

ANGLING SECTION SOCIAL EVENING, IS ON THE FIRST WEDNESDAY OF EVERY MONTH.
Light refreshments, a Talk [or Quiz] & Raffle. [NEXT : June 2ND. See Section article].

OAR: A long time ago, a sailor announced that he was fed up with the sea and was going to retire ashore. When asked where he would live, he said that he would walk inland with an oar over his shoulder until someone asked him what he was carrying... He would stop there.

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

WASHED OUT: From the early days of signal flags when messages were recorded on slate and a cancelled message was sponged or "washed out"

HOOSIERS: stevedores who worked on the wharves and levees of New Orleans and Mobile. The majority were black, but after the 1840s Creoles and white sailors who "screwed cotton" were also referred to by this name.

FOG: The sea is foggiest on the Grand Banks of Newfoundland where on average, 120 days of the year are foggy.

SHIP QUESTIONS: Name three wooden ex Royal Naval gun ships that were moored in Cardiff in the mid to late 1800's what were they used for? The answers are elsewhere in this issue.

VALUE: Nothing is of value unless it is shared.

CREW WANTED: For the fast close winded auxiliary sloop Barebones for summer cruising in the Bristol Channel and further, Ireland maybe, weather permitting. please contact... 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

TENDERS: Does anyone have, or know of a tender for sale, or maybe, to donate to the Club. We are seriously short of tenders to access the fore and aft moorings at the west end of the pontoon. Please contact Alan Savage 029 2051 2534 or Tony Davies. 07816 337904

ALOOF: From the old Dutch word "loef" meaning windward. Said of a vessel amongst a fleet of ships which sails higher into the wind so that she draws apart. Thus aloof has come to mean, "one who stands apart"

MAN: Is born free, and everywhere he is in chains.

QUIZ ANSWERS

1. Swiss
2. Colditz
3. French rail network.
4. War of the roses.
5. Cronos
6. Calais
7. England.
8. Mill
9. Tuna
10. Turkey
11. Hywel Bennett.
12. Jersey Lily.
Lillie Road in Putney.

ALOOF: At a distance. Old term meaning to windward.

SMALL MATTERS
What lies behind us, and what lies ahead, are small matters compared to what lies within us

MECHANIC: The Coastguard records generally show, that more small craft need assistance because of engine breakdowns than for any other reason. And often it may just be running out of fuel. Nowadays a wise yacht skipper, even though he may not approve of the modern reliance on engines, tries not only to be a good seaman and navigator, but a useful mechanic as well.

RUNNING: When a yacht is running before the wind, it is always makes sense to rig a preventer to keep the mainsail under control. If the wind is right aft it is essential to do so. Good helming will reduce the need for a preventer, but a preventer will not reduce the need for good helming.

FAIL: People don't plan to fail , they just fail to plan.

CLEW: Evidence leading to the recovery of a missing sail.

KEEPING A WEATHER EYE OPEN: . Said to originate from keeping an eye open to windward where the first signs of any change in the weather might be expected. But, now accepted as referring to a good sailor's instinctive awareness of the weather and what it might do, even though he may have the latest forecast.

TAKEN ABACK: one of the hazards faced in days of sailing ships has been incorporated into English to describe someone who has been jolted by unpleasant news. We say that person has been "taken aback" The person is at a momentary loss; unable to act or even to speak. A danger faced by sailing ships was for a sudden shift in wind to come up (from a sudden squall), blowing the sails back against the masts, putting the ship in grave danger of having the masts break off and rendering the ship totally helpless. The ship was taken aback.

KEEL HAULING: A severe naval punishment for desertion in which the victim was hauled from one yardarm to the other under the keel of the ship. The victim rarely survived; he would either be cut to ribbons by the shellfish on the ship's bottom or become bloated with seawater.

HI-JACK: The harlot's call to the sailor "Hi, Jack!" acquired its more sinister meaning when, after the first embrace, she hit him with a lead filled handbag and he was dragged off to be sold to a ship in need of crew.

RUDDER: A person without a purpose is like a ship without a rudder.

