

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



Edition No. 35

March 2004

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 COLUMN I know everyone is anxious to know the latest situation regarding restoration of the west pontoon system. I hope the following will be of help. It has been posted around the Clubhouse as a poster and will be circulated to all members as soon as possible. Let us also hope that nothing else hinders the arrival of the Chain laying vessel.

The council of Management has, up until this week, been told by our Insurance Agents, that under no circumstance were we to carry out any remedial work on the West Pontoon system until they had completed all their inspections.

As a means of progress it was decided earlier this week to order the items required to provide a trot anchorage system as designed by Intermarine in readiness for the conclusion of inspections and permission from The Insurance Agents to proceed.

This permission was received this week and the items delivered to site later this week. Also arrangements were made for the only vessel in the area suitable to carry out this work to be on site on Friday ready to commence laying the chain on Monday next 1st March 2004.

On completion of the provision of this anchorage system, the Insurers have agreed to reinstate cover. This was expected to be later next week.

Unfortunately, the vessel hired to carry out the work has been NEAPED ON ITS MOORINGS in Sharpness UNTIL TUESDAY OF NEXT WEEK after which it has to carry out a job in Swansea which should take it until the end of the week.

We have been assured that it will arrive at CBYC to start work at the end of next week, and we are expecting that Insurance cover will be restored shortly afterwards.

The Council of Management apologise for the lack of information available to members over the past few weeks, but it would have been foolish to publish information based on speculation and it was decided to wait until the facts were Known and clear before issuing this statement.

Members should appreciate that priority is being given to the reinstatement of this system over the calling of an AGM, which will be done as soon as possible after it has been completed. Also, that tenders are being sought from competent contractors for an extended and fully designed Pontoon system. THE COUNCIL OF MANAGEMENT. JOHN JEFFERIES Commodore.

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: tony@designbyrelish.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"

**It is far Better not to know where one is, and realize that one does not know, than to be certain one is in a place where one is not.
Lieutenant Barral from Digressions sur la Navigation du Cap Horn, 1827.**

><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°>

ANGLING SECTION Not very much to report this month, other than we expect a good attendance for the Section AGM on the Wednesday 3rd. Competitions last month were somewhat disappointing with February 1st 's being cancelled and February 15th 's not producing very many Cod. The results were; 1st, Phil Dominy, Cod 4lbs 9ozs, winning £80 Tackle Voucher and the £48 Pool. 2nd, Ian Hewson, Cod 4lbs 3ozs: winning £40 Tackle Voucher. 3rd, John Gittins, Cod 3lbs 14ozs. 4th, Terry Chapman, Cod 3lbs 8ozs. 5th, Kelvin Ledley, Cod 3lbs 1oz. Thirteen boats took part with a total of 23 fishing.
The April "First Wednesday" Fisherman's Night is scheduled for Wednesday 7th and we expect Jon Trigwell of Wales Air Ambulance to be giving a talk, accompanied by 'chopper' pilot and paramedics. This should be confirmed in the April issue of this fine publication [?] and also on the Section Notice Board.

Once the AGM is behind us, look out for the New Comps list etc. which will be posted on the Notice Board.

><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°> ><(((°>

True story from a cruise liner deck steward, " At sea one day during a 'stiff blow', which resulted in a white-capped sea, I was near one of the swimming pools whose water was agitated by the motion of the ship, when I was approached by two 'Old Dears'. One of them said, "Is that fresh water or sea water in the pool"? I replied, "It's sea water, my dear". She promptly turned to her companion and said, "There you are, Doris, I told you that's why the pool water was so rough!"
BM [Reels]

PIRAEUS Not so long ago, near Piraeus in Greece, a large sailing yacht was being launched after a refit in a shipyard where things had not changed much over the centuries. But the cradle stuck half way into the water. Eventually (because nothing was being hurried) the yacht's skipper was informed that the yard had sent for a tug - and a priest. The outcome was successful, and the yard blamed themselves for not having had the new cradle blessed before it was used.

KNIFE A group of skippers were asked what they thought were the most useful tools on board. Several included a really sharp knife, which – surprisingly is not always available. Some skippers also listed a serrated bread knife, which can be effective for cutting many things other than bread.

BLUE PETER A blue flag with an oblong white centre, indicating a ship is about to sail when hoisted, at different periods, at the foremast or mainmast. Its name is said to derive from the French verb *partir*, to leave; or from Sir Peter Parker (1783), Admiral Cornwallis, known as "Billy Blue"; a corruption of "blue pierced"; or from "peter", an old name for a cabin trunk. Take your pick!

