

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1932 (Formally known as Penarth Motorboat and Sailing Club... P.M.B. & S.C.)



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Cost priceless

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Eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment and please remember to always wear a

■ **TIME CALLED ON SMOKING:** I would like to extend a hearty thanks to all smokers and non smokers, as well as members old and new, who took the trouble to contact myself, Roger Dunstan and "Bear Essentials" with positive messages in support of a smoking ban within CBYC. The CoM has decided to completely ban smoking from within the club house with effect from the time that they can provide a shelter on the balcony for those wishing to smoke. Do you think this enough? Do we need to put a motion before the AGM? Your vote will be needed. Your continuing comments about this and supporting messages can be sent to me at mandjwaters@ntlworld.com or Roger Dunstan at roger@rdt.uk.com

For those of you with access to the club website why not visit the forum and leave your thoughts there. Here are just a few of the comments received..... "As relatively new members to the yacht club we were somewhat surprised at the amount of smoking in the clubhouse, but thought "They were here first", and decided just to stay away" "We sail because we like fresh air, the sea and friends, in that order. We certainly do not sail to get cooped up in a room full of smoke." "I find the smell of cigarette smoke objectionable both at the club and on my clothes when I get home. I don't think it is right that non smokers, staff and young people should be exposed to passive smoking and I doubt that a partial ban inside the clubhouse can ever be successful"

"Smoking certainly stops us from us enjoying the good facilities of the Club and it would be wonderful to enjoy the fresh air on the water and follow that up with fresh air in the Club." "We were in the club last Saturday night, once again one group of smokers spoil it for the rest including young children; we left and returned to the boat" "Everyone has a choice on whether to smoke or not, my husband hasn't a choice on whether to breathe -but when the air is thick with smoke then we have no alternative but to leave the clubhouse. We used to visit the club every week for a meal, regular as clockwork, but when eating and breathing becomes difficult, we spend our money elsewhere."

"Anything that affects the safety and health of club members, old and young, should be looked at with immediate concern. Why is the club choosing to ignore medical advice on the effects of both smoking and the effects of passive smoking????????????? Come on CBYC, get your act together, be the first club to put the health of it's members as a priority, after all we do want to be the best, most safety conscious and most prestigious club in Wales---don't we?????"

"Whilst we have met many nice people at the club who often smoke and frequent the club more often than us, it is off putting to take our children there and indeed attend events where our clothing reeks of tobacco afterwards. As ex-smokers we find it even more difficult ourselves, but understand the dilemma for the COM. However our vote is to ban smoking within the clubhouse totally as we feel that this will eventually be for the benefit of all concerned." What do YOU think.....Happy New Year to you all, whether you smoke or not!...Janice Waters.

Look after your gear and it will look after you... oh yes, that really

Bar
Opening
Hours
October
To April.

C

Monday	17.00 to 23.00
Tuesday	17.00 to 23.00
Wednesday	17.00 to 23.00
Thursday	17.00 to 23.00
Friday	12.00 noon to 23.00
Saturday	12.00 noon to midnight.
Sunday	12.00 noon to 22.30

?

Do come
along and
enjoy a
drink or
two.

There is nothing; absolutely nothing; half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter . . . that's the charm of it... Kenneth Grahame, "The

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Bear Essentials is the newsletter of
Cardiff Bay Yacht Club.

If you would like to contribute to Bear
Essentials please contact: Tony Davies
at... tony@designbyrelish.co.uk

Visit the club web site at:
www.cbyc.co.uk

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6627). Membership - Jane Hall - (029 20514
915). Moorings, pontoons, yard, haul-out -
Barrie Metcalf - (07966 930823) - during the
weekend working period. i.e. 09.00 - 13.00 Sat.
& Sun use (07773 462769). P.Y. Cruisers - Tony
Davies (2051 5376). Dinghies - Jeremy Taylor -
(029 2040 0457). Catamarans - Idris Dibble (029
20252973). Angling - Bryan Morgan - (029 2021
7910). Motorboats - Gareth Davies (029 2086
9167). Catering - Bar - (029 2022 6575). Sailing
School - Nick Sawyer (029 2051 4966). Flag
Officers: President - Jean Annett (029 2062
0160). Vice President - John Mead (01443 225
338). Commodore - Roger Dunstan (029 2089
1451). Vice Commodore - Kevin Rolfe (029
2025 9442). Rear Commodore - Jonathan-
Crofts Davies (029 2070 7427). Hon. Secretary
Helen Phillips (029 2021 5759). Hon. Treasurer
- Anthony Thomas (029 2075 0224). Hon.
Sailing Secretary - Paul Simes (01443 205 120).
Sailing School Principal - Nick Sawyer (029
2051 4966). Management Committee: Tony
Davies (029 2051 5376). Steve Cooper (01443
820 574). Jeremy Taylor (029 2040 0457).
Gareth Davies (029 2086 9167). Marc Case -
(029 2070 5870). Steve Parker - (01633 672 378)

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free environment. After use
please dispose of it responsibly.

For sale and wanted ads will run for three
months, then deleted unless confirmed unsold.

