

ANGLING SECTION ANNUAL GENERAL MEETING

Wednesday 3RD March 2004. 2030hrs, Prompt! Quay Lounge.

JOKE A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of this bird's mouth was rude, obnoxious and laced with profanity.

John tried and tried to change the bird's attitude by constantly saying polite words, playing soft music, and anything he could think of to set a good example but nothing worked.

Finally, John got fed up and he yelled at the parrot. And, the bird yelled back. John shook the parrot, and the bird got angrier and ruder. Eventually, in a moment of desperation, John put the bird in the refrigerator freezer.

For a few minutes, John heard the bird squawk and kick and scream... then suddenly there was quiet. Not a peep for over a minute. Fearing that he'd hurt the bird, John quickly opened the door to the freezer.

The parrot calmly stepped out onto John's outstretched arm and said, 'I believe I may have offended you with my rude language and actions. I am truly sorry, and I will do everything to correct my poor behaviour.'

John was astonished at the bird's change of attitude. As he was about to ask the parrot what had made such a dramatic change in his behaviour, the bird continued, 'May I ask what the chicken did?'

MOBILE PHONES are designed for land based use and have not been tested against the Electromagnetic Compatibility standards laid down regulating marine equipment. They emit EM interference which can interfere with the normal operation of navigation systems. e.g. echo sounders could give incorrect depths. GPS systems could be affected, especially dangerous where the GPS is used to steer the boat using a tiller pilot or equivalent.

Even when switched off they can affect the vessel's compass and should not be stored within 1 metre of it. Consequently the recommendation is that the crew do not carry them in their pockets. Even when the phone is not in use, it regularly emits a signal (so that the network knows which transmitter to use to communicate with it).

Because mobile phones have not been tested for Electromagnetic Compatibility there is no recommended safe use of them on board.

However if you undertake a risk assessment on the use of mobile phones on your vessel, you may conclude that the risk is acceptable, if the crew is briefed that they may leave their phones on if they are placed and operated as far away from the navigational systems (including transducers, and GPS antennas) as possible. Possibly announcing to the rest of the crew if they make/receive a call. Best Wishes John Filer P.C.C.

FOR SALE Sloop "Jody of Rochester" 2750.00 o/b engine, fully equipped and ready to go with v.h.f. radio, depth gauge, anchor, life belt, etc. please telephone 01443 822548 for further details.

CRUISER SECTION The Cruiser section meets weekly in the Quay Lounge (downstairs bar). Our aim is to have something of interest each and every Thursday. Please watch the notice boards for coming events you're sure to enjoy yourselves. If anyone would like an Arrowsmiths tide table for the Bristol Channel 2004, please contact Tony Davies Tel 07816337904.

OCEAN For all at last returns to the sea -- to Oceanus, the ocean river, like the ever-flowing stream of time, the beginning and the end. - Rachel Carson

BOAT JUMBLES

SUNDAY 22 FEBRUARY WEST MIDLANDS SPRING. (10AM) Three Counties Showground, Malvern. Indoor Event. Adults £3. Children/Parking Free. Compass Events 01803 835915 compass.marine @ virgin.net

SUNDAY 7TH MARCH CARDIFF. (10AM) Jet. 33 off M4. Follow RAC signs to South Glamorgan County Hall, Cardiff Bay. On hard standing Adult Entry £3. Children/Parking Free. 02920531130 boblang @ bigfoot.com

SUNDAY 4TH APRIL GLOUCESTER (10AM) The National Waterways Museum, Gloucester Docks. On hard standing. Entry Adult £3.50 includes museum. 01452 318200 Mike Wood: 01452 616092 glosboatjumble @ thewaterwaystrust.org

SUNDAY 25TH APRIL BEAULIEU. (10AM) The National Motor Museum, Beaulieu, Hants. Jct. 2 M27. A326, B3054. RAC Signs. Enquiries Stands: 01590 614614 Advance Tickets: 01590 612888.

SUNDAY 10TH OCTOBER SOUTH WALES. (10AM) Margam Country Park, Port Talbot, South Wales Adults £2-50. Children/Parking Free. Compass Events 01803 835915 compass.marine @ virgin.net

SUNDAY 31ST OCTOBER WEST MIDLANDS AUTUMN. (10AM) Three Counties Showground, Malvern. Indoor Event. Adults £3. Children/Parking Free. Compass Events 01803 835915 compass.marine@virgin.net

SUNDAY 14TH NOVEMBER GOSPORT WINTER. (10AM) Fort Brockhurst, Gunners Way, (A32) Gosport, Hants. Jet. 11/M27. Indoor & Outdoor Event. Adults £3. Child/Parking Free. Chaddock & Fox Promotions 01329 661896; 023 92381405 boatjumbles@yahoo.com www.boatjumbles.net

COVER PICTURE Does anyone have a photograph suitable for the front cover of the Club handbook for next year 2004 – 2005 please contact Tony Davies.

