

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



Edition No.14

www.cbyc.co.uk

June 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

CRUISING IN THE 60's Once upon a time, just before glass fibre trees were invented, cruising in the Bristol Channel was reserved for the hardy or the foolhardy, boats sat in mud berths and waited with great anticipation for the arrival of the incoming tide, which would release them from 5 or 6 hours stuck in the glutinous substance known as a mud berth. The tide came in, the tide went out and all through the week the vessel awaited the arrival of the owner and crew, so they could be liberated to sail the wide expanses of the Bristol Channel. 'Easter Maid', my father's yacht, a 23-foot drop keel Bermudian sloop, made of pitch pine on oak frames built by Elkins of Christchurch. She was lovingly cared for and at that time one of the larger vessels in the club. Some club experts claimed she was capable of an Atlantic crossing!!! All trips with her were meticulously planned, discussion and preparation done weeks in advance. One had to use the tide, as 8hp Stuart Turner petrol engines were not renowned for their reliability or capability of motoring against the tide. For our cruise I had reached the grand old age of 12. I had visited Minehead a number of times before and was really looking forward to this adventure, as it was a seaside resort with plenty to see and do. We arrived just after high water and managed to moor next to a couple of boats on the last bit of the wall. My father had blown up the inflatable dinghy. There weren't many inflatables about in those days, and I think that this one had first seen service in the Normandy landings of the Second World War. If we hadn't been able to get into the harbour, my father's plan was to lay anchor and row in. We were in and we watched as the last of the water left the harbour. Just then an old converted lifeboat appeared round the harbour wall, motoring at full speed. She squelched into the mud about 10 feet abeam of us. The owner explained how lucky he was to get in as he hadn't brought a dinghy and did not fancy a night outside the harbour. He was delighted to see our dinghy and asked my father if he would mind putting it between the two vessels, so he could go ashore later. Early evening came. We changed from our old, muddy, dirty, salty, damp jeans into our old, clean, half damp jeans, prior to going ashore. The holidaymakers came down to look at the yachts in the harbour and discussed the passages that they must have made. The gentleman who had squelched in alongside us, appeared on the deck of his boat in light flannel trousers, white shirt, cravat and blazer ready to go ashore. His wife in full evening dress and another couple similarly attired accompanied him. He explained his plan of using the dinghy to get from his boat to ours and then climb across the other boats to get ashore. He was then going to a very expensive restaurant, all of which he discussed very loudly with his crew and for the benefit of the tourists looking at the yachts, much to my fathers disdain. By means of demonstrating his plan, he jumped from the deck of his vessel onto the back of the inflatable. The crowd on the quay gasped. Bouncy castles had not been invented yet. The inflatable compressed and expanded and then took off into the evening sky, landing some six feet away, upside down. The gentleman landed flat on his back in the mud, making a deep imprint, so all that you could see of him was a bit of his face and his hands. He pulled himself out of the mud, looking like the monster from the blue lagoon. He took forever to extract himself from the mud and climb back unaided onto his boat, as his wife and crew had mysteriously disappeared. I was also sent below, as my father thought I was making a spectacle of myself, laughing at someone else's expense. He himself thought that the gentleman was a complete and utter fool and was really more concerned for the health and safety of the inflatable. In his eyes, justice had been done. Keith Doust.

ANGLING SECTION The Comp. on the 12th May was quite successful, with six boats going out. The best fish was a 17_lb Common Skate, 2nd and 3rd were two cod over 10lbs. In all, eight weighable fish were brought in. Unfortunately, the May 25th comp was "Blown-off". The next two Comps are on Sunday 9th June and Sunday 28th July. Further details are on the section notice board. We hope to see more members participating in comps throughout the summer months. **Please remember to accurately complete the competition registration form, on the notice board, before sailing , as failure to do so will result in being ineligible to weigh-in.** The Fisherman's Night was a successful event, especially the raffle, which was organised by Geraldine Langan. Our thanks to you Geraldine. The evening was also attended by members of Rumney River Club. We soon hope to arrange a Social / Pool night at their Club.