To external recipients... Please would you
kindly display Bear Essentials where others
may read it.

■ **THE CLUB RESTAURANT IS OPEN FOR BAR FOOD...** Why not stop by and
sample some of the excellent fare available at Cardiff Bay Yacht Club... Friday,
Saturday and Sunday lunchtimes and Thursday evenings... jacket potatoes
overflowing with sumptuous fillings or Welsh rarebit like you've never tasted before.
Maybe you'd prefer a mouth-watering curry or a lasagne to die for and lots more...
You're sure to find something to tickle your taste buds on the menu.

■ **ZANZIBAR:** During the three years Elaine and I spent on the tropical island of
Zanzibar, one of our commercial ventures was the hire of sailing dinghies. We had
taken three basic tubs out with us and we operated from our restaurant "Waves",
situated at the top of the beach. People would rent the dinghies by the hour, half
day or full day and before agreeing the hire, I would try to establish their
competence levels and how much I needed to watch them and more importantly,
my equipment!

One particular day, a chap came along to hire a boat for the day and my few
questions brought rather vague un-informative answers. What boats had he
sailed? - various boats - dinghies cruisers? - well both really. I increased the
deposit I usually requested by an extra fifty dollars and between us we took the boat
down to the waters edge.

As I rigged the boat I talked him through the basics... How to tie a bowline, how to
dump the mainsheet in gusts, how to drop the headsail if he needed to totally lose
sail. In all I spent possibly fifteen minutes with him. I could from the glazed,
faraway look in his eyes and the way he was quietly drumming his fingers on the
foredeck that he was trying desperately to remember all the information I was giving
him.

Finally we put the boat in the water and even then I could see that my little lecture
had worked... he looked nearly competent as he sailed off. Never the less I had the
rescue boat put on it's anchor and spent a nervous, long eight hours until my boat
reappeared from down the coast.

We de-rigged the dinghy and he came into the restaurant for a beer or two and to
reclaim his deposit. We sat sipping ice cold beers, chatting and watching the sun
sink into the sea... Funny name he had... IAN PERCY.

Ian Percy is an Olympic medallist for sailing in Great Britain, and when I met him he
was coach for the UK Olympic sailing squad... He later rented one of our holiday
cottages and stayed with us for a week before leaving to meet his sister who was
working in mainland Dar Es Salem... From Oliver Cheetham.

■ **THE PICKLE JAR:** When life gets you down, remember the Pickle Jar... A
philosophy professor in class took an empty pickle jar, filled it with golf balls, and
asked if it was full. The class agreed. He then took some pebbles and poured
them into the jar, allowing them to fill the spaces between the golf balls. He again
asked if the jar was full, and the students agreed it was.

Next, he poured sand into the jar, and filled all the remaining space. Once again,
he asked the class who unanimously agreed that the jar was full. Next, the
professor poured two cups of tea into the jar, and the students laughed. When all
was quiet, he told them that the jar represented their life.

'The golf balls are the important things - health, family, friends and so on, the things
that if all else were lost, and only they remained, your life would still be full'. 'The
pebbles represent other things that matter, your job, your house, car, boat. The
sand, he said, represented everything else.

Put the sand into the jar first, and there's no room for pebbles or golf balls. The
same goes in life. Spend all your time and energy on the small stuff, and there will
never be room for the really important things.

Pay attention to the things that are critical to your happiness. Spend time with your
children and grandchildren. Get medical check-ups.

Take your partner out for a meal. Spend time on your boat. There will always be
time to clean the house. Take care of the golf balls first, the things that really
matter, set your priorities right. The rest is the sand'.

'But what of the tea?' a student asked. 'Aah', said the professor, 'that just goes to
show that no matter how full your life may seem, there's always room for a cup of
tea with a friend'. Supplied by... From Erica Martin.



BEAR ESSENTIALS NEEDS YOU... YES, YOU! I am always hungry for copy... Editor.

Calendar of events in January 2006

Day	Date	Event	Time
Sun	1	Restaurant	(12 till 2 pm)
Mon	2		
Tue	3		
Wed	4	Angling night.	
Thur	5	Cruiser night.	Restaurant (evening)
Fri	6	Bar open	from 12 noon.
Sat	7	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	8	Restaurant	(12 till 2 pm)
Mon	9		
Tue	10		
Wed	11	Angling night.	
Thur	12	Cruiser night.	Restaurant (evening)
Fri	13	Bar open	from 12 noon.
Sat	14	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	15	Angling Competition	Restaurant (12 till 2 pm)
Mon	16		
Tue	17		
Wed	18	Angling night.	
Thur	19	Cruiser night.	Restaurant (evening)
Fri	20	Bar open	from 12 noon.
Sat	21	Restaurant	(12 till 2 pm)
Sun	22	(* C. in C.)	Restaurant (12 till 2 pm)
Mon	23		
Tue	24		
Wed	25	Angling night.	
Thur	26	Cruiser night.	Restaurant (evening)
Fri	27	Bar open	from 12 noon.
Sat	28	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	29	Angling Competition	Restaurant (12 till 2 pm)
Mon	30		
Tue	31		

