

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1935



Edition No. 47

March 2005

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

Eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment and remember to always wear a lifejacket when on or near water.

NOMINATIONS: Nominations for Officers and Council Members as follows:

President	Jean Annett
Vice-President	John Mead
Commodore	Roger Dunstan
Vice-Commodore	Kevin Rolfe
Rear Commodore	Jonathan Crofts-Davies
Sailing Secretary	Paul Simes
Sailing School Principal	Nick Sawyer
Treasurer	Anthony Thomas
Secretary	Helen Phillips
Membership Secretary	Membership Secretary
Council Members	Steve Cooper Gareth Davies Jeremy Taylor Tony Davies

SAFETY MATTING: Would members please note that the dinghy and pontoon safety matting must not be removed as this compromises safety... C.O.M.

WANTED: John Guilfoyle is looking for a budget-priced 30-foot, bilge-keeled sailing cruiser. Should he succeed, he will, sadly, have to sell Melleray II. Anyone who can help in either enterprise should call 029 2070 6309, 07970 177929, or johnguiffoyle@tesco.net.

WELL DID YOU EVER SEE: When I logged on to the Club website and on into the forum I was amazed at the number of "posts" (jargon for submitting verbiage in a chat room) there were on all manner of subjects. So my appeal to you dear forumers is, why not consider Bear Essentials as well to air a subject? Editor.

USE IT OR LOSE IT: dinghies which are not used regularly will be moved by Barrie Metcalf (Marina manager) and prime positions given to boats which are used regularly, so there!!!

ONCE IN A BLUE MOON: The phrase 'once in a blue moon' is a familiar one meaning once in a very long interval of time. The phrase goes back to at least 1824 when an explanation of its meaning appears as a footnote in an Admiralty memo.

COLIN FARR: At the dinghy section dinner, Colin Farr was presented with a watch to mark his retirement after long service as Principal Race Officer, well done Colin and thank you for your long service. Editor.

RUBBISH: would members please remove rubbish arising from working on their boats, please take it home or deposit it in the skip.

COUNCIL OF MANAGEMENT: Did you know that minutes and reports can now be read on the Club web site and also on the Club notice board; they will be posted after they have been ratified by the Council of Management i.e. a month after the actual C.O.M. meeting.

Please remember there is a 5 knot speed limit in the river Ely, even small boats create a big wave when they are driven beyond their hull speed.

LAST CHANCE: If you would like to advertise in the 2005-2006 handbook or have any ideas for it's improvement, an amendment from this years edition or a photograph suitable for the front cover please contact... Tony Davies A.S.A.P.... tony@designbyrelish.co.uk

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"

LOOKOUT: Keeping a good lookout usually infers looking earnestly ahead. But it should also mean looking astern as well. Merchant ships can close on you very quickly these days.

BOAT JUMBLES 2005 (April & May)

SUNDAY 3rd APRIL NORFOLK. (10AM) Norfolk Showground, on A47, Norwich Southern Bypass. AA Signs. Outdoor event. Adult £2.50 Child/Parking Free. Roger Bell 01485 541566

SUNDAY 3rd APRIL GLOUCESTER. (10AM) The National Waterways Museum, Gloucester Docks. Outdoor event, on hard standing. Adults £3.50 Child/Parking free. glosboatjumb<e@ thewaterwaystrust.org 01452318200;

SUNDAY 10th APRIL DORSET SPRING. (10AM) Canford Park Arena, Magna Road, (A341), Wimborne, Dorset. RAC Signs. Outdoor event. Adults £3. Child/Parking Free. Chaddock & Fox Promotions boatjumbles@yahoo.com www.boatjumbles.com 02392381405; 07887771451

SUNDAY 10th APRIL IRISH. (10AM) Camckfergus Sailing Club, Roger's Quay, Camckfergus, County Antrim. Outdoor event on hard standing. John. boatjumble@btintemet. corn 07721 888789

SUNDAY 17th APRIL PLYMOUTH. (10AM) New site Devonport High School For Boys, Paradise Road, Stoke, Devenport. Adults £2.50 Child/Parking Free at old site 50m. Dean Reynolds: sbba.boatjumbles@ blueyonder.co.uk 07901 697572

SUNDAY 24th APRIL BEAULIEU. (10AM) The National Motor Museum, Beaulieu, Hants. Jet. 2 M27. A326, B3054. RAC Signs. Stands: 01590 614614 Advance Tickets: 01590 612888

SUNDAY 1st MAY SCOTTISH SPRING (10AM) The Pilot House, Harbourside, Irvine, Ayrshire. Outdoor event on hard standing. John. boatjumble@btintemet. corn 07721 888789

MONDAY 2nd MAY PRESTON. (10AM) Near Garstang. 7 miles north of Preston. Outdoor event. Adults £2-50 Children/Parking Free. Margaret Cross 01270522251; 07974753123

