

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



Edition No.15

www.cbyc.co.uk

JULY 2002

Free to members only. Copyright: Cardiff Bay Yacht Club.

Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site www.cbyc.co.uk e-mail info@cbyc.co.uk Affiliated to the R.Y.A. and B.C.Y.C. Web site www.bristolchannel.co.uk

FLYING FIFTEENS Cardiff Classic Flying Fifteen Regatta 29/30th June 2002 A fleet of 17 classics and 1 silver flying fifteen entered the Cardiff Bay Classic Regatta on 29th and 30th June. Four races were held on Cardiff Bay in excellent force 3 to 4 winds. In race 1 Stuart and Jenny Jones (1155) led for two laps but Peter Hogg and David Downs (759) sailed past at the last wing mark and then Nick Heath and Ted Legg (2520) made the most of the shifts on the last windward leg to claim second. For the remaining three races Peter Hogg and Nick Heath battled for the first two places with Stuart Jones competing with Dave Flint (2587), Rob Sheridan (2647) and Julian Beere (2655) for 3rd and 4th. The close reaches provided excellent plaining conditions. However the gusts always seemed to arrive at the same time as the wing mark and claimed a number of victims. Rob Sheridan, Stuart Jones and Jeremy Soulsby (55) all had hairy moments at the gybe, with Andy Murphy (2647) having to step onto the keel to remedy theirs. On the Saturday evening a relaxing pleasure boat trip up the River Taff allowed crews to rest their aching limbs and enjoy views of the Millennium Stadium with a few drinks, before finishing the regatta on Sunday morning. Peter Hogg and David Downs were the overall winners, sailing an excellent series, with three wins to count. Nick Heath and Ted Legg were second and Stuart and Jenny Jones were third. Simon Dangerfield and John Washington (3006) claimed the silver prize. The large competitive fleet, excellent winds and good courses combined to give visiting and local sailors a very enjoyable weekend. Many are now looking forward to meeting again at Largs to continue racing and socialising.

FOR SALE SHIPMATE SENIOR 'SNOWDROP'. 16' 3" Trailer Sailer/Dayboat, new standing rigging 2000, new lifting keel wire 1999, mainsail, genoa and jib, with trailer. Small but perfectly formed. Simple, minimum-maintenance sailing, £1300 for quick sale. 01873 830041 Chris Merriman. Free to a good home, old yellow horseshoe lifebuoy with s/s mounting. tel. 01453 752010. Thumberlina boat for sale. Classic Bermudan rigged sloop Reg No FB 549 Inboard Yanmar 10 diesel engine built 1974 Refitted and antifouled June 2001 Lying Penarth marina £5,500.00 Tel 01446 743959 Day time. Foxterrier, trailer sailer with spacious accommodation, trailer, new mercury, good condition and equipment. £5500. John Taylor, 02920890885. 'TOPSY 2' - 19ft, 4-berth, bilge-keeled sailing boat. Fully rigged, 4hp Mercury outboard, VHF, etc. View at CBYC, nearest mooring to clubhouse. £2500 or reasonable offer for quick sale. Contact Jeff Dyas 07775774418. The South Wales Police Yacht Club, which as you know includes most of the Pagan syndicate, has bought a Cork 1720 to sail in the bay and area, which will be arriving within a couple of weeks. We are putting our flying fifteen Ffalstaff up for sale, £500.00 o.n.o. Anyone interested to contact me or Peter Pope/ Pat Tucker. I am on 02920 734803 or 07817108168, Peter on 01443 224507 or 0705 0035948, Pat on 02920 499611 my e mail is as per this message. PAGAN is also for sail to anyone with a spare £25,000.

SECURING YOUR BOAT to the dock by tying to cleats or posts. When you come to a dock that features a horn cleat you will want to use a cleat hitch. Start at the horn of the cleat furthest from the load of the line. Start with a round turn and then a figure 8 on the opposite horn. Finish with a half hitch turned under to lock the line in place. This simple method is all that is required. Two basic knots for tying to posts are the clove hitch and the round turn and two half hitches. The clove hitch can be used to secure a line to a post, or a fender to a lifeline. To tie it, make a loop around the piling, following with a second loop that crosses over the first. Go around the piling and tuck in the bitter end and tighten the. The second knot is the round turn and half hitches. This is a versatile knot that takes strain well and can be readily untied. To tie make a round turn around the dock post, put the bitter end over the working part, then throw in 2 half hitches and tighten.

