

THE PERILS OF PETAL.....A dream in progress.....

November, about six years ago. Old harbour, Key West. Sunny. Richard, a film editor, and Judy, a nurse, after a few drinks, discover that they both want, eventually, to live on a boat.....not a days sailing experience between them!!!!!!

July 2002. Judy buys Richard a dinghy on her way to Tesco's. Both join CBYC.

Late July 2002. Sunny. Engine fouled on River Taff by plastic bag. Sandwiches spoil in the heat of the day !! Towed home by a friendly motor boat!!!

December 2002 Richard and Judy buy Petal.

January 1st 2003. Cold and rainy. Boat-warming party. Fifteen people on board. Out-pipe, due to number of persons on stern becomes in-pipe and Petal takes on about 20 gallons of River Ely!!!. All abandon ship.....

February 2003. Windy .Neighbour looks horrified. "You're not going out in this!" Richard and Judy ground Petal on river bank . Rescued by five members and a tender!!!!

March 2003. Cold and sunny. Judy almost blows Petal up when she turns gas on but can't turn it off. Friend smoking on board at the time!!!

R and J heartbroken when not nominated for Farmer's Trophy!!!

30th March 2003. R and J enrol on Competent Crew course at the Dream or Two School of Sailing in Gosport. Meet skipper James, his Sigma 38, Phoenix Three, and the other students, an ex-Etonian studying psychology, an ex-naval petty officer, and a nurse from London. Wetherspoons for drinks before boarding. Discover that others will do Day Skipper, and that all have sailed before!!!

Day One. Haslar Marina. Fair. Force 2-3. Woken by James cooking breakfast. Spend all day jumping on and off Phoenix Three, tying the boat up and mooring off. Knots knots and more knots!!!! Feeling like skivvies.....bruises starting to appear in places we couldn't imagine. 8pm all retire to non-descript pub in Gosport for dinner and drinks.....this is not the glamorous life of sailing Judy had imagined!!!

Day Two. The Solent. Torrential rain. Force 8!! Tack.....what, in this?.....Judy complains bitterly to James about the terrible weather conditions and questions his qualifications and sanity. James replies by questioning her motives for attending the course, and her obvious problem with life in general! Sent to set foresail as punishment which is done on hands and knees as J is incapable of standing up on slippery boat leaning at 45 degree angle. Bruises now developing bruises! 9pm sail into Cowes harbour. Moor up. Anchor pub for dinner. All toast R and J's wedding anniversary....R and J too battered and shattered to care!! J rings parents for consolation and love.....

Day Three. Heading for Mainland. Force 6-7. Heavy showers. More torture. For a laugh, James asks R and J to lasso a mooring buoy, promising lunch when the task is complete. This takes two and a half hours!! Everyone muttering "Idiots" under their breath, R and J muttering "B***** off" under theirs!! Night sail to Hamble. Most expendable member of crew (J) sent to club to order drinks. R does commando roll off boat in hurry to join her, taking skin off thigh and knee in the process! Now both seriously in pain!

Day Four. Returning to Gosport. Showery. Force 4-5. James is sounding like Victor Meldrew "I don't believe it.....you're finally becoming sailors.....I just don't believe it!!!!!!"By now both are too tired to care but the feeling is amazing. Everything is finally falling into place!! . 8pm, all, apart from James, who has a hot date, retire to a curry house in Gosport. With the final day looming, and emotions running high, all become extremely drunk. Attempt to enter Haslar Marina via entry phone. "We are the crew of Phoenix Three, and we're just off for a night sail!!" we drunkenly sing into the receiver. "You can come in but please, please please don't go out...." laughs the harbourmaster. Happy and bruised we sleep....

Day Five. The Solent. Force 2-3. Sunny. Glorious. We're sailing!! It's beautiful, and the fears that we have had are behind us . It has been a week when strengths have been tested and weaknesses exposed and overcome, but we're sailing!!!!. 5pm. Winebar. Gosport. Tearful farewell drink. "Did you really think we'd make it, James ? " "At times, Judy, I really didn't think you had it in you....you had to dig deep but you did it....."

6pm Isle of Wight Ferry. Depart for romantic night of passion in a beautiful hotel.

10pm. Wined and dined, ecstatic about our success but passion.....what, in our condition!!!!!!!!!!!!!!

