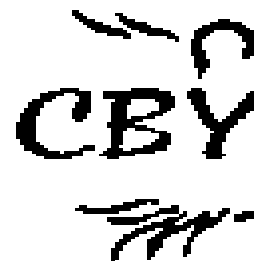


# BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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**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 David & Mrs Hilary Pugh-Jones Mr Ewan Tozer Mr James & Mrs Catherine Dwyer Mr Barry Stanier & Ms Margaret Allan Mr Simon Childs Mr Mike & Mrs Helen Onda Mr Nigel Hutton Mr Leighton Rees Ms Liz Mellett Mr Andrew Evans Mr David Newbury Mr David Lewis Mr Anthony Lewis.

Welcome aboard. Roy Evans Membership Secretary.

**SOCIAL COMMITTEE** Herby give advanced notice that there will be a family day at CBYC on Saturday 30 August in the afternoon, Bouncy castle, kids disco in the afternoon adults disco in the evening, all welcome.

**FOUND** in dinghy compound. - Rain sodden booklet on the racing rules. Tel Colin Jenkins on 029 2059 4369.

**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

**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.

## REGULAR FEATURES

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.

## UNLESS YOU KNOW BETTER

I read with interest about 'Chuckles' being in the Club since the early 70's. Just as a matter of interest 'Tuscarora' was launched at the Club in 1972, and has been in the same ownership since then, albeit Brian Fowler was part owner with me until his death on July 19th 1995. Now I am still enjoying sailing Tuscarora with my new share owner Andy Noakes. Ed Petherick.

**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.

**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.**

# Nautical books wanted for the Club library please

**PETS ON BOARD** This week we'll look at bringing pets on board your boat. For the sake of these articles, pets will mean cats and dogs. These four-legged creatures present a distinct set of problems and solutions, as opposed to animals that might be caged full time. This week we'll look at a few basics for your boat and your pet. The series will also cover Pet PFD's, water specific training and breeds of dog bred specifically for the water. Before taking your pets for a sail or on your annual cruise you'll want to get a tag that has your boat's permanent marina location and slip number as well as a phone contactor when you're afloat. This would generally be a mobile phone. If a dog goes astray, having your home contact information may not be enough. Around the water you'll want to replace your animal's typical circular around the neck collar with a body harness that has a lifting strap. The strap can be of particular use when lifting a pet from the water. Example at?? Provide a shady place for your pet to rest. Animals can suffer from heat stroke, with a boat on a windless day being an area that could cause this. If your boat has a dodger you may want to set your pet up near it. Unless you plan to go to shore several times throughout the day, it is good to train your pets to relieve themselves while underway. A litter box for cats is a normal experience. For dogs, a box of sod or a piece of AstroTurf can be used to encourage them go to the bathroom. Other options are to train them to use the bow or another location. When planning how much water you will carry, add in your pets consumption. Again pets can suffer from the heat and a supply of fresh water will help keep them healthy. This article is about PFD's. That's right Pet Flotation Devices. Just as PFD's are good for pet owners, PFD's are good for pets. Not all people are swimmers and not all pets are swimmers. Some dogs, either by breeding or inclination, just aren't swimmers. Without a PFD their life span in water is short. For the PFD to be most effective it must be sized properly. Before selecting a PFD you should know your dog's weight and measure the widest point around their ribcage. A PFD that is not properly fitted via this method may not have sufficient flotation. Other features to look for in a Pet PFD include a leash loop and a handle. Being able to attach your pet's leash will ensure it is used more often. A handle is useful in pulling your pet from the water. An example of a pet PFD can be seen at?? In addition to fitting your pet with a PFD you should brainstorm up a plan for getting the pet back aboard. Lifting a wet dog up several feet of freeboard with the boat in waves may not be possible. Just as with persons overboard look for a method that is efficient and can be used in all weather. T.D.