BEAR ESSENTIALS

HANFODION ARTH

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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Cost priceless

www.cbyc.co.uk

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

COUNCIL OF MANAGEMENT 2004 (A new beginning)

President	Alan Savage	029 2051 2534
Vice-president	Jean Annett	029 2062 0160
Junior Vice-president	Roy Evans	029 2070 4696

Commodore	John Jefferies	029 2061 0864
Vice-commodore	Roger Dunstan	01443 891451
Rear-commodore	Kevin Rolfe	029 2025 9442
Hon. Secretary	Helen Phillips	029 2021 5759
Hon. Treasurer	James Thomas	029 2075 0224
Sailing Secretary	Nick Sawyer	029 2051 4966
Membership Secretary	Jane Hall	029 20514 915

Council Member	Tony Davies	029 2051 5376
"	Steve Cooper	01443 820 574
"	Paul Simes	01443 205130
"	Jeremy Taylor	029 2040 0457
"	Peter Pope	01443 208360
"	Jonathan Croft-Davies	029 2070 7427

COMPETITION: Never underestimate the competition.

TRUE COLOURS: The national flag or ensign was known aboard ship as her colours - and a very important issue when ships engaged in battle. The expressions true colours, come off with flying colours both originated from this nautical tradition.

AHOY: old traditional greeting for hailing other vessels was originally a Viking battle cry.

FIGHT: Took the wind out of his sails Often we use "took the wind out of his sails" to describe getting the best of an opponent in an argument. Originally it described a battle manoeuvre of sailing ships. One ship would pass close to its adversary and on its windward side. The ship and sails would block the wind from the second vessel, causing it to lose headway. Losing motion meant losing manoeuvrability and the ability to carry on a fight.

LOG BOOK: In the early days of sailing ships, the ship's records were written on shingles cut from logs. These shingles were hinged and opened like a book. The record was called the "log book." Later on, when paper was readily available and bound into books, the record maintained its name.

SURGERIES: The Commodore will hold a surgerie on the last Thursday evening of each month at 20.45 for members who have a querie on any aspect of Club business or policy.

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. 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. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Jane Hall - (029 514 915). Moorings, pontoons, yard, haul-out - Alan Savage - (029 2066 6627). Cruisers - Andy Higson (01446 713908). Dinghies - Jeremy Taylor - (029 2040 0457). Angling - Bryan Morgan - (029 2021 7910). Catering - (Flotilla). Bar - (029 2022 6575). Social Committee - (to be decided). Sailing School Principal - Nick Sawyer (029 2051 4966). **Flag Officers:** President - Alan Savage (029 2051 2534). 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 (01443 891451). Rear Commodore - Kevin Rolfe (029 2025 9442). Secretary Helen Phillips (029 2021 5759). Hon. Treasurer - James 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).

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"

BLEED THE MONKEY: Surreptitiously to remove spirit from a keg or cask by making a small hole and sucking through a straw.

SLEEP: A Cure for Insomnia - If You Have Ever Been a Sailor, as you lie in bed, imagine that you are back at sea on a cold, rough night. You are in your bunk, but not sleeping well because of the noise and the motion. The boat is going to windward, so she is heeled over and you hear the odd dollop of sprav landing on the deck. You know that quite soon you will be called to go on watch, and struggle into your damp clothes and "oilies". Then harness on, and out into the cockpit. By this time, your own bed seems remarkably very warm and attractive. And you may well just drop off to sleep.

FASTNET: Your ship is your best lifeboat" is a saying from naval wartime experience, and the 1979 Fastnet Race demonstrated that, however uncomfortable a yacht might become in extreme weather conditions; she is the best refuge as long as she remains afloat. The life raft should be a last resort. Seven of the 15 fatalities on this race occurred to (crew who had taken to the life rafts, and of the 24 yachts that were abandoned, 19 were recovered afloat

BACON: The American writer David Kasonov once said that he escaped being run down by a ship in the fog off New York because there was: The scent of bacon and coffee coming from a direction where bacon and coffee were not supposed to be.

EVEREST: As the Everest pioneer, Sir John Hunt, once remarked when he regretted the modern easy accessibility of the great mountain. "There ought to be something left in this world that keeps people humble" There is, Cape Horn does just that!

INFORMATION: contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications.

JOKE: Three tourists climbed up the tower with London's Big Ben and decided to throw their watches off the top, run down the stairs and try to catch them before they hit the ground. The first tourist threw his watch but heard it crash before he had taken three steps. the second threw his watch and made only two steps before hearing his watch shatter . The third tourist threw his watch off the tower, went down the stairs, bought a snack at a shop up the street and walked slowly back to Big Ben in time to catch the watch." How did you do that?" asked one of his friends. " My watch is 30 minutes slow." he explained.

GALE: It's not wind strength, but whether we can cope that matters, The boat can probably cope, but can her crew?

THANK YOU: A warm thank you to the people who have donated books to the Club library, usually anonymously; your contributions are much appreciated... Tony Davies, Librarian.