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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Cost Priceless

www.cbyc.co.uk

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. Web site :- www.rya.org and the B.C.Y.A. Web site: - www.bristolchannel.co.uk

Remember... eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment.

COMMODORE'S REPORT

DINNER DANCE

Members should be aware that the 2004 Dinner Dance is to be held on Saturday 14th February 2004. Tickets are limited to 100, so it is essential that tickets should be purchased as quickly as possible in order that places can be reserved.

PONTOON SYSTEM

As most people are now aware, the pontoon system has suffered severe damage as a result of a storm that occurred on the night of 31st January 2004. My thanks to all those members who assisted in securing the damaged sections on the night. In the interests of safety, however, until the damage has been repaired, it is imperative that members report to the Marina Manager's office before attempting to gain access to boats moored on the system.

TEMPORARY CLOSURE OF THE CLUBHOUSE

A letter was recently sent to all members informing them of the closure of the club between the dates of Monday 2nd and Friday 6th February 2004 (both dates inclusive). It is imperative during this time that UNDER NO CIRCUMSTANCES DO MEMBERS ATTEMPT TO GAIN ACCESS TO, OR USE ANY TO THE FACILITIES OF, THE CLUBHOUSE. I apologise to all members for this closure, but after many hours considering the alternatives, the Council of Management has been forced to the decision that this course of action is the only way to deal with the problems being encountered with the waste system. JOHN JEFFERIES Commodore

LIBRARY Nautical books required for the club library would be most welcome. Please contact Tony Davies or alternatively place them in the downstairs bar (T.D.)

ARROWSMITHS TIDE TABLE 2004 If anyone would like an Arrowsmiths tide table for the Bristol Channel 2004, please contact Tony Davies Tel 07816337904.

"THE OLD SALTS" is the C.B.Y.C. band. If you would like to join in, practice night is every Friday night in the Quay Lounge (downstairs bar) come along you're sure to enjoy yourself we have a musical instrument we guarantee you will be able to play, regardless of your musical skills or perhaps you may have an instrument to donate, please contact Nigel on 07753353522.

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 - (2070 4696). Moorings, pontoons, yard, haul-out - Barrie Metcalf - (2066 6627). Cruisers - Andy Higson (01446 750036). Dinghies - Jeremy Taylor - (2040 0457). Angling - Bryan Morgan - (2021 7910). Catering - (Flotilla). Bar - (2022 6575). Social Committee - Dave Penning - (029 2065 7988). Sailing School Principal - Nick Sawyer - (2051 4966). **Flag 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 - (vacant) Secretary Mike Walsh (2086 1460) Minutes Secretary - Steve Adam (2055 3783). Hon. Treasurer - (Vacant). Hon. Sailing Sec. - (Vacant). **Management Committee:** - John Gittins (2088 2935) Mike Street (2061 4888). Dave Penning (2065 7988) Tony Davies (2051 5376). Alan Shaft (01446 730654).

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 Wind In The Willows"

He is the best sailor who can steer within fewest points of the wind, and exact a motive power out of the greatest obstacles. - Henry David Thoreau

ANGLING SECTION The DOUBLE PRIZE Comp on the 4th January, was won by....., [You won't believe this], Our Jovial Bar steward, Roy Ackerman with a Cod of 12lbs 6ozs, fishing from "Eureka" with Dave Hurst. Not only did he collect £80 worth of vouchers, but also £66 in Pool monies! Well done Roy. Second Prize of a £40 voucher was won by Mark Osbourne, [Sea Princess], with a Cod of 12lbs 0ozs. The next five heaviest, winning Two Pints each, were Tony Louch, Roger Winnett, 'Reels', Paul Dixon, and Josh Davies[again!].

The Comp on the 18th January was won by Roger Winnett [Salt Wind] Cod 12lbs 9ozs, £40 Voucher and 2nd was Paul Dominy, [Lady Caron] Cod 12lbs 5ozs, £20 Voucher. As there were only 5 Cod weighed in, Two Pints were won by just three others and they were, Malcolm Pobjoy, John Brown and Steve Hewitson.

The January 1st Wednesday Fisherman's Night, on Wednesday. 7th January's "BARRAGE" talk by representatives of The Cardiff Harbour Authority went very well with a good turn-out.

