

BEAR ESSENTIALS

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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

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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.

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 now you know.

ELECRICITY: Would members please note that compound power supply is not rated for heaters or de-humidifiers, a charge for electricity where people are found using the supply for heaters or de-humidifiers will be levied... So there.

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. Please call 029 2070 6309, 07970 177929, or johnquilfoyle@tesco.net.

NEW C.O.M. At the A.G.M. on 31 March the following officers and Council Members were elected...

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

UNUSED TRAILERS: Members are reminded that all trailers, launching trolleys and cradles must be removed from the premises when not in use. We will charge a high penalty rate on those that we can identify and the remainder will be cut up and disposed of. You have been warned.

WATER: pipe and fittings have been bought and are being fitted to the pontoon system. There you go.

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

FOR SALE: Flying 15... 2162 Fflipper, Complete set of sails (Goacher main and genoa) Furling genoa, road trailer, spinnaker with pole. Dry sailed at C.B.Y.C. Tel. Ian Horton 07967467031 E-mail ian.horton@uk.imptob.com

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.

ANY IDEAS... ANY IDEAS... ANY, ANY, ANY... IDEAS?: Does anyone have any ideas for the improvement of Bear Essentials? Your input would be much appreciated, I need some fresh Ideas, please contact the Editor at tonv@desianbvrelish.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.

SEA ROWING A NEW DIMENSION TO YOUR CLUB: Sea rowing, arguably the fastest growing sport in Wales and the West Country can add an additional dimension to your club membership and 'on the water' activities. You are probably aware of the Gigs in the Scillies and increasingly around the Devon coast. But are you aware of the activities of the Celtic Long Boats around the coast of Wales. These are actively racing on most weekends at various venues.(see their web site Welsh Long Boat Row Association)

Barry Yacht Club last year made the decision to set up a sea rowing section and subsequently purchased three of the older design Pembroke Long Boats. This has had a direct impact on our membership. New members of the rowing section have tended to be of a younger age and we currently have 20 active rowers including the start of a junior Section. The opportunities within the channel for clubs to set up a sea rowing section certainly exist. Already, Watchet and Minehead have sea rowing boats.

On the South side Burnham, Weston Bay, Clevedon, Thornbury and Portishead would be good locations for sea rowing. The North shore, with Mumbles, Barry and Penarth already involved, there is a real opportunity to have strong and thriving sea rowing in the Bristol Channel. However, many of the clubs who have started to be involved in sea rowing have purchased different types of boats. It would be ideal if a strategy for rowing in the channel could be formulated; with a long-term objective of standardised boats. This would not only benefit the sport, but provide one design racing.

Sea rowing is not only an expanding sport, but a rapidly developing sport. Barry has started to see the benefits, If you need further information, please give me a call. Roger Donkin 01446 733381.

SPLICE THE MAINBRACE: meant to be issued with a double allowance of rum, done on special occasions, such as the King's birthday, after sinking an enemy vessel or before collecting dead bodies from the sea.

PADSTOW: The holy place of St Petroc on the north Cornish coast. There is an annual festival celebrating Mayday, known locally as Obby Oss, celebrations start at midnight singing around the town. During the day accordions and drums accompany the Oss and Blue ribbon. The festival finishes at midnight around the maypole. This has been going on since mediaeval times.

This year's festival is on Monday the 2nd of May and those intending to sail or motor to the event may find the following of use. H.W. Padstow 30th April 09.33 / 21.40

Entrance to the marina is 2 hrs either side of high-water. Entrance to Padstow Bay should be made not before 3 hrs before high-water in any wind. Should a strong westerly occur anchorage can be found in the S.W. corner of Port Quinn bay.

Entrance from Padstow Bay is made by aligning Pentire Pt. with St. Saviors Pt. [beacon], following the buoyed channel to the pool to the west of the marina entrance. VHF Ch 12, or phone 01841 532239. Quay dues which include toilets showers and water are £1.20/m/day or £7.20/m/week. Diesel and gas are available and electricity on a card system.