WANTED: Two self-tailing winches suitable for 28' yacht. Willing to travel and make a reasonable offer. One of my regular crew is disabled so I'm not just looking for a lazy way to winch!! Jon Crofts Davies 07768 014840.

Cardiff Bay Y.C. CATAMARAN RACING:

Spring / Summer 2004 Series

Race # 3 - 9th May, 11.00am start
Race # 4 - ASAP after race # 3
Race # 5 - 18th July, 11.00am start
Race # 6 - ASAP after race # 5
Race # 7 - 1st August, 11.00am start
Race # 8 - ASAP after race # 7

Entry per Series:- Single-handed, £ 4.50
Double-handed, £ 9.00

All races to be held within Cardiff Bay.

For further information, registration and Sailing Instructions, contact Jeremy Taylor.

Tel: Cardiff 029 2040 0457. E-mail: taylorbuild@yahoo.co.uk

BEAR UP: when they would have the Ship sail more before the Wind.

LANDLOCKED: Only thirty nations of the world are landlocked! Of the rest of the nations that have a coastline, Canada leads all the world with 56,453 miles of coastline! The next closest country is Indonesia with 33,987 miles. From sea to sea to sea brings on a whole new meaning!

CHEW THE FAT: In the days when brine was added to barrels of meat, it had a hardening effect on the fat. It was still edible but it took considerable chewing. So, to "chew the fat" has come to mean to talk endlessly.

BINGE: In ancient mariners terms, one was "to rinse or clean out - as in to binge a cask". Hence a sailor who had cleaned out a cask of rum was said to have a binge.

FLY BY NIGHT: A large square sail used downwind or on a reach that could be used easily and quickly. This made it very useful for sailing at night especially by people who dealt in contraband. Since these people's character was always in question they became known as "fly-by-night-ers".

MISS THE BOAT: This expression came from the liberty boats that carried the sailors returning from shore leave out to their ships. Hence to miss the boat was to miss the only opportunity to get back to the ship.

REVOLUTIONISE: A single thought can revolutionise your life.

ORDINARY: The difference between ordinary and extraordinary is that little bit extra.

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.

C.B.Y.C. LIBRARY: Please be aware that information contained in the books is likely to be out of date. Always use current Admiralty publications for navigation and reference purposes.

TRADING ON THE HIGH SEAS: The first recorded sea voyage involved sea trading between the Greek Mainland and the Aegean island of Melos in 7250 BC.

MISTAKES: The man who makes no mistakes does not usually make anything... Edward J. Phelps.

EXCITED FISHERMEN CAN BE FORGETFUL: The Nova Scotia fishing boat, *The Johnny and Sisters*, was so pleased with their record catch of 30,000 lbs., the crew did not remember that the vessels capacity was only 15,000 until they were nearly sunk!

HONOUR: Sir Ernest Shackleton's newspaper ad for his 1914 expedition read as such: "Men Wanted For Hazardous Journey, Small wages, bitter cold, long months of darkness, constant danger, safe return doubtful. Honour and recognition in case of success".

MORSE CODE: C ... Dah Dit Dah Dit (Charlie)
Yes (affirmative)

COUNCELLED: He that won't be counselled can't be helped... Benjamin Franklin.

PACKET RATS: This was the name given to the tough seamen who manned the Western Ocean (Atlantic) packet ships running between Liverpool, New York and Boston in the second and third decades of the nineteenth century. They were Irishmen hailing from New York, Liverpool, or Ireland herself. They were, in the main, great drinkers and singers, but awkward customers to handle. They were good seamen, too - with such men aboard, a master could leave the shortening of sail to the last moment and be certain that these sailor men would be out and up aloft in a brace o' shakes and in no time have the sails muzzled and stowed. On the other hand, they weren't "fancy" sailor men, like the men of the clippers; i.e., they weren't interested in "sailorizing" - the arts of splicing, knotting, sewing canvas, and so on.

RULES OF THE ROAD: (Mnemonic)

When all three lights I see ahead,
I turn to **Starboard** and show my **Red**:
Green to Green, Red to Red,
Perfect Safety -- **Go Ahead**.

But if to **Starboard Red** appear,
It is my duty to keep clear --
To act as judgment says is proper:
To **Port** or **Starboard**, **Back** or **Stop** her.

And if upon my **Port** is seen...
A Steamer's **Starboard** light of **Green**,
I hold my course and watch to see
That **Green** to **Port** keeps **Clear** of me.

Both in safety and in doubt
Always keep a good look out.

In **Danger**, with no room to turn,
Ease her, **Stop** her, **Go Astern**.