SUNDAY 8th MAY SOLENT SPRING. (10AM) Royal Victoria Country Park, Netley, Southampton, Jet 8/M27. Outdoor event. Adults £4. Child/Parking Free. boatjumbles@yahoo.com Chaddock & Fox Promotions www.boatjumy.com 023 92381405; 07887 771451

SUNDAY 15th MAY HUMBERSIDE SPRING. (10AM) Cariton Towers, Snaith, Nr Goole. Signposted from Snaith. Outdoor event. Adults £2-50. Children/Parking Free. Compass Events events@compassmarine.co.uk 01803835915

SATURDAY 21st MAY SUFFOLK. (10AM) Foxhall Stadium Foxhall Road Ipswich signposted off A12 Outdoor event. Adults £3. Children/Parking Free. Compass Events events@compassmarine.co.uk 01803835915

SATURDAY 28th MAY DEVON SPRING. (10AM) Newton Abbot Racecourse, Newton Abbot, Devon. Signposted from the A38. Outdoor event. Adults £2-50. Children/Parking Free. Compass Events events@compassmarine.co.uk 01803835915

SUNDAY 29th MAY FALMOUTH. (10AM) Mabe, Falmouth. Outdoor event. Adults £2-50. Children/Parking Free. Signposted from Falmouth. Outdoor event. Compass Events events@compassmarine.co.uk 01803835915

DID YOU KNOW? Drown proofing. A Technique For Survival In Warm Water, one of the easiest ways to stay afloat for an extended period without a lifejacket, is to use a technique known as Drown Proofing.

- Take a deep breath, relax and hang in the water with your face under the surface and arms forward-as if lying over a barrel.
- To breathe again, breathe out under water, pull your arms down and lift your head until your mouth is just clear of the water.
- Take a deep breath, and continue alternately relaxing and breathing.

In warm water, this technique allows a swimmer to stay afloat with very little effort for hours, or even days. It works because the totally submerged human body with a lungful of air is slightly lighter than the same volume of water-and so will float more naturally. Keeping part of the body constantly above the surface requires more effort and is more tiring.

Drown Proofing should not be used in cold water- such as open water in and around Britain- because immersing the head speeds up the rate in which the body loses heat. It is better in cold water to float on your back, using the hands if necessary, or to tread water slowly, so that your face and most of your head stays out of the water. Extract from Readers Digest Book "What to do in an emergency" You learn something everyday, of course the real trick is to wear a lifejacket at all times when on the water. John Freke.

Editor: Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Mobile 07816 337904 E-Mail: tony@designbyrelish.co.uk Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman and Ruth Coles. 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 or reference purposes, always use current 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. Copy may be amended or deleted for any reason by the Editor. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Jane Hall - (029 514 915). 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. Cruisers - Andy Higson (01446 713908). Dinghies - Jeremy Taylor - (029 2040 0457). Angling - Bryan Morgan - (029 2021 7910). Motorboats - Gareth Davies (07970 208390). Catering - Bar - (029 2022 6575). Sailing School - Nick Sawyer (029 2051 4966). Flag Officers: Vice President - Jean Anette (029 2062 0160). Junior Vice President - Roy Evans (029 2070 4696). Commodore - John Jefferies (029 2061 0864). Vice Commodore - Roger Dunstan (029 2089 1451). Rear Commodore - Kevin Rolfe (029 2025 9442). Hon. Secretary Helen Phillips (029 2021 5759). Hon. Treasurer - Tony Thomas (029 2075 0224). Hon. Sailing Secretary - Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Paul Simes (01443 205130). Jeremy Taylor (029 2040 0457). Peter Pope (01443 208360). Jonathan Crofts-Davies (029 2070 7427). Gareth Davies [co-opted] (029 2086 9167). To external recipients of Bear Essentials, please would you kindly display it where others may read it, on a notice board if possible, thank you. For sale and wanted ads will be published for three months and then deleted unless I hear that the item remains unsold, Tony Davies Editor.

Great suffering and sin, please take your rubbish to the bin... after working on your craft.

The winds of the daytime wrestle and fight longer and stronger than those of the night.

GOODY TWO SHOES AND THE BOXING DAY BOOBS: How Avant Garde are we? Asks Bill Turton... The following article was found among the papers of my friend Andrew Byrne, who died a short time ago in France, where he lived with his wife Joan.

Joan tells me that the article was written in about 1955, before they were married and relates to a sailing club in East Africa, while Andrew was the Secretary.

It all started at a Committee Meeting. The Commodore, a pillar of the Colonial Service, deeply religious and a damn good helmsman, said it was becoming a scandal, the way some of the ladies were sailing in the bottom half only, of their bikinis. He glanced down the table at me. Now it was a well known fact that my crew was very anxious not to acquire strap marks on her superb, well suntan. She wasn't the only one, by a good dozen and a half either. When you understand that, this took place in an African country, where it was around 90°F. most days and the local belles were hostile to clothes, it was overdoing the heavy Churchman a bit.

