, I lurched upwards. Whatever had been impeding my progress let me go with a jolt. I whimpered. I was incoherent. Language evaded me completely. Even expletives! I clutched the mast all the stronger, desperate to be on the deck, safe. I imagined my descent. A swift fall, a twisting, mangling in the rigging and landing, mutilated on the reddening decks. A vivid imagination is the curse of the daydreaming classes.

At last I was near the top. I could see the offending rope: a barely significant loop, but I couldn't see how it was attached. I tore my left hand off the mast and yanked on the loop. It didn't move. "Are you OK?" Neil's voice, distant. Stupid question. I'm 51ft up a mast on a cold day in December. I am terrified. Tears are welling up in my eyes as toy boats bob gently far below me. Tiny men are pottering away, polishing and preening their prized vessels. I am out of my element. I am going out of my mind. I am scared. Not just spooked, not jittery. Terrified beyond words. I am fear. My body is on automatic and my brain is on overload.

"Up!" I scream, trying to project downwards "Up!" I'm not normally so demanding, but extreme circumstances demand extreme measures. "Up!" You'd think I wanted to go higher! I was running out of 'up'. My caribiner was an inch below the block. I knew if I needed to go higher I'd have to raise myself up. I'd have to loosen my grip on the mast – my lifeline. I'd have to let go. It was impossible.

All of a sudden the loop of rope got free. A tiny spark of gratitude shone out in my dread darkness. I was on the way down. Quickly. Too quickly. I felt dizzy. My chest was tight, my mouth was dry, my face was wet.

Past the top spreaders, untangling my legs from the shrouds, now standing on the bottom spreaders, still scared, then lower and lower until at last, the deck, firm and steady beneath my feet. Mild but tearful hysteria followed. I was safe!

So if you were one of those chaps out pottering around before New Year wondering what that strange whimpering, sobbing noise was, it was me. I apologise, but I can't say I won't do it again. Somehow I keep on getting myself in to awkward situations, no matter how old I become! If it is true that 'That which does not kill us makes us stronger' then I am rock. I'll be wearing a cardinal mark in the New Year. Trish Lambden, Zephyr.

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

"I hate storms, but Calms undermine my spirits" Bernard Moitessier.

■ **SUMMER 2006:** You don't have to travel far to have an adventure! With just a weeks holiday this year our main holiday was to be a trip to Milford Haven and even this short trip was to be delayed, as ever, by poor weather. Leaving early in the morning with crewmember Jeff Simmonds, we departed in the morning murk to Swansea, via the Nash sound and skirting behind the Scarweather sands.

There always seems something special about leaving before everyone has woken up, even through bleary eyes the sea is different and only adds to the sense of adventure. Even for people who think that there is only one 6 o'clock every day, the pain of an early start disappears with the morning mist and a mug of hot coffee and it also justifies two breakfasts! The rain held off enough as we left the brown seas that we recognise as the Bristol Channel, to the more greener seas, (or just plain grey), as we ventured west.

A nice sail for a while and at least we are under way. We later met up in Swansea Marina with Trevor on Evolution along with the Bonny Mary and Amadeus III, blown off course from Mermaid Quay and left on the same lock from Swansea the next morning. Unknowingly, we were only one lock apart leaving Cardiff the day before...

There was quite a nice breeze with blue skies and sea as we left Swansea Bay. As usual, the wind was on the nose so we took Phebe out on a big tack well past the Helwick Sands and then tacked straight into Tenby rather than a series of small tacks inside the Helwick Channel.

Another friend, Rob Taylor on his new Rival 34 (Kanaka) had left Ilfracombe to join us in Tenby and was enjoying his sail. We made good time and picked up a spare buoy and inflated the tender. It was crew change time, no problems, Jeff had not been driven to jump ship but had to get back to Cardiff for his club membership interview. My wife, Trish was taking over crew duty, so I should be kept well fed. A stiff offshore breeze made it quite sporting for some of the other Cardiff escapees, rowing their tenders shore, luckily we had put the outboard on, so we towed a few in after deciding that it would not be very sporting to watch them battle to get ashore. Entertaining, but not sporting.