■ **TIDE TABLE 2006:** A handy wallet size tide table is available **NOW** for 2006 from C.B.Y.C. to be distributed free of charge, however a donation of at least £1.00 to the R.N.L.I. would be appreciated.. please contact Tony ... tony@designbyrelish.co.uk

■ **PHOTO COMPETITION:** The Management Committee are running a photographic competition with a view to finding suitable material to adorn the walls of the refurbished Clubhouse, the deadline is the next A.G.M. Please E-Mail your entry to... tony@designbyrelish.co.uk

■ **FOR SALE:** 4 Man Avon life raft in valise - £350.00. Good kemp spinnaker pole 3m x 5.8 - £100.00. Arun cross cut spinnaker 10.3 x 5.8 - £100.00 olivercheetham@yahoo.com or 0034 858 023 279.

■ **LETTER TO THE COMMODORE:** From Cardiff Bay Harbour Authority... to whom it may concern... reference overnight mooring at Mermaid Quay... any craft mooring overnight will in future will be impounded... Robert Freemantle, Harbour Master... You have been warned... Again!!!

■ **The bar is open regularly from 17.00 till 23.00 daily through the week; 12 noon till 23.00 on Fridays. 12 Noon till 12 midnight Saturday and 12 Noon till 11.00 Sunday.**

Calendar of events in February 2006

Day	Date	Event	Time
Wed	1	Angling night.	
Thu	2	Cruiser night.	Restaurant (evening)
Fri	3		
Sat	4	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	5	Restaurant	(12 till 2 pm)
Mon	6		
Tue	7		
Wed	8	Angling night.	
Thu	9	Cruiser night.	Restaurant (evening)
Fri	10		
Sat	11	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	12	Angling Competition	Restaurant (12 till 2 pm)
Mon	13		
Tue	14		
Wed	15	Angling night.	
Thu	16	Cruiser night.	Restaurant (evening)
Fri	17		
Sat	18	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	19	Restaurant	(12 till 2 pm)
Mon	20		
Tue	21		
Wed	22	Angling night.	
Thu	23	Cruiser night.	Restaurant (evening)
Fri	24		
Sat	25	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	26	Angling Competition	Restaurant (12 till 2 pm)
Tue	28		

■ **BEAR ESSENTIALS:** is the newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by members, thanks go to the members who supply regular copy, it would be impossible to produce without your contributions. The deadline is strictly 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: tony@designbyrelish.co.uk don't be shy give it a try.

■ **TIDE TABLE:** A wallet size tide table, for 2006, is available **NOW** from C.B.Y.C. it will be distributed free of charge, however, a donation of £1.00 to the R.N.L.I. would be appreciated. Please contact Tony ... tony@designbyrelish.co.uk

■ **UNUSED TRAILERS:** Please remember that trailers, launching trolleys, cradles and tenders must be removed from the premises when not in use.

■ **PERIODICALS:** A few periodicals are to be provided for use in the club, to that end if any member has a preference for water sports related titles would they please contact the editor.

■ There are no strangers at Cardiff Bay Yacht Club, only friends you've yet to meet:

■ (* C. in C.) = cruise in company: Please call Tony for destination & details. Tel. 07816 337904.

■ **HULL SPEED:** The maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of it's waterline length in feet, divided by the distance to port in miles. minus the time in hours to sunset

■ **FEELING NOSTALGIC?** Here are a few tips about those great times at sea: Sleep on the shelf in your closet. Replace the closet door with a curtain. Six hours after you go to sleep, have your spouse whip open the curtain, shine a flashlight in your eyes, and mumble "Sorry, wrong rack". Renovate your bathroom, build a wall across the middle of your bathtub and move the shower head down to chest level. When you take showers, make sure you shut off the water while soaping up. Every time there's a thunderstorm, go sit in a wobbly rocking chair and rock as hard as you can until you're nauseated.

Put machine oil in your humidifier instead of water and set it to "High". Don't watch TV except movies in the middle of the night, have your family vote on which movie to watch and then show a different one. Leave the lawnmower running in your living room six hours a day for proper noise level. Have the paperboy give you a haircut. Once a week blow compressed air up through your chimney, making sure the wind carries the soot across and onto your neighbor's house. Laugh at him when he curses you. Buy a rubbish compactor and only use it once a week.

Store up garbage in the other side of your bathtub. Wake up every night at midnight and have a peanut butter and jam sandwich on stale bread, if anything. (Optional: Canned spaghetti or cold soup). Make up your family menu a week ahead of time without looking in your food cabinets or refrigerator. Set your alarm clock to go off at random times during the night. When it goes off, jump out of bed and get dressed as fast as you can, then run out into your yard and break out the garden hose.

Once a month take every major appliance completely apart and then put them back together. Use 18 scoops of coffee per pot and allow it to sit for 5 or 6 hours before drinking. Invite at least 85 people you don't really like to come and visit for a couple of months. Have a fluorescent lamp installed on the bottom of your coffee table and lie under it to read books. Raise the thresholds and lower the top sills on your front and back doors so that you either trip over the threshold or hit your head on the sill every time you pass through one of them. Lock-wire the lug nuts on your car.