Cancellation. It had been arranged that on Wed 4th February, Jon Trigwell would give a talk on the Wales Air Ambulance, attended by helicopter Crew and Paramedic, but due to the Club now being closed for that week, we shall re-arrange the event for a later date. It was intended to arrange this in March, but the Section A.G.M. is scheduled for the 3rd of March, so we now expect it to be in April. Watch this space!

Comps November – February: As it has been decided to make all Comps arranged for these months, "COD ONLY", don't forget, this does not prevent Specimen Fish being weighed-in for the on-going Specimen Fish COMPETITION.

Don't forget.... THE ANGLING SECTION A.G.M. ON 3RD March @ 2000hrs PROMPT!

Quiz.

1. What is a Nimbus 2, A Skylark 3B and An ASW17?
2. Which Rugby Club has no ground, no Clubhouse, no entry fees and virtually no money?
3. In Soccer, how wide is the Goalmouth?
4. Who said of the French, "They stopped our lamb, but they couldn't stop me"?
5. If you suffered from "Diplacosis", what would it be?
6. What have Margaret Kempson and Margaret Roberts in common?
7. Who was the English-speaking Japanese radio propagandist who broadcast during the Second World War?
8. What is a "Brown Turkey"?
9. Whose invention, made of bicycle parts, cocoa tins, lenses, sealing wax and string, was first successfully demonstrated on 26th January 1926?
10. What is unusual about the body hair of the Three-toed Sloth?

JOKE

A teacher was giving a lesson on the circulation of the blood. Trying to make the matter clearer, he said: 'Now, students, if I stood on my head the blood, as you know, would run into it, and I should turn red in the face.'

'Yes, sir,' the boys said. 'Then why is it that while I am standing upright in the ordinary position the blood doesn't run into my feet?' A little fellow shouted, 'It's because yer feet ain't empty.'

PETALS PERILS Hello sailors!!! You may have missed us propping up the bar and having our usual colourful domestic chats recently, so we felt it necessary to inform you all that Richard has actually had a prolapsed disc in his lower spine, resulting in his having to lie for long periods on the floor!!!! Fortunately, we are blessed with a wonderful team of G.P's and Richard has also had excellent therapy from a chiropractor called Barney, in Penarth, who some of our most cynical and astute friends have raved about!!!! Therefore, Richard is making a good but steady recovery, in the best possible hands!

As you may know, Judy is a nurse, and nurses are not really known for their sympathetic approach to their partners, and, having spent all day healing the sick and comforting the dying, the last thing you want to go home to is a rather large, moaning sicko cluttering up the lounge floor!!!

However, a strict, wholesome routine is finally paying off and Richard can now, albeit painfully and slowly, find his way to the fridge!!! One of the most comical side effects of Richard's pain relief was constipation, and to a wife whose professional nickname is the 'Bowel Queen' this did not pose a problem, and, at the very suggestion that Judy should intervene, if you know what we mean, the problem very quickly resolved itself!!!!

Anyway, you will all be seeing a lot less of us in the future, as we have been eating really healthily and have both, thankfully, lost weight. Petal, our beloved boat has been sadly neglected recently, so we shall be prioritising her as soon as Richard is fully recovered, and we will make Watchet this year!!!!

Well, happy sailing everyone, if you have any news, let us know!!!! See you all very soon, Best wishes Judy and Richard!!!!

NAUTICA TWILIGHT When the Sun's centre is 12 degrees below the horizon, is to all intents and purposes the time when it is dark. For nautical purposes it is that time when the horizon ceases to be clearly visible and it is impossible to determine altitudes with reference to the horizon.

CANNON "Cold enough to freeze the balls of a brass monkey" meaning, very cold. Origin is apparently early nineteenth century Royal Navy. The 'balls' were cannon balls; the 'brass monkey' was the rectangular brass holder in which the cannon balls were piled up, pyramid shape. They froze off because of ice forming between the balls...

The Flotilla Restaurant would like to inform you that fresh homemade food is now available in the Quarterdeck Bar on Thursday evenings and Saturday and Sunday lunchtimes.

LETTERS TO THE EDITOR Sir, I must protest most strongly at BM's libellous article in the January 2004 edition of Bear Essentials. It is obvious that the "gentleman" cares not a jot for accuracy and perhaps would be more at home writing for one of the red top tabloids. In order to avoid punitive legal action you can alleviate the situation by providing me with the following:

1. A public flogging for BM (whoever he or she is) in the car park with a free buffet for spectators and a kids' disco and bouncy castle so they won't have to see the blood
2. The winning ticket in a rollover Lotto draw
3. An all expenses paid two week holiday in Aspen

A date with Nicole Kidman Just to set the record straight and correct this disgusting libel, it was not Neyland Marina, it was Milford Marina.