Pie and chips on the quayside, talking things boaty and watching the world go by, is certainly a good way to spend an evening. Tenby is such a pretty place and arriving by sea is certainly the best way to visit. The rows of brightly coloured houses and hotels always seem to smile a welcome. A few glasses of wine on Kanaka and once again we had to risk wet trousers in the tender to get back to Phebe

Leaving by Caldy Sound, we had to go offshore at the request of the Manorbier Range Patrol boat, to clear the St Gowans cardinal and the sloppy overfalls that were there. It was not a pleasant route as quite a swell was present and the wind died off making the discomfort last a bit longer, before the decision was made to give the donkey a kick and motor for a while.

Before long we were entering Milford Sound, an assault course of navigation aids. Its massive buoys and transits are there to make things easier for the large tankers and ferries, the size of housing estates to enter the port, but are just confusing from the deck of a small yacht, looking more like a floating navigational aid catalogue.

We were soon past St Anne's Head and the row of lighthouse keepers' cottages and into the picturesque Milford Haven. Despite its industrialisation and oil handling plants that look more suited as a space colony, Milford has some stunning parts and is very sheltered making for an ideal storm hole, if on the way to Ireland.

We moored up at the pontoon in Dale, sheltered by the low hill to the south which was covered in bright purple vegetation and catching an occasional waft of its perfume as we made our approach. We were soon tied up alongside waiting for the rest of the entourage. Also on the pontoon was a large new Dutch barge some 60ft long. Although very new, it was made to look traditional and was very pretty indeed.

A quiet night moored up and a nice meal on board; food tastes fantastic on board so much more so after a days sail. I even managed to wake Trish once from the dead by lovingly cooking (heating up) a tin of Asda's sausage casserole after she had crawled into her bunk after a hard days sail, to die!

The morning started with some pretty strong winds, 22kts+ on the pontoon, which considering how sheltered it is in Dale, was pretty worrying as we were under tight time constraints. A radio call to the coastguard proved that the forecast was right for once as there was a NW12 kts wind, just the job. The strong winds must have just been a local effect. Milford Coastguard always seem to be very friendly and most helpful; so much so, after a late night's single handed arrival once, I radioed my safe arrival at gone midnight and thought that she was going to bring a mug of cocoa over and read me a bedtime story. I had been at sea for a while, so maybe the mermaids singing on the shore weren't there either.

As we made the boat ready for our return trip I accidentally let go of the main halyard, the wind took it straight across the pontoon straight towards a wind generator on another boat. I had never realised that plastic could be magnetic! I waited for a bang as the screaming turbine tried to eat the stainless shackle and thankfully was disappointed as it was only a few inches away. We soon slipped our berth and as we passed Linney Head, the range craft came out to meet us again. Not too much of a detour this time and at least we could hear the firing of small arms and see a mock invasion.

Back again into Tenby via Caldey sound and the wind soon piped up as we turned the corner. The wind now had some East in it and was blowing onshore. We decided not to venture ashore but to admire Tenby from a distance, watching the sun go down and the floodlit buildings come alive one by one. During the night the wind increased and being from an Easterly direction it was very uncomfortable indeed, the boat bouncing around on the range buoy, so we made an early start and breakfasted while under way (not popular with the crew, but I prefer to see my breakfast just the once).

It was a shame to leave without a breakfast ashore but at least we were under way. We soon had crossed the Carmarthen Bay outside of the range markers and watching two fighters coming in for a bombing run. They would be soon tucked up back at base while we were still clawing our way towards Swansea.

Although we had to motor sail, we did have some luck and as I had expected, the wind was now being affected by sea breeze so that we could sail a lot freer and only made a handful of tacks. Nice to get it right sometimes! By the time we had got to Swansea Coastguard lookout, the wind had stopped so motored on a glassy sea the remainder of the way into Swansea Marina.... Continued next page.