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, £1,500.00 ONO. 5HP 2000 model Johnson outboard available as extra. Contact Mark Farrall 029 2046 2175.

THOUGHTS: The most effective bilge pump is a frightened man with a bucket. A good knot should never come undone on its own, but be easy to untie.

GREENLAND: was named as such by the Vikings not because of its lush geography but as a promotion tool to encourage migration to their new lands.

HOOSEGOW: On the West Coast of South America jails were called, in the Spanish tongues *juzgados*. Sailing-ship seamen who spent a lot of time behind bars called the phonetically, "hoosegows," and from the Spanish spelling, "jughouses."

KISSING DON'T LAST: cookery do! George Meredith.

THE BLUE BOOK: (B.C.Y.A. handbook) will be going to the printers imminently. Clubs please note that barring any last minute hitches the inaugural launch of the book will be at the Portishead Cruising Club on the evening of Monday the 17th of May. Clubs are asked to send someone along to collect copies of the books for their members, which will be £5 per copy (Clubs will be invoiced at a later date for copies taken on the night, or we will accept cheques on the night).

The evening will also be a BCYA speaker evening. Many of you will have noticed the water turbine which appeared off North Foreland a couple of years ago, additionally there are currently at least three wind farms destined for our waters which are well into the planning stages, as well as further plans for more turbines.

These will impact on the leisure use of the channel. With proposed exclusion zones, radio and radar interference, air turbulence etc... We have invited along Suzie Thomson (RYA environmental officer) and Don Sutherland (Vice Chairman of the RYA South West Region), who will be talking, answering questions and gathering any local information that we have, about the wind farms and water turbines planned for the Bristol Channel and Severn Estuary.

The book launch and speaker evening are open to all. Please be at the club 19:30 for 20:00 start. To pre-order your copy of the Blue Book send a cheque for £6 (£5 for the book, £1 for p&p) made payable to 'The Bristol Channel Yachting Association, to John Palmer, Bristol Channel Yachting Association, 1Oundle Court, Colin Way, Ely, Cardiff CF5 5AX (telephone 02920 553352). Don't forget to include a return address. Best Wishes John Filer PCC

LIBRARY: Nautical books required for the Club library would be most welcome. Please contact... Tony Davies or alternatively place them in the downstairs bar.

FAIL: Only those who dare to fail can ever achieve greatness.

NAVAL SLANG: banyan:- party an outing ashore.

STAUNCH: Said of a vessel that is well built, sturdy and free of leaks.

HANDBOOK: Member's addresses are no longer put in the handbook due to the data protection act.

DINGHY DINNER 2004 The Annual Dinghy dinner took place on March 13th & was well attended with numbers reaching over 100 (the best ever attendance for a dinghy function – I believe!). Well done to Ewan Tozer for organising a great evening. The hot buffet went down well – thanks to Rob and crew in the galley.

The band, "The New Druids" had many of us up strutting our stuff & those who didn't fancy going that far, tapping their feet.. Some great prizes were donated for the raffle, so many thanks to Ewan for the `top of the range` office chair, Tim Bowen for the Techniquet tickets and Alan & Rhian from Tiger Bay Training for the session out on the "Zap Cat", Congratulations to all who won a prize. The prize-giving for the Cat series took place, Alex Farr with Marcelle Newbold, Ian Williams and Idris Dibble, receiving prizes for 1st, 2nd & 3rd places respectively. Unfortunately, Idris was not at the event to receive his prize in person.

Many thanks to Peter Annette for saying a few words on behalf of the club and to Nick Sawyer for his presentation to the Youth section. Well done to all of the boys and girls for their achievements! A further well done to Nathan, who was the proud recipient of a new sail for his Opi. Roy, June & staff deserve a mention for keeping us all well lubricated and thanks for their work behind the scenes that most of us don't see.

I hope that everyone enjoyed themselves as much as Kirsten and myself did & that the hang-overs were not too severe. Until the next one, have a good years sailing. Jeremy Taylor

RATE: Classification of old sailing warships, in accordance with the number of guns carried . First rate ships carried 100 or more guns; ,second rate 84 or 90 to 100; third rate 70 or 80 to 84 or 90; fourth-rate 60 or 60 to 70 or 80; fifth-rate 32 to 50 or 60; and sixth- rate less than 32 guns.

KNUCKLE: Sharp angle in a wooden member of a ships frame. Also, the outer edge of a sharp bend in a jetty or pier head.

ENDURANCE is a crowning quality.