Crew wanted to help bring Roberts 43 (Eclipse look-alike) up from east Africa to med and ultimately to UK whole journey part journey or just two weeks no problem. Boat currently on passage from Zanzibar to mainland Tanzania then up to Mombassa Email for more details: nobles48@yahoo.co.uk Oliver Cheetam.

Copy date for the next edition of bear essentials is the last day of the month, please e-mail to enq@nature-table.co.uk

FENDERS Proper Inflation. Fenders can be re inflated with a bicycle type air pump. If no air gauge aim for a moderately firm fender with some give to it. You can't predict your docking configuration and plenty of fenders and a fender board will allow proper docking. Types A. Round Made of PVC. Generally have 2 eyes so fenders can be hung horizontally or vertically. B. Flat - Puncture proof less likely to roll out of place. Other uses such as cushions, knee pads when working etc. Fender Size Guide Round Buoy to 25 feet 9" diameter 20-35 11.5" 30-45 15.5" 40-55 18.5" Hole Through the Middle Fenders 20-30 Feet HTM 1 or 6" diameter 25-40 Feet HTM 2 or 8" diameter 30-45 Feet HTM 2 or 8" diameter 40-60 Feet HTM 3 or 10" Diameter Securing Fenders: Use stanchion base, deck cleat or toe rail. Don't use lifelines as this will break lifelines. # of Fenders: Minimum of 3. 1 at the point of maximum beam, 1 fore and 1 aft. Rafting- Place your fenders at point of greatest contact which is generally the point of max beam. Bunch 3 fenders at maximum beam, the 1 fore and 1 aft for further protection. Fender boards are of particular use when you are tying up to pilings. A horizontal or vertical tie may not work. A fender board bridges the gap and keeps the fenders in place.

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. 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:- Membership - Roy Evans - 029 2022 6714. Fees - Helen Chubb - 029 2066 6627. Moorings, pontoons, yard, haul-out - Barrie Metcalf - 029 2066 6627. Sailing Secretary - Jeremy Garside - 01446 775202. Cruisers - Les Davies - 029 2076 2500, Dinghies - Jeremy Garside - 01446 775202. Angling - Bryan Morgan - 029 2021 7910. Catering - Sue Jones - 029 2061 8043 or Mob. 07779 315609. Bar - 029 2022 6575. Social Committee - Dave Penning - 029 2061 7910.

Why not visit the Club web site at www.cbyc.co.uk

DINGHYS June has seen two regattas held on the Bay, as well as a Flying Fifteen Open weekend, and an Enterprise Open. Both regattas had a good turn out from club members, with a few boats also entered from other clubs. The two Open events were well attended by boats from outside the club, as well as a lot of Flying Fifteen's from the club. Normal Sunday racing was replaced by the regattas, whilst racing was cancelled during the Flying Fifteen's Open. The mid week racing on a Wednesday evening is picking up after a earlier lull. The mid week sailing is aimed at being fun racing, and is a good way of introducing yourself to racing if you've never done it before, but would like to do so. There are plenty of tips and advice to be had from the more experienced to help get you started, so don't be afraid to come along and have a go. (Julian might even give a demonstration on how slow a 29er goes when it's mast is in the water!) We aim to start about 7pm so you would need to be down the club a little while before that. This is usually followed by a social hour in the bar after.