"Any damn fool can navigate the world sober. It takes a really good sailor to do it drunk." Sir Francis Chichester while loading his boat with gin

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*

From previous page... A 7:00 start the next morning to catch the tide. Unfortunately it seems to be the rule rather than the exception, that problems with the lock and swing bridge had delayed our start wasting valuable tide. Hopefully the new marina in Swansea, when it opens, will be more efficient. It only goes to show how lucky we are here in the Bay to have 24 hour access. The crew would disagree of course, being magnetically stuck to their berth at this hour, but it is their prerogative to disagree and we must remember to respect that... just as it is the skippers to always be right!!

We took the short cut through the Scarweathers, keeping a careful watch on the shoaling water, especially cautious in the NNE wind and a falling tide. By the time we had cleared the Nash Passage and left its shelter the tide was well against us, the wind was dropping and the sun coming out, so we dropped the anchor near the power station.

We had thought that Brian (Dasler) was working there, so made sure that we stayed out of stones throw and far enough offshore so that he couldn't reach us in his amphibious JCB. Unfortunately he wasn't at work, so without the windup factor, we had to be content with enjoying the sunshine and watching the log slow down before we were ready to move. It was a lovely evening's motor back to the Bay and we stayed well inshore enjoying the scenery. It seems only a few minutes from passing the Ranney, admiring the houses on the waters edge and watching the brown swirling waters change colour that we were back at our berth.

That proved to be the last trip that we took in Phebe, we have since sold her to Jeff who knows a good boat when he sees one and we now have a Sigma 362, Zephyr. Next years plans are to go to the Isle of Man, or the Scillies and the south Coast or France depending upon the weather. If anyone fancies joining us, drop me a line. Supplied by Neil Lambden "Zepher"

■ **WHAT TO DO IF A LOST RACING PIGEON LANDS ON YOUR CRAFT:** If you find a stray racing pigeon on your craft, in your garden or home, the following information may be of some help to you. (This has happened to me many times when on passage, especially when out of the sight of land T.D.)

- The pigeon will probably be tired and the first thing that is required is to provide FOOD and WATER. Pigeon or chicken corn is the best but in the short-term birdseed, groats or dried rice will help on the road to recovery. Put a little sugar in the water to help build the pigeon's strength.
- Make a note of the ring number on the pigeon's leg. This is a metal/plastic ring, a typical ring number is GB 01 A 12345. Ignore any other rubber ring. This is just placed there for the race.
- If you are able to pick the pigeon up, open the wing, you should see stamped on one of the feathers the name of the club the pigeon was competing in, along with the telephone number of the club secretary.
- Armed with the above information contact the club secretary, give him the ring number of the pigeon, along with your name and address, he will contact the owner, who in turn will make contact with you to make arrangements for the pigeon's return. Please bear in mind that the bird can only be repatriated to its owner if you have caught the bird.
- If you only have the ring number then contact the Royal Pigeon Racing Association on 01452 713529. There is an answer phone service outside of office hours. It is important to tell them that you are not a pigeon fancier and that you have a pigeon which you would like to get back to the owner as soon as possible. Give the pigeon's ring number, your address and telephone number. The Association will either notify the owner or put you in touch with the owner.
- You will find some useful information on www.rpra.org and can send details of the stray bird from a link on the website or e-mail direct to strays@rpra.org The local Police or Vet may be able to advise you of a pigeon fancier in your area who may be able to assist. THE ROYAL PIGEON RACING ASSOCIATION The Reddings, Cheltenham, Glos. GL51 6RN. IN CASES OF CRUELTY, NEGLECT OR IN AN EMERGENCY TEL: 08705 555 999 (24 HOUR) Taken from the internet. Tony Davies "Barebones"