May 2003. Cardiff Bay. Sunny. Sat outside the Via Fossa. We've just crossed the bay for the first time in Petal on our own. Our dream is becoming a reality.....we have much to learn, and many waves to conquer .

Petal is flowering.....but please, please be patient.....we're still in training!!!!!!!!!!!!!! Judy Veal. May 2003.

SAILORS LORE Meeting steamers do not dread when you see three lights ahead, Port your helm and show your red, Perfect safety, go ahead. If to starboard red appear, 'Tis your duty to keep clear To act as judgement says is proper, Port, or starboard, back, or stop her. But, when upon your port is seen a steamer's starboard light of green, There's not so much for you to do; For green to port keeps clear of you. Both in safety and in doubt Always keep a good look-out; In danger with no room to turn, Ease her, stop her, go astern. T.D.

Spaces still available on the RYA Level 1 (Start Sailing) and RYA Level 2 (Improving Skills) courses starting on 12th June. The courses run for 5 weeks on Thursday evenings at 6pm. Please contact Ruth in the CBYC office for further information.

DINGHY DIARY MAY 2003 A look at the dinghy section activities in May:- Sunday 11 May A cold day made more inviting by the good-natured banter before the slipway jostle, twenty boats made the start in the south easterly breeze that saw conditions change throughout the racing to favour no one, the range of winds sorting out the PY system, Wednesday 14 May Race around the Bay great fun, a long leg towards the inner harbour and out to the river mouth before heading back to the centre and out again, a nice relaxed informal race. The End of the first Race introduction course, nice work done by Helen and the other instructors saw a new crop of racers developing, showing confidence in the gusty conditions, Sunday the 18 May Enterprise open, CBYC hosted the Enterprise open, again in gusty conditions, thanks to Colin and team our club again provided a well-run weekend, Wednesday 21 May To windy and so into the bar for a well earned pint, Saturday/Sunday 24/25 May Cardiff Bay Regatta saw our club well represented again thanks to Colin for the committee boat work' Saturday mixed conditions with increasing winds on Sunday meaning all had to work hard for results. Wednesday 27 May I understand that this was a fish and chip run across the bay, by all counts worth repeating What a difference a week makes temperatures into the high twenties and little wind saw the end of May and who can tell how many seasons we will see in June. Some reminders If you paid you compound fees don't forget your red stickers. June 7/8 club regatta June 21/22 laser open June 28/29 Flying fifteen open Wednesday night's informal sailing and first Wednesday dinghy section discussion Check the Club web site for more details. Alex Liberson.

YOUNGER DAYS---OLDER HEADS Way-way back in the forties during those precarious late teen and twenty years of age I was already becoming aware of the good fellowship that could be obtained between like minded young men in such a variety of situations, whenever their paths should chance to cross. I recall such an occasion when just such a person led to an offer to sail a converted lifeboat he had acquired out of the Rumney River. I was intrigued that this boat of considerable size was able to negotiate the twists and turns under sails alone, it stayed with me during my formative years. Later when engaged with large numbers of service men this ability to spot the ones I could strike up a repore with never let me down. Another incident during the occupation of the Rhineland with a fellow subaltern, led me to the launching of a "discovered" sail type boat on the banks of the river---very rewarding. Always being attached to GHQ led me into various situations in a variety of countries, the SOE had long tentacle arms, which again helped my belief in the like minded men theory. Yet again, another time on the shores of the Great Bitter Lakes a party of us young bloods discovered half hidden strange looking vessels. It didn't take long for high spirited young men to launch several of these and get the hang of their lateen sail arrangement---wonderful days---despite the reason why we in those strange lands. PINGLES TALES.

REAR COMMODORE Dear Club Members After nearly 40 Years of club membership I have been given the honour of representing you as Vice Commodore. Some members, especially, the new ones may be unsure what a Vice Commodore does. It is quite simple, my duties are firstly to you, the club membership, via the 'Council of Management' with special emphasis on certain areas. These areas are PONTOON/MOORINGS/COMPOUND and CAR PARKING. Of course we have a very able manager, (Barrie), and his staff to manage these areas, so my job is to closely liase with him and relay relevant 'Council Policy'. I am sure you are aware of the complexity of managing these areas, but with your support and suggestions, coupled with Barrie's management team, I am optimistic we will find solutions for most problems. If you have a question, a problem or wish to relay information please do not hesitate to approach me either inside or outside the club. N.B. I am easily recognised as the distinguished, good-looking, white haired council member . Your servant Terry Lee (LEEWAY)