When making cakes, prop up one side of the pan while it is baking. Then spread icing really thick on one side to level off the top. Every so often, throw your cat into the swimming pool, shout "Man overboard, ship recovery?". Run into the kitchen and sweep all the pots/pans/dishes off of the counter onto the floor, then yell at your spouse for not having the place "STOWED FOR SEA". Supplied by... David P. Adams... Motor Yacht Chinthe.

■ **NELSON QUIZ:** 1 (a) At which battle did Nelson put his telescope to his blind eye saying 'I have a right to be blind sometimes. I really do not see the signal!' (b) What was the signal he was affecting not to see? 2 (a) Which was Nelson's favourite ship? b) Where was she built? 3 What was Nelson's last signal at Trafalgar? 4 In Nelson's time, what was a 'tarpaulin captain'? 5 Where did Nelson lose his right arm? 6 How did Nelson lose the sight of his right eye? 7 What were star, bar and canister? 8 At Trafalgar, a British, French and Spanish ship each had the same name. What was the name? 9 Who was the First Lord of the Admiralty at the time of Trafalgar? 10 What finally happened to Nelson's 'bequest to the nation', Lady Hamilton? 11 If a sailor of Nelson's time used the word 'lobster', what would he have been talking about? 12 After what action did Nelson speak highly of the 69th Regiment of Foot (later the Welch [sic] Regiment)... Taken from The Yachtsman's quiz book... From The Yachtsman's Quiz Book (David & Charles 1982) by kind permission of the publishers.

■ **FOR SALE:** "Phebe" our Sadler 29 is up for sail... (take a look at Sailing Today 6 page review on her!), so if you want to write another chapter in her log, give me a call. Neil Lambden 07780 955313.

■ **BAGPIPE THE MIZZEN:** To lay the mizzen aback by bringing the weather sheet to the weather mizzen rigging in order to slow a vessel down or bring her to a stop.

■ **A-COCK-BILL:** When yards are topped up (pointing upwards)... Traditionally used as a sign of mourning.

■ **RUBBISH:** would members please remove rubbish arising from working on their boats, please take it home or deposit it in the skip... also please take your old batteries away with you.

■ **NELSON:** is often portrayed with a Long John Silver style eye patch. In fact he never wore one. He did however, wear a silk green eyeshade beneath his hat to protect his good right eye from the sun's glare.

■ **WANE CLOUD:** Cirrostratus.

■ **Dear Editor,** We have recently returned from a journey of a lifetime, setting out from CBYC August 1st 2004 returning August 2005. Halfway across the Atlantic, on our way to Barbados we composed this poem. We tried to convey what it was like on passage...

Atlantic Crossing.

For so many days we've sailed the ocean,
Good days and bad days filled with emotion.
Seven miles to the horizon with not a ship to be seen.

That's 150 square miles where no body's been.
Searching for Trade Winds, little white puffs of cloud,

Watching the dolphins, we've laughed out loud.
The tell-tale signs of the huge whale's blow,
Trimming the sails to make us less slow.

The beauty of the sky at sunrise and set,
The misery of squalls drenching us wet.
So quickly the deep changes its hue,
From steel to turquoise, iridescent to blue.

Spotting the flock of flying fish,
Spying a shooting star and making a wish.
Waiting for the moon to show her face,
Covering the sea with her silvery lace.

Out here we're alone, just a dot on the map,
To Barbados we go slowly closing the gap.
Thousands of miles we had at the start,
Steadily they pass as marks on the chart.

When on watch there's so much to do,
Washing in seawater, keeping the log book too.
Sleep is a problem, we don't get enough,
The wind is too noisy the waves are too rough.

So when we arrive in the tropical west,
It'll be the end of this particular quest.
We'll pop open a bottle, drink a cup of good cheer
To the ones we love and hold most dear.

■ **LEEWARD:** The direction in which objects, liquids and other matter may be thrown without risk of re encountering them in the immediate future.

■ **LIFE JACKET:** Any personal floatation device that will keep an individual who has fallen off a vessel, above water long enough to be run over by it or

■ **THE DART 18:** The Dart 18 is sailed by 4 of our club members, both 2 up and in single handed mode with mainsail only and trapeze. The Dart 18 is both lightweight and very simple to rig, and has the same boomless rig design as the Sprint 15, (Dart 15) only bigger of course! However the 15 is more of a boat that is a single hander that can be sailed 2 up, where as the 18 is more of a 2 up boat which can be sailed single handed. But be warned! it is a lot more difficult to right an 18 in single handed mode in the rare occasion of a capsized

The 18 is a stylish sailing machine that delivers exceptional performance with outstanding handling characteristics. Hand built to strict one design class rules, all owners can compete in a superb Grand Prix programme at regional, national and international levels - a wide range of ages and abilities enjoy both dynamic, close racing and legendary après sail. Listed below are some of the Dart 18's characteristic and advantages

- The catamaran is made to a strict one design
- Dart 18 has an very active class association
- There is a huge racing fleet for Dart 18 sailors
- This catamaran is ideal for mixed crews
- The Dart 18 class is one where sailors can compete in top class international regattas
- The Dart 18 provides the largest one design catamaran racing in Europe
- Dart 18s are very easy to tow
- This catamaran provides for super fast exhilarating catamaran sailing
- Dart 18 is very low maintenance which makes it really cost effective to own
- Dart 18 is marketed by the Laser Centre

■ **Leech - A crewmember that never seems to have any cash when its time to pay for drinks or meals.**

■ **Stem Fitting - The hole made in a competitors boat when your helmsman misjudges a Port/Starboard crossing.**

Like the Sprint 15 if you would like to try a Dart 18 I can usual arrange a test sail. .