51 DEG 18 N, 3 DEG 3 M W: The remains of the sailing barque Nornen of Brevig Norway, driven ashore March 3rd 1897. Several years ago I was walking along Berrow Flats, which lies between Brean down and Burnham on sea when I noticed a car stuck in the sands about half a mile out from the high water mark, going to investigate I discovered it abandoned; apparently. Talking to the local bobby, dozens of cars are abandoned on this stretch of sand every year, soon to disappear, swallowed by the mud. Way beyond the car near the waters edge I could see the remains of a large vessel with her bow towards the beach. She remained a mystery to me until last week when I read Graham Farris Wreck and Rescue in the Bristol Channel, which tells the story of the English lifeboats on the southern shore. "The last service of the John Godfrey Morris was to the Norwegian barque Noren which had broken from her anchors in Lundy roads. Heavy seas were breaking on Berrow flats and the weather was thick with snow, when she drove ashore, having by then lost all her sails. The lifeboat was launched at 10am but took 2 hours to reach the barque, the crew pulling mightily against wind and tide. They found that the captain had succeeded in getting ashore with help of people wading into the breakers, but his crew would not follow him, so the 10 men were brought ashore by lifeboat at 2 pm. The Nornen was lightened but to no avail and she was broken up on site, her lower timbers and keel being visible at low water." One can imagine the terrified crew navigating the disabled vessel perhaps with bare poles past the formidable North Devon coast on a dark stormy night and striking the Berrow sands in the early hours. The John Godfrey Morris was a pulling and sailing lifeboat built 1887, 34' long 7.5'beam with 10 oars and water ballast and operated out of Burnham from 1887 to 1902. When I visited the stranded wreck in the early 90s there was still 100ft of her remaining. There are over two dozen wrecks charted between Cardiff, Barry and Burnham, but apart from the one on Sully Island, the Luisa on the Taff and the pair off St Anthony head. No others are exposed, unless you know otherwise. JOHN WOOD 0504.

BAY SAILING: Dear All, On the 5th June James Dwyer / Glyn Coupland / Sue Newbould / and myself, are planning to take some disabled people on the Bay for a days sailing. If you would like to give a hand on this day, you would be made very welcome. If you would like some more information please do not hesitate to contact me on 029 20252973 / mobile 07980201046 Idris.

JOSEPH CONRAD: Ships are all right - ifs the men in them.

IF IN DOUBT STAY

OUT: Which is a caution against entering a potentially dangerous harbour in the wrong conditions. Wise advice, which can be difficult to follow with a tired and seasick crew.

SHIP ANSWERS: The Hamadryad; was a hospital Ship. The Thrisby: a Church Ship, and The Havanah; an Industrial School Ship

EARTH Imagination is the strongest nation on earth.

FOR SALE: Korina, 20 foot Bermudan sloop, fin keel outboard engine, £2,705.00 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.

COMPASS: A navigational instrument that records a variety of directional errors and increases the presence of machinery and magnets on board ship by spinning wildly.

SEASICK: What can you say about Seasickness? Not much, when you're seasick."

TIDY: The word is derived from the tide, hence the meaning of being well arranged and methodical as associated with tides.

TAKEN DOWN A PEG: This expression comes from the practice of admirals and officers having their own flags aboard ship. Superior officers would have their flags positioned higher on the mast than subordinates and these flags would be attached to the mast by a peg. If a senior officer handed over his command to a junior then the flag would have to be flown in a subordinate position or be taken down a peg.

LETTERS TO THE EDITOR: " An Open letter by way of Welcome to our new Flag Officer and COM Team.

The events of recent months have come - and I hope now "gone" into our history as a family club, focussed at water pastimes of ALL persuasions. So, **Welcome to our new group of administrators!** I sincerely hope that you ALL stay on board for a full term of service in whichever post you have taken on -- the history of CBYC is NOT on your side, as we have seen Flag Officers and COM members resigning with disappointing regularity over several years, usually shortly after election and well before making a sustained contribution to the Club's well being.

Several of the new team stressed in their pre-election statements that they saw better communications with ALL members as one of their objectives. As a member who spends less time than many at the Bay, may I commend this approach as one that is likely to significantly enhance the cohesion and community of our Club. When I joined some years ago we enjoyed periodic postal communication by way of Newsletters/Bear Essentials etc. That "disappeared" for no reason I was ever aware of -- certainly, the small total costs involved in such distributions cannot justify shutting-out a large number of members from full awareness of Club activity. We do after all take at least £155 off each member [in most instances a great deal more!] and "investing" a few pounds of this in "involving" every member in Club matters is, but a small cost, if it then generates a greater sense of "community". It MIGHT even encourage sufficient interest to ensure we have a contested election EVERY year for the COM and Flag Officers roles -- what a revolution THAT would be!