Print an apology or the Froggie Butterfly gets it! Yours disgustedly, Blind Pugh

PS: BM also failed to note that at the time of the incident I was fighting off Black Claw and his Chinese pirates, notorious off the Pembrokeshire coast, who had forced their way aboard looking for Spanish gold and Mount Gay rum. Unfortunately I was armed only with a cardboard and string cutlass to fight them off.

As they forced me back to the aft deck I pointed over Black Claw's shoulder and said "Look there's a buoy!" Black Claw said that he wasn't falling for the oldest trick in the book and there wasn't a boy there at all. Obviously he knew less about navigation than me but as we struck he and his dastardly crew were thrown over the side and drowned!

So, far from being ridiculed I should be nominated for an award in the Birthday Honours.

NAUTICAL SNIPPET In the days of sail, why was it the most crewmen refused to learn to swim? Many seamen deliberately chose not to do so, fearing that, if shipwrecked, they would deprive themselves of a swift and merciful end, only to endure the horror of shark attacks, or the slow torture of starvation.

WW 11 in the early part of WW II, Wrens were trying to buy available stocks of Navy serge to make trousers. It is said that a C-in-C made the following signal: 'Wrens clothing is to be held up until the needs of seagoing personnel have been satisfied.'

E-MAIL ADDRESSES Does the club have your e-mail address? Please put it in the membership box in the foyer and you will be e-mailed with coming events.

Four candles ?

PRAYER Oh Lord, have mercy, Thy sea is so large And my ship is so small. – Breton fisherman's prayer

SOCIAL CALENDAR Look out for forthcoming Social activities advertised on Notices at CBYC Clubhouse and in Bear Essentials every month. Sat 14th February, CBYC Dinner & Dance, with Alan Roderick & The Hitchkickers. The Dinghy Section Dance is being planned now. Look out for Cruiser and Angling Section events. Dave Penning.

LEAP SECONDS Our normal concept of time is strongly linked to the rotation of the Earth but, unfortunately it does not rotate at a constant rate. In order to keep the apparent position of the Sun in the sky, and hence our concept of the day, in line with Atomic Time a time scale, called Coordinated Universal Time (UTC) has been defined. UTC is defined as being an integral number of seconds different from TAI so as to keep the Earth's rotation linked with the day. This number of seconds is altered by one each time that the Earth's irregular rotation has produced a difference amounting to a second. These additional (or perhaps negative) leap seconds are added (or subtracted) at either the start of the year (January 1) or half way through the year (July 1). In recent years leap seconds have been added on the following dates from which the number of seconds differences between UTC and TAI (TAI-UTC) on average +28 seconds per year. T.D.

CBYC Dinghy Section – Annual Dinner & Dance

The date has been set & it doesn't clash with the six nations matches!!

When: 7.00 for 7.30pm on Saturday, 13th March 2004
Dress: Smart casual
Food: Rob is putting on a delicious hot buffet & some sticky puds
Band: "The New Druids" – an Irish band who have a great reputation & are bound to get you dancing!

Plus a raffle & loads more ...

We've done all of this for £15 a head so put the date in your diary & rush down to the club before it's a sell-out! (Guests are welcome at the same price).

Tickets can be bought at the bar in the clubhouse & the cash/cheques (payable to CBYC) left for the attention of Chris Pain.

Raffles are always better if there are lots of goodies to win, so if you are able to donate something or persuade a local company to help out we would be very grateful. Please contact Tim Bowen 02920 653504 as he is planning the raffle.

The Dinghy section is growing & this is a great opportunity to meet new faces & kick-start the 2004 social calendar. Please give it your support & encourage other members to come along.

Carren a Ship, laying the Ship on one side, to trim and caulk the other.

Great Lakes sailor is wild-ocean nurtured, as much of an audacious mariner as any.

WELCOME NEW MEMBERS

Applicants have been interviewed and details displayed on the notice board in accord with Club Rules. We look forward to seeing you down the Club regularly, both on and off the water. Welcome aboard. Roy Evans, Membership Sec.

Here is the list of New Members for...

December 03

Miss Jade Hayward
Mr Ross & Mrs Helen Keeble

January 04

Mr Paul Davis (previous member)
Mr Howard & Mrs Christine Anstee
Mr Kenneth & Mrs Julia Trevithick
Mr Ian Bevan
Mr Norman Carter & Ms Sara Rhoden
Ms Ann Savage & Mr Clive Davis
Miss Laura Davies
Mr Mike Morgan
Mr Andrew Hall & Ms Vicky Williams
Mr Jonathan Davies

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

SILT Defense scheme revealed Silt from Cardiff Bay may be used to protect vital sea defenses along the Severn Estuary under proposals for consideration. Cardiff Harbour Authority dredges 80,000 cubic metres of silt twice yearly around the barrage to keep navigation channels open. At present, the material is taken to a licensed disposal site offshore. But the use of the fine sediment from dredging to stabilize the foreshore is being considered by the Environment Agency. Extract from The Cardiff Post.