In the next addition we will be having a look at the Laser 4000. Idris Dibble. Ultra Fast Fleet Captain.

■ **GORDON BENNET:** who was Gordon Bennet... he was a reporter on an American newspaper who was given to very flowery and fanciful reporting... for instance his headline may read something like... "**10,000 people killed in railway collision... this would have been the case if the accident occurred just 50 yards up the line**"... so people became aware of his flashy style... hence the term... Gordon Bennet...

■ **ARROWSMITHS TIDE TABLES 2006:** A limited number of Arrowsmith's tide tables are available on a first come first served basis, £4.00 each. contact: Editor

■ **ATTITUDE:** a little thing that makes a big difference.

■ **FREE WEATHER FORECASTS:** Need a free weather forecast? Then visit www.metbrief all the free weather sites are listed there, it's

■ **ANSWERS TO NELSON QUIZ:** **1** (a) The Battle of Copenhagen, 1801. (b) 'Leave off action' which Nelson was given permission to do by the Commander-in-Chief, Admiral Sir Hyde Parker, at the hottest moment of the battle. The signal was intended to be permissive, though Nelson did not appreciate this. **2** (a) H.M.S. Agamemnon sixty-four guns. Commanded by Captain Horatio Nelson from 1793 to 1797. (b) Buckler's Hard on the Beaulieu River in Hampshire. **3** 'Engage the enemy more closely.' **4** One who had worked his way up from the lower deck. **5** At the attack on Santa Cruz in 1797. **6** He was blinded by gravel thrown up by a cannon shot when the Royal Navy was besieging the citadel of Calvi, in Corsica. **7** Forms of shot. **8** Neptune. **9** The brilliant administrator. Lord Barham. **10** She died poverty stricken, in Calais, in 1815. **11** This was a term of contempt applied to soldiers or marines, because they wore red coats and were regarded by sailors as inferior. **12** The Battle of Cape St Vincent in 1797 where Nelson was supported by soldiers of the regiment when he boarded and captured two Spanish ships. From The Yachtsman's Quiz Book (David & Charles 1982) by kind permission of the publishers.

><(((°>:~>~><(((°<:~>~>><(((°> ANGLING MATTERS

December Comps. Results: The Comp. on the 11th was won by Rob Williams, (Sandpiper), with a Cod of 8lbs exactly, [a rare specimen!!!] & 2nd was Dale Hewitson, (Louise T), with yet another Cod, 4lbs 11ozs. You see, there are still some Cod out there...if you can find 'em!

The Comp. on the 18th produced two "Tidy" Whiting. 1st was Dave Locke, (Celtic Star), **2lbs 2ozs** and 2nd was Sid Hearne, (Foxy Lady), 1lb 12ozs. Sid was winning until Celtic Star came in, then all his hopes were dashed. Afterwards, Sid is reported to have said, "I'm going to scuttle that boat"! We're still not sure if he really meant it.

The New Year sees another four comps in January/February, the first two on January 15th and 29th and the others on February 12th & 26th. Keep an eye on the notice board for details.

As mentioned in last month's bulletin, the draw for the outstanding £60 Pool monies, took place on Wed 21st Dec, and it was won by Junior Member, **Jason Jones**, who fishes with his Grandad, Steve Williams, (Outcast). Best Wishes, Jason. All that remains now is for your committee to wish You All and also All Club Members.....

"A Happy and Prosperous New Year" And some good fishing, of

■ **GEAR:** Generic term for any piece of boating equipment that can be forgotten in the boot of a car, or left behind on a pontoon, soaked in the bottom

■ **OCEAN RACING: Demanding form of sailing practiced by sportsman whose idea of a good time is standing under an ice cold shower, fully clothed while re-**

■ **RED DIESEL: HAVE YOUR SAY...** The joint R.Y.A. - B.M.F. and I.W.A. campaign to retain the derogation on red diesel is gathering pace and recent meetings with H.M. Treasury, H.M. Revenue and Customs and the Scottish Executive have been very positive.

The Government has been fully briefed by the R.Y.A. and B.M.F. on why the derogation is so important to the UK, and due to the fact that many recreational boaters have e-mailed and written to their M.P.s.

The Government is also aware that the vast majority of the boating public is in favour of retaining the derogation. This correspondence is adding considerable weight to the campaign. Looking ahead, the Government will start to discuss and consider its position on the derogation sometime later this year, so it is not too late for you to have your say and to make a difference. If the loss of the derogation concerns you in any way, then write to your MP and explain how it will affect you personally.