ANGLING SECTION The Comp on the 4th May was not very well attended, partly due to the weather being "Doubtful" Just a couple of boats went out, one of which forgot to register their intent to fish and was the only boat returning with fish. So, they were ineligible to weigh-in. No names, no pack drill! The moral being:- DON'T FORGET TO REGISTER BEFORE SAILING! This also applies to the Pool. The Special Prize Comp. on the 1st June was quite well attended with 30 Members and visitors fishing. First prize of £80, Voucher, was won by Simon Demanuel with a Conger 15lb 8oz, fishing from Lady Caren, Phil Dominy's boat. Second Prize, £40 Voucher was won by Dave Davis with a Blonde Ray, 14lb 14oz, fishing from "Hustler", Clive Griffiths's boat. Most boats reported a good day's sport with many good fish returned alive. E.g. Billy Caveill returned a 20lb Smooth hound. **The "Traditional" Wednesday Fishermen's Night on the 4th of June will be a special evening as light refreshments will be supplied. So, why not come down to the Quay Lounge for some "Nosh & Chat". We anticipate a good crowd and Clive Lloyd has promised to come. You'll all be very welcome! This would be an ideal time to either, re-new or take out membership of the Section.** There is a notice on the Notice Board regarding a decision to exclude certain fish from weigh-ins: Bull Huss, Tope, Smooth and Starry Hound. BGM. [Reels]

"Red sky at night sailor's delight... Drowned sheep in the morning ... global warming" T.D.

Green to green should never be seen. Red to red, go ahead T.D

When in danger or in doubt... Don't run in circles, scream and shout, Go and call the Skipper out. T.D.

"Even red port gets left in cans" (Channel markings) "The West has a waist" (Cardinals) T.D.

BEAR ESSENTIALS The deadline for Bear Essentials is the last day of every month. Why not download a copy from the Club web site at www.cbyc.co.uk

Bear Essentials is the Newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by the members, the deadline is the end of each month, if you have an article, anecdote, item for sale or wanted etc. please e-mail it to the editor Tony Davies... enq@natures-table.co.uk

DINGHY SOCIAL EVENING, FIRST WEDNESDAY OF EVERY MONTH

NEW ZEALAND I have had an email from a guy in New Zealand who has read the Bear Essentials!!!! I suggested to him that we would put them in the Bear Essentials. He is interested in getting in contact with John Wood, regarding his article in December's issue. Hope you find this interesting; Alex Yes, by all means include the email, with the address if you like, and if you want to email a copy of your magazine I can make it available to our members, so they can get some insight into your world. A 12 metre tidal range is HUGE! We average about 2.5 to 3.7 in Auckland. We think that is extreme, and for New Zealand it is! We exercise caution when around Flat Rock because of the 1-1.5 knot current at peak flow! We are, of course, a lot closer to the equator than you are, even though we are on the other side of it. I sailed in Tahiti a few years ago, (God! that sounds elitist, but it is not that far from here), and the tidal range there is only about 150 mm. However, the lagoons are so large and the entrances so narrow, that inflows and outflows of 7 knots are not unusual. It is interesting up there, because the winds there are frequently over 30 knots, but the warm winds are so much less dense so the "weight of air" is much lower, We could carry full main and a number two, close hauled on the Young 43 I was on, whereas in Auckland we would be reefed. You have a good surname by the way! I hope you are able to contact John Wood, but feel free to drop me a line any time, better still come have a sail down this way. By the way, I am an Englishman, a long time ago, I come from Norfolk and did my first sailing in the late 1950s at Wroxham, on the Broads Kind Regards Eric West Hi Eric, wow what a surprise, an email from the other side of the world. We sometimes forget that people sail in other countries!! I will try to hunt down the email for John Wood. I think it is wonderful that we have other people interested in our newsletter, with your permission I would like to include your email in the next edition of the Bear Essentials (with or without email address); I think it would be interesting for the other members of the club. Our waters can be, well lets say? Interesting? We have a 12-metre tidal range, which pushes the tide along at a rate of knots that, shipping channels and some shallows make for some fun waves. All the best, Alex Farr. Hi Alex, May I extend to your club, the warmest greetings from the Farr 727 Association of New Zealand. I happened to come across the December 2002 issue of your club's newsletter on the web, and read therein John Wood's article about capsizing, in which he mentions having tipped his 727 over a couple of times. I am the owner of a Farr 727 in New Zealand and also the unofficial historian of the New Zealand Farr 727 Association, New Zealand being the home of the 727. I would be interested in corresponding with John, as would; I am sure, our other members. He, and for that matter any of your members might also be interested in our website, www.farr727.org <<http://www.farr727.org>> and our members forum. You must sail in some rather more interesting conditions than we do in the Hauraki Gulf (where the America's Cup was sailed) as I do not know of any of our members who have managed to get a 727 to 90 degrees, mind you 30 knots is a fair blow where we sail. For John's interest, and I hope yours also, I attach a photo of Wild!, my 727, which actually has the distinction, as far as we know, of being the last 727 ever built anywhere. Te Nga Kotou Katoa! (Our most warm Welcome) Eric West. A.FARR.