HAND BOOK In an attempt to improve next year's handbook 2004 – 2005, a draft copy is available on the notice board in the foyer for your comments. Members are invited to make alterations and amendments as required. Any queries please contact the Communications Officer:- Tony Davies

THE BLUE BOOK The Bristol Channel Handbook (also known as the 'blue book' or 'Bristol Channel Pilot') which comprises pilotage information, submitted by the various clubs and interested bodies around the channel, is in the process of being re-compiled by the 'B.C.Y.A'. With volunteers putting in all the effort to bring this book to publication I hesitate to give a publication date, but anticipate that it will be available towards the beginning of the sailing season next year (2004). The book will be in the format of A5 size loose leaf, with a suitable folder also available.

WEB SITE Dave Cairncross is the person who looks after the Club Website and he has asked me to request that all sections send him details of their coming events he says "I'm becoming a bit worried about the lack of new content for the website. It's all becoming a bit historical. Please could you ask representatives of the various club sections to produce some material describing their activities." This holds true for The Bear Essentials also. We are both hungry for content. T.D.

A LITTLE BIRD TOLD ME Not to mention names since it could be embarrassing for people. There are always exceptions to the rule! The Commodore and his wife were recently visiting friends on their boat in West Wales. Having had a glorious day out on the water enjoying the hospitality, they were approaching their berth with the commodore on the bow ready to hop ashore. He reached down to put his weight on the pulpit. Unfortunately there wasn't one and with a backwards somersault, he dived into the water. There is no truth in the rumour that Yvonne stood on his head whilst searching for the insurance policy.

FATE For the truth is that I already know as much about my fate as I need to know. The day will come when I will die. So the only matter of consequence before me is what I will do with my allotted time. I can remain on shore, paralysed with fear, or I can raise my sails and dip and soar in the breeze. Richard Bode ("First You Have to Row a Little Boat")

A BONNET, an additional sail added to another Sail.

J.F.K. We are tied to the ocean. And when we go back to the sea, whether...it is to sail or to watch it, we are going back from whence we came. – John F. Kennedy, 1962.

H. R. H. THE DUKE OF EDINBURGH The sea has such extraordinary moods that sometimes you can feel this is the only sort of life - and 10 minutes later you are praying for death. It's cold and wet and it is either marvellous or awful.'

HOURGLASS Warming the bell is a sailor's expression for doing something early or ahead of time. In earlier days the neck of an hourglass could - at least, in theory - be warmed to make the sand run through more quickly.

DRUNK The expression three sheets to the wind is nautical parlance for being very drunk.

FOR SALE Korina, 20 foot Bermudan sloop, fin keel outboard engine, £2705.00 plus cradle & trailer £950.00 tel 01443 822548 Topper # 35418. Good all-round condition, race pack, full cover, trolley. £550.00. Contact Jeremy Taylor, tel - 029 2040 0457 e-mail - taylorbuild@yahoo.co.uk

ORGANIST WANTED A nice sized electronic organ has been donated to the club by Alan Savage our Vice President, unfortunately we have no one to "drive it" if you are able to give it a try please come along and have a go... contact Roy Evans 029 2070 4696.

WIND When the wind shifts against the sun, trust it not, for back it will run.

WEATHER LORE Old but True! A red sky at night is a sailor's delight A red sky in the morning is a sailorman's warning.

The sea is the same as it has been since before men ever went on it in boats. Ernest Hemingway.

For the truth is that I already know as much about my fate as I need to know. The day will come when I will die. So the only matter of consequence before me is what I will do with my allotted time. I can remain on shore, paralysed with fear, or I can raise my sails and dip and soar in the breeze. Richard Bode ("First You Have to Row a Little Boat")

DEVIL "Between the Devil and the deep blue sea." and "There's the Devil to pay and no pitch hot." Note the second one. "The Devil to pay" is a shortening of it, and "Hell to pay" is a mutilation of it.

Aboard a wooden sailing ship, the Devil is the seam between the garboard strake and the keel (from which you can figure out that the garboard strake is the plank right next to the keel). Obviously, while sailing, the devil is well underwater. To be "between the Devil and the deep blue sea" would mean not only overboard, but already a long way under. Since most sailors could not swim, this would be a bad thing. The second expression is speaking of the same Devil that seam between the garboard strake and the keel. After a seam was caulked (using "oakum" aboard a wooden ship), it was necessary to pay it.