**A BLAST FROM THE PAST** According to today's regulators and bureaucrats, those of us who were kids in the 50's, 60's, and 70's probably shouldn't have survived. Our baby cots were covered with brightly coloured lead-based paint, which was promptly chewed and licked. We had no childproof lids on medicine bottles, or latches on doors or cabinets and it was fine to play with pans. When we rode our bikes, we wore no helmets, just flip flops and fluorescent 'clackers' on our wheels. As children, we would ride in cars with no seat belts or air bags. Riding in the passenger seat was a treat. We drank water from the garden hose and not from a bottle - tasted the same. We ate dripping sandwiches, bread and butter pudding and drank fizzy pop with sugar in it, but we were never overweight because we were always outside playing. We shared one drink with four friends, from one bottle or can and no one actually died from this. We would spend hours building go-carts out of scraps and then went top speed down the hill, only to find out we forgot the brakes. After running into stinging nettles a few times, we learned to solve the problem. We would leave home in the morning and play all day, as long as we were back before it got dark. No one was able to reach us all day and no one minded. We did not have Play stations or X-Boxes, no video games at all. No 99 channels on TV, no videotape movies, no surround sound, no mobile phones, no personal computers, and no Internet chat rooms. We had friends - we went outside and found them. We played elastics and street rounders, and sometimes that ball really hurt. We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits. They were accidents. We had fights, punched each other hard and got black and blue - we learned to get over it. We walked to friend's homes. We made up games with sticks and tennis balls and ate live stuff, and although we were told it would happen, we did not have very many eyes out, nor did the live stuff live inside us forever. We rode bikes in packs of 7 and wore our coats by only the hood. Our actions were our own. Consequences were expected. The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law. Imagine that! This generation has produced some of the best risk-takers and problem solvers and inventors, ever. The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all. And you're one of them. Congratulations! Please pass this on to others who have had the luck to grow up as real kids, before lawyers and government regulated our lives, for our own good. (If you aren't old enough, thought you might like to read about us...) J.T.

**ANGLING SECTION** The next Section Comp. will take place on Sunday 13<sup>th</sup> July. In addition to the usual first two prizes of £40 & £20 Tackle Vouchers, there will be a further **Five Prizes of Beer Vouchers for each of the next Five winners**. So, if you are a winner you can collect your **Vouchers** after the Weigh-in. The Cardiff Yacht Club Open Competition was quite well attended with a good number of our Members taking part. Unfortunately, the weather wasn't really suitable with a Southeasterly blowing all day, but at least it stayed dry and sunny. The Comp. was won by Winston Rees, [Welsh Lady], with a Conger of 45-46lbs. **The "Traditional" Wednesday Fishermen's Night on the 2<sup>nd</sup> July as the First Wednesday of the month will be a special evening, as light refreshments will be supplied. So, why not come down for some "Nosh & Chat". We look forward to a good crowd. 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 our completion's weigh-ins: Bull Huss, Tope, Smooth and Starry Hound. BGM. [Reels]

## DINGHY SOCIAL EVENING, FIRST WEDNESDAY OF EVERY MONTH

**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

You can read Bear Essentials on the Club Web Site [www.cbyc.co.uk](http://www.cbyc.co.uk)