FOR SALE Rogers 27, Innovative cruiser racer, vinylester foam sandwich construction. Swing keel, Proctor spars, Harken and Lewmar fittings, new carbon rudder, Navico instrumentation including fluxgate compass, depth and log. Mc.William sails, 2 spinnakers, 1 asymmetric), double axle trailer, 8hp inboard / outboard motor, £16000.00. **ISIS 21**, very fast sports boat, epoxy vinylester foam sandwich Construction, carbon lifting keel and rudder asymmetric rig, North sails, Harken fittings, galvanised braked trailer, £12500.00, we have a choice of two others with a conventional spinnaker at £9600.00, Telephone Dave or Jon 01633 412953. "Purton" converted ship's lifeboat, motorsailer, four berth, cooker, toilet, heating, VHF, 1.5 Ltr. Inboard diesel, new battery, £2200.00, Tel. 01446 7500036. 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.

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

FLYING FIFTEENS May has seen a continuation of the Stradform Series with good attendances from the Flying 15 fleet on Sunday mornings. Good racing has been had by all and the weather has been getting a bit better. On 18th/19th May three CBYC Fifteens attended the Llangorse Open. In total 23 Fifteens entered, of which 13 were Classics, and 4 excellent races were held in blustery winds. Stuart and Jenn in Squall were 1st Classic and 3rd overall, Julian and Bob in Sayonnara were 5th and 10th, and Jason and Lee in Ffreebie were 10th and 20th. Congratulations to them all. Coming up on the 29th and 30th June is the Cardiff Classic Regatta. Already a number of visiting boats from Llangorse, Torbay, South Cerney, Grafham Water and Dovestone have expressed an interest so there should be some good competition. It would be great to see a high percentage of our Fifteens on the water for this event so please try to make it. There'll be two races Saturday afternoon and two more Sunday morning. Saturday evening there will be a cruise around the Bay on Cygnet for all competitors and their families. See the notice board for further details. Another date for the diary is Chew Valley's Flying Fifteen Open (Bristol) on 15th and 16th June, although this does clash with the CBYC Regatta. At the Dinghy Section meeting on 22nd May it was decided that the Wednesday evening races should become a far less formal series. It is intended to use these nights for tuning and race training and to try and introduce new members to racing in a more relaxed environment. If you haven't been on the water racing then come along on a Wednesday to give it a try. All welcome.

VICE COMMODORE'S REPORT About time we heard from him, I hear you say, and I agree, but before I could make any meaningful statement on the Vice Commodore function, it first became necessary to understand and come to grips with it. Anyway here goes. Since taking over the position of Vice Commodore with responsibility for the pontoons, moorings, compound and car park, it has become painfully obvious to me that a number of issues, some of which were raised by my predecessor need to be addressed, i.e.

DINGHY SLIPWAY The surface of the slipway has, for some time, been the source of some concern, due to the extremely slippery nature of the algae which collects on the washed area. After field trials carried out by the RTE instructors, it was agreed that non slip matting would prove an effective answer to the problem, and after much discussion by the Council of Management it was agreed, that in the interests of member safety, the matting should be purchased at a cost of some £2000.00. The items have been purchased and made available, and it is my understanding that it has proved to be as effective as was predicted in the field trial. These items are very expensive so PLEASE take care of them and use them as directed.

TENDERS As most of you are probably aware, there are lots of tenders laying around the compound taking up space which could be better utilised for other things. It has been decided therefore to rationalise the number of tenders on the site and to this end it has been agreed by the Council of Management that the only tenders to be left on site will be club owned/maintained vessels situated at each end of the pontoon for use by members. A figure of ten at each end has been suggested to start with and will be amended as usage determines. If you wish Barrie to "dispose" of your tender, please contact him. I therefore strongly request that all other tenders should be TAKEN FROM SITE BY THEIR OWNERS AS SOON AS POSSIBLE or donated to the club for use as club tenders.

TRAILERS For some time it has been club policy that only club owned/maintained trailers (and these are clearly marked) are allowed in the compound. Unfortunately of late, the number of trailers illegally left in the compound has been on the increase causing difficulties in the movement and storage of boats in the compound. Again, if you have a trailer in the compound please remove it NOW - or lose it.