RACING Successful racing of any boat always seems to revolve around several things - in no particular order: Careful boat prep - clean & smooth bottom, good sails, hardware that works easily and never jams, etc. Good crew work - sails go up and down quickly, tacks are never missed, kite gets gybed without wrapping Pointing it the right way - it's surprising when you're on a race track how many different ways boats will go to get from A to B. Know every wrinkle of the tide and take every advantage you can A good handicap - get measured, then look at how you can improve the rating by making changes, make the changes and get measured again* The ability to spot wind shifts coming and get in a position to benefit from them A driver who knows the boat and is a good sailor A good start, and the ability to get in the right place relative to other boats at the corners of the course The ability to push the boat harder than you would when cruising Knowledge of the rules Get unnecessary weight out of the boat (but not if it has been 'measured') Probably lots of other stuff as well. *Jeremy Rodgers sailing a Contessa 26 won the Roman Gold Bowl* last year by 7 seconds on corrected time, in competition with some very serious heavy racing metal. He had his genoa re measured shortly before the race, which reduced his handicap. If the handicap had remained, as it was he would have lost by 30 seconds on corrected time. *Roman Gold Bowl - the overall winner's trophy for the Round the Island race. The weight issue is often the real kicker in cruiser racing. We took two tonnes of weight off the boat before a significant race last year. When you take all the excess kit off and put it on the pontoon it is quite scary how quickly it all adds up. We had 300 Kg of warps (dry). We had to leave a lot of kit on as I was cruising back with the family, but even so a lot stayed ashore. The rating (IRC) will be based on an empty boat - that is no books, CD's fenders, warps, anchors, fuel water, crockery, sails, ensign staff. Just the hull, the engine, fixed furniture, cushions that will be onboard when racing and running rigging rove through fittings on the mast (headsail sheets, spinnaker sheets, guys all come off). Everything that you put back on board slows you down - not by much, but adding up lots of little items makes a difference. To visualise it, put all the kit in marina carts and wheel it to and fro - you'll soon realize how much energy is used moving weight around. We now have a new post on board (after the snacktician who plays a key role on longer races) of OWN. **OWN? Official Weight Nazi** - he vetted kit bags as they came aboard and required explanations for gratuitous items.T.D.

FLYING FIFTEENS The class was well represented in the Stradform series. Although we couldn't dislodge Paul and Tom Simes in their GP14 from the top spot Simon Thomas sailing FF 2514 was second, with Steve Clark and Phil Gray (FF2162) third and Bill Turton (FF2492) was 5th. Another 4 fifteens competed in the series in total. Wednesday night sailing has commenced and has been well attended so far. The programme for June is;

- 11th June – Pursuit Race
- 18th June – Cruise to Waterguard pub for refreshments
- 25th June – Race around permanent marks in Bay
- 2nd July – Practice Race starts followed by Dinghy Social

On 17th/18th May Stuart and Jenny Jones (FF1155) and Steve and Phil (FF2162) raced at Llangorse FF Open. Excellent close racing was had with many of the top UK classic boats in attendance. An excellent meeting, which gave both Cardiff boats great experience – buoyancy bags do work!! On 28th/29th June our club will be holding the Cardiff Classic Regatta and many visitors have already stated their intention to attend. I will be chasing all our fleet over the next few weeks to try to get as many of our boats on the water. If you only race once this year please make it this weekend. I promise that you will enjoy it. There is one FF for sale in the compound. On the subject of the compound over the next few weeks we will be re organising it so that regular sailors will be closer to the slip. Regards, Stuart Jones, Fleet Captain.