As we had just won the Rose Bowl and the Independence Trophy, with the Commodore just second, the charge of semi-nudity, was definitely going to be my fault, I made a note, "No bare boobs" and we went on to the next item on the Agenda, "Boxing Day obstacle races". The dinghies were to have a crew of three, all gear on board, and paddle out to the start line, this being a rope between buoys. Upon the starting gun, crews were to rig boats, hoist burgees, then cast off and race around the set course.

My crew announced she was going home for Xmas, presumably to show off her old mahogany tan. My Xmas guest telephoned to say that their sister, 17 and a beauty competition winner, was arriving on tomorrows 'plane. 'Please meet her; we're arriving at, 6 pm, ourselves. Well Goody Two Shoes was an instant hit at the Club, and it was soon arranged that she and her brother would crew for me in the Obstacle Race,

Came the great moment, G.T.S. is wearing teeny white briefs and a very short boxy waist coat. Without thinking I said, "You haul on the main halyard while I feed the sail up the luff track. Goody Two Shoes reaches well above her head, there's a gasp from the next boat and a splash as someone goes in* Looking up quickly, I'm faced with the award winners, very bare at close range. Glancing into the next boat, full of grinning bachelors, I see beyond, a puce coloured, visibly trembling Commodore, G.T.S. delighted by the attention, lets the main sail down and hauls it back up again for an encore.

Well, after that, we could hardly lose! Stepping ashore, I was met by Amos, the Club's Jeeves and general factotum. Thirty-seven years service had left him prone to take liberties. Addressing a point halfway up the mast he said, "Dem crew". Me: "Which crew?"... Amos: "Dem small Madam". Me: "Yes" Amos "I like it too much". Reflecting that it was the season of "Good Will", I went to face the Commodore. Who'd be secretary?

MAN OVERBOARD (MOB): This year I have sailed a couple of times with the London Sailing Project. Both the Sail Training Association and the RYA Yacht master courses were spawned from the LSP. This year they have changed the way in which they react when there is a MOB (Man Overboard). Instead of sailing away and doing a figure of eight to round up where the MOB is, they now do a crash tack (i.e. leave the jib sheeted in on the windward side) as soon as the person falls overboard. This puts the boat 'hove to' and just upwind of the MOB. At this point they would start the engine and by the use of forward and reverse guide the boat down towards the MOB. In our MOB race this guiding could be done by sheeting in or out the main sail causing the centre of effort on the sails to be moved forward or aft. The advantages of this method is that the MOB does not become distressed on seeing the boat carry on sailing away from him/her. The MOB is always close to the boat so there is less chance of losing sight of them in the waves, and it is a quicker way of getting to the MOB as long as the tack is thrown in immediately. From John Filer PCC

JOKE: A little old man shuffled slowly into an ice cream parlour and pulled himself slowly and painfully, up onto a stool. After catching his breath he ordered a banana split. The waitress asked kindly, "Crushed nuts?" No," he replied, "arthritis."

RACE OR TIDE RACE: Exceptionally strong stream, usually caused by the constriction of water passing round a headland or where tidal streams from different directions converge. Where it passes through a very narrow channel, it is sometimes called a Tide Gate.

B & Q: Copy of e-mail received by B&Q customer services:

Dear Sir/Madam

My congratulations to you on getting a yacht to leave the UK on 28th November 2004, sail 27,354 miles around the world and arrive back 72 Days later. Could you please let me know when the kitchen I ordered 96 days ago, will be arriving from your warehouse, 13 miles away?

GALLEY: The galley is the kitchen of the ship. The best explanation as to its origin is that it is a corruption of "gallery". Ancient sailors cooked their meals on a brick or stone gallery laid amidships.

FOR SALE: The fast close winded auxiliary sloop "Lady Jane" Please call David Cox on 01633 677607.

HOLYSTONE: The last Navy ships with teak decks were the battleships, now since decommissioned. Teak, and other wooden decks, were scrubbed with a piece of sandstone, nicknamed at one time by an anonymous witty sailor as the "holystone." It was so named because since its use always brought a man to his knees, it must be holy!

SURGERIES: The Commodore holds a surgery on the last Thursday evening of each month at 20.30 for members who have a query on any aspect of Club business or policy.

LOOKING FORWARD TO 2005 It has been great to get such positive feedback during this past month on what people, clubs and businesses are planning this year, major events, new businesses setting up, people enquiring about where they can go to get involved in a sport and with our leaflets and posters going out across the country, the coming season is off to a flying start. If you are able to have leaflets or posters in your club or shops please, let me know and I will get a supply to you.