To help you with this a full explanation of the campaign, along with a detailed Briefing Note and an Executive Summary that can both be sent to MPs, and a link to MPs' contact details, can be found on the RYA website. www.rya.org.uk/legal/ Taken from The R.Y.A. Magazine Autumn 2005... reproduced with permission. T.D.

■ **BY THE BOARD:** A reference to the wooden boards which made up the ship's deck. "By the board", meant literally, to throw over the side, or figuratively, to let something pass. Board is a word which now occurs in a variety of meanings; we go overboard over something exciting, we take on board or comprehend. In a literal sense, and showing how the meaning has progressed, astronauts climb aboard their rocket ship though there isn't so much as a splinter of wood to be seen. Salty Sayings are taken from "Salty Dog Talk" by Bill Beavis and Richard McCloskey which is published by A & C Black... Supplied by Tony Burris.

■ **NO FUEL LIKE OIL FUEL:** With the price of fuel rising and if the government gets its way, we will be paying road tax on top of the current prices. Economizing is not going to be easy, so every simple idea can have an effect. Here are a few of the obvious ones. You can leave the boat on her mooring or pontoon and use it as a maritime garden shed throwing the odd party or tow it down to Mermaid Quay once in a while for a change of scene.

Most motor boats are not adaptable to sail, but the round bilge, non planning hull would take a mast and sails with a little ballast, but don't expect to sail to windward without some sort of dagger board. You could get up to four knots of assistance this way. For the planning hull there are several ways of economizing on fuel most of which require going slower. The main rule is to keep to displacement speeds which range from 6knts to 8knts for 22'ft to 35 ft boats. These are handy speeds for passage making, especially when combined with tidal flow of 3 to 5 knts.

A trip down to Ilfracombe from Cardiff on a spring tide could be achieved in about 3 hrs with a saving of 30% fuel. A lot of fuel is wasted charging batteries, when not travelling, best to provide some other means for this such as solar, wind, small generator or best of all, plug into the mains using a charger. I was amazed when I looked at my logged hours against distances travelled in the year, to discover that my average speed was around 4 knots for a boat capable of over 20 knts. This was due to starting engines before I was due to leave, waiting for locks, charging batteries etc.

The condition of the wetted surfaces is the main factor in fuel efficiency; the hull should be as smooth as possible without marine growth, with the least number of appendages and drag components. That means setting the trim tabs for the given conditions. Try using wave patterns to increase speed such as surfing, matching wave speed with hull and hanging in there.

In the past, fuel prices have varied considerably in the Bristol Channel, These can be found on the internet, up to 20% cheaper in Swansea. I hope with our proposed club fuel tank we will be the cheapest. JOHN WOOD 11 2005.

■ **Great suffering and sin... please take your rubbish to the bin... after**

■ **FOR SALE:** Douglas Gill offshore waterproofs with built in harness, XL, salopettes, ex condition Tel. Stewart Preece 02920 418860 or 07871171552.

■ **RUDDER:** If you won't be ruled by the rudder, the rocks will soon bring you up... Courtesy of Nigel Hutton's Grandmother.

■ **ENTHUSIASUM:** We act as though comfort and luxury were the chief requirements of life, when all that we need to make us happy is something to be enthusiastic about. CHARLES KINGSLEY. Supplied by John Wood.

■ **BOLDERING WEATHER:** Cloudy and thundery.

■ **HOW TO FALL IN RESPECTABLY:** (Experience is a good teacher) When returning to the pontoon system at our club, after attending the rugby transmissions at the Terra Nova...Mermaid Quay, having negotiated the Bay with due diligence and prior to making fast at our moorings, and having donned a suitable dry suit, with 5 layers of thin cotton shirts, (it is the layers that are the important feature here), fleece, and automatic inflatable life jacket. I was then able to fall in with dignity, preserving wallet, and mobile phone, and avoiding the embarrassment of squelching along the pontoon to the car. Nigel Hutton... p.s. I think that some sort of lighting system would make the pontoons safer!!

■ **ONE NAUTICAL MILE** = 6,076.1 feet = 72,913.2 inches

■ **NOMS DE PLUME:** Wet and Windy, English John, Flatliner, Ranger... & etc.... who are you? wouldn't it be a good idea if we could identify correspondents on the Club Web site forum?... Why not identify yourselves on each posting... much superior to being anonymous don't you think?... From... Noty Advise (A Beer Snob).

■ **PASSAGE: Basically a voyage from point A to point B, interrupted by unexpected landfalls or stopovers at point K, point Q, and point Z.**

■ **FLIPPER:** Rubber swimming aid worn on the feet. Usually available in two

■ **WILLIAM JOHN MORGAN:** Born Cardiff, 7th April 1905. Died, 26th January 1986...

William Morgan, my father, was born in Railway Street, Splott, Cardiff on Saturday 7th April 1905. He was the eldest of four children and was educated at Moorland Road School, Splott. His first employment was on a milk round whilst still at school. He would get up at 5.30 a.m. and work until 8.00 a.m., then go home for breakfast, before going to school at 9.00am. He started this work at about 9-10 years of age. He did reasonably well at school and left at the age of 14 years, without a blemish on his record. His first serious employment was as an Apprentice Carpenter with the Cambrian Wagon Works in Maindee, Cardiff.