The distance from Cardiff is 100 nm. A typical sailing time would leave Cardiff on Friday 29th April 10.04 arriving Ilfracombe for low water, leaving the following morning for arrival in the bay for 18.00 to lock in at 17.30. Or if going by motorboat leave at 10 am arriving at 19.00 providing 12 knts can be maintained. JOHN WOOD 3.2005.

ROYAL NAVY: The Royal Navy firmly insists that shoes laces are tied, and that ships, are secured alongside. The traditional definition of a 'prime seaman' was a man who could... hand, reef, and steer. 'Hand', less used nowadays, refers to furling a sail. So, all in all, the definition still generally applies in a yacht today.

WAVERLEY PADDLE STEAMER: Thursday 26 May. Leave Penarth at 11.30... Clevedon 12.45 – 14.00... cruise the Holm Islands, back to Clevedon at 17.15... Return Penarth 18.30. Tickets can be bought on the day on board, a 10% reduction if more than 10 people turn up. Special offer for senior citizens... bring a friend for free!!!

WAVERLEY PADDLE STEAMER: Saturday June 11... Ilfracombe Victorian Weekend... Leave Porthcawl 10.00, Swansea 11.00, Ilfracombe 13.00 – 14.30. Cruise Exmore coast & Foreland lighthouse... Ilfracombe 16.30 - 18.00, Swansea 20.00, Return Porthcawl 21.00. Tickets can be bought on the day on board, a 10% reduction if more than 10 people turn up.

Call 0845 1304647 to verify sailing. For further details contact... Tony Davies

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

Rainbow to windward: foul fall the day; Rainbow to leeward: rain runs away.

RYA CRUISING NEWS. SEA SENSE CAMPAIGN WHAT'S IT ALL ABOUT?: As our waters become more crowded, friction between various groups of users increases. To defuse this situation the RYA introduced the Sea Sense campaign.

Know the Colregs All craft are required at all times to maintain a proper lookout, proceed at a safe speed and take appropriate actions to avoid a collision.

Look before you tack: Every sailor knows that power should, in general, give way to sail. But as the stand on vessel, the sailing boat is required to maintain its course and speed, until it becomes apparent that the give way vessel is not taking appropriate action. If you tack into the path of a powerboat you are in the wrong because you have not acted in the way required of the stand on vessel. Look around and be aware - don't just presume that the approaching powerboat knows you are running out of water and need to tack.

Overtaking: Don't forget that a sailing vessel overtaking a power vessel must give way.

Be considerate: Cut your speed; watch your wash; give sea room. Give-and-take and considerations for fellow users, are the core of the Sea Sense message. Even if a powerboat is not generating excessive wash, its speed and the effect it has on the wind in a yacht's sails can still be frightening. The driver may be enjoying an exhilarating ride, but he may not realise how it feels to have a fast boat passing too close and without warning.

Be friendly - Don't buzz. The RYA also represents Personal Water Craft owners and wants them to enjoy themselves. But drivers must realise that a PWC is noisy. A family anchored for a quiet lunch will not appreciate being used as a mark to see how tight they can turn. Colregs apply to PWCs as well, so make sure you know them. If you are the give way vessel, ensure you take early action and make substantial course changes so your intentions are clear. If you are the stand on vessel, maintain your course and speed.

Motor sailing is motoring Use your motoring cone; only then will other vessels know how to apply the Colregs. If the approaching vessel thinks you are sailing and gives way and at the same time you give way because you know you are under power, the potential for a collision increases. Remember not to use your tri-colour when you are motoring at night.

Anchored? Keep clear. Give anchored craft a wide berth. If you are navigating in an area where boats are likely to be at anchor, keep well clear when you see the black ball and don't drop your own ground tackle close by.

Racing Rules! Where possible it is considerate to give way to people who are racing. But this is not always practical and racing boats are not exempt from the Colregs. We must all learn to tolerate other water users. The RYA is determined to retain the principle of education, not legislation. Our case will be that much stronger if we show that we know how to behave on the water.