**MOTORBOATING** When my two sons decided they wanted a larger boat to fulfill family needs and sell their petrol engine Rinker, I agreed to go as a partner and look for a suitable boat to meet all our requirements. I had come to the conclusion that most trips in a sailing boat in the Bristol Channel required using an engine for at least part of the journey, so why not use it for all of the trip, after all most of the thrill for me is in the departure and the arrival. The traveling very often turns out to be masochistic at slow speed due to no wind or strong wind in the wrong direction, heeled at an uncomfortable angle toggled in all weather gear. At least that's what my wife tells me? Our first trial of a fast fishing boat with wheelhouse, was a Venetia in Swansea Bay in a short chop and 20kt winds. We might as well have been in a submarine for all the forward vision we had. Next we went down to Italy to try out a prototype fly bridge 9m which met our requirements, but we discovered it was to be built? in Haiti, with payment to the Mafia. A long story. We then arranged a trip to the west coast of France down to Les Sables d'Ollone, where there are hundreds of Beneteau in the marina. The factory is thereabouts, but they were asking top flank. On our journey through Cherbourg, we had noted a IOM boat for sale and we returned to make an offer which was accepted and thus we became the owners of Le Bien Mler?. The IOM boat has 2x200hp engines and gives a top speed of 25kt is good for fishing allows a party of 10 to be transported in comfort for a day out or a sleep over for 6. Bristol can be reached in 1.5 hrs or Milford in 5 hrs A range of 200mls is possible and diesel is readily available in most ports in the Bristol Channel at around 30p/1 The two hardest conditions to master have been docking in the locks with a strong tail wind, this must be done maintaining power and weigh to the last second using the outboard engine to swing the stern in Second was handling a rough quartering sea. At first this was attempted using displacement speed, the result was a corkscrewing effect due to the little effect of the small rudders. In fact at slow speed it is best to ignore the steering wheel and use the two engines. The best approach in those sea conditions is to put the bow up using the trim tabs and cruise at 13kt. To keep the boat engines in tip top condition oil and filters are changed every 100hrs and of course it helps having fresh water in the bay to flush the heat exchangers. JOHN WOOD

**FLYING FIFTEENS** Three men in a boat, following light winds on the Saturday, a good day's sailing was hoped for on the Sunday. To that end four of us turned up to sail one Flying Fifteen "Ffetish" on the Sunday, for the Two Rivers Race. Luckily, agreement was reached resulting in three of us deciding to go out. By then high winds had developed, as well as rain, so for half an hour we blasted to and fro. The Race started with a good turnout. Everyone successfully made it to the first buoy up the River Taff and returned safely across the bay (bar one minor mishap with my face and the spinnaker pole!) By the time we reached the River Ely the wind had subsided and so had the rain. Even better, the sun was trying to come out, so a pleasant trip up the Ely was anticipated, especially by myself, the novice of the trio. Sadly, we were not in the leading group, but we were determined to go on. It was at this stage it all started to go wrong. Paul was nearly the first casualty when he slipped, backwards, and remained in the boat only because I was holding him by his feet! I don't know what happened when Steph called a tack, because I let go of his feet, but, miraculously, he was still with us when we were on the new tack! Somehow he had scrambled back in. We continued on our way. In front of the flats further up the river, when, horror .... the keel stuck in the mud – out went Steph into the mud (where he was to leave his flip flops) to rescue us. "Push" came the cry. "Jump in Steph" called Paul, as we moved off, but a gust hit us, and over goes "Ffetish" with Paul off the front, Steph to the rear and me holding tight on the side. Paul and Steph try to turn her upright, a big push and up she goes ... and over I go ... a beautiful backwards roll into the gleaming waters of the Ely. Steph and Paul scramble on board – and set off – leaving me to perfect my best breaststroke up the Ely in hot pursuit. "Wait for me" I gurgle – I'm sure this isn't the procedure to follow, aren't you supposed to pick up your crew? A valiant effort and I make the boat. With Paul's help I now scramble into the boat, roll, yet again onto my back to find myself flat out on the bottom of the boat, wet, cold, but laughing. All this viewed by the rescue boat and goodness knows whom else! Another near miss in the mud follows, but eventually we make the mark and return, fairly uneventfully back down the Ely. We even got the spinnaker back up – but this time using the sheets – one held either side by Paul and Steph. When we make the finishing line, we are duly treated to a hoot by Colin. A great afternoon's sailing, thoroughly enjoyed all round, but more three men out of a boat than in it! Belinda Meredith, Paul Taylor and Stephen Clark.