I distinctly recall him telling me how very hard the work was for a 14 year-old. For the first 6 months the only tools he required were a large hammer and a cold-chisel. His job was to chisel off the bolt heads fastening the very heavy wagon timbers, in order that they could be repaired / replaced. The "real" carpenters then took over and made the repairs. This was a very dirty job as most of the wagons were coal trucks from the Welsh mining valleys. Also, many a knuckle and finger were "Skinned"!

At about the age of 19 years, he finally completed his apprenticeship and was considered a fully fledged carpenter, enabling him to gain employment with Cardiff City Corporation building council houses. At this time; the year was 1924 and when employment became hard to find in the 1926/7 "Slump" era, he was laid off for some time.

Unable to find suitable work during this very difficult period, he joined the Merchant Navy as a Ship's Carpenter. I don't recall the names of all the many ships he sailed in, but I do know that he served for a good many years aboard a 7,000 ton vessel called the S.S. Pencarrow and it was whilst serving aboard her that the following adventure took place.

Sometime in 1931, they left Barry Docks loaded with a full cargo of best Welsh anthracite, destined for Buenos Aires in Argentina. The voyage was quite uneventful, especially for dad, because, as ship's 'Chippie' there wasn't a lot to do, except for a few deck and watch duties, when his turn came around. On leaving port, his first important task was to secure the anchors to prevent their accidental deployment. This entailed having to mix a few buckets of concrete to secure the anchor chains to the deck between the anchor port holes and the chain locker.

As a 7,000 ton Tramp Steamer the Pencarrow wasn't very fast and only cruised at approx. 8-10 knots. At this speed the distance of 6800 nautical miles took about 30 days and the whole projected voyage time was to be about 10 months! So, knowing in advance, how much idle time he would have, he decided to make a model of the "Cutty Sark". Working from scratch with a set of accurate plans and without any modern-type kit facilities, this was to be quite an undertaking.

The conditions under which he worked were very spartan, for without any electric lighting; he had only candles and an oil lamp to see what he was doing. This was because his tiny cabin was well below decks, right over the propeller shaft and without daylight. When duties and weather allowed, he was occasionally able to take the work up on deck. Apart from a few chains and the flag, [made by an old friend, Bob Rebane of Barry], the whole of the model was hand-made!

After unloading their cargo at Buenos Aires they re-loaded with an inferior Argentinean "Duff" coal which was destined for power station use in New Zealand. This very light and dusty coal packed down well in the forward and after holds and when the plimsoll line indicated the vessel was fully loaded, each hold was only three quarters full.

They were later to discover that this was a "Blessing in Disguise!" On leaving Buenos Aires, the Captain decided to steam north, up the South American seaboard and enter the Pacific by way of the Panama Canal, thereby avoiding an uncomfortable rounding of Cape Horn. The journey to and through the Panama Canal was uneventful, allowing for plenty of model making. It was when they were well out into the Pacific and past the Galapagos Islands that the fun started.

One night, whilst in his bunk, he heard a change in the prop shaft rhythm, which seemed to be coming from the stern area. When he notified the Chief Engineer they investigated the after shaft bearings, but apart from being slightly warm, couldn't find anything wrong. This unusual rhythm persisted and despite investigations the cause was not evident, until..... part of a blade fell off their three bladed propeller! Naturally, this sent serious vibrations through the ship and engines were shut down immediately. They were now drifting aimlessly out in the vast ocean, with no radio on board and at the mercy of the sea and weather. Fortunately the weather remained calm for the duration of the following events.

Having a diver's kit on board, a man was sent down to investigate and he reported to the Chief that it was possible to effect a temporary repair, but they would have to somehow get part of the prop higher in the water to be able to work on it. This was where their cargo came to be very useful. It was decided, using the two wheel barrows on board, to partially unload the after hold and place the coal in the forward hold. When the forward hold was full and the stern still not high enough out of the water, they piled coal onto the foredeck until this was achieved.

While this was going on, dad took out some oak ships timber and fashioned a replacement part for the broken prop blade and drilled one inch holes, filled them with molten lead to make good the desired weight. [Guesswork!] Having succeeded in making the repair, they then had to move the coal back to the after hold to put her back onto an even keel. This done they headed back towards Panama for proper repairs. The whole operation had taken almost two weeks and they were very fortunate in that, the weather remained calm in all that time.

The trip to Panama was a very slow one, making only 1-2 knots. On arrival they went into dry dock and when the dock was drained the repair just about fell off! By this time they were into 1932 and I have a photograph of my father, taken at the time, with a ship-mate. On the back of which, my mother has written, "someone, somewhere, 1932".

On leaving Panama, they carried on to New Zealand and picked up another cargo which was unloaded in Australia. They reloaded in Oz and carried this cargo back to Liverpool, arriving 10 months after leaving Barry. Having laboured on it for all these 10 months, his fine model was almost complete except for the display case in which it is now displayed.