BE TIDY For some, 'A place for everything, and everything in its place' may sound like fussy and boring advice! But it really is essential in a boat.

THANK YOU A warm thank you to the people who have donated books to the library, usually anonymously, your contributions are much appreciated.

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.)

"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.

NEW E-MAIL ADDRESS Please note that the editor now has a new e-mail address... tony@designbyrelish.co.uk

BANYAN DAYS were meatless days in the diet of seamen in the English Navy, so called from the name of Hindu merchants noted for their abstinence from eating flesh. The custom was introduced during the reign of Queen Elizabeth 1 to economize on the cost of meat. Fish or cheese being issued on banyan days in place of salt meat.

SURFACE TEMPERATURE of the planets vary from more than 400 degrees on Mercury and Venus to below -200 degrees on the distant planets.

RAIN If the rain before the wind, Tops'l sheets and halyards mind. If the wind before the rain, Soon you may make sail again.

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.

To would, is to bind Ropes about the Mast, to keep a piece of Wood called a Fish, about the Mast, to strengthen it.

PLANETS The main difference between planets and stars is that stars shine with their own light, generated in their interiors, whereas planets shine by reflected light from the star around which they orbit.

PUSSERS
anything supplied by the Admiralty

BUBBLY:
rum.

FOR SALE 19' 6" LOA Caprice fin keel sloop 'pocket cruiser', GRP hull, plywood decks. Three berths. Battened main, jib, spinnaker and pole, Danforth with chain and cable, 8 fenders, cooker, gas bottle, variety of buoyancy aids. Aluminium mast & boom, oversized S/S standing rigging in excellent condition. Great sailor - handles like a dinghy but incredibly stable and very seaworthy. Valued £2 - £2.5 thousand in 2000 Survey. Selling at low price as now have new boat and the Caprice needs some work. Includes 4-wheel road trailer. Lying ashore Cardiff. Asking &1500.00 ONO. 5HP 2000 model Johnson outboard available as extra. Contact Mark Farrall 029 2046 2175.

MONEY FOR OLD ROPE - meaning easy money. In sailing ship days some crews were allowed to unpick lengths of old unneeded rope and sell it ashore for use as caulking.

TOYS In today's comfortable navigation stations, bristling with "Toys", there is even more temptation to sit below watching them than there was in the good old days of pencil and plotter. But resist them like the jades they are. Look outside where the action is. The rocks, the boats, and the squalls are all there in a richer, more colourful world. -'Yachting Monthly'

SAILING CLOSE TO THE WIND is a proper and seamanlike activity and can be a skilled one. So it seems a bit unfair that ashore, anyone said to be *sailing close to the wind* is keeping just within the law.

NAUTICAL SNIPPET Mind your P's and Q's An admonishment to stay alert or be on your best behavior. Originated from tavern owners who allowed Sailors to drink "on credit" until they were hired by a ship. P's refers to pints, Q's refers to quarts. Some unscrupulous tavern owners would try to put extra check marks under the P's and Q's columns if they saw the Sailor wasn't paying attention (or was obviously inebriated).

LEADLINE The traditional lead line had a definite system of marks. For instance: 2 fathoms - two strips of leather; 5 fathoms - a piece of white duck; 10 fathoms - leather with a hole in it and so on. So a good leadsman could not only see the marks by day, but also recognize them in the dark by their feel.

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.

DECK The deck is flush, afore and aft, is laid from Stem to Stern, without any Heights or Hollows.

SOCIAL CALENDAR Look out for forthcoming social activities advertised on notices at CBYC Clubhouse and in Bear Essentials. The Dinghy Section Dance is on Sat 13 march Look out for Cruiser and Angling Section events. Dave Penning.

A... (Alpha) - Diver below (when stationary); I am undergoing a speed trial. (Morse Code dit dah)

AYE AYE SIR The correct and seamanlike reply on board ship on receipt of an order, "AYE AYE" is also the reply in the Royal Navy from a boat which has a commissioned officer below the rank of captain on board, when hailed from a ship. If no commissioned officer is on board, the reply is "NO NO"; if a captain is on board the reply is the name of the ship, and if an admiral, the reply is "FLAG". Boats are hailed in this fashion so that watch keepers on board ship may know the form of salute required when officers arrive on board.

ECLIPSES An eclipse occurs when a body cuts off the light from a light source so that we can no longer see it shining. We generally talk of eclipses of the Sun and Moon but other bodies inside and outside the solar system exhibit **eclipses and are very important in astronomy.**

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 achieved all of this for just £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.