MAIN ENTRY GATE We have, at last, got the thing working reasonably well. But remember that it doesn't take much to upset the delicate electronics of the control system, and care should be taken to interfere as little as possible with the automatic functioning of the item. With this in mind, PLEASE DO NOT (as I saw a person doing recently) ATTEMPT TO OPEN THE GATE BY MEANS OTHER THAN THE CORRECT ONE i.e. BY INSERTION OF THE CARD.

PONTOON TROLLIES These are proving to be very popular and useful, so please use them to their fullest, but remember to return them to the top of the slipway after use. Don't leave them on the pontoon as they may be lost "overboard" or cause an obstruction to pedestrians or damage to moored vessels.

LITTER Please don't.

MOORING WARPS I have been requested by the Marina Manager to bring members attention to the fact that mooring warps used by some members may not be up to the standard required for the effective mooring of their vessels, bearing in mind that in adverse weather conditions, light lines may be tested to breaking point. Please ensure that all mooring warps are adequate, are able to cater for all conditions and can withstand the shock of "snatch" and "twist" caused by a heavy rise and fall under extreme conditions.

PARKING We all know the difficulties being encountered in attempting to park at weekends, so PLEASE if you have to park in the compound, do so with CONSIDERATION, always remembering that it is primarily a boat parking area which involves the movement of boats to and from the water. The boat which you have just blocked in may be required in your absence. As a means of exercising some control on this problem, one of the Marina Management staff will now be on duty on Saturday and Sunday mornings. Please obey any instructions they give you relevant to parking. By the way, the name of the new chap on Barrie's staff is Shaun Barnsley.

RESCUE BOATS Barrie has asked me to remind all rescue boat users of the need to take care of the rescue boats under their charge. Damage has recently occurred through harsh usage of the controls of one of the vessels, which could have been avoided had a little more care been exercised. Also remember that, at present, one of the engines on the rescue boats is a two stroke and the other a four stroke, therefore **THE FUELS ARE NOT INTERCHANGEABLE** as was done recently.

Finally, it has come to my attention that some members are using the toilets too frequently and causing an overload to the cesspit. If this continues, toilet visits will have to be restricted. (joke).

But on a serious note – We are experiencing ongoing problems with the waste disposal system (the existing system was provided as an interim until such times as the local sewer system reached our club) – we are attempting to rectify them, so far unsuccessfully, and are now soliciting outside help. So please be patient and bear with us, if now and again the atmosphere of the club appears to be a little "thick".

Well that's it! – I've had my moan (I suppose somebody has to do it). Happy (safe) boating. JOHN JEFFERIES Vice Commodore.

DINGHY UPDATE May has seen the continuation of the Stradform Series. This has seen 39 boats taking part at various stages of the series so far, with around 15 boats being regular participants. Racing has been close, not only at the front of the fleet, but also further down the fleet. Paul Simes, in his GP14, still continues to lead everyone in the fast fleet round the course, with the slow fleet leaders being nicely spread, with 5 different helms having won races so far. The fast fleet has been depleted on occasional Sundays with people representing the Club whilst sailing at Open meetings with various traveller series. These events include GP14 Inland Nationals at Bala, Laser 2000 Opens at Bala and Queen Mary, RS700 Open at Paignton and Flying 15 Open at Llangorse. Wednesday evening racing also started during May, with a good turn out on the first evening, but no racing on the following two Wednesday's, due to wind conditions and low turn outs. If any one would like to learn the basics of racing, then why not venture out on a Wednesday evening for some fun and lighthearted racing. We usually meet about 6pm with a view to be on the water soon after that. We are always pleased to see, and help, new people who would like to start racing on Sundays, or Wednesdays, it's not scary as you might think!

PORTISHEAD DOCKS RALLY This year's Docks Rally will be held at the Marina by the Portishead Cruising Club on the 12th, 13th & 14th July, among the events on offer are; live entertainment Friday night and all day Saturday into the night. Barbecues, cream teas, full breakfast Saturday and Sunday morning, stalls, stands, competitions, Paper boat race – 30 cm max LOA, best dressed boat competition, lifeboat demonstrations and much more. Entry this year is £20, although pre-booked vessels will pay only £15 (before 1st July), with over 120 boats last year, come and join in the biggest cruising event in the Bristol Channel.

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