Jet Ski Outlet Opening this Saturday at 9AM Two of the major forces in South Wales jet skiing have joined together and opened a new outlet in the Enterprise Centre Bridgend. Tony & Jenny from Tenby Marine, along with Steve Carrington, Quest Marine, will provide a warm welcome, information and a great selection of Yamaha Jet Skis, services and accessories. www.questmarine.tv opens this Saturday the 29th January at 9am.

Accommodation Listings Following recent enquiries, we have set up an accommodation section on the site, split into North, Mid, West & South East. Anyone who has a B&B hotel Caravan/Camp site can list their services for easy to access viewing by people who visit the areas.

Advertising with us If you would like to promote your business on the site, which has now had nearly 300,000 visits since we started and is visited at a rate of around 2000 individuals per week in the summer. Packages start at just £50.00 per year. Contact Dave for further details on 07870 680311 or via email at Watersports.wales@ntlworld.com

Events The events listing are growing at quite a rate and with several national championships scheduled, Wales is set for many opportunities to see some of the best water sports competitors in action. If you have not yet let us have your events fixture, please send it to dave@watersportswales.co.uk

Thanks so far for help with the events section to Mumbles YC, Saundersfoot YC, Rest Bay Lifeguards, The Bristol Channel Yachting Conference, The Mon Brecon Canal Trust, Ilfracombe YC, The Welsh Yachting Association. Corus SC (Margum) Also coming soon, CBYC, South Wales Jet Ski Club, Barry YC, South Caernarfon YC, Honda formula 4 stroke, The Christian Surfing Federation,

Sea Britain 2005 The Celebrations of Nelson and Trafalgar take place this year and I have been asked to do an editorial for the newsletter which goes out to 1000s of people and places. Have you joined in with this yet? I am aware that Ilfracombe YC has organised a round Lundy race, should be a good one. For further details visit the web site at www.seabritain2005.com

Images A very popular section with most aspects of water sports covered, this is one of the ways that we fund the work we do at www.watersportswales.co.uk, if you would like to use or purchase any of the images in the gallery, which are suitable for poster and magazine publications as well as print for personal use, or, if you would like us to attend one of your events, please contact us at the above email address. Why not take a look at the images which can also be accessed at www.watersportsimages.co.uk and at www.wildlifeandviews.co.uk

I look forward to seeing you on the water in 2005, would like to thank you for your continued support and always welcome constructive feedback Dave Thank you for supporting Water Sports Wales *The Home of Welsh Water Sports* www.watersportswales.co.uk www.watersportsimages.co.uk

LIME KILNS: were usually built into the side of a hill, the top of the kiln being on level ground. They were shaped internally like an inverted cone - large at the top and small below. Alternate layers of limestone and coal were fed into the kiln from the top (hence the level ground), and the fire lit below. As the fire burned upwards, the whole contents moved down the tapering chamber, a man at the top keeping it filled, whilst another was at the bottom raking out the burnt lime, ready to have it taken away to be crushed.

Bampton quarries used charcoal at first, then Welsh Culm*, it burning hotter than ordinary coal and left very little ash. Once the fire was lit, it could stay lit for months. The culm was shipped in to the docks at Watchet, and brought by packhorse to Bampton. In 1801 a comparison was made between the prices of the Bampton lime and that of Westleigh: Bampton's was dearer, as the limestone was harder and more difficult to mine. Not a few tramps met their deaths in the nice warm limekilns - sleeping peacefully, they knew little of the carbon monoxide being let loose by the fire. The last lime produced in Bampton was in 1966. *(Culm: Coal-dust, slack, esp. of anthracite).

Before the use of explosives, the lime was drilled out. The drill, a long heavy metal stake, was held on the rock by one man, and hit alternately by two men, each wielding a sledgehammer, the stake being turned slightly between the hammers, giving a drilling action. The man with the stake must have had unshakeable faith in his companions!

From the Sherbourne Mercury: 19.2.1798 "To be sold: For the residue of a term of 1,000 years, of which 810 years are unexpired. All those valuable estates called Westbrooke and Druitshayne including a rock of excellent lime, a limekiln and a rivulet of water, the power of which may easily be applied to a wheel of large dimensions "

Please Remember the Club Restaurant Winter Opening Times

Thursday Evenings, Saturday Lunchtimes, Sunday Lunchtimes.

Why not enjoy a meal at Your Club!

Please return your trolley to the area near the skip when you have finished with it.

A TV COMMENTATOR: at a snooker championship match was heard to say that one player was 'going at a rate of knots'. This reminds us how many of our everyday sayings derive from the sea... 'Lubber' the sailor's name and hence 'land-lubber'. But why the 'lubber's line'? No doubt there is an answer? (See below. Reels)

ENGINES: As any good engineer will hasten to tell you, engine compartments and engine rooms are not naturally dirty places, and a clean engine makes it much easier to spot oil or water leaks and other Defects.