These days, there many and varied ways of achieving effective communications with the WHOLE membership. Post / paper based material is one aspect, but the web and email systems offer cheaper and probably better options [greater flexibility, much shorter preparation time and less physical labour in producing a given result]. Our current communications team of Tony Davies and David Cairncross have achieved a great deal with the Club web pages and "Bear Essentials". There now needs to be **active encouragement and support** from the new COM and Flag Officers to develop this early progress to its full potential, [and possibly to help avoid any repetition of the hysteria, aggression and blind anger of recent times?]. **Matched** by the wider membership and recognising that **it** has the responsibility for the success of our Club and therefore must also be ready to play its **active** part in helping the Club's Administration group [COM and Flag Officers] deliver the objectives we have set them at this AGM.

Ladies and gentlemen, I hope you are able to derive some enjoyment from the successes of the next twelve months, and that whatever the problems and difficulties you encounter, the membership treat you with respect and good humour. You deserve our collective thanks for taking on the task of enabling the rest of us to spend time sailing etc., within CBYC. Welcome and "Good Luck" Jeff Owen. [past COM member]."

QUIZ:

1. What nationality was psychoanalyst Carl Jung?
2. What TV series were Christopher Neame & David McCallum in?
3. What is the S.N.C.F.?
4. In which war was Tewkesbury the site of a decisive battle?
5. In Greek mythology, who was the father of ZEUS?
6. Which French port is nearest to England?
7. In which country did the Glorious Revolution [1688] take place?
8. Which philosopher's first names were "John Stuart"?
9. What type of fish is an Albacore?
10. Where are the Taurus Mountains?
11. Who was the lead actor in TV's "Shelley"?
12. What was Lily Langtry's nickname?
Where will you find a road named after her?

DID YOU KNOW ? ? ? That **Roy**, our Jovial Bar-Steward and his lovely wife **June**, completed **7 years with the Club** on 27th March 2004. How much longer is this going to go on? It is understood that, as requested, in future he will "Call Time" in a proper manner! Apologies to you both for not getting this into the April issue of Bear Essentials. **Congratulations Anyway!**

SAFETY: harnesses are generally classified as Emergency Equipment, but their whole purpose is not to deal with an emergency, but to prevent an emergency. Both at sea and ashore - prevention is so much better than cure. And a safety harness is no use at all if the lanyard is not hooked on.

BARGE: An old East coast bargee was watching some yachts racing and remarked: "If I was a gen'leman, which I ain't, or rich which I are't, I'd never go to windward, no not never. Ian Dear, The Royal Ocean Racing Club.

MAYDAY: is the internationally recognized voice radio signal for ships and people in serious trouble at sea. Made official in 1948, it is an anglicising of the French *m'aidez*, "help me".

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

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ANGLING SECTION: Well, we're "Up and Running" again with the new season starting with the Comp on 2nd May. The New Comps list etc. has now been posted on the Notice Board. Also on the Notice Board is the "Chart" showing the limits of the Fishing Area for all future Comps.

Our new method of weighing-in will possibly take a bit of getting used to, so, let's all remember to be patient. Keith Jenkins will be doing his best to make all weigh-in's hassle-free. A new list of Fish Minimum Weights is now on the Notice Board and the eligible fish now total 14. The fishing lately, has been "Off and On" but there have been some good Cod caught, especially the one caught by Paul Griffiths, [Linda Beth] on Easter Monday. He'd fished without much luck on the Sunday and tried again on the Monday. After poor results near Sully, he decided to move nearer Penarth and hooked and landed a 14lb+ Cod. He and Sarah first joined the Section in January and rejoined in March, so now I suppose he is well and truly "Hooked". Well done Paul.

Two Inter-Club Comps with Cardiff Yacht Club have now been arranged. The first on June 20th, will operate from their Club and will be fished according to their rules. I.e. using their points system for weighing-in. The winning Club will be decided by the Member with the highest points for a single fish. There will be prize money of £100, £60 & £40 for the first three highest points scorers.

The second Comp on 26th September, will operate from CBYC and will be fished and weighed-in using our method. The same winning rules will apply and there will be another £200 in prize money. Prizes and trophies will be awarded at two Presentation Nights, C.Y.C. Angling Section on 17th July and C.B.Y.C. on 9th October. Further details will be posted on the Section Notice Board.