NIGHTMARE avoid your own By Senior Chief Tom Rau, Coast Guard Group Grand Haven, Mike Stephenson, at first, thought it was a whistle. No way, he mused not in the middle of Lake Michigan, late at night, amidst a passing squall. He inhaled the heavy marine air, and turned his eyes to seaward and peered into the black void. Others aboard the 39-foot racing yacht, Experience, heard the whistle and assumed it was an engine alarm. During the 2200 watch change the crew had planned to fire up the auxiliary diesel to charge the batteries. "I thought it was the squealing alarm you get when you turn the key switch to turn on the engine," said Ike. Then came the cry of 'man in the water'. Standing near the helm at the boat's stern, Ike watched two horseshoe buoys with strobe lights hit the water and quickly float off in the boat's boiling wake. Ike's eyes ran over the deck and quickly accounted for all nine crewmen aboard. There were no other boats in the area; their position placed them 25 miles northeast of Racine, Wisconsin. How did the person in the water get there? It was a fleeing thought as Ike and his mates responded to the 'man in the water' alarm. The captain ordered the crew to drop the sails and clear all lines from the water. Helmsman, Michael Considine, pointed the 39-foot sailboat into a stiff breeze, lines slapped against the aluminium mask, sails flapped in the wind as crewmen struggled to haul them on deck away from the boat's prop. The engine roared to life snuffing out deck racket as crewmen quickly secured the sails and turned eyes to seaward while inhaling the unfamiliar odour of diesel fumes on open waters. "I'm not sure who spotted him first, but I'll never forget the adrenaline surge as we bore down on the man." The heaving sailboat pitched and rocked dangerously near a coconut-size head that bobbed and weaved in the tormented sea. "We had to get this guy aboard, he wasn't wearing a life jacket and his dark clothing made it almost impossible for us to see him," said Ike. Ike and several mates grabbed the bobbing target and yanked him aboard thrilled by the rescue until he asked "Did you get my buddy?" Again the captain sounded the alarm; again eyes peered into the blackness. The captain steered the boat towards the flashing strobes attached to the horse shore ring they had earlier thrown overboard. Miraculously, they spotted the second man who was also wearing dark clothing and no lifejacket. "We missed him on the first pass, but he grabbed a flashlight from a crewman, which provided a lighted target to steer for," said Ike. Within moments, Ike and his mates yanked the second man aboard, who they later discovered was a former Navy Seal. Both had been washed overboard off, Nightmare, a 40-foot racing boat, which was knocked down in 35-knot wind generated by a squall that had attacked the racing fleet during the 1994 Chicago to Mackinac race. Ike, a professional mariner, who has participated in 10 Chicago to Mackinac race, offers this advice for boaters sailing on Michigan waters at night: * Carry a personal strobe light. * Dark clothing should not be worn at night. It is impossible to see. * Reflective material should be worn on all night-time clothing not just foul weather gear. * A whistle, a light and personal inflatable vest should be required equipment on all crewmembers during night races. * Horseshoe buoys and lights are difficult for a person in the water to reach, due to high winds and large seas. Strobes are the only things visible. But neither man could get to the man-over-board buoys due to wind, fatigue and heavy wet clothing. * Bowmen and other crewmembers should consider putting on harnesses before a squall hits. Ike, I agree with your excellent advice, and from a Coast Guardsman's perspective I would like to add: * Beware of a safety harness line. It can drown you as quickly as it can save you. Unless it offers a quick release mechanism under heavy strain, or can be quickly sliced with a knife, a manoeuvre that can be very difficult to perform as your mouth and nose are dragged through water while your lungs rapidly fill with water. I conducted a harness type drill and know firsthand. My advice- skip the harness and wear a life jacket with night illumination devices and a whistle * After conducting numerous night man overboard drills, I realized that the life ring or horseshoe with a strobe attached acts more as a marker to locate the person in the water (PIW). In most cases, by the time it's thrown overboard, the PIW is left in the boat's wake, but the strobe provides a spot on which to steer approximate to the PIW. * During Coast Guard man overboard drills, boat crews first shout man overboard then grab a 75-foot long heaving line with a float ball attached to the line. In rough seas, the line can be tossed to the PIW thus avoiding possible impact with the boat or a prop strike. * If a GPS is aboard, immediately punch the Man Overboard (MOB) key. * As soon as possible, call the Coast Guard on VHF-FM Channel 16. The Coast Guard will issue an immediate advisory, which will alert vessels in the area of PIW. They will then launch rescue units. * Carry a portable radio aboard. When the squall knocked down Nightmare, they lost their only radio and thus contact with the racing fleet and the Coast Guard. The crew of the sailboat Experience performed brilliantly under extreme conditions. I salute them all. I want to thank Ike Stephenson for sharing his rescue of the Nightmare crew. Boat Smart- avoid your own.