To find out more about the Sea Sense campaign contact RYA Cruising Tel: 08453450370 or Email: cruising@rya.org.uk. To order a copy of the RYA's International Regulations for Preventing Collisions at Sea G2, priced at £4.50, please call the order hotline on 0845 345 0372. Article courtesy of The RYA.

GUNPOWDER: has lost the plot. I was doing some genealogy recently on my wife's ancestors and found a great-grandfather who had migrated from Scotland and started work in a small Cumbrian village as a cooper in a gunpowder works in 1868. There are two such works in the vicinity both of which were rented by my father in the late 40,s and used as sawmills and peat storage and drying sheds. I recall the mills as a group of detached stone buildings where the ingredients of saltpetre, sulphur and charcoal were milled and finally combined and put in barrels for shipment to the military, quarries and mines. I don't know how long the works were making gunpowder, but I would guess they ceased in the 1920's

Gunpowder had been discovered in the distant past by the Chinese and first used in Britain in the 14 century. By 1866 dynamite had been discovered and from that time on gunpowder was on a short fuse except for pyrotechnics. In the 19th century it was put to good use for rocket fired lines by the coastguard and throughout the 20th century as an emergency warning for all vessels in the form of rockets and flares.

Now its major use is for spectacular aerial displays. We all have rockets and flares tucked away in a remote corner of our vessels ready for that dreaded moment. I wonder how many of us know how to use them or what the expiry date is? A couple of years ago we had a demonstration by the coastguard on how to fire the various types but I have my doubts today that any let off in anger more than 3 miles off land in daylight hours would be seen.

With the fitting of vhf radio and the latest DSC and with the back up of mobile phone our whereabouts can be reported at least 10NM and with an EPIRB any where on earth. I can't think of a situation where modern electronics would not be more efficient. My own vessel is not equipped with EPIRB but at £150 for a personal or £350 for a fixed one, it would seem like a good investment, ask Tony Bullimore. JOHN WOOD 2 2005.

GPS: A Yachtsman may look confidently at the latitude and longitude showing on his GPS screen. But it may not mean that he knows where he is on his chart. A position is better plotted on a chart rather than represented by figures on a dial. Especially if the power fails and the numbers are forgotten.

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.

A backing wind means storms are nigh; Veering winds will clear the sky.

FLYING FIFTEENS: The frostbite series has been well named this year, with ice being chipped of covers on a couple of occasions. Despite this, the usual crew have been out on the water, with up to seven boats out racing. Now that the series are of 20 races (10 Sundays) there is more opportunity for people to qualify, even if they have had to miss several Sundays.

Brian Pingels boat has been in action, with courtesy of Mike Jones, a tuned rig and would you believe, a (almost) new set of sails! Special mention should go to Ian Horton who received the 'most improved dingy sailor of the year' award- well done Ian. We are looking forward to see more improvement with his new boat that he brought from Paul Taylor. Paul in turn has brought another boat, a Windebank IV which we are eagerly awaiting its arrival in club. As it stands at the moment with several races to go, Ian might be on for winning the series but I am sure Bill, Jason and Mike will out there trying to thwart him.

Ian, Steph and myself are going to the nationals this year in Poole (31st July-5th August), the more people from the Cardiff that go the better. As there are a few new sailors this year I would like to draw to your attention the Cardiff Classic event that we have every year, this year it is on the 25-26th June. We usually organise it to start around lunchtime on Saturday to finish lunchtime on the Sunday, also we would try to have a BBQ on the Saturday evening after the last race. It is often one of the larger classic fifteen events and is a qualifying event for the Arrowed classic travellers series- so we usually get several visiting boats, last year we had the world champion here. But to make it a good event we need your support, in form of people committing that date in diary and coming down to sail, after all it will only be a good event if we have plenty of boats on the water.

Dates for your diary next year; The Spring series starts 26th April, we have the Cardiff Classic on 25-26th June, the Llangorse open 2-3rd July and the nationals at Poole (31st July-5th August). We are planning a series of team races for the Wednesday racing over the Summer if you are interest then please let Andy or Colin know, so they come up with some suitable dates Duncan Baird. Fleet Captain. duncan.baird2@ntlworld.com

DIFFERENT SHIPS DIFFERENT LONG

SPLICES: An old expression which means that many things are done slightly differently in different ships - and yachts. Of course it still applies, except that it is difficult to find anyone who can make a long splice!