Did you know there is a 5 Knot speed limit in the Rivers, Ely, Taff and the Inner Harbour.

COMMODORES COLUMN ENTRANCE GATE – It would appear that at long last, the gate is about to be brought back into service. The contractors have completed most of the engineering work and I have been informed that the only bar to completion is a 'part' for the electrical distribution board. However I have been promised that the gate should be in operation within the next two weeks. **WORK BOAT** - For some time now, the Club has been fortunate in having the use of Terry Chapman's boat "Hannah" for laying moorings, chains etc as part of the Marina function. On behalf of the Council of Management may I offer a heartfelt thank you to Terry for helping the club in this manner. At long last, however, we have been successful in purchasing a boat which will provide all the facilities the Marina Staff require and it should only be a matter of time before it is in service. **TRACTOR** - Whereas the old tractor is still giving stalwart service, it is only a matter of time before it becomes unserviceable, and we are now involved in preparing for this eventuality by implementing the purchase of a newer tractor, with more facilities, at a very good price. **TRAINING** - I would like to offer my thanks to the previous commodore, Nick Sawyer, for taking over from me as Principal of the Club's training facility. The duties of Commodore being so demanding that there is no way could I do justice to both tasks. I would also like to congratulate Idris Dibble on attaining his Chief Instructor qualification. I feel sure that under their leadership, the Training facility will continue with its programme of growth and development. I understand there are approximately 25 younger club members now partaking in sail training. My thanks also to all the volunteer instructors who assist Nick and Idris. **REGATTA** - The club Regatta is scheduled to take place on the weekend 6/7th of June and it is envisaged that there will be something for everyone on the day, from youngsters and adults racing in their dinghys, to the more senior Cruiser racing outside the Bay. Is also envisaged that there will be "things to do ashore" while this is all taking place, with evening entertainment available in the clubhouse. **MEMBERSHIP** - I have been informed, by the membership Secretary that we are joining approximately 10 new members per month, which is in line with our planned growth of the Pontoon system. **CAR PARKING** - We must never forget how fortunate we are to have a Club in such an excellent location and because of the lack of availability of land around that on which the club is situated, space for car parking will always be at a premium. There is no easy solution to this problem at present and the Council of Management are investigating every avenue to alleviate the situation. However, with the situation as it is, there is a need for patience and understanding on the part of members and others when using the car park at peak times. Where possible, members should attempt to ensure that only one car per boat is used where practicable. Please be aware that inconsiderate parking could prevent someone getting their boat on to the water. **WATER QUALITY** - The article written by Barrie Metcalf in last month's edition of Bear Essentials admirably spelled out the situation regarding water Quality in the Bay and I would like to add to his comments by advising all users of the Bay waters to ensure that they are familiar with the contents of the pamphlet entitled "Bay Safety" issued by the Cardiff Harbour Authority and which is available from the Club general Office. **CATERING** - As you are all probably aware, the new caterer did not take up the position as envisaged. My apologies to all. The Council of Management are again exploring every avenue to continue with this facility and have advertised in the local press on a number of occasions. They will continue to seek a way forward until a caterer is successfully installed. JOHN JEFFERIES Commodore.

