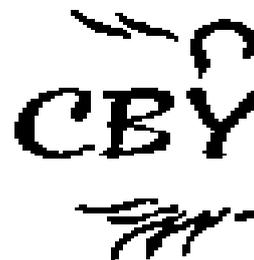


BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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Eternal vigilance is the price of safety.

FLYING FIFTEENS Racing has been taking place each Sunday at 10am in the Winter Series. Although, early in the season good turnouts have provided very competitive racing throughout the fleet, in generally excellent weather. Boats have been crossing the finish line after an hours racing, almost as close together as they were at the start. So far, wins have been shared between Steve Clark (2162), Brian Marchant (2525), Duncan Baird (1292), Mike Jones (2514) and Julian Beere (2655). With 10 races sailed so far, Brian Marchant is the current overall leader in the series. On the 2nd April 2003, a Flying 15 fleet get together will be held in conjunction with the monthly dinghy social event. This will take place at the club at 8pm and will include showing of the Class tuning video, discussion on the Cardiff Classic and any other issues that the fleet wish to raise. Stuart Jones, Fleet Captain.

Angling Section. The last Comp. of the season proved to be something of a non-event, as most members visited the Malvern Boat Jumble on the 23rd of February. The previous Comp. on the 9th of February was won by John Gittins with a 11lb 15oz Thornback Ray and second prize went to Bob ward with a Cod of 4lb 7oz. Good cod etc were very thin on the ground, [and in the Channel]. The Section A.G.M. was held on Wednesday 26th Feb. and the turnout was interesting, with quite a few new faces present. Trevor Parker has stepped down as Chairman and a new Committee has been formed as follows:- Chairman, John Gittins; Vice Chairman, Trevor Parker; Secretary, Bryan Morgan; Treasurer, John Roberts; Membership Secretary, Mike Street; along with two other Committee Members, Keith Jenkins and Clive Jones. Due to pressure of work etc., Clive Jones has had to relinquish the Weighmaster's role and we are therefore anxious to either, promote from within, or, recruit a Weighmaster. Any offers? We would welcome at least one other new committee member, anyway. The new Committee is determined to make a success of running the Section with a much greater emphasis on organising more social events, especially in view of recent events, where members have appeared to be "drifting-away" from our Section. To this end, a Pre-Season Fisherman's Night is to be arranged ASAP and hopefully, further events will be organised during the coming months. So, keep an eye on the Section Notice Board, the Club web site and this newsletter. A new list of Competitions, running from May -to- December, is in the process of being formulated and will be posted on the web site and Notice Board as soon as possible. Further comps for Jan/Feb 04 will be posted as soon as new tide-tables are available. Please don't forget—**The Committee is always wanting to hear from members, so, if you've got anything to say or have any ideas or suggestions**—Do please get in touch.

The continuing story of the Penarth Motorboat and Sailing Club – Now renamed the Cardiff Bay Yacht Club - (Don't forget that this was written in 1965 by Ron Alexander) Chapter III The Glebe St. Era. You could not be bad friends, rubbing shoulders so closely. Although, socially members got on so well, Committee Meetings were often a headache. Every effort was made to run things fairly and constitutionally, but there were often resignations at the ends of the Meetings! The ladies came on the scene in those days and worked very hard, assisting in the bar and providing refreshments for the least possible excuse. It is interesting to note that for many years during this period the Officers and Committee Members had the privilege of donating raffle prizes as well indeed as new glasses for the bar. It was an expensive business to be elected on to the Committee in those days! A stalwart of Glebe Street was the late Fred Pivoreit, who had a craft called "Romilly". Fred was Social Secretary and did the spadework for the Annual Dinners. Old Fred was often awkward on Committee and fell out with many members at some time or other. However, Fred never wore a grouse and would continue to work with unlimited energy for the benefit of the Club.

WANTED - Small and reliable outboard motor suitable for dinghy. Tel Colin Jenkins on 029 205 94369.

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Safety is a state of mind, not a list of equipment.

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THE NIGHT PASSAGE. As a day sailor I haven't made a lot of night passages, but, in settled conditions I found it a pleasant experience. An authority on the subject would recommend forward planning like pre-recording the flash sequence of the buoys and lighthouses, but with G P S life has become much easier. It is of course essential that all boat navigation lights are in working order and the instruments such as Compass, speed, log, and depth recorder are illuminated and a good deck light if sail changing is anticipated. A good navigation table light is also essential. On an early night passage we were returning from Aldeney to the Solent departing in June around 10:00pm with an ETA of 8am at the Needles. On that passage there is only one mid-Channel buoy, the EC1, which we duly recorded along with St. Catherine's, light should we be pushed that Far East. A 12 hour Channel passage means that you can virtually ignore tidal streams and set a compass course if the wind will allow. We left on time just after sunset, setting a course for the EC1, which required us to make some tidal correction. As there was no leading light, back-sights were taken of the Braye harbour lights with a fix on the Casquets. As it became dark and stars appeared, it was then possible to take a fix on a star, keeping it in observation between the cross trees rather than constantly looking at the compass bearing. Finding EC1 was not easy, as night vision was completely destroyed by the French fishing fleet and their extremely bright lights, from what appeared to be 30 or so vessels. We spotted the Needles light loom just before dawn and made a safe passage into the Solent at 7am.