DOCK: On almost every marina, dock, or slipway - in any country - there will be someone ready to give you advice (often incorrect) about berthing your boat, the weather, the tide, and almost any other marine subject. But, even in these enlightened days, that someone never seems to be female.

OSCAR WILDE: It is always a silly thing to give advice, but to give good advice is absolutely fatal.

FLYING INSECTS: (midges) in Cardiff Bay What are the flying insects and why are they here? The flying insects are scientifically known as Chironomids. Experts have advised they are non-biting because they do not possess functional jaws. These insects are known to rapidly colonise and dominate new freshwater habitats. As a more diverse ecology develops in the Bay the number of insects will be kept in check through competition by predators, such as birds, bats and fish. How can the Harbour Authority assist in achieving a balanced ecology?

The Harbour Authority is continuing to work closely with a number of experts to find an effective method to control the flying insects. In accordance with this expert advice, the Authority has accelerated the establishment of a balanced ecology in the Bay. Aquatic planting has been carried out along the Bay edge to provide ideal habitats and breeding areas for coarse fish. These fish are natural insect predators and this year we have seen an impressive increase in the number of such fish in the Bay with the population now comprising more than 20 species, including Gudgeon. These have been found in high numbers and feed exclusively on insects that live in mud, such as the midge larvae. Among the nearly 100 species of birds in the Bay are House Martins and Swifts which are also excellent predators of these insects - House Martins can eat up to 3,000 adult flies a day and swifts can eat up to 40,000 daily. Indications to date are that the ecology of the Bay is developing with the numbers of birds and fish significantly increased from previous years. Are there any new initiatives this year?

The Harbour Authority is now in the second year of its two year trial using an approved larvicide. It will involve, once more, adding a naturally occurring substance in areas of the Bay where the midges are known to lay their eggs. It works by eliminating the insects in the larval stage before they hatch.

The Health and Safety Executive and the Environment Agency have approved the use of the larvicide on the basis there will be no detrimental effect to the wider ecology of the Bay, as both its effectiveness and environmental friendliness has been demonstrated throughout the world. What other work is the Harbour Authority undertaking in 2005? A significant amount of other work is also being undertaken in relation to the flying insect issue.

The Harbour Authority is continuing to work closely with experts at Cardiff University and the National Museum and Galleries of Wales. The intensive monitoring of insect larvae numbers in the silt of the Bay, to determine areas of highest concentration, is ongoing thus enabling action to be targeted in these areas. Also, in addition to monitoring the migratory salmon and sea trout, both sonar and netting surveys of the coarse fish in the Bay and rivers will continue to be undertaken. The bird populations in Cardiff Bay will also continue to be closely monitored by Cardiff University on behalf of the Harbour Authority. These findings will give an indication of the continual improvement of the Bay ecology. This article is reproduced courtesy of the Cardiff Harbour Authority.

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.

CARDIFF HARBOUR AUTHORITY FLYING INSECTS AROUND CARDIFF BAY: I am writing to update you on the Harbour Authority's approach to the flying insects (non-biting chironomids) situation in the Bay this year. Once again the Harbour Authority will be taking a natural approach, and the experimental licence granted for 2004 by the Health & Safety Executive and Environment Agency has been re-issued for 2005. This procedure involves adding a naturally occurring substance to the water in a section of the Bay to reduce the numbers of insect larvae before they emerge as flying insects. This substance has been successfully used throughout the world with no environmental problems.

This is the second year of a two year experiment. When complete, the Health and Safety Executive and the Environment Agency will be in a position to determine the suitability of extending the use of the larvicide in Cardiff Bay. I am pleased to report that the fish stocks have increased and there are now more than 20 species of fish in the Bay. The number of bird species is now approaching 100, and as many of these fish and birds are natural predators of flying insects, they will reduce their numbers. I have enclosed a detailed information sheet about the flying insects which also outlines the work of the Harbour Authority and its initiatives being undertaken this year. Letter from Janine Nightingale Cardiff Harbour Authority.