You can read Bear Essentials on the Club Web Site www.cbyc.co.uk

The Bits, two square pieces of timber, to which the Cables are fastened, when the Ship rides at Anchor.

TIME Shortage of time and the need to get a yacht to her home port in a hurry are the most common causes of a cruising man getting caught out (in a gale)/ Adlard COLES - 'Heavy Weather Sailing' The 'must get back by Monday morning factor still exists, sometimes with unhappy results.

FALLING IN Harbours are not always completely safe places. People fall overboard in harbour more often than at sea. And there are more accidents in dinghies than in yachts, often through overloading, and often at night. Which is when most drinking occurs...

SLOPPY Good reliable radio contact with the rescue services should not be seen as an excuse for a sloppily prepared boat, on the grounds that: "If I get into trouble, I can ask for help"

ANDREW work your ticket: to wangle your way out of the Andrew. The most common way was to pretend insanity.

TOM COX'S TRAVERSE Work done by a man who bustles about doing nothing. Usually amplified by adding "running twice round the scuttle butt and once round the longboat".

FREE BOAT "Chuckles" is a Dauntless class shallow draft drop keel sloop built in approximately 1964 she is lying at CBYC and is available free of charge. Please contact Gareth on 07960060796 for further information.

DEPTH It would be a surprising thought to most people, gazing across the Channel from the cliffs of Dover or Folkestone, that there is a part of the sea halfway across where you could touch the bottom with a long oar. But, so it is a fact, the chart shows a patch of less than 2 metres at Low Water, in mid-Channel between Folkestone and Cap Gris Nez.

JACK Tar's life was never a very pleasant one. His wages were low, his food bad and his bunk damp. If he did not sink or fall overboard, he would eventually return to port where he would be inveighed against by the clergy, cheated by the merchants, robbed by the whores, drugged and sent back to sea by the landlords or **crimps**, whom he encountered during his brief stay ashore.' Horace Beck - 'Folklore of the Sea'

ALOOF An old expression meaning 'Keep your luff', or sail as close to the wind as possible. Sometimes, in old books of voyages, written as 'ALUFFE'. The expression was most often used when a ship was sailing along a lee shore, the order to 'keep aloof' meaning to keep the ship's head nearer to the wind to prevent her being driven closer to the shore.

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.

NAVAL SPEAK AB = Able Seaman.

NAVAL SLANG round turn and two half hitches, to take: to take a hold of yourself; to come to your senses or straighten up.

Break Bulk, to take out the first Goods of the Cargo.

MESSERSCHMITTS Richard Ryder, acting Chairman of the BBC tells of when he was present at a posh girls' school, during a speech by Battle of Britain hero Douglas Bader, The Spitfire Ace recalling how he was shot down over the English Channel, said, "I had two of the F*****s on my tail." He was immediately interrupted by the headmistress, who told the girls that a "Fokker" was a German plane. "That's right", said Bader, "But these two were flying "Messerschmitts"! "Atticvs" Sunday Times 31.01.04

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.

SPLICE THE MAIN BRACE A traditional term in the British Navy for serving out an additional tot of rum or grog to a ship's crew. The main brace itself was a purchase attachment to the main lower yard of a square-rigged ship to brace it round to the wind. But, it probably has little to do with the saying beyond the fact that hauling on the main brace called for a maximum effort by the crew. In sailing ship days the main brace was spliced (in terms of drink) in very bad weather or after a period of severe exertion by the crew, more as a pick-me-up for the crew than for any other purpose. But with the introduction of steamships, with machines to take most of the hard labour out of seagoing, the main brace was spliced only on occasions of celebration or, occasionally, after battle. Now that, since 1970, rum is no longer issued in the British Navy, it is no longer possible to splice the main brace.

ARMSTRONGS PATENT Sailors term covering muscular, non-mechanical labour.

DADDY'S YACHT is where a hand who made a blunder was said to think he was

Fresh the Hawse, is to disengage two Cables, when twisted, by veering out more Cable, least the one should chase the other.

Far more boats sink at the dock than they do on the high seas. In an owner's absence, a minor problem can easily become a full-blown disaster.

MAXIMUM BOAT SPEED FOR A PROPELLER

As a propeller turns, its pitch determines how far it travels through the water. No propeller is 100% efficient so that in reality it "slips" by moving water aside rather than straight backward. For a planing hull shape, this propeller slip can be as low as 10%. For a displacement hull shape with a high-speed propeller, this slip is usually around 45%.