><(((°>·~·~·~>(((°<·~·~·~>(((°> **ANGLING MATTERS** ><(((°>·~·~·~>(((°<·~·~·~>(((°>

Competitions:

The Comp on the 10th December was cancelled but the Comp on the 17th went ahead. It was won by Dave Eagle with a Cod of 7lb 11ozs and 2nd was Steve Williams with a Cod of 6lb 12ozs. There was a good turnout with 12 Boats, 27 Anglers, including 8 Visitors and there were ten fish weighed-in. 8 Cod and two Thornback Rays.
Unfortunately the Saturday Comp on the 30th December had to be cancelled due to bad weather. Hard Luck Keith!
Let's hope the weather is kind for the rest of the arranged Competitions!
Our next major event will be the AGM which will be held some time in March. The date will be notified later, keep an eye on the Section Notice Board. Meanwhile, if there's anything you'd like to be placed on the agenda, drop a note of "Notice of Motion" to the secretary and the item will be included.

A Happy New Year to Everybody

The Last Four Comps. of the Season

Sunday	Start	Finish	Tide	Time
14th January	07:00	18:00	02:05	9.5m

Sunday	Start	Finish	Tide	Time
28th January	07:00	18:00	01:26	10.3m

Sunday	Start	Finish	Tide	Time
11th February	07:00	18:00	12:07	9.7m

Sunday	Start	Finish	Tide	Time
25th February	07:00	18:00	12:20	10.3m

"I don't know who named them swells. There's nothing swell about them. They should have named them awfuls." Hugo Vihlen.

"I want a boat that drinks 6, eats 4, and sleeps 2." Earnest K. Gann.

Cardiff Bay Y.C. Sailing Dates 2007.

Event	Date
New Years Day Pursuit Race	1 st January
WYA Regional Squad 6 & 7	3 rd /4 th February
WYA Regional Squad 8	24 th February
WYA Regional Squad 11 & 12 (All Squads)	24 th /25 th March
Harbour Regatta	Sometime in May but tides are rubbish for the keelboats.
Flying Fifteen Classic Open Meeting	2 nd /3 rd June
J80 Nationals	6 th /9 th June
Club Regatta	23 rd & 24 th June
Laser 2000 Open Meeting	14 th /15 th July
Two Islands Race	29 th July
WYA Youth Training Camp	30 th July/2 nd August (Date tbc with Nick)
WYA Junior Training Camp	21 st -24 th August (Date tbc)
Welsh Optimist Championship	26 th -28 th August (Date tbc with Nick)
Shanghai Cup	Every weekend in Sept
Welsh Sailing Games	15 th /16 th September (Date tbc with WYA)
Dinghy Open	13 th /14 th October

■ **DO THE PLANETS AFFECT THE TIDES?** The tidal force generated by a planet is based on two things - the mass of the planet and its distance from the earth - and it is the latter of these that is far more significant. The nearest approach of Venus to earth is still more than 100 times further away than the moon. Hence the tidal force is approximately 0.000054 times that of the moon. The next most significant planet is Jupiter, where the tidal force is 0.000005 times that of the moon.

So as you can see, the effect of the planets is negligible. Even if all the planets line up such that their effects are combined, the additional force would be minuscule. During 3rd May 2000, Mercury, Venus, Mars, Jupiter and Saturn lined up with the sun and moon. At the time a rumour circulated that the collective gravitational pull would initiate earthquakes, tidal waves and volcanic eruptions, something which never happened. (T. Davies).