That means sealing it with some waterproof substance, normally pitch. The seams would often need to be paid again several times though the caulking would normally remain intact for a good while. Well, the Devil is way down there, a real pain to get to. From the inside, that meant moving all the cargo and ballast. If from the outside, that means either finding a dry-dock or careening the ship, as well as removing the copper sheathing (which then had to be reinstalled). Either way, it's a lot of dirty, heavy, unpleasant work.

The implication of "no pitch hot" is that you have a difficult task to do and do not have the correct tools to do the job.

FLYING FIFTEENS The flying fifteen sailors met up for Sunday lunch on the 11th of January and this was a great success, something which we will organise again for later in the year. There was lots of talk about people going to the Classic nationals in Abersoch 18th-23rd July this year. As we are one of the largest fleets in Wales, it would be good to have a good turn out from CBYC. So far we have around 7 boats that have said they hope to go.

Sunday saw the start of the frostbite series, with a good turn out from the Flying Fifteen fleet. It was a lovely sunny day and despite the ice on the covers it was actually quite hot! The bay was like a millpond and the start was postponed until a light fickle southerly wind started, which was ideal for the single-handers. Five fifteens stuck it out to the delayed start and had some fun racing, the first race saw Brian Marchant leading all the way to last mark but just gave it away to Duncan who had been following just behind, followed by Bill, Brian Pingel and Ian. The second race was a few laps of a wind-ward lee-ward course, Duncan managed to stay ahead all the way with Brian and Bill battling for second followed Brian Pingel and Ian. All in all a very pleasant start to the 2004 racing season.

Helen Phillips has offered to organise a race training day specifically for the flying fifteen sailors, this will be held on Saturday 3rd April. This is for any of the flying fifteen sailors, we can tailor it to what we need, for example we could focus on starting and mark rounding i.e. situations where boats get close to each other! If you are interested then please let me know.

Duncan Baird. Flying Fifteen Fleet captain. duncan.baird2@ntlworld.com

The Hollow World

I walked along an outstretched arm
And peered over to another world
Glistening blue, with stars and planets,
Heavens new.

Twisted lines of orange fire
Red the sun that scorched the liar
A fractured sky where the sun fell through.

In the distance spread the ocean,
Transparent solid in liquid motion,
Hidden secrets held within open your heart
and they fall in.

A sinking ship a thousand sorrows,
A million tears no more tomorrows,
Memories lost, a tear drop in the ocean.

By Chris

RED LIGHT RETURNING

Meeting steamers do not dread.
When you see three lights ahead,
Starboard wheel and show your red.

Green to green or red to red,
Perfect safety, go ahead.

When to starboard red is near,
'Tis your duty to keep clear;
Act as judgment says is proper,
Port or starboard back or stop her.

But when upon your port is seen
A steamer's starboard light of green,
There's not so much for you to do,
For green to port gives way to you.

Quiz Answers.

1. They're all Gliders.
2. The Barbarians.
3. Eight Yards.
4. Boy George.
5. Tone Deafness.
6. They both married Dennis Thatcher.
7. Tokyo Rose.
8. A Fig Tree.
9. John Logie Baird's – it was his "Televisor" or Television.
10. It grows in the opposite direction to that of other animals, to let the rain drain off when it's upside down.

RAFFLE If anyone would like to donate a prize for the raffle at the annual dinner dance please would they contact Tony Davies or any committee member.

REGULAR FEATURES Angling - Bryan (Reels) Morgan, Flying Fifteens, Pingel Tales - Brian Pingle, Around the Channel - John Wood. New Members - Roy Evans. Commodore - John Jefferies. Petals Perils - Judy Veal, Social calendar – Dave Penning, A little bird told me - Barrie Metcalf.

Thank you for supplying regular copy for the Bear Essentials. No 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.

**To face the elements is, to be sure, no light matter
when the sea is in its grandest mood.**

"The sea was so much in love with him that she wanted to keep him for her alone..."

Pascal Gelebart-Begue on the death of French sailor Eric Tabarly on Friday June 12, 1998.

EUROFILE Loathe it, or really loathe it, all aspects of our lives are being affected by legislation drawn up in Brussels. We now have a "mole" in place who will inform us of any changes, which are relevant to our sport. Here is the first of his reports smuggled out at great danger to himself.

It has been decided that from 1st January 2005 major changes will be made to all hydrographic material throughout Europe. This will mean that we will have to navigate using a completely different method.