This means that the maximum vessel speed is a function of the shaft speed in revolutions per minute, the pitch of the propeller, and the amount of propeller slip.

The Honda outboard motor described above will generate 5 HP at the engine shaft at 5,000 rpm, which results in 2381 rpm at the propeller. Assuming no propeller slip, the maximum boat speed will be:

$$\text{Boat Speed} = (\text{RPM} * 60 * \text{Pitch}) / 72913.2 = (2381 * 60 * 7.5) / 72913.2 = 14.7 \text{ Knots}$$

If the propeller slip is 45% then the propeller's forward motion is 55% utilized so the maximum speed for this combination would be:

$$14.7 * 0.55 = 8.1 \text{ knots}$$

However, since the maximum boat speed is 5.4 knots, the propeller will function with an inefficient 63% slip. As this shows, the pitch of the propeller must be decreased to between 5 and 5.5 inches to achieve a more normal propeller slip of 45%. In this case, the propeller diameter must also be increased in order to prevent the motor from speeding up beyond 5,000 rpm.

As a general rule, if you purchase a typical outboard motor for use on a sailboat, you should instruct the dealer to provide the lowest pitch and largest diameter propeller possible consistent with the motor's designed operating speed and horsepower. The "standard" propellers provided with these motors will just not be efficient with a small sailboat. Either you will be running at 1/2 throttle and therefore never use all the available horsepower, or you will be running at full throttle and wasting the energy in propeller slip. T.D.

NAVIGATION – ART OR SCIENCE? The scientific side of navigation can be taught in a classroom or learned from books. What makes it an art are those things that can only be developed through practical experience at sea... being able to make a 'best guess' when some key piece of information is not available, and being able to decide when – and when not - to use approximations and short cuts. TIM Bartlett - 'The RYA Book of Navigation

CHRONOMETER Effective astro navigation was not possible until the invention of the first reliable seagoing chronometer by Harrison (*of Longitude* fame) in 1736. And until recently a ship's chronometer was an expensive and cossetted piece of equipment. But the invention of quartz watches and almost universal radio time signals means that a very modest watch can be almost as accurate as an expensive chronometer.

BCYA 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.

..
To all clubs in the BCYC - To publicise your events post them on the 'Bristol Channel Events Page' - don't have a password? Then email chris@uppercwmbrian.co.uk The views expressed in this email are those of the sender and not those of the Bristol Channel Yachting Conference.

ADVANCE NOTE A piece of paper worth a month's pay, handed to a sailor when he signs on a ship, which can be turned into cash by one of the sailor's relatives after his ship has sailed. In actual fact, the sailor would hand the note to the crimp, boarding house master, or ship chandler, these "gentlemen" cashing it for him at a usurious rate. The reduced amount he received would then buy him some shoddy clothing from the chandler, but would more usually be splashed on women and booze in dives owned by the above "gentlemen."

SONATA what has Beethoven's Moonlight Sonata got to do with the sea? Not much, except a wartime memory of a completely fascinated audience of minesweeper crews listening to it being played - by moonlight - in Capri (of all places).

STEPPING THE MAST In the days of wooden ships and iron men a gold coin was placed under the main mast when the ship was built. The coin was to pay the toll to the ferryman (the reaper) to cross the river Styx if the ship was sunk.

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.

Sunspots are a phenomenon that has been known about for at least several thousands of years.

They that go down to the sea in ships, that do business in great waters; These see the works of the Lord, and his wonders in the deep.

– The Holy Bible, King James Version, Psalms 107:23-24.

ROPE SPEAKS I am the servant of man. I am the life line. My greatest joy is in sweet human functions. I am one with the old oaken bucket. I am a friend to the children of the world; their happy feet jump tirelessly over me. I am the swing in which they dream their dreams. I ring the curfew which cuts off day's activities.

I scorn not holier uses. I am the clothes line: the wind and I flaunt banners of cleanly garments. I am the hammock rope. I poise securely the window weights. I love my part in Sunday's services. I enable the bell to peal out over a quiescent and careless world it's inviting call to worship. I thrill with the music of the chimes.

I have no small part in some of history's tremendous moments. Through my pulsating length ran the force which rang the Liberty Bell. I sometimes thrill with pride and patriotism. I maintain aloft the starry flag, "living and dying momentarily in the breeze."

I am, next to the horse, the best beloved of the cowboy. I am the lasso. I hurtle unerringly to the mark. In skilful hands, I live, dance, and sing.