LIGHT DUES: The Government has decided not to charge light dues on leisure craft The Department for Transport, (DfT), made its annual announcement about light dues on 24 March 2005, of which the vital words for leisure sailors from the Minister David Jamieson were: *"I have decided that a cost effective, enforceable, collection mechanism for pleasure craft cannot be introduced at the present time. I do not propose to change the structure of the charging mechanism for the foreseeable future."*

The DfT Press Office wrote to the RYA to reinforce the message, saying: *"I just want to add, during our briefing, the Minister was keen to stress that we listened carefully to what the RYA had to say on the matter and certainly acknowledge the popularity of sailing as a leisure activity..."*

I would like to make sure that this announcement is disseminated effectively to relevant stakeholders and I would really appreciate it if you could recommend any print titles who would be interested in this announcement. Also, if you want to highlight this item on your web site or other member communications, then I can see about getting a direct quote from the Minister for you."

Language this strong should make us confident that the risk of charges on leisure sailors has receded for quite a long time. Alan Macnaughton of RNSA, who led for CYCC in working with the RYA to resist the initial proposals and in drafting RYA's submissions to the DfT's consultants, comments:

"This happy outcome might well not have been achieved but for the well argued letters sent by many clubs and the zealous representations made by RYA Cruising with supporting input from CYCC. In naval terminology, this rates "Bravo Zulu" all round." Our thanks are due to everyone involved. DAVID DARBYSHIRE CYCC

LIGHT DUES: Written statement by David Jamieson. I am pleased to announce that light dues rates and the tonnage threshold will remain the same for 2005/06. The Government remains committed to a cost recovery system, yet rates have been reduced significantly in the last 12 years. They were last reduced in 2004.

Despite the General Lighthouse Authorities having undertaken a programme of major capital investment - the redevelopment of the Trinity House Lighthouse Service depot at Harwich and the replacement of GLA ships, costs to the industry have remained static. These projects will be funded out of the General Lighthouse Fund. We shall continue to work closely with the General Lighthouse Authorities to maximise efficiency where we can and to ensure that the benefits that have been achieved are returned to light dues payers.

The Study into the Economic Effects of Light Dues carried out by consultants, MDS Transmodal and DTZ Pieda, was commissioned in 2003. The study examined the direct economic impact of light dues charges on shipping lines, ports and owners of fishing vessels and pleasure craft and on the wider UK economy and the economic implications of alternative charging options. The study concluded that the requirement to pay light dues did not distort trading by commercial shipping to and from the UK. The charge had negligible effects on the economy. Removal of most of the existing exemptions would also have little impact on overall economic activity, as would an annual charge of around £100 on pleasure craft. This level of charge being an assumption, and chosen because it is the equivalent approximately to the annual cost of other Government levies, such as an annual television licence and the road fund licence for a small car.

I have considered the case for restructuring the current light dues system and in particular, extending the scope of the charge to all pleasure craft. A number of charging approaches have been discussed - for example registration of vessels, a charge based on moorings, or a charge based on vessel movements. All of these systems would be expensive and time consuming to establish, relative to the levels of charge to be levied. I have decided, therefore, that a cost effective, enforceable, collection mechanism for pleasure craft cannot be introduced at the present time. I do not propose to change the structure of the current charging system for the foreseeable future. A link to the announcements is at: http://www.dft.gov.uk/pns/displaypn.cgi?pn_id=2005_0032

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

ADVICE ON BECOMING CLUB PRESIDENT

When I was a lad I served a term,
as office boy in my fathers firm,
I cleaned the windows and I brushed the floors,
and I polished up the handle of the big front door,
I polished up the handle so carefully,
my dad put me up for membership of the P.M.C.

As a member I soon made my mark,
other members let me buy them pints of dark,
on work parties I was a big hit,
I cleaned out the cesspit and got covered in it,
I cleaned out the cesspit in a manner so free,
I was put up as a member of the committee.