Prior to WW2, he loaned the model to the Greenwich Museum, where the original "Cutty Sark" is now on display. After the outbreak of war, the museum suggested that he had the model back in Cardiff for safe keeping. This, despite their assurance that they had it insured for £250, in 1939! It is now in my possession. © B. G. (Reels) Morgan. 27.10.2005.

■ **IN THE SPRING:** If the Oaks before the Ash then you will only get a splash, but if the Ash precedes the Oak then you may expect a

■ YARDARM: Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.

■ **ALCOHOL PROOF:** A bit of history... What is Proof? Proof is an old measure of the strength of an alcoholic liquid. It had its origins in days when a simple test was needed that the liquor did indeed contain a *correct* measure (or more) of alcohol and it was indeed a simple test.

Some of the liquor was poured over a little gunpowder and ignited, if the alcohol content was adequate, then it would burn 'just right' with a steady blue flame and eventually ignite the gunpowder, if there was insufficient alcohol then it would fizzle out and the gunpowder would be too wet to burn. The 'just right' condition 'proved' the liquor and it was declared to be '100% proof'. This was later found to be about 50% alcohol.

This simple test was clearly cumbersome to perform and was later replaced by using a specially graduated hydrometer to measure the specific gravity. This was far more objective and allowed precise statements to be made as to how much different it was from being 100% proof. This gave rise to "under-proof" and "over-proof" measures.

Keep your powder dry (or wet it with the right stuff!) At one time (in the days of sailing ships, cannons and gunpowder) the makers of Plymouth Gin distilled a special gin for the Royal Navy. It was 57%AbV or 100% proof. Why? In order to keep it secure it was stored in the magazine close by the gunpowder. So, even if it leaked and wetted the gunpowder, at 100% proof the gunpowder would still explode. Though that need has been long gone, they still market the stuff! Taken from the internet... T.D.

■ **ON THE MIDNIGHT TRAIN TO GEORGIA:** I've a pair of assignments in the Caucasus; one in Georgia (based in Tbilisi), and one in Armenia (Yerevan). Complicated travel: Cardiff - Amsterdam, Amsterdam to Tbilisi (for just 30 hours), and now travelling by train to Yerevan. Return to Georgia in 2 weeks for 5 days, also on the overnight train. So, (Ill be) I'm writing this on the train.

Train is extraordinary - clunky old Russian job, Seems to be made from tank steel - a touch over-engineered. Journey will take 14 hours to travel 200 Kms or so - averaging about 15kph. Compartments with 2 couchettes in, so I booked two couchettes so that I could have the compartment to myself. Won't mention the toilets. The Orient Express it's not, Although a long journey, if you can sleep it's not so bad. You arrive in reasonably good shape, and probably safer than driving over the mountains at this time of year

Each coach has a pair of attendants. Older ladies, each of whom wears black, is 4' tall, 4' wide and 4' front to back. Not sure what their role is apart from cackling. They seem to live on the train, possibly born on it.. One of them brought me a handful of Mandarin oranges which seem to grow everywhere here, and a couple of a very sweet fruit which I don't recognise. Could be some kind of persimmon thing, called Ghorlab in Georgia?

A lot of people at the Georgia/Armenia border doing passports and visas. Plainly a good career for a young Armenian; start at the bottom as an Assistant Stamping Officer, and working up to Principal Stamping Officer. They wear those furry Russian hats because it is so cold. At the border in freezing snow for about 2 hours. Train engine turned off, so getting colder. Wrote too soon.... an Armenian policeman got on the train in the middle of nowhere and was led to my compartment by the attendant; he has camped here!

Journey took 17 hours, not the 14 billed. Turns out that the reason for excruciatingly long journey time is only partly to do with speed and gradient. Much more to do with frequent, unaccountable stops. (Not at stations – but, in the middle of vast expanses of steppes). A mystery. Interesting part of the world. Thousands of years of violent turbulence, calming down only a couple of years ago. Still a disputed territory (Nagorno - Karabakh) which creates some tensions.

People seem friendly enough, but detached, even formal. Quite reserved with foreigners. Noisy places though - honking horns, people shouting a lot (not aggressively - just seems essential to use voice at max volume in all conditions) etc. Poor, but not like Afghanistan-poor. Team in Georgia seemed very able, so looking forward to working with them over the coming months.

Met the Armenian team 1/2 hour after getting off the train. Also seem able and competent. Going to a hospital this afternoon to look around and meet the Director who is managing the merger between two hospitals. This, and two other mergers, are the main focus of my activity here. An organisation development/change/merger project.

First obvious difference between Georgia and Armenia (apart from different alphabets, languages, religions, lifestyles and genetic histories) is the kind of cars you see. Georgia has lots of Peugeots and Toyotas; Armenia has Zils, Volgas and Ladas. Both have lots of old (and some new) Mercs though. Soviet legacy more obvious in Armenia. Haven't seen a single motorbike in either country yet.

Both languages impenetrable (at least to me), but have learned how to ask for a beer in both - *meg karetsour, ghentrem* (Armenian), and *erti ludi, tu sheidzleba* (Georgian)... All you need to know, really. Mike Jones (Pandemonium)

■ PILOTAGE: The art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get