DINGHY AGM was held on Wednesday 3rd July, with a slightly disappointing turnout of only 28 people. Many thanks to those who did come along to share their views and take part in the proceedings. Main topics discussed were Finances, Health and Safety and election of Officers. Jeremy Garside has stepped down as Chairperson to pursue other club commitments & Jeremy Taylor has stepped in. Colin Farr has agreed to stay on as Race Officer, Kirsten Taylor to stay on as Secretary and three new fleet captains have been sworn in to work alongside and with Stuart Jones who is already taking care of the Flying Fifteen side of things. These sturdy volunteers are Idris Dibble (Cats / Asymetrics), Alex Libershon & Chris Bower (slow / fast fleet). After the AGM, an open Forum was held for people to air their views and queries. Some queries are to be put before the main committee and all being well, we will have the answers back soon. Alex Farr is taking over the running of the Dinghy Section pages of the club web-site, so many thanks to Dave Cairncross for keeping it alive and kicking until now and come on everybody, use the web-site and pass all of your info, news, photos etc., onto Alex. It is hoped that there will be an open forum type chat page up and running soon, as well as up to date racing results. Colin Farr is going to look into the feasibility of running afternoon races once a month, so all of you who are too lazy to get up on a Sunday, or have other commitments, will soon be running out of excuses as to why you are not on the water. Wednesday evening (Summer Series) racing is to be toned down to encourage people who are a little wary of getting in Paul and Alex Simes way on the start line, more of a chance and a little more instruction as to what and how they should be doing things - so once again, any excuses for staying away are becoming less and less. If you are unsure about racing, but would like the introduction, then come along on Wednesday evening - be at the start line for 7 pm. We are also looking at holding a Dinghy section social evening once a month, this will enable new members to meet existing members with the possibility of quiz nights, organised talks etc. - watch this space, or keep an eye on the web-site. If anybody would like a copy of the AGM minutes, have any queries or suggestions, then please contact me; tel. 029 2040 0457, e-mail, taylorbuild@yahoo.co.uk. Alternatively, speak to Colin Farr, Idris Dibble, Stuart Jones, Alex Libershon or Chris Bower.

FOR SALE "FALCON" £3,750.00 Why spend a lot more on a sailing dinghy when you can have the following very stable dry boat with cabin and engine, which handles like a dinghy and for much less money! BOAT DETAILS/SPEC. NAME: "Falcon" 2 TYPE Pandora Bermuda rigged Sloop built by Ridgeway Marine (approx 1973) L.O.A 21ft 10ins 6.64mtrs L.W.L. 18ft 9ins 5.72mtrs BEAM 6ft 11ins 2.13mtrs DRAUGHT 3ft 0.91mtrs KEEL TYPE Twin Bilge Keels Construction GRP ENGINE Mariner 6 hp outboard SAIL AREA 216 sq ft 20.06 sq mtrs SAILS Main and Genoa (with furling gear operated from cockpit) INVENTORY VHF Not used by owner Autohelm. Outboard Engine (see engine details) and fuel tank. Cockpit spray hood (new 2000) - Side spray dodgers - with name. Echo Sounder - Compass Navigation and masthead lights - CQR Anchor, chain and warp Tiller extension - Centre main blocks fitted 2 winches fitted for genoa - Spinnaker Pole Fenders - Boat Hook Boom cover - "Red Duster" and staff 2 sail bags - Cockpit cushions with waterproof coverings. All interior beds/seats have been recovered with waterproof covers. Hillier cylinder engine lock CONDITION Fully Surveyed - March 1992 Re-surveyed for Insurance renewal - March 1998. Engine last serviced by David Ruiz of Westward Marine, Cardiff Bay. Full service and maintenance records from 1992 are available. Antifouled annually. GENERAL Pontoon berthed at Cardiff Bay Yacht Club. The boat (formerly known as JASON but renamed FALCON in 1992) was photographed in 1992 by and featured in the annual "INTERNATIONAL PAINTS" product brochures. Enlarged framed photo available. CONTACT: Adrian Hopkins on Cardiff (029) 2084 2041 or 0707 400 7868 (Mobile)

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