GLOUCESTER 2003. After chickening out last year and going up to Bristol I thought it time to join the Portishead cruising club regatta to Gloucester for the Easter break. The weather forecast seemed promising to start with deterioration towards the end. Three boats went from Cardiff with three others opting for Swansea. We left Cardiff in the afternoon travelling up to Portishead marina for an overnight stay at a reduced rate of £10 per boat. The wind was strong from the east creating a choppy sea but with a large spring tide we were there in an hour. A pleasant evening was had with six of us swapping tales in the White Lion and a meal in the Thai restaurant. Lock out for sail was at 6a.m. and for power at 9a.m.. There was no opportunity to sail as the wind was due East at 20~llighwater at Sharpness was at 10a.m. and by the time the two power boats left, the tidal race through the Shoots was 8kn, recorded by G.P.S. and the sea conditions were extremely choppy with a wave height up to 1.5m causing spray to fly to 4m and the constant use of windscreen wipers with a ground speed of 15kt. The passage to the second bridge saw some calmer water but with deteriorating conditions down the Slime road ([By this time we caught up with the 40 odd sailing fleet and passed into the outer harbour at Sharpness going sideways at 10kt about 30m before high water. It took over an hour to fill the lock and get us under way on the canal to Gloucester. Our first watering hole was at Slimbridge and another at the Pilot where we joined the others for a pint or 2. The early evening was spent looking over a tall ship in the dry dock, it looked old but was built in 1946. The following day we spent looking at antiques and a trip to the museum, before liquid refreshments and a fish meal at the Tall Ships. A raucous evening was laid on by the organizers at the Naval Club, entertainment by an octogenarian disc jockey with popular tunes from the 50s. Dancing seemed to be something between a sailor's horn pipe and the twist, with occasional stroking of beards and a few raucous renditions from our table. Sunday saw the start of the reverse procedure with a strong tail wind down to Sharpness which played havoc with our navigation at 5kt. There was another party laid on for the last evening at the Dockers Club, attended by most, but some of us opted for an evening in the saloon of Marianne demolishing a pizza and beans 2 bottles of red and over half bottle of whisky, ending the evening listening to a tale in a posh Geordie accent. Lock out was at 12noon with the Birmingham navy attempting to go 15mn early only to be stopped in their tracks by the strong flood. We made it back with a pleasant passage in 2h 30mn with sailors arriving at low tide. J.W.

FOR SALE wet suit, medium, immaculate condition £25.00 Tel. 07816337904. J24 - Jay Jay, Good condition, located at C.B. Y.C. - £3,995. Telephone 029 2030 0072

WANTED - Small and reliable outboard motor suitable for dinghy. Colin Jenkins on 205 94369.

E-MAIL ADDRESSES Does the club have your e-mail address? If not, please put it in the membership box in the foyer and you will be e-mailed with coming events, or send it to The Editor... enq@natures-table.co.uk

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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

NEW MEMBERS There are no strangers at CBYC only friends you've yet to meet.

The following applicants have been interviewed, details displayed in accord with Club Rules

Mr Andrew Cooper
Mr Jonathan Churchill
Mr David J Shipton
Mr Aled Bvans
Mr Ray & Tricia Robertson
Mr David J & Mrs Christine Teear
Mr Mark S Lawrence & Ms Mair Jones
Mr Christopher P Noff & Ms Sharon M Noakes

Welcome aboard. Roy Evans Membership Secretary.

A LITTLE BIRD TOLD ME The tale of the J24 sailor. As a regular traveller to regattas around the country our intrepid sailor loaded his boat onto the trailer as normal. The mast was carefully stowed on deck and all the other equipment down below. The rudder as normal was put inside his hatchback, on this occasion, a shiny new hatchback just slightly smaller than his old vehicle. He shut the rear screen with a healthy 'thunk' only to see the windscreen pop out at the front since the rudder would no longer fit into the car. B.M.

LIBRARY If anyone has any nautical books they would like to donate to the club library these would be most welcome. Please contact Tony Davies or alternatively place them in the downstairs bar T.D.

SAILING SCHOOL NEWS Congratulations to Steph Clark, Matthew Dibble, Matthew Hodgson, Tim Hodgson, Hannah Jones, and Clive Steel for successfully completing the "Introduction to Racing" course.

In the end of course "Regatta" final results were as follows:

1st	Matthew Dibble (Topper)	2pts
2nd	Clive Steel (Topaz)	4pts
3rd	Tim Hodgson (Laser 16)	7pts
4th	Hannah Jones (Topper)	7pts
5th	Matthew Hodgson (Topper)	10pts

There are currently 3 candidates on the waiting list for the next course, which will be run as soon as there are sufficient students to make it viable. To reserve your place, please contact Ruth in the CBYC office, or Helen Phillips.

FOR SALE NOTICE BOARD Notices have been removed and filed. (Please see folder in cabinet) If your notice is current please reinstate it on the notice board. This action has become necessary, as I am unable to identify the age of a particular notice. To address this problem please kindly date your notice. (Rubber stamp provided) In future Notices will be removed after six months. Tony Davies Communications Officer 07816337904 T.D.