GUN SALUTES: were first fired as an act of good faith. In the days when it took so long to reload a gun, it was a proof of friendly intention when the ship's cannon were discharged upon entering port.

DAVY JONES: Legendary daemon who takes possession of all men drowned at sea. Reputed by some to have been a Welshman, who became a storekeeper of the underwater realm. Otherwise said to derive from Duffy Uonah Duffy being an old Negro word for ghost.

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.

JOKE: Bill wakes up at home with a huge hangover. He forces himself to open his eyes, and the first thing he sees is a couple of aspirins and a glass of water on the side table. He sits down and sees his clothing in front of him, all clean and pressed. Bill looks around the room and sees that it is in a perfect order, spotless, clean. So's the rest of the house. He takes the aspirins and notices a note on the table 'Honey, breakfast is on the stove, I left early to go shopping. Love you. So he goes to the kitchen and sure enough there is a hot breakfast and the morning newspaper. His son is also at the table, eating. Bill asks, 'Son, what happened last night?' His son says, 'Well, you came home after 3 A.M., drunk and delirious. Broke some furniture, puked in the hallway, and gave yourself a black eye when you stumbled into the door.' Confused, Bill asks, 'So, why is everything in order and so clean, and breakfast is on the table waiting for me?' His son replies, 'Oh that! Mom dragged you to the bedroom, and when she tried to take your pants off you said, 'Lady leave me alone, I'm married!'

THE OLD MAN AND THE SEA: Forty years ago I was working in Florida with a man called Murphy, a genuine [cracker], not the Irish version, but the Florida one. He claimed to have sailed with Ernest Hemingway out of Key West to Cuba in an open boat. One thing he did have in common with the great man was that he could down the Michalobes, which we used to do after work at The Towne Pump, on the south side of Jacksonville. Whether Murphy was the inspiration for E.H. to write his classic tale I will never know, however, I do know that he has prompted me to write this version.

Approaching three score years and ten, like many others and older in our club I thought it an appropriate moment to make a few notes. We no longer have the vitality of Dame Ellen nor even the fortitude of Francis Chichester when he did his circumnavigation at 65 and the time for rape and pillage has long passed us bye.[aw shucks]

There is no reason why the pleasures of sailing should cease to enthrall and captivate us indeed I have known men in their 80,s if not 90,s who continued sailing. Sailing is a sport where you can be as energetic or laid back as you feel like. That is if you are a cruising man and not under the eagle eye of a racing skipper. For instance you can rig your vessel with self furling gear to reduce sail within seconds from the safety of the cockpit. Ensure the engine is in perfect working order with the transmission; fit means of recharging the battery either by wind, water, solar or petrol, I've seen 650w chargers on ebay for under £100.

I was anchored off Tresco one summer, when a twenty footer came along side with an octogenarian at the helm, just arrived from Falmouth-his shrouds were encased in bamboo about one inch diameter, this he explained was to aid his arthritis. Fortunately I no longer suffer from this problem, it must be all the oily fish I eat, or the cocktail of pills I take. Health wise, it is well to wear the right sailing gear for the conditions, although, picking only good days to go you can avoid wearing oilies. I avoid taking seas over the deck and this winter I have taken the added precaution of fitting a spray dodger. A self inflating lifejacket with harness is a good idea if you are doddery. I'm a great believer in one hand for the job and one for the boat. A good set of sliced soles is a must for sure footedness. Self steering gear is also necessary to give time out to shorten or trim sails, going below, making a cupper or having a chat on the vhf. Anchoring can be a problem on anything larger than a 24 footer, you should fit an electric windlass. There is no value in a strained back.

Cruising to far away places is best done in company, so that assistance can be obtained at the other end. Navigation can fall into this category to avoid confusion in the older head. As my old man used to say "two heads are better than one, even if they are sheep's heads [a treat in my youth]. Alternatively you could switch to a nautical caravan with twin engines, all mod cons tied to a pontoon and really cope with your boating needs. JOHN WOOD 3.2005

Lubber line, lubber mark, lubber point *Naut.* a vertical line marked on a compass, indicating a ship's forward direction;

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. My ultimate goal is to obtain monthly copy from every section of the Club. 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

SIX DAYS: For six days shalt thou labour as hard as thou art able. And on the seventh holystone the deck and overhaul the cable... Richard Dana – Two years before the mast.