A member of House & Grounds I became,
and it was here I really made my name,
I got rid of the smell in the ladies loo,
and gave it two coats of emulsion too,
the lady members were so pleased with me,
They elected me as an officer of the P.M.C.

It all happened so quickly, so I was sent
to confer with past Commodores & Presidents,
I always voted at my chairman's call,
And never ever thought for myself at all,
I thought so little they rewarded me,
by making me COMMODORE of the P.M.C.

So all you members who ever you may be,
if you want to climb to the top of the tree,
Ladies, Gentlemen, Children, Fools,
Please be guided by these Golden Rules,
Be careful what you say & rarely put to sea,
Then you like me could make President of the C.B.Y.C.

P.M.C. = Penarth Motorboat & Sailing Club.

Can also be sung to
the Admirals song from H.M.S. Pinafore.

Kind thanks to William J. Turton Esq.
for supplying this little ditty.

R.YA. Flying Fifteen

Uffa Fox

Length overall 20 feet 0 inches (6.09m)
Length waterline 15 feet 0 inches (4.57m)
Beam 3 feet 0 inches (1.52 m)
Draught 2 feet 6 inches (0.76m)
Displacement 100 lb (453 Kg)
Sail area 150 Sq feet (13.93 m)
Designer - Uffa Fox
Builder - Numerous.

The golden rule of yachting is that the boat we should sail in has a length of 1 foot for every year of our life. When we are 10 years of age, a 10 foot dinghy is ideal – it is within our strength and ability. When we are seventy we need a vessel of 70 feet in length, so we can have, not only a captain to run it when we are tired, but also a steward to look after our bodily needs.

But the Flying Fifteen is another kettle of fish altogether, for at 67 years of age I still enjoy sailing her as, being easily driven, she only needs a small sail area to drive her at exciting speeds.

Her design came to me as swift as light when I was enjoying my bath in those magic moments of anticipation between a day's work and the joy of the evening ahead with friends, for in our bathroom we enjoy our own private thoughts – thoroughly relaxed in the warmth and buoyancy of the bath itself. Kind thanks to William J. Turton Esq.

CAT RACING: All races will be two races back to back. Entry is, Single-handed; £5 Double-handed; £9 Per Series. However, please remember we do race most Sun / Wed throughout the year as part of the UFF Fleet. For further info contact me by email or Tel. 02920 252973. Sail Fast Have Fun! Regards Idris.

Cat Fleet Series dates for 2005 - Spring / Summer...

24th April
29th May
10th July
21st August
18th September

Cat Fleet Series dates for 2005 - Autumn / Winter...

23rd October
20 November
11 December.

THREE SHEETS TO THE WIND: We use the term "three sheets to the wind" to describe someone who has too much to drink. As such, they are often bedraggled with perhaps shirttails out, clothes a mess. The reference is to a sailing ship in disarray, that is with sheets (lines — not "ropes" — that adjust the angle at which a sail is set) flapping loosely in the breeze.

SEA: There is nothing more enticing, disenchanting, and enslaving than the life at sea.
- Joseph Conrad

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.

EXPERIENCES: at sea lend themselves to exaggeration. Strong winds become gales in the telling, gales hurricanes, moderate seas huge, big waves giants. Frank Mulville. Especially in the yacht club bar.

The Lighthouse keeper's Story

By Arthur Helliar and Cuthbert Clarke (1908)

Supplied by William J. Turton Esq.