EDITORIAL Editor - Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Fax 029 2049 2340, Mobile 07816 337904 E-Mail enq@natures-table.co.uk. Proof reader - Bryan "reels" Morgan. Distribution - June Ackerman. Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Club contacts: - Fees - Ruth Coles - 029 2066 6627. Membership - Roy Evans - 029 2070 4696. Moorings, pontoons, yard, haul-out - Barrie Metcalf - 029 2066 6627. Sailing Secretary - (Vacant). Cruisers - Andy Higson 01446 750036, Dinghies - Jeremy Taylor - 029 2040 0457. Angling - Bryan Morgan - 029 2021 7910. Catering - (Suspended until further notice). Bar - 029 2022 6575. Social Committee - Dave Penning - 029 2065 7988. Sailing School Principal - Nick Sawyer - (2051 4966). **Council Officers:** - President - Peter Annette 2061 5159 Vice President - Alan Savage 2051 2534, Junior Vice President - John Mead 01443 225338. Commodore - John Jefferies (2061 0864). Vice Commodore - Terry Lee (01446 739601). Rear Commodore - Les Davies (2076 2500). Hon. Secretary - Steve Adam (2055 3783). Hon. Treasurer - Brian Bevan (2049 4960). Hon. Sailing Sec. - (Vacant). Hon. Membership Sec. - Roy Evans (2070 4696). **Management Committee:** - John Gittins (2088 2935) Mike Street (2056 9636). Dave Penning (2065 7988) Tony Davies (2051 5376). Alan Shaft (01446 730654) Mike Walsh (2086 1460). Dinghy Chairman Jeremy Taylor (2040 0457). Angling Chairman John Gittins (2088 2935). Social Committee Chairman - Dave Penning (2065 7988).

Thursday night is Cruiser Night.

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APRIL UPDATE We made it all the way from Greece to Minorca, and the boat is still in one piece. Oliver and I were to sail the boat to here, but Oliver's wife Elaine joined us for the nice bit!!! When we set off from Greece there was snow in the air (and on the hills), we sailed from Athens through the Corinth Canal (sunshine) heading for Antiquarian then through a gale, 42knots over the deck, rain and snow and a five-hour beat. Made it, then got a mooring line wrapped around the prop. I had to go swimming (bloody cold) thank god the extra sharp knife Rob got me for an Xmas present (soaked in fresh water after). Visited some lovely small harbours along the canal, then out to the islands via Levkas. Very pleasant and worth a second visit at some later date. We left the Island of Paxio early am to head for Crotrone in southern Italy. Flat calm then f7 on the starboard beam for 12 hours. Arrived late at night. and wet. Then sailed in some lovely conditions through the straights of Messina (f7 gale for two hours after lovely sunny sail for 8 hours). Messina has some great history and I hope to go back and have another look. Then we set off up the west coast of Italy, some nice mountainous scenery. Visited two places of note for their small narrow streets and architecture, Tropea and Agripoli. Could have spent weeks at these two. The Amalfi coast was very pretty, and with the fine weather we were having, you could not ask to be in a better situation. We were eating mainly on the boat, but found some reasonably priced eating holes, so ate out a few times. (Drank out far too many times). Elaine took a flight back to UK from Italy, and Oliver and I set off for Minorca via Sardinia. Day one from Naples to a small island called Panzos. Lovely sail, light wind and sun. Left Panzos early am for a 100 miles sail to Sardinia, great except with two hours to go, wind picked up to 35 knots on the nose, motored till we ran out of diesel then took 4 hours to sail to harbour. But what a harbour, this was playboy area, so we took a free anchor outside. Next day set off across the top end of Sardinia (beautiful scenery), spinnaker up for 1 hour and then a following wind of 20 knots all the way for 255 miles of a 262-mile trip. 40 hours very tiring. Last two hours 25 knots on the nose, trying to find a port, we had no detailed chart, just a road map, but hey. we hit it in one. And now we are here, at Mahon, there is plenty to do and see. It's a lovely harbour, lots yachts and cruise ships also. Some old forts and castles. Hope to hire a car for a few days and explore inland, before setting off around the coast to those idelific spots shown in photos, where I can show off my six pack (Headstones). Oliver and Elaine probably staying with e for a few weeks while they sort out their business plans. So all in all, been great so far. New culture starts now, and I am learning Spanish. Hope to see some of you here. Txt on mobile still working. The boat handles like a dream and meets all my requirements accommodation wise; I am really pleased with it. Best wishes to you all. Clive Ballet. cliveballett@yahoo.com