Bristol Channel Yachting Association Programme 2005

Date	Club	Event	Contact No
March 25 –28	Portishead C.C.	Cruise in company to Gloucester	01275 374860
April 30 – May 2	Lydney Y.C.	Regatta	01989 763678
April 30 – May2	Barry Y.C.	Soling national Championships	01446 735511
May 21	Portishead Y.& S.C.	E & W Trophy Race	01275 847049
May 28 – 29	Newport & Uskmouth S.C.	Cruiser Rally	01633 271417
June 4	Portishead C.C.	Portishead Plate Race.	01275 374860
June 5	Portishead C.C.	Regatta	01275 374860
June 12	T.B.A.	Weston Plate	-----
June 18 – 19	Barry Y.C.	Regatta	01446 735511
June24 – 26	Portishead C.C.	Portishead Docks Rally	01275 374860
June 25 – 26	Thornbury S.C.	Regatta	01453 811021
June 25 –26	Barry Y.C.	Youth Regatta	01446 735511
July 1 – 3	Weston bay S.C.	Regatta	01934 629646
July 9	Thornbury S.C.	Steeholm Race	01453 811021
July 23	Ilfracombe Y.C.	Lundy Race	01271 863969
July 23 –24	Lydney Y.C.	Rally	01989 763678
August 6 – 12	Thornbury S.C.	Thornbury Sailing Week	01453 811021
August 6 – 13	Lydney Y.C.	Cruise	01989 763678
September 3	Portishead C.C.	Holms Race	01275 374860
September 10 –11	N.U.S.C.	Regatta	01633 271417
September 25	Barry Y.C.	Brains T.V. Race	01446 735511

CRUISING 2005 Cruises are scheduled for most weekends; loosely in line with The B.C.Y.A. (Bristol Channel Yachting Association) see above, in the season, (weather permitting). Out of season cruises are very dependant on weather conditions. Cruises will be advertised on the Club web site, notice board, and in the Bear Essentials. For conformation of the destination and weather conditions, please call Tony Davies 07816 337904 the day before the cruise. Updates will be sent by text or e-mailed and also posted on the Club notice board. Everyone is invited to join in, motor yachts included. We look forward to seeing new and old members, do come and join in.

FOR SALE: "KRYOSTAT 2" Cobra 8.50, 1983, 5 Berth, Bilge Keeler, wheel steering, in-mast furling mainsail, furling genoa, Hood MPG, spinnaker, other back-up sails, spray hood, cockpit cover, Yanmar YSB12, Zodiac inflatable, 2HP outboard, autohelm, GPS, radio, many extras. Major overhaul 2003/4, engine, mountings, new rigging, repainted and re-ant fouled hull, topsides, deck. Boat lying Neyland Marina (has been since 1988). Internal lining being renovated. Good price £13,500. Contact details above. Eric E Williams, OBE Arosfa, Michaelston Road, St Fagans, Cardiff, CF5 6DW, e-mail ericed.williams@btinternet.com Tel. 029 20594594 Eric Williams.

ULTRA FAST FLEET CAPTAIN: This year I am planning to play a more active roll as ULTRA FAST FLEET CAPTAIN The same as last year, and on a regular basis we will be having a separate series for Cats. (I will be in contact soon with the dates) On these race days we will have a special wing mark put out a bit further than the standard one. This should make the reaches fast and fun! Please make every effort to attend these events.

I am also looking at improving our Cat Handling Skills. The first step with this is the Sprint 15 Training Event at Stewartby Sailing Club on 21-22 May. So far Ian James and myself are going to what I think will be an excellent weekend. For those of you who can't make it, or don't sail a Sprint 15 I am sure that we can arrange our own training day to pass on the information.

I intend to get the Cat Fleet a higher profile within the Yacht Club, If you have any ideas, stories, views. Away event accounts from Nationals and Open Meetings then please let me know as I am planning to have a regular input to the Club Magazine. Sail Fast Have Fun! Regards Idris.

WELCOME NEW MEMBERS

Applicants have been interviewed and details displayed on the club notice board in accordance with the Club rules. We look forward to seeing you all down at the Club regularly, both on and off the water.

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

Sea, washing the equator and the poles, offers its perilous aid, and the power and empire that follow it. . . "Beware of me," it says, "but if you can hold me, I am the key to all the lands." - Ralph Waldo Emerson.

BE SAFE THIS SPRING - AVOID HYPOTHERMIA:

Even when the weather is warm, do not forget that in many areas the water can be very, very cold. A sudden unexpected wake or other "unbalancing event" can land you in the frigid water. Although the possibility of drowning from falling into the water is a real threat, so too is hypothermia.

Hypothermia is a condition that exists when the body's temperature drops below ninety-five degrees. This can be caused by exposure to water or air. The loss of body heat results in loss of dexterity, loss of consciousness, and eventually loss of life. A few minutes in cold water makes it very difficult to swim, even to keep yourself afloat. In addition, a sudden, unexpected entry into cold water may cause a reflexive "gasp" allowing water to enter the lungs. Drowning can be almost instantaneous.

Your body can cool down 25 times faster in cold water than in air. If you examine the chart below you will see that survival time can be as short as 15 minutes. Water temperature, body size, amount of body fat, and movement in the water all play a part in cold-water survival. Small people cool faster than large people and children cool faster than adults.