BRISTOL CHANNEL SAILING PROGRAMME 2007

MONTH	DATE	CLUB	EVENT	
APRIL	06/04/07	PCC	CRUISE IN COMPANY TO GLOUCESTER.	
	07/04/07	PCC		
	08/04/07	PCC		
MAY	12/05/07	NUSC	CRUISER RALLY	
	13/05/07	NUSC	CRUISER RALLY	
	19/05/07	LYDNEY YC	DOWN CHANNEL WAYFARER	
JUNE	20/05/07	LYDNEY YC	RALLY Pho- 01989 750396	
	02/06/07	BYC	C in c to Ireland from B.Y.C.	
	03/06/07	CARDIFF BAY YC	FLYING 15 CLASSIC	
	06/06/07	CARDIFF BAY YC	J80 NATIONALS	
	07/06/07	CARDIFF BAY YC	J80 NATIONALS	
	08/06/07	CARDIFF BAY YC	J80 NATIONALS	
	09/06/07	BARRY YC	REGATTA	
	10/06/07	BARRY YC	REGATTA	
	16/06/07	LYDNEY YC	DOWN CHANNEL DRASCOMBE	
	17/06/07	LYDNEY YC	CRUISE	
JULY	23/06/07	CARDIFF BAY YC	REGATTA	
	24/06/07	CARDIFF BAY YC	REGATTA	
	23/06/07	WBYC	REGATTA	
	24/06/07	WBYC	REGATTA	
	01/07/07	PCC	REGATTA RACE	
	07/07/07	THORNBURY SC	REGATTA	
	08/07/07	THORNBURY SC	REGATTA	
	07/07/07	CARDIFF YC	REGATTA	
	08/07/07	CARDIFF YC	REGATTA	
	07/07/07	LYDNEY YC	RALLY & OPEN DAY	
	08/07/07	LYDNEY YC	RALLY Pho 01594 563716	
	14/07/07	CARDIFF BAY YC	LASER OPEN	
	15/07/07	CARDIFF BAY YC	LASER OPEN	
AUG.	14/07/07	WBYC	WESTON PLATE RACE	
	28/07/07	BRISTOL DOCKS	BRISTOL HARBOUR	
	29/07/07	CARDIFF BAY YC	TWO ISLANDS RACE	
	18/08/07	LYDNEY YC	REGATTA	
	21/08/07	CARDIFF BAY YC	WYA Junior Training Camp	
	26/08/07	CARDIFF BAY YC	Welch Optimist Championship	
	SEPT.	31/08/07	PCC	PORTISHEAD RALLY TBC
		01/09/07	PCC	PORTISHEAD RALLY TBC
		02/09/07	PCC	PORTISHEAD RALLY TBC
		01/09/07	NUSC	REGATTA
02/09/07		NUSC	REGATTA	
01/09/07		CARDIFF BAY YC	START OF SHANGHAI CUP SERIES	
09/09/07		PCC	HOLMS RACE	
29/09/07		LYDNEY YC	RING TRIP	
30/09/07		LYDNEY YC	RING TRIP	
30/09/07		BARRY YC	BRAINS TV RACE	
OCT.	13/10/07	CARDIFF BAY YC	DINGHY OPEN	
	14/10/07	CARDIFF BAY YC	DINGHY OPEN	

Please, at all times observe the 5 knot speed limit in the river

"Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar" Don Bamford.

"The sea drives truth into a man like salt " Hilaire Belloc

■ **ANOTHER DUNKING:** Charles Dodge has just shown me the article "Dog Day Morning" and this reminded me of a similar experience that happened to me. Charles and I came to his boat. Desert Star, for a couple of nights in June. Friday evening, we ate on the boat, after Charles had shown me everything I needed to see at the Club. Mid-morning on the Saturday, I went to the Club toilet, and tried to do a good turn on the way back.

On the slip, one of the mats had slid into the water, only by a foot or so. I thought this might create a problem if it got whirled about and ended up around a propeller, so thought I would be a good citizen and retrieve it. I soon had the same problem as Roy Tamplin. As soon as I put my feet to the ground below water, I fell. I managed to turn onto my knees, cutting them open in the process. I couldn't move forward up the slope, and there was no way I could stand up, I just kept sliding backwards.

There was not a soul in sight, so all I could do was to swim. I swam into deeper water, then managed to swim to the nearest pontoon and haul myself back to the slip, and dry land. Very wet, bleeding and with a ruined mobile "phone, I

"Boats, like whiskey, are all good." R.D. (Pete) Culler.