One evening in company I made a short passage from Cardiff to Woodspring bay a course of SE to visit the Woodspring Priory, tying up to the MOD jetty. Sometime after dark we set off to return to Cardiff more or less at the top of the tide around 9.00pm in September. The Monkstone was our leading light, which is quite difficult to spot against the Penarth lights. I knew I needed to pass Monkstone to port to offset any tidal drift. Having passed the light I almost ran down the Spit buoy, which I had not appreciated, had no illumination. After the Festival of the Sea in Bristol I departed the sea lock at 11pm, with some 20 or so Birmingham Navy cruisers, who were returning to Sharpness, with us going on to Cardiff. On leaving the lock to proceed down the river, I found myself in pathfinder position, pushing the tide at 4-5 knots over the ground, with my four horsepower Mercury. Not one Gin Palace passed me until the M4 Bridge. To make the most of back eddies; I found it necessary to meander down the river, which may have caused a few of the followers to run aground. Recorded mainly on VHF, the passage from Avonmouth requires close observation of flashing lights on the various Channel buoys. The final approach to Cardiff was made difficult by the bright lights of the dredger working on the new sewage outfall.

About 15 years ago I made a passage with four friends, in my Jaguar 30, to Padstow with a stop at Lundy. After a nights drinking in the Marisco we rejoined the boat and set sail on the falling tide at around 1am, steering a compass course south. One or two large vessels approached us from the West making up for lost time. At night it's best to give them right of way, as navigation lights at sea level may not be seen, especially when you are heeled over. In close proximity of vessels, illuminating the sails is a good practice. By dawn we had all been awake for 24 hours and were feeling pretty tired as we proceeded down the north Devon coast. However as we approached our destination we made what was almost a fatal error of navigation. We spotted a rocky island and assumed it was the mouth of the Camel but it was Gull rock off Dennis Pt., some several miles to the north. We turned to make an entrance, of which of course there was none. We realised we were some few hundred yards from the beach when we saw the large breaking seas on the shore. JOHN WOOD.

CLIVE BALLET Well, here I am back in Europe, if fact in Athens, Greece. B****y cold but mainly dry. I had a nice time down in the southern hemisphere, visiting Oliver and Elaine in Zanzibar, then down to Capetown and a drive of nearly 2000km to Durban. But on the boat front it was poor. No cheap boats and not many in a good state and suitable. So I did some more research and flew north. I can now confirm that as of today I have put an offer in on a boat. 1995 Beneteau 35.1. All gadgets, three double cabins, toilet and shower, hot and cold water, two spinnakers (most important) dingy with outboard. Costs more than I wanted to spend but it's a nice boat. So now I have a small amount of preparation work to do, then some time late March, sail it back to Spain. It should take about 1 month, calling at Corfu, Sicily, Rome, Naples, Sardinia and then Majorca. I hope to have one or two crew with me. Then spend some time in Majorca. Hope for friends to visit, and take me out for a meal. You'd better book your slot. Went to the Acropolis yesterday, walked for three hours there and back, but the views were great. The building itself is a bit of a let down as they are doing so much work with scaffolding. From today I am living on a boat, and I do not know how often I can get access to a PC, so next report may be some time. Hope every one is well, really appreciate your calls and messages. Clive. Is it true a look alike Clive Ballet was spotted at the dinner dance?

GOOD News In the city who spend their summers being bugged by bugs. Because biological pesticides will be used in an attempt to stem the menace of midges plaguing residents in Cardiff Bay. Bti larvicide will be pumped into the bed of the bay in a £136,000 programme, which the National Assembly will be asked to fund. It is the latest move by Cardiff Harbour Authority to control the nuisance of the non-biting midges. The installation of bird boxes in an attempt to attract sand-martins, mercury vapour and tungsten lights and fly screens are among the methods used already in the battle against midges, also called chironomids. The larviade would be applied before April, May, July when the vast majority of the insects emerge from the Bay. Complaints about the problem jumped from 87 in 2001 to 259 last year. A spokesman for the authority said, "Bti larvicide has been used in other parts of the world, notably the United States, to control mosquitoes and chironomids. The success rate is high and - Bti larvicide is environmentally safe. "It only attacks flies and their larvae leaving other insects, worms and fish unaffected. The Health and Safety Executive has carried out a full risk assessment and this method is being used because chironomids need 10 times the dose required to kill mosquitoes. "This is thought to be because mosquito larvae are found on the surface of the water, whereas chironomid larvae are in the mud." An experimental licence will have to be obtained from the Health and Safety Executive before the work can be carried out. Reproduced with the kind permission of The Western Mail & Echo by Phillip Nifield.

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copy to:- enq@natures-table.co.uk