PFDs can help you stay alive longer in cold water. You can float without using energy and they cover part of your body thereby providing some protection from the cold water. When boating in cold water you should consider using a flotation coat or deck-suit style PFD. They cover more of your body and provide even more protection.

Hypothermia does not only occur in extremely cold water. It can, and does, occur even in warm waters.

Hypothermia Chart		
If the Water Temp. (F) is:	Exhaustion or Unconsciousness	Expected Time of Survival is:
32.5	Under 15 min.	Under 15 - 45 min.
32.5 - 40	15 - 30 min.	30 - 90 min
40 - 50	30 - 60 min.	1 - 3 hours
50 - 60	1 - 2 hours	1 - 6 hours
60 - 70	2 - 7 hours	2 - 40 hours
70 - 80	3 - 12 hours	3 - Indefinite
Over 80	Indefinite	Indefinite

Hypothermia is progressive - the body passes through several stages before individual lapses into an unconscious state. The extent of a person's hypothermia can be determined from the following:

1. Mild Hypothermia - the person feels cold, has violent shivering and slurred speech.
2. Medium Hypothermia - the person has a certain loss of muscle control, drowsiness, incoherence, stupor and exhaustion.
3. Severe Hypothermia - the person collapses and is unconscious and shows signs of respiratory distress and/or cardiac arrest probably leading to death. Conservation of heat is the foremost objective for a person in the water. To accomplish this, limit body movement. Don't swim unless you can reach a nearby boat or floating object. Swimming lowers your body temperature and even good swimmers can drown in cold water.

If you can pull yourself partially out of the water - do so. The more of your body that is out of the water (on top of an over-turned boat or anything that floats), the less heat you will lose. Especially keep your head out of the water if at all possible - this will lessen heat loss and increase survival time.

Wearing a PFD in the water is a key to survival. A PFD allows you float with a minimum of energy expended and allows you to assume the heat escape lessening position - H. E. L. P.

This position, commonly referred to as the foetal position, permits you to float effortlessly and protect those areas most susceptible to heat loss including the armpits, sides of the chest, groin, and the back of the knees. If you find yourself in the water with others, you should huddle as a group to help lessen heat loss.

Treatment of hypothermia can be accomplished by gradually raising the body temperature back to normal. Re-establishing body temperature can be as simple as sharing a sleeping bag or blanket with another individual, or applying warm moist towels to the individual's neck, sides of chest and groin. Remove wet clothes as they inhibit heat retention. A warm bath could be used for mild to medium hypothermia, gradually increasing the temperature. Keep arms and legs out of the water and do not attempt to raise the body temperature too quickly.

Do not massage the victim's arms and legs. Massage will cause the circulatory system to take cold blood from the surface into the body's core, resulting in further temperature drop. Do not give alcohol, which causes loss of body heat, or coffee and tea which are stimulants (and cause vasodilatation) and may have the same effect as massage.

PRIZE DONATION: Angling Section member Nigel Stadden, Skipper of the fishing vessel "ME JULIE", recently won a DVD player in an Angling Comp at CBYC. A week later, Nigel found himself in the children's ward at the Royal Gwent Hospital, not as a patient but as a visitor. Nigel overheard a conversation between nursing staff, along the lines of "We would love a DVD player for entertaining the children", Nigel promptly gave them his Competition Prize which of course was a brand new DVD. Well done Nigel!! Gareth Davies.

GOLDEN HIND: Sir Francis Drake's great matter was his 1577 global voyage in the 100 ton Golden Hind (re-christened after leaving England as the Pelican). With virtually no charts and little information about what land was where, he sailed through the Straits of Magellan into the Pacific, thence up to where San Francisco now is. He then sailed across the Pacific to the Moluccas (collecting 6 tons of cloves) and thoroughly finished his great matter by arriving home to Plymouth in 1580.

WISDOM: The Sea is often said to be unforgiving. But it can be remarkably tolerant of fools - until it finally gets bored with them and has its way. 'But amid all the diversity of buttons and keys to be pressed, one was missing, labeled 'wisdom and common sense the human factor we ignore at our peril.

E-MAIL: To receive Bear Essentials in your e-mail simply put your name and e-mail address in the membership box in the foyer or e-mail a request to... tony@designbyrelish.co.uk

LAUGHTER: No individual laughter please sir the others have paid just as much as you to be here.

PETS ON BOARD: Pets on board your boat. For the sake of this article, pets will mean cats and dogs. These four-legged creatures present a distinct set of problems and solutions, as opposed to animals that might be caged full time. We'll look at a few basics for your boat and your pet. The series will also cover Pet PFD's, water, specific training and breeds of dog bred specifically for the water. Before taking your pets for a sail or on your annual cruise you'll want to get a tag that has your boat's permanent marina location and slip number as well as a phone contact when you're afloat.