A standing committee has been looking to make position finding much simpler than it is at present. Therefore from next year all charts will be on the new metrication system. This takes the following form:

360 degrees, 60 minutes and 60 seconds will no longer be used for position references. The new system will be metricated into 100 Robespierres (shortened to Robes) divided into, 10 deci-Robes, 100 centi-Robes and 1000 milli-Robes. Compass directions will also be changed to Nord – 0 Robes, Est – 25 Robes, Sud – 50 Robes, and Ouest - 75 Robes

This is meant to bring greater accuracy into navigation. For example, while a gentleman is recycling some of Roy's beer in the Gents, he will be in position 34 Robes, 9 deci-Robes, 9 centi-Robes, 6.5 milli-Robes Nord, 1 Robe, 2 deci-Robes, 1 centi-Robe, 3.6 milli-Robes Ouest whilst his pint is in 35 Robes, 0 deci-Robes, 0 centi-Robes, 2.1 milli-Robes Nord, 1 Robe, 2 deci-Robes 3 centi-Robes, 0.1 milli-Robes Ouest and his cigarette in the ashtray a further 0.2 of a milli-Robe Ouest.

To avoid confusion, Brussels has decreed that all present charts will be superseded by 1st January next year and, by 0600 of that day, all old charts must be destroyed by burning or shredding. Penalties for non-compliance are up to 10,000-euro fines and six months imprisonment. New charts will be available from the beginning of October exclusively from a chart agent in Paris. Each chart costs 55 euros and payment will only be accepted in this currency.

An agreement has been drawn up with the American government that from 31st December 2003, all GPS signals will be encrypted and de-cryption will only be available to American registered vessels. Therefore you will also have to buy a new Euro-GPS receiver to avail yourself of the new twelve-satellite system being launched late this summer by Ariane rockets.

The new Euro-GPS receivers are only being made by Plastimo and cost 1560 euros. It is anticipated that these will be on sale in November.

Unfortunately no British delegate was present for the drafting of this legislation, in fact only the French one was, so we have been presented with a fait accompli (pardon my French).

Next month we should have access to the draft of a bill which will affect our nautical almanacs and much, much more. "Moley"

BEAUFORT SCALE Even as late as 1965 the official Beaufort Scale not only showed the likely sea state alongside the wind strength, but also a *Coastal Criterion* which was evidently advice for fishing vessels. For instance: Force 4 - *Moderate breeze - Good working, breeze - Smacks carrying all sail heel over considerably.* Force 7 - *Near Gale - Smacks remain in harbour and those at sea lie to.* And you could be sure that alongside Force 10, some wag would have written 'Smacks on the bottom'.

POEM She starts--she moves--
she seems to feel The thrill of life
along her keel, And spurning with
her foot the ground, With one
exulting, joyous bound, She leaps
into the ocean's arms!

FISH BLOCK Anyone convicted of swearing in the time of George 2. A seaman, instead of being committed to the house of correction, for default of paying the penalty for swearing shall be put in the stocks for one hour for every single offence, and for any number of offences of which he shall be convicted at one and the same time, two hours.

Definition of a yacht in 1730. A pleasure boat or small ship with one deck carrying 4,8, or 12 guns and 30 or 40 men. A Pink. A small ship built with rounded stem, the bends and ribs compassing, so as to make her sides bulge. Anchor definitions 1730, The anchor is a Cock-bell when it hangs up and down by the ships side. An anchor "comes home" when it cannot hold the ship.

A Fish Block. A block hung in a knot at the end of davits to haul up the flukes of the anchor to the ships side. Catt Hook. A hook to raise the anchor at the bow.

A Shot of Cable. When two anchor ropes are fastened together. J.W.

Bear Essentials is the Newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is **entirely dependent on articles contributed by 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

The Billage, the breach of the place the Ship rests on when she is a-ground.

WATER SPORTS WALES Wishes you a Happy New Year A Happy New Year to all and welcome to the people who have recently registered with us over the festive break, there have been a few alterations made to the site, firstly there are many advertisers onboard who offer all types of training, goods for sale and associated services for the many water sports in Wales and the gallery has also altered with selected photos available to purchase online.

On the *for sale* theme, there are a few very nice boats listed in the *For Sale* section and remember, this is a FREE Section. so if you have any items you wish to sell, send me the details and I will get them posted on the site.

Following the tourism meeting that took place in December, there is a drive towards getting more people into water sports and following on from this www.watersportswales.co.uk has a greater presence this year with adverts in magazines and tourism web sites. So if you are holding events and want to promote them, send me the details, or if you wish to join the growing list of advertisers on the site, contact me for further details.