You want to hear of the bravest deed ever done on land or sea?
I rather think I can tell you that for it appears 'twas done by me.
It was when I was a Lighthouse keeper a year or two back, not
more.
The lighthouse was built on a rock, sir, arf a mile pretty near from
the shore.
A storm for a month had been raging; no boat could approach as
we knew,
And the steamer wot should 'ave brought vittles was more than
nine weeks overdue.
For days we'd been living on biscuits – they was all as there was
left to eat.
On Sundays we fried 'em in lamp-oil, we did it by
way of a treat.
But that give out arter a bit, sir, so we 'as to partake
of 'em "rore."
Still the lamp was the wust of the bisness, we
couldn't light up any more.
We'd only one small box o' matches and I took 'em
above in the lamp,
And 'eld 'em afore the reflector, till my arm fairly
ached with the cramp.
They didn't make much of a flare, Sir, well, I 'ardly
expected they would,
But I had this 'ere great consolation as I'd done all
as any man could.
I soon finished up all the matches—there was nuffing
more left I could do,
So I turns in my 'ammick being sleepy and was off
in a minute or two.
Soon I dreamt that I sat at a banquet with some nob's
in a West End hotel,
They was 'anding round liver and bacon, fried fish,
tripe and onions as well.
A waiter asked me if I'd 'ave some, and I'd just stuck
my fork in a lump,
When I almost fell out of my 'ammick for there
come a most 'orrible bump!
I knew what it was in a moment, I could tell pretty
well by the force,
It was one o' them big ocean liners wot 'ad got a
bit out of 'er course.
There was dozens more come after that, sir, they
cannoned us all thro' the night,
I tell yer I wasn't arf glad, sir, when I see it. begin to
get light.
I thought p'r'aps as some very likely might keep up
the game all the day,
So I 'ung out a board with "Wet paint" on, which
I fancied might keep 'em away...

...Being woke up all night by them vessels
was enough to make anyone mad,
And the langwidge the crews used was 'orrid,
and the skipper's was ten times as bad.
So I calls to my mate what was dozing and tells "im
some oil must be got,
"There's a shop arf a mile off 'e answers, "shall
yer swim there or fly there or what?"
"I shall fly there!" I says, "or I'll try to, just
'ark while I tell you my plan,
You must fasten me on to a rocket and aim it as
straight as you can.
I must take one as well to come back with, for
they mightn't p'r'aps 'ave one on land,
But them ships knockin' bits off our lighthouse is
a thing as I'm hanged if I'll stand."
So he fastens me on very careful, I'd a can in my 'and
for the oil,
And the wind was a 'owlin' and screamin' and the
water was all of a boil.
Now remember, I says afore starting I'm a-risking my
life I'll admit,
But a Briton ne'er shrinks from his duty and that
lamp there tonight must be lit!
Their words was scarce out of my mouth, sir, when I
'ears a loud kind of whizz,
And away thro' the air I was soaring and a rummy
sensation it is!
My mate 'e 'ad once been a gunner, and 'is aim
was surprisingly true,
I missed the shop-door I'll admit sir, but bang
thro' the window I flew.
But the face of the man wot was serving was the
thing as you ought to have seen,
When I landed full length on the counter and arskes
for some best paraffin.
He took me at first for a h'angel till 'e saw as
I 'adn't no wings,
And noticed a 'am disappearing with a loaf and
some pickles and things.
To bring a long tale to a h'end sir, I returned
the same way as I came,
Twas a coastguard as touched off the rocket and I
can't say a lot for 'is aim.
But my mate who was up in the tower sees me coming
and 'eld out 'is net,
I'd 'ave missed by a yard if 'e 'adn't and might
a got 'orribly wet.
And talking o' wet, sir, reminds me as I'm dry
enough now thro' and thro'
Wot's that you says, "Will I join yer" Well,
thankee, don't mind if I do.
Good 'ealth sir, it's lucky I met you for there's
men 'ere by dozens as tries
To get gents to stand 'em a drink, sir, by
tellin' 'em 'orrible lies.

ROPES: which started off thousands of years ago as plaited reeds, have been in use ever since man went afloat. They were first used with primitive stone anchors. But a super-tanker still needs ropes to secure itself alongside, and obviously ropes remain an essential part of any modern sailing vessel. So, knowing how to handle them, and tie a few simple knots is an integral part of a sailor's know-how, and always likely to remain so.

AGGIE WESTONS: sailors' homes set up by Dame Agnes Weston, providing cheap overnight accommodation in the main naval towns.