**NOT DURING THE WAR** but soon after, there was a blossoming of new activity in sailing clubs as the surviving men returned home with very much more world wide experience and broadened horizons. They could look at the possibilities of acquiring such possessions as boats, as opposed to their fathers, whose outlook was mainly economic survival. The total change of the political hierarchy encouraged this new thinking, and those who had experienced death and destruction knew that life was to be lived NOW. Hence the rapid development of converted lifeboat sailing to what was considered performance vessels. Navigation (when needed) was still very much as the previous century, but as their aspirations grew to go further a field, the other boys bent their backs in the universities to produce the knowledge for the better equipment---mainly from the wartime experience. The classic example is of our own Club. In the poverty stricken days of the mid thirties we had a room only in Glebe Street Penarth, we progressed to the decommissioned Custom House at the entrance to the Penarth Basin. The membership blossomed, husband/wife crews abounded, previously unheard of. The years, as usual to the young and energetic, slipped by almost unnoticed. The boats became grander, more technical---it seemed we were awash with money and the desire for these possessions could not be abated. Take a stroll along the centre pontoon and gaze at these magnificent machines. Some say they never move, and are simply there for having afternoon tea. Does it really matter? They may be a statement of wealth, but could also be the pinnacle of achievement in this VERY short life we live. PINGELS TALES.

**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

To receive a copy of Bear Essentials by e-mail send an e-mail to:-  
[BCYC-subscribe@yahoo.com](mailto:BCYC-subscribe@yahoo.com)

**A LITTLE BIRD TOLD ME** The tale of the proud new motorboat owner. Our hero bought his boat from a boatyard some way away and had it delivered into the club compound. It had not been afloat for many years and after a long struggle was ready for launching. Unfortunately on the appointed day he was called away on business. He did however send along a friend to make sure that everything went according to plan. The boat had, after all, been out of the water for a long time. The boat was taking on water at an alarming rate. All the seacocks were closed and still the water was coming in. There was nothing for it but to take the boat back out of the water. The reason soon became apparent. The previous owner had drilled a row of five 6mm holes along the keel to drain the water out of the boat when it was sitting on the hard R M

**FLYING FIFTEENS** Although there hasn't been regular club racing, there have been plenty of events to keep the flying fifteen fleet busy. Four fifteens competed at the club regatta on 7/8 June 2003. Brian Marchant (FF 2525) had the most success coming third with Bill Turton (FF2492) 4<sup>th</sup> in fleet 2. On the same weekend Stuart Jones took his fifteen (FF1155) to Chew Valley Sailing Club's open meeting and pulled off a victory in a competitive fleet and some high wind racing. On 28<sup>th</sup>/29<sup>th</sup> June the club held the third Cardiff Classic Regatta and 8 visiting boats joined 9 of our fleet for the event. It was excellent to see so many boats on the water and even better that only 4 of our own Flying Fifteens were left in the compound during the event. A full report on the Classic racing appears elsewhere in this newsletter. In the Silver fleet club President Peter Annett was the winner in FF3272. With a BBQ organised after the racing on Saturday and a prize-giving in the bar afterwards the club showed itself in an excellent light and everyone enjoyed themselves. £150 profit from the event was donated to youth sailing within the club.