PRE-SEASON REFRESHER COURSE: To best prepare yourself for the sailing season try these quick exercises: 1. Buy a case of beer, sit with it in a very warm place for a few hours, and then drink it. 2. Apply sunscreen to your face in streaks and sit in front of a sun lamp for 2 hours. 3. Sit on a bench with large metal fixtures cutting into your legs, stare straight up into the sun for two hours - for a more robust workout: invite 4 friends to come over and yell at you the whole time. 4. Go out and get very drunk, sleep 4 hours, then stand on a rocking chair for 6 hours. 5. Go to bank and withdraw £1,000 - then light it on fire. 6. Sit in front of a commercial fan and have someone throw large buckets of salt water on you. 7. Repeat number 6 in jeans and a sweatshirt and /or repeat number 6 with head turned sideways to ensure water lodging fully into eardrum. 8. Cut limb off nearby tree, tie ropes to it, stand on rocking chair with tree limb and ropes - hold them over your head for 3 hours...at 5 minute intervals drop on your head - more robust version: have friends yell at you in 6 minute intervals. 9. Set your wristwatch to 5-minute repeating counts ... let it go off all day long. 10. Pour cold water in your lap and give yourself a wedgie, now alternate between sitting and running around bent over. 11. Tie ropes between 2 trees - push your body against them as hard as you can for 6 consecutive hours - don't stop for pain or bruising. 12. Place sandpaper on your stairs, crawl up and down on your knees for several hours. 13. Make 12 sandwiches on white bread with bad meat and cram them into a bread bag - eat one a day for 12 consecutive days... make sure the last one is peanut butter and jelly if preparing for Race Week. 14. Tie ropes to rear bumper of friend's car, hold on tightly, but allow rope to slip through fingers as car drives away - TIP: works best with nylon fibre ropes, lengths in excess of 50'. 15. Upon completion of previous 14 drills - sit down and drink 14 Mt Gay rum drinks. anv flavour. T.D.

VHF A new hand-held VHF/DSC radio was launched at the London Boat Show in January this year, designed primarily for use on vessels under 25ft in length. The Agency recognises that this radio equipment represents an exciting development in safety-related Maritime communications, and will enable smaller craft to participate in the GMDSS. These radios offer a DSC Distress Alerting facility for small craft operating close to shore. The DSC alert message includes identification in the form of the MMSI of the transmitting unit and can also give date, time and position if fed from a GPS receiver. Whilst the MCA has given the go-ahead for these to be used on UK vessels, they have yet to gain acceptance with other European administrations. The Agency has modified its ship radio licence procedures and produced a UK Radio Interface Requirement, as a matter of urgency, in order to facilitate the introduction of this equipment on the UK market. H.M. Coastguard specifically requested the ability to differentiate between VHF/DSC alerts sent from fixed and portable equipment. Obviously, due to its portability, this equipment can, and very likely will, be moved from vessel to vessel. To this end, we have reserved a block of MMSI numbers (235 900 000 to 235 999999 inclusive) for the exclusive use of hand-held VHF/DSC portable radio equipment. It is also important to note that it is a legal requirement for every one of these radios to be indelibly marked with the MMSI number that has been programmed into it. Whereas the standard MMSI number is issued to a particular vessel and its details registered on the UK licensing database as well as the ITU MARS database, the Portable MMSI number will be registered to the radio unit itself until the Agency is notified of the unit's destruction. Under no circumstance should a vessel MMSI number be programmed into these portable radios. T.D.

REGULAR FEATUERS

Angling - Bryan (Reels) Morgan
Flying Fifteens - Stuart Jones.
Sailing School - Helen Philips
Pingles Tales - Brian Pingle
Around the Channel - John Wood
New Members - Roy Evans
Sailing Secretary - Colin Farr
Commodore - John Jefferies
Rear Commodore - Les Davies
Social calendar - Dave Penning
A little bird told me - Barrie Metcalf

Thank you for supplying regular copy for the Bear Essentials. Without doubt it would be impossible to produce without your contributions. My ultimate goal is to get regular monthly copy from every section of the Club. T.D.

The deadline for Bear Essentials is the last day of the month, please e-mail your copy to: - enq@natures-table.co.uk