Our new season commenced on 1st April and Section Membership subscriptions are now due! If you 'Cough-up' before 31st May, it's £10 for the year. From 1st June it will cost you £20, So be quick!

This month's "First Wednesday" Fisherman's Night cannot take place because the C.B.Y.C. AGM was arranged for the last Wednesday in April, [our normal Committee night], we have moved our meeting to the 5th of May. We anticipate arranging something for the first Wednesday in June, 3rd. Don't forget to let us know if you've any ideas regarding talks, entertainment etc for future First Wednesdays.

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HOURGLASS: Warming the bellis, a Sailor's expression for doing something early or ahead of time. In the early days the neck of an hourglass could – at least be warmed to make the sand run through more quickly!

MOODS: The sea has such extraordinary moods that sometimes you can feel this is the only sort of life – and ten minutes later you are praying for death. It's cold and wet and is either marvellous or awful! H.R.H. the Duke of Edinburgh.

GPS: By Guess and by God A pre-GPS form of navigation whereby the skipper relies on experience, instinct, memory and implicit faith rather than on more orthodox methods. Some sailors still think that it has its merits.

FUTURE: The best way to predict the future is to create it.

FEAR: is always greater than the reality

PETALS PERILS: Hello shipmates!!!! We bring greetings from the Royal Langkawi Yacht Club in Malaysia where we recently spent several extremely pleasant lunchtimes, partaking of the excellent food and generous hospitality. Sailing is a relatively new pastime in Malaysia, and the club are keen to make contact with us, so if anyone has any interesting photos or information, please let us know and we will pass them on!

What is the last thing you want to hear when you are just about to embark on a snorkelling session? Well, for a wimp like Ju, it's a naturalist uttering the words "please do not disturb the sharks!!!!". As it was they were only black tip reef sharks, but they were about six feet long and quite scary. The shark feeding was quite amusing. This consisted of a mad Japanese man walking into waist high water with a bag of fish and a glove. He then waved the fish at the sharks and hand-fed them!! Ju, now feeling like Mme. Cousteau, along with many other tourists, accompanied him, and at one point, when a shark swam between her legs began to seriously doubt her sanity (psychologists please do not attempt to analyse as you'll be there for hours and probably end up in a mental institution!!) Richard was also in the water but, with multiple cameras as usual!

So, back to our beloved Cardiff Bay. Our first trip was last weekend, surprisingly for a pub lunch, accompanied by Betty, the boat dog. On our return we took her to the Club for a drink, unaware that dogs are banned!!! Her picture is now behind the bar.....it took several hours to get the shot and her status as a star is making her hell to live with!

We now, as you all know, have a new Committee, voted in by the hordes who attended the AGM. In their very brief speeches, the candidates all promised to work to reunite the Club and it will be good to see this happen. Good luck to the Committee who have a very tough few months ahead of them. Here's to the Club's future!!!! Here's to the new pontoons!!!! Judy and Richard.

Hotshot: Sometimes aboard ship, iron cannon balls would be heated in the galley fires and then carried in buckets to different parts of the ship to provide a bit of warmth on cold or especially damp nights. A "hotshot" then became something that provided comfort during uncomfortable times. The term eventually grew to describe a person especially adept at a certain task or skill.

COMMUNICATION: is the secret to success – pass it on.

CARDIFF WATERBUSES: A BRIEF HISTORY: In response to a request for articles for Bear Essentials , I thought I'd put finger to keyboard and give you all a little history lesson. As you sit in the lounge reading this, look out the window and you will see a waterbus operated by Cardiff Cats sailing across the Bay. I am a skipper on the Waterbus and also sail a dinghy based at the club. I am also in charge of the web site for the Waterbus and thought it'd be interesting to include a page there charting the histories of both Cygnet and Sapphire the two boats operated by our company.

Here is what my research turned up..... Both of our vessels started life as ships tenders to the S.A.L. (Swedish American Lines) Liner the 'Kungsholm', built in 1965. The ships tenders were used to ferry passengers from the ship to the shore if there was no suitable docking facility for the ship itself. They were also used to take passengers on excursions around islands and to quiet beaches. Here is a letter I received from Sten Hovne an ex-sailor from Kungsholm who remembers our boats well....