This would generally be a mobile phone. If a dog goes astray, having your home contact information may not be enough. Around the water you'll want to replace your animal's typical circular around the neck collar with a body harness that has a lifting strap. The strap can be of particular use when lifting a pet from the water. Provide a shady place for your pet to rest. Animals can suffer from heat stroke, with a boat on a windless day being an area that could cause this. If your boat has a dodger you may want to set your pet up near it. Unless you plan to go to shore several times throughout the day, it is good to train your pets to relieve themselves while underway. A litter box for cats is a normal experience. For dogs, a box of sod or a piece of Astroturf can be used to encourage them to go to the bathroom.

Other options are to train them to use the bow or another location. When planning how much water you will carry, add in your pets consumption. Again pets can suffer from the heat and a supply of fresh water will help keep them healthy. This article is about PFD's. That's right Pet Flotation Devices. Just as PFD's are good for pet owners, PFD's are good for pets. Not all people are swimmers and not all pets are swimmers. Some dogs, either by breeding or inclination, just aren't swimmers. Without a PFD their life span in water is short. For the PFD to be most effective it must be sized properly. Before selecting a PFD you should know your dog's weight and measure the widest point around their ribcage. A PFD that is not properly fitted via this method may not have sufficient flotation. Other features to look for in a PFD include a leash loop and a handle. Being able to attach your pet's leash will ensure it is used more often. The handle is useful in pulling your pet from the water.

In addition to fitting your pet with a PFD you should brainstorm up a plan for getting the pet back aboard. Lifting a wet dog up several feet of freeboard with the boat in waves may not be possible. Just as with persons overboard, look for a method that is efficient and can be used in all weather.

BOAT DOGS: If you've ever watched the Westminster Dog show, you will have seen that the Canine world can be divided into different groups of dogs. Examples of these divisions are: Terrier, Working and Sporting Dogs.

There are several breeds of dogs that have a history of being bred to be around the water. These include the Portuguese Water Dog and the Newfoundland from the working group and the Schipperke from the Non Sporting Group. The Portuguese Water dog might have flash backs if you take it to a commercial fishing harbour. The breed was developed to herd fish into the nets, to retrieve lost tackle or broken nets, and to act as a courier from ship to ship, or ship to shore. These dogs have a weight range of 35 to 60 pounds.

The Newfoundland is an excellent swimmer due to it's webbed feet, water-resistant coat, and rudder-like tail. The breed as we know it today was developed largely in 19th century England and America. In 1919, a gold medal was awarded to a Newfoundland that pulled to safety, in a lifeboat, some twenty shipwrecked people. Newfoundland's weigh 100-150 pounds, with a sweetness of temperament, the hallmark of the Breed.

Schippers are smaller than the other dogs topping out at approximately 14 pounds. Schipperkes originated in Belgium. Their maritime role was on river barges. They served their skippers as watchdogs and ratters. Indeed the breeds name is marine related, meaning little captain of the boat. 'Schips' also have a reputation as a good housedog and are good with children. In addition to these purebreds, many loveable mixed breed dogs also are adept around the water, and are probably awaiting you at a local shelter. T.D.

><((((((°> . ' ^ \ . , ><((((((°> . ' ^ \ . , ><((((((°> . ' ^ \ . , ><((((((°> . ' ^ \ . , ><((((((°>

ANGLING SECTION: Both the Competitions scheduled for February went ahead and the results are as follows: **February 6th**, 1st was Steve Atkins on Me Julie, with a Thornback Ray , 12lb 0oz. 2nd was Paul Whealdon on Tsunami, with a Cod, 4lb 11ozs. 3rd was Mark Hunt on Chloe May, with a Cod 4lb 8ozs. **February 27th**: 1st was Phil Dominy on Lady Caron 11, with a Thornback Ray 10lb 14ozs. 2nd was N. Marchionis on Celtic Star, with a Pouting of 1lb 0oz. & 3rd was Dave Lock also on Celtic Star, with a Cod 6lb 4ozs. These two Comps. now "Wrap-up" the current season and we thank all those who have entered Comps. over the last twelve months. We really appreciate your support! The new 2005-06 season's comps will be posted on the notice board as soon as possible after the AGM.

Members that have an e-mail address will be able to get Section info quicker if you let me have your details: thereelman@ntlworld.com. Of our 77 Members I've only had 23 notes of e-mail addresses and I'm sure there must be more.

Please note: The Angling Section AGM will take place on Wednesday 23rd March, at 2030hrs. If you have any suggestions or points to raise, please submit a "Notice of Motion" at least two weeks before the AGM is to take place. Thank You. The minutes of the last AGM are now on the notice board and will be taken as "Read" at the AGM. Also, they will be placed on the C.B.Y.C. website. [Reels]

><((((((°> . ' ^ \ . , ><((((((°> . ' ^ \ . , ><((((((°> . ' ^ \ . , ><((((((°> . ' ^ \ . , ><((((((°>

When a halo rings the moon or sun, rain's approaching on the run.