I am the trusted line upon which the tight-rope dancer pirouettes across the circus tent, or the chasm of Niagara. The daring feats of the trapeze performer are as much dependent upon me as his own sure eye and firm hold.

I am an important factor in man's adventuring through open spaces. My staunch strength holds his tent in place. I stay his reluctant canoe.

I am the tried friend of man on dizzy mountain heights. I have borne many perilous strains. I am the safety of the pioneer and the explorer. I am no less reliable when winds wrack the tortured merchant vessel and it's sails groan in protest.

I operate the derrick, hoist and pulley in mid air, as well as in the foundation pit. I have made the skyscraper possible. Who shall say that I did not strain and bind to lift upon Egypt's sand to achieve the pyramids?

I cry aloud that I have often been put to shameful uses. All down the ages, I have had to feel the stigma of those disgraceful words: "You shall be hanged by the neck till dead."

I was forced to bind Joan of Arc, Savanarola, and many another martyr of human liberty, until cruel flames set their spirits free. Gladly I yeilded my body to be burned with them. I AM A ROPE -Dan F. Murphy

SPLICE THE MAINBRACE AGAIN - according to the folks at Pusser's (corruption of purser) Rum of the BWI, who have adopted the phrase as a logo, the rum keg was generally located on deck near the mainmast. Sailors hanging around in hopes of snitching a tot would claim to be "splicing the Main Brace" as an excuse for being in the area. (The Main Brace being one of the shrouds supporting the mast.)

NAVAL SLANG
barrack stanchion: a rating who somehow managed to wangle a berth in Royal Naval barracks and who seemed immovable.

MARS Mars is the fourth planet from the Sun and there has been much speculation over the years about the possibility of other life forms existing there.

SCRANBAG is: an untidy person.

WATERSPORT WALES A quick reminder about events happening this month. 14th – 22nd NEC Birmingham is the Boating Outdoor and caravan show 22nd Feb is the SeeDoo open day at the South Wales Jet Ski Club Port Talbot (we will be at the day and look forward to seeing you there)

Also please keep sending in your event listings so they can be posted on the events section along with the many other events taking place. Send your info to dave@watersportswales.co.uk

The list of advertisers is growing this month we welcome onboard Harbour Stores, Tenby and Bay Island Voyages, Cardiff Also on the club front we welcome the westwales/dyfi kitesports club who will soon have a link to their web site. If you would like to promote your business then why not join the growing number of people who are benefiting from being with us at www.watersportswales.co.uk

This year will see a large growth for the site, with advertising and links continuing to grow. If your club is not linked to us, then send me the details and I will arrange for a reciprocal link to be sorted out. This month is the time to start checking out your equipment for the coming season, unless you are one of the people who have braved the waters over winter, make sure all of your gear is working properly before you set out, It not only saves embarrassment but could also save you!

And finally if you haven't entered the competition, why not ?? The prizes are a mounted print from the site and an RNLI interactive CD. Go to the competition page and enter, remember you have to be in it to win it.

Coming soon

Play and Stay section which will have links and information about accommodation in the area you do your sport.

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 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

But where, after all, would be the poetry of the sea were there no wild waves? Joshua Slocum from Sailing alone around the World, 1900

GESTURE Have you heard about Plucking the Yew? Before the battle of Agincourt in 1415, the French, anticipating victory over the English, proposed to cut off the middle finger of all captured English soldiers. For without the middle finger it would be impossible to draw the renowned English longbow, and therefore they would be incapable of fighting in the future. This weapon was made of the native English Yew tree and the act of drawing the longbow was known as "Plucking the Yew." However, much to the bewilderment of the French, the English won a major upset that day and began mocking the French by waving their middle fingers at the defeated French, saying, "See, we can still Pluck the Yew!" Over the years some "folk etymologies" have grown up around this symbolic gesture. Since "Pluck Yew" is rather difficult to say, like "pleasant mother pheasant plucker" which is where you had to go for the feathers used on the arrows for the longbow. The difficult consonant cluster at the beginning has gradually changed to a labiodental fricative "F" and so, sometimes the words often used in conjunction with the one-finger-salute are mistakenly thought to have something to do with an intimate encounter. In addition, because of the pheasant feathers on the arrows, the ancient symbolic gesture is also known as "giving the bird." So now you know why there are so many boaters out there who seem to think this is the proper gesture for displaying a, uh, shall we say, less than favorable gesture to those who anchor too close, or jet-ski around anchored boats. It has been a natural and nautical gesture for sailors since the 1400's.