I will be visiting the clubs and events taking place this year and will have double mounted photos from the gallery for sale at 10 by 8 size for just £15.00, or I have made many of the *gallery* photos available so you can have them sent direct to your P.C. and print them off yourselves.

There is a *safety* section on the site and thanks to Nicola Pearson, the RNLI sea safety co-ordinator for her help and input with this Section, along with the other contributors who have also helped with very useful tips, advice and safety information.

There is a *new competition* and you can win a mounted gallery photo from the views of Wales gallery, or an RNLI sea safety CD. Visit the competition section in the directory and send in your answers.

Finally, I look forward to meeting many of you on the water this coming year and hope that you all have a safe and enjoyable season

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If you are a member of a Club, please could you post this on your club notice board or email it on to your members.

If you no longer wish to receive the newsletters please let us know

LOCATION LOCATION On a recent winter break to the S.W. off Tenerife, where I was baking in 26 degrees with wall to wall sunshine, I was driven to break the monotony and decided to find out where on the face of the earth I was, having left my G.P.S. at home. I knew that I was in the same time zone as Cardiff and suspected I was a little further west and a loop miles or so south.

First I went to the beach where I needed an accurate timepiece to record sunrise and sunset. I looked around for a camel or a donkey but there being none around I had to make do with a topless maiden that was to hand. No, to be honest I relied on my 15 year old digital. Sunrise was at about 0810, I say about, my view was obscured by a building, so I went by the colour of the sky.

The sunset shot was easier having an unobscured view to the south of Gomera another island to the west at 1810. To obtain the longitude you take the total time between sunrise and sunset and divide by two and add the time to the sunrise time. Then subtract the 12 noon G.M.T and divide the result by two and add the result to the sunrise time, then subtract the 12 noon G.M.T. and divide the result by 4 minutes which is the time for the earth to travel 1 degree. The result is 17.5 deg west. To find latitude requires a little more ingenuity.

Find a piece of cardboard say 20cm x 20cm and make a right angle triangle to give you 45 deg subdivide into 3 by drawing 2 lines then divide the top 15 deg to 5 deg and split that into 1 deg lines. Find a piece of stick and a flat piece of wood, level the wood using a 1 euro coin allowing it to roll back and forth, place the home made protractor on the wood and align with the sun at its zenith i.e. 13.10 G.M.T. run the stick up the straight edge to cast a shadow into the 45 deg comer and read the angle. In this case, 40deg. As it was mid December, I knew that the sun was approaching the tropic of Capricorn at 22.5 south and therefore my position was 28deg north.

Not a very practical way of finding your position on a pitching deck but most useful if you are cast away on a desert island with a satellite phone . JOHN WOOD 12.03

10 THINGS YOU NEED TO KNOW ABOUT ... QUEEN MARY The Queen is scheduled to launch *the* world's largest cruise liner, the Queen Mary 2. The original liner Queen Mary was launched on September 26,1934, by Queen Mary, wife of George V. 2. It retired from passenger service in 1967 after 1,001 Atlantic crossings. 3. The Queen Mary can now be visited at Long Beach, California. 4. It is supposed to be haunted. Reports include sightings of women in vintage swimsuits. According to paranormal researchers, the first-class swimming pool is a vortex that allows ghosts from other realms to enter. 5. The ship has 2.017 cabins for passengers and crew. 6. The new ship is called the Queen Mary 2 rather than Queen Mary n because the numeral refers to the second ship rather than the second Queen Mary. 7. Henry IV, William HI and George V all married women called Mary. 8. The whistle on the Queen Mary 2 can be heard for 10 miles. It was originally on the Queen Mary. 9. The Queen Mary is said to have received its name after Cunard went to George V asking for permission to name the ship after 'England's greatest Queen' - meaning Victoria. The King said that his wife would be delighted, so the name became Queen Mary. 10. Queen Mary's only public utterance consisted of the 28 words she used to launch the ship named after her.

OXYGEN Back-up for The Bay On Way. A NEW unit to back up Cardiff Bay's state-of-the-art underwater aeration system and ensure the health of a rapidly growing fish population is expected to be ready for operation in May. The barge-mounted unit, costing £400,000, is being built by Liverpool-based McTay Marine Ltd for Cardiff Harbour Authority, after the go-ahead from the assembly government. It will be used to reinforce the bay's aeration network as dissolved oxygen - essential for a healthy fish population - falls below the required level in deeper areas of the Bay and Ely river, typically during long dry spells.

MACKEREL Mackerel sky and mare's tails
Make lofty ships carry low sails.

The ship is Beneap'd, is when the water is so low as not make the ship float.