"On the S.A.L. website I found out that I must go to Cardiff bay to, once again, make a trip in one of the M/S Kungsholm's tender-boats. I have made many such trips in the past. I was signed onboard The Kungsholm for almost two years in the early mid seventies, 72-75. I made a break serving one year in the Royal Swedish Navy (mine-sweeper, deck hand/medic) before going back to "the white Viking liner" for a second year. It was indeed two different ships! I first signed on the Kungsholm as a pantry-man, but soon was made up to deck steward on the Veranda deck. There my duties included: to go with the tender boats, stay ashore, fasten on the return trip, and then make sure the passengers got ashore safely. We were instructed not to let any of them fall and get injured. The Americans were known to sue the company when such things happened.

The tender boats were operated by two sailors: Helmsman and an ordinary seaman. The helmsman's main duty was to steer at sea. By tradition most of them came from Galicia (Northern Spain). The others were Finns and Swedes. One of the boats was used as crew tender and embarked further aft, the passenger tenders embarked amidships. I made a memorable "tender watch" in feb.-73. It was on the "south-sea cruise" (92 days), when one morning I woke up and found the ship at anchor inside the reef of the island of "Nuku-Hiva", French Polynesia. Dressed in my all white uniform, I went to work, found my name on top of a list/schedule over the tender boat watches. So I went ashore with the first tender boat. The helmsman found a landing spot at a half sunken wooden quay. He left a sling of rope and me there, and headed back to the ship.

The sling he left was too short and fell into the sea every time the tender boat left. This manoeuvre was observed by a local beauty who dived and picked up the sling which she proudly held until the next tender came back to shore. Then she gave it to me, and I gave it to the ordinary seaman who picked it up with a boat hook. Two hours later when my successor arrived, I was supposed to go back to the ship. However, the Polynesian girl had already invited me to the family hut halfway up a mountain. So, I skipped work and went along. We took a long, most beautiful, walk under the palm trees and finally got to her parents hut. There she wanted me to put on my uniform jacket, I think she wanted to impress mum & dad. They, jacket or not, invited me for dinner: Meat and vegetables prepared in half an oilcan. Very good indeed! Later on we went for a swim in the lagoon, exchanged addresses before, at last, I returned to the ship. Once onboard, my boss told me off, and I never saw the girl again. I sent her a post-card from New Zealand and have often wondered if she ever got it or not."...

Four tenders were built in 1964/65 at the Voe Shipyards in Holland and were put aboard the Liner Kungsholm. Kungsholm was later bought by P&O and became Sea Princess, later she was renamed again and became Victoria and at this point the four original tenders were sold off and replaced with new boats that could double up as lifeboats. After service with Kungsholm/Sea Princess, one of the tenders operated on the Manchester ship canal, but this proved unsuccessful, so in 1985 this tender was bought by a Capt Robert Anderson of Bann Cruises, Coleraine in Northern Ireland, and it was he who named her Cygnet. She sailed trips on the River Bann and occasionally to sea. Then in 1995 she was then sold to a Mr Williams of Swansea South Wales who ran trips on the River Tawe. Finally she was bought by Steve Critchley of Cardiff Cats Ltd.

Another tender was also sold to owners in Northern Ireland. She then moved to the west coast of Scotland and became Sea Vixen. Later she moved again to the east coast of Scotland and became Sapphire. Then there was a move to the south coast to operate cruises on the River Dart and Brixham areas. Finally she was also bought by Cardiff Cats Ltd.

There were originally four tenders aboard the liner, we have two, Cygnet and Sapphire and recently I tracked down a third called 'Arklet', that now works on Loch Lomond in Scotland. She ferries passengers between the Inversnaid Hotel and Inveruglas. 'Arklet' used to appear almost identical to Cygnet with the same extension above the wheelhouse, but recent alterations to the middle section of the boat have radically altered her lines. A new covered passenger entrance in the centre of the boat prevents rain from penetrating the front and rear cabins. A problem that our boat Cygnet sometimes suffers from in heavy rain with the hatches left open. I am now in the process of tracking down the fourth tender, which is rumoured to be in the Solent area? Any help here would be appreciated. You can email me via the website www.cardiffwaterbus.com

Did you know that the waterbus sails every day whatever the weather! And that you can now catch boats from the Barrage or Mermaid Quay into the City Centre. Timetables are available from our information stall at Mermaid Quay or from any landing stage. You can also print off your own from the web site, which has lots of other information about the Bay and the Boats including local weather forecasts. The waterbus hopes to start regular morning commuter runs into the City soon and our late night Saturday service starts in May, and new landing stages will appear around the Bay and rivers in due course. The Waterbus has been operating in Cardiff Bay for four years now, and with a new boat arriving soon we hope to serve the Bay and it's rivers for many years to come.
Capt. Ben Salter.

YOURSELF: Make the most of yourself, for that is all there is.