**PETALS PERILS** .....the diary of two very enthusiastic novices and their Pageant !!!!!!!!!!!  
Early June 2003. 1800. Force 1 - 2. CBYC. Judy, Richard, Brian Pingle and Tony Davies head for the Bay on Petal for what J and R believe is dinner. Early June 2003. 2000. All still remain on board due to large amount of alcohol supplied for the long and arduous journey by TD, albeit moored at pay and display pontoon at the Bay at the time!!!  
Early June 2003. 2030. Finally hit the Tapas bar where Tony and Brian prove to be a big hit with Helga, whose brother is a German yachting champion!!!! Early June 2003. 2100. Judy and Richard suggest dinner but the boys are in their element and, guess what ?.....it appears that you cannot eat in the Bay after about 7pm on a Saturday evening unless you have a reservation!!!! (If you know any different, please let us know). 2120. Via Fossa. It appears that, for ladies, strapless tops, lip-liner, skirts that resemble pelmets and flashing cellulite are "de rigueur". Brian asks Judy why she isn't wearing a "nice little top like that" to which Judy replies "because I'm a sailor, Brian, and I wouldn't dress like a sl..per anyway!! The boys are having a great time.....Judy and Richard feel like grandparents out for the first time in years. Return to the Club. Dinner consists of June's excellent rolls and several packets of crisps and the Regatta disco is in full swing. The most obvious suggestion appears to be to invite several friends back to Petal for a boat crawl, including a few people we picked up on the public pontoon who have just bought a motorboat. The Commodore politely declines our kind invitation to join in.....I wonder why ????? 0200. Ten lovely sailors in Petal's cabin, holding a screeching, I mean singing contest.....is this a record for the number of people in the cabin of a Pageant ????? Mid June 2003. Force 2 -3. Cruise to regatta at Portishead. Our first cruise into the Channel accompanied by our extremely experienced but strict friend, Roger. Stunningly beautiful day, and perfect conditions for the event. On arrival at Portishead, and after a few drinks, Judy observes that this really resembles a caravan convention but with boats! Brian wins the paper boat competition, and CBYC do not let the club down in terms of their jollifications, behaviour or stamina!!! (Especially at the bar!!!).  
Two days later. Force 4 - 5. Return journey. Excellent day for practicing boat handling and sailing skills.  
1515. Lock in at the Barrage with very little water. Roger asks Judy to tie up the bow, and Richard the stern, not realizing that Judy always ties up the boat!!!! Richard bravely attempts to tie up the stern, but, unfortunately, the stern and pontoon part company and Richard takes a "barrage - bath", with his digital camera tied to his waist!! Judy, seeing her beloved in the water doesn't know whether to laugh or cry, and is unable to work out, at that precise moment what Richard is worth in insurance, so very calmly lets go of the bow-line shouting, whilst attempting to stifle giggles, "Man overboard". Luckily everyone helps and Richard survives. (Please note that nurses are known to be angels with their patients but sadists with their families!!!!). Being a lovely Sunday afternoon, however, hundreds of onlookers see this feat, and Judy's parents feel that Roger should have taken a collection!!!!!! It is extremely sad to note that, the Club Steward, on hearing about this incident, felt it necessary to ask whether Richard took the plunge merely to give Judy something to write about!!!! June 28th 2003. Force 2 - 3. Perfect. Invited to cruise to Bristol in company. Politely decline, but decide to conquer the barrage on our own.....run engine, all is well.....check fuel and make all usual safety checks.....all is well..... Five minutes later, after perfect mooring off.....engine alarm is ringing and water is no longer pouring from outflow pipe!!!!!! Return to base!!!!.....an obvious blockage!!!!!! Judy's usual remedy to sort a blockage is a 'quick enema up the outflow pipe' but Petal is not her usual type of patient, and, on this occasion, Judy, happily, manages to restrain herself!! 1900. The Bay. To console us, Richard suggests booking a table at the Tiger Bay Thai Restaurant. 1905 the Turquoise Bar for drinks. Bottled beers from around the world and the best house red wine Judy has tasted for ages. 1930 on our return to the restaurant to sit at our table, the place is full. Like a school dining room full of middle aged punters, champing at the bit in anticipation!!! (We were expecting a bun-fight at any minute!!!!!!)  
The staff were unobtrusively attentive and the food was extremely palatable, although, having traipsed through the back streets of Bangkok several years ago, it has to be said that this resembles high class Chinese rather than Thai cuisine.  
June 29th. Attempt to sort blockage with no luck. Thankfully, Dick and Tony have suggested more practical solutions than an enema, and we should soon be back on the water!! Well, next month, you'll all be glad to know that we're off to Prague for a week so we won't be here to terrorize you on the water so often, but we're looking forward to hiring a boat to meander down the Vltava with our new -found skills, so we shouldn't get into too much trouble!.....Beer is 50p a pint however, so.....look out Prague..... Happy sailing!!!!!!!!!! Update and enlighten you all next month!!!! Judy and Richard

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