IRENE After winning a prizes at Antigua Classic Week, and being a sail on part in the Disney film Pirates Of the Caribbean a terrible disaster overtook the 1907 west country trading ketch Irene. She was consumed by fire on the night of 22 May, and was deemed an insurance write-off in St Maartens. It may have been sensible to let her lie there, but the ship's owner, Leslie Morrish, is made of sterner stuff, and was determined not to see this ship die before her 100th birthday. The hull was refloated and towed back across the Atlantic; and so it is now in Bagmill Creek in Cornwall with plans for the restoration and rebuild slowly taking place, with the report on its website www.ireness.com. Leslie Morrish says: "It is clear that her rebuild is going to be a very expensive enterprise and we are therefore on the scrounge for help, financial or otherwise. In addition, because of the tax situation at this end, we have to demonstrate that Irene has an income, however small, despite the disablement. All ideas are welcome - one, which I think has mileage is the idea of purchasing "futures" in sailing time. We propose a price of £60 for day sailing to include food and a modicum of booze. Or £100 for 24hr berth. These can then be used separately or together, wherever and, whenever Irene is sailing. We plan to be mobile before her 99th birthday, though my guess is that we shall still be primitive at that stage. First sail after rebuild and 100th anniversary sail should be very special and we plan to deal with those on a first come first served basis.

SILLY, SULLY, SCILLY BILLIES At last I got the spelling right. Some time in the 70,s a group of us dinghy sailors decided to go big time and venture forth from Falmouth to points unknown. We sailed south, past the Helford River, scrapping by the Manacles and turned southwest to clear The Lizard and almost out of sight of land we crossed Mounts Bay. It was in the middle of June and the days were long so we decided to make for the Scillies.

By now the Wolf Rock lighthouse wearing its Taliban hat for helicopters was due south and the weather was freshening. The long Atlantic rollers were marching in to meet us, The sea was a deep blue with an occasional white cap when suddenly we were invaded by a host of cold feet trampling our sun baked decks and not long after the look out declared he had sighted the edge of the earth and we were in grave danger of falling into oblivion. Our long length of string was about to run off the reel. It was time to turn and run north to Penzance before father Neptune stuck his fork up our backsides. The following year was a different story, this time two yachts were chartered; with the old salts taking one and the young bloods the other. This time we took a longer length of string and got past the Wolf Rock and headed in Columbus's wake out of sight of land into the Western Atlantic which was fortunately interrupted by the Scillies. We arrived in inclement weather passing through St Mary's sound and anchoring in the bay just south of Hugh Town in relatively calm waters, our Decca placed us in the grounds of the Cottage hospital which was quite comforting should we have an accident. The following day we felt brave, the wind had abated and a bit of sea mist was rolling in, but visibility was still over a mile. We decided to circumnavigate the archipelago going clockwise outside the Bishop Rock.

All went well until the wind decided to drop and our progress fell short. The old salts decided to cut short and return to St Mary's passing Tresco to port. The V.H.F. crackled into life the young bloods had turned off too early and were headed into Hell's Bay with its treacherous rocks, a quick look at the chart put them straight and we both made it to the permanent moorings opposite hangman rocks on Bryer. The evening found us ashore for a pint or two arriving back in the dead of night fumbling and stumbling through the tufty grass. The following day saw us absorbing a bit of culture [horticulture] at Tresco's sub tropical gardens, followed by a trip to Valhalla to see admiral Shovel's figureheads.

The next day having crossed the shallow channel at low water we made our way to the south side of Gugh and anchored up between that island and St Agnes, a few more pints at the Turkshead and back for a tranquil nights sleep. The following morning saw me up with the larks and rowing over to St Agnes, which must have been the setting for Toy Town. Miniature roads, miniature fields surrounded by dry stone walls, a rusting Fordson tractor in the comer, stunted windswept trees, a red telephone box at the fork in the road. Came across a man milking his tethered cow in a field, whilst having a quiet conversation with his four legged friend. Further on, a couple of houses, an old lighthouse and a deserted chapel and on to fields whose boundary was the Atlantic Ocean, the cows wandering among the rocks on the sands. Later in the afternoon we sailed west to the uninhabited island of Anett and into Broad sound amongst the seals and on the following day returned through Carrick road to Flushing. Neptune had allowed us to visit one of his gems. JOHN WOOD 02.04

Planets

The main difference between planets and stars is that stars shine with their own light, generated in their interiors, whereas planets shine by reflected light from the star around which they orbit.