■ **NOAH:** the Lord came unto Noah, who was now living in the United Kingdom, and said, "Once again, the earth has become wicked and over-populated and I see the end of all flesh before me. Build another Ark and save two of every living thing, along with a few good humans."

He gave Noah the blueprints, saying, "You have 6 months to build the Ark, before I start the unending rain for 40 days and 40 nights." Six months later, the Lord looked down and saw Noah weeping in his yard - no Ark. "Noah!" He roared, "I'm about to start the rain! Where is the Ark?" "Forgive me, Lord," begged Noah, "but things have changed... I needed a building permit. I've been arguing with the inspector about the need for a sprinkler system. My neighbours claim that I've violated the neighbourhood zoning laws by building the Ark in my yard, and exceeding the height limitations.

We had to go to the Development Appeal Board for a decision. Then the Department of Transport demanded a bond be posted for the future costs of moving power lines and other overhead obstructions, to clear the passage for the Ark's move to the sea. I told them that the sea would be coming to us, but they would hear nothing of it.

Getting the wood was another problem. There's a ban on cutting local trees in order to save the greater spotted owl. I tried to convince the environmentalists that I needed the wood to save the owls - but no go! When I started gathering the animals, an animal rights group sued me. They insisted that I was confining wild animals against their will. They argued the accommodation was too restrictive, and it was cruel and inhumane to put so many animals in a confined space.

Then Environmental health ruled that I couldn't build the Ark until they'd conducted an environmental impact study on your proposed flood. I'm still trying to resolve a complaint with the Human Rights Commission on how many amenities I'm supposed to hire for my building crew. Immigration and Naturalization is checking the status of the people who want to work.

The trades unions say I can't use my sons. They insist I have to hire only Union workers, with Ark-building experience. To make matters worse, the Revenue seized all my assets, claiming I'm trying to leave the country illegally with endangered species.

So, please forgive me, Lord, because it will take at least another 10 years for me to finish this Ark." Suddenly the skies cleared, the sun began to shine, and a rainbow stretched across the sky. Noah looked up in wonder and asked, "You mean you're not going to destroy the world?" **"No, no" said the Lord. "The government has beaten me to it."** Supplied by Fred Greenwell.

■ **POTATO WEDGES:** If you like to snack on "chips" - or you need an alternative vegetable or carbohydrate accompaniment to your main dish - whether it be Indian style or not - then why not try home-made potato wedges? I know a lot of people who buy potato wedges in packets from Safeway or Marks & Spencer - and I often wonder why people would sacrifice the simply-gained pleasure of cooking them instead. After all - it's not as if it's hard.

Just get together some potatoes - any sort will do really. I had to use up some that were starting to develop shoots in my cupboard. Because of this - and also because the skin on them was not really that good for leaving on - I peeled mine - but the wedges will turn out better if you don't peel the skin.

Masala Potato Wedges... You can use whatever spices you like. You could use other spices instead - e.g. paprika - or cajun style - or jerk-chicken seasoning - or you could use dried herbs instead - say mixed herb - or oregano - or even use garlic salt - or simply just salt and black pepper. It's entirely up to you.

Wash the potatoes - and (if you are leaving the skin on) then simply cut them up into wedges. For medium sized potatoes I cut them in half along their longest length - and then cut them into long strips about 3 cm thick - and then cut these again in half along their width. (Tip: if you own an apple corer, use that it's quicker) Put all the potatoes into a mixing bowl. Pour on some vegetable oil - over the potatoes - about 2 tablespoons worth of oil. Then add the spices - and simply stir it all up until all the wedges are coated in the oily spice mixture.

Then lav out the uncooked wedges onto a hot baking tray (preheat the oven to 190 Celsius) - and stick the tray in the oven

"A ship is always referred to as "she" because it costs so much to keep her in paint and powder" ADM. Chester Nimitz.