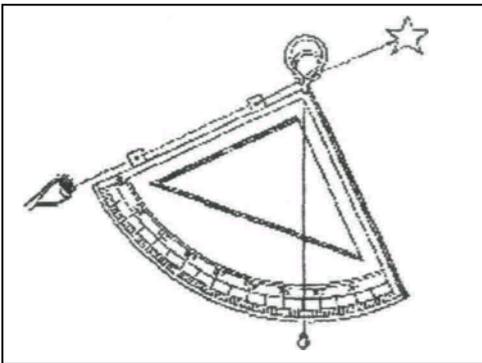
WINNING: There is nothing wrong with the will to win, the only penalty should be that the man who wins unfairly should be set down.

COLUMBUS AND CELESTIAL NAVIGATION: Although Columbus was primarily a dead reckoning navigator, he did experiment with celestial navigation techniques from time to time. However, these experiments were usually unsuccessful – and in some cases, actually fraudulent.

Introduction In celestial navigation, the navigator observes celestial bodies (Sun, Moon and stars) to measure his latitude. (In Columbus's day, it was usually impossible to measure your longitude.) Even in ancient times, it was fairly easy to find your latitude by looking at the Sun and stars, as long as you weren't too concerned about accuracy. Each star has a celestial latitude, or declination. If you know the declination of a star that is directly overhead, that's the same as your latitude on earth.

Even if a star isn't directly overhead, if you can measure the angle between the star and the overhead point (called the zenith), you can still determine your latitude that way — provided you measure the star at the time of night that it is highest in the sky. But in the Mediterranean Sea, it's not very useful to find your latitude, because your latitude is roughly the same wherever you are. In those confined waters, dead reckoning was the easiest way to navigate.

It was not until the fifteenth century, when Portuguese mariners began to make long voyages north and south along the coast of Africa that celestial determination of latitude began to be useful for southern European sailors. Columbus was from Genoa, one of the leading Mediterranean ports, and he must have learned his dead reckoning navigation from Genoese pilots. But he had spent time in Portugal, and was aware of all the new ideas in navigation, including celestial navigation. So, on his first voyage he made at least five separate attempts to measure his latitude using celestial methods. Not one of these attempts was successful. In part, because of bad luck, and in part because of Columbus's own ignorance of celestial techniques and tools.



The most important tool used by Columbus in his celestial attempts was the quadrant. This was a metal plate in the shape of a quarter circle. From the center of the circle hung a weight on a string, that crossed the opposite edge of the circle (see figure 1). The navigator would sight the North Star along one edge, and the point that the string crossed the edge would show the star's altitude, or angle above the horizon. (In the case of the North Star, this is always pretty close to your latitude). Many examples of quadrants survive in maritime museums, and often have several scales along the edge. For example, in addition to the angle, you might also read the tangent of the angle from the quadrant. The tangent scale is useful if the quadrant is to be used for architectural purposes.

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ANGLING SECTION:

The Section AGM was held on Wed 23rd March and the new Committee was formed, as follows:
Chairman; John Gittins. Vice Chairman; Trevor Parker. Minutes Secretary; Stef Parker.
Secretary/Treasurer; Bryan Morgan. Membership Secretary; Phil Dominy. Weighmaster/Competitions Secretary; Keith Jenkins.
All the above positions were un-opposed.
The following Members were also elected onto the Committee:
Gareth Davies. Dave Eagle, (New). Mark Hunt, (New). Mike Smith.

We thank those who supported the Section by attending the AGM, but, we'd like to have seen more Members there. 30 odd out of a 78 strong membership is a poor turnout.

New Season's Competitions; A new list has been completed and will be placed on the notice board and the club website, (www.cbyc.co.uk), as soon as possible. The first Comp. will be on Sunday 24th April.

The Committee are intending to re-generate the popular "First Wednesday" nights, and are arranging one to take place on Wed 4th May. Further details will be posted shortly.
Also, the date for the Section Presentation Night has been booked for Saturday 14th May. Keep your eyes open for further details.

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.

[Reels].

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"Mackerel sky, two days dry" In other words, when the sky looks like fish scales, you have about one or two days before bad weather comes. Works about 80% of the time.