



Edition No. 40

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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.

NUSC REGATTA It was good to have you and some other members of CBYC come to our cruiser rally earlier on this year, and we very much appreciated your comments afterwards, in Bear Essentials. Would you like to come to our Regatta on the 4/5 September? Could you extend the invitation to any other CBYC member through Bear Essentials? I will try and get a poster down to the club in the next week or so anyway. Moorings are available and free, so is the entertainment. There will be food available as last time, together with racing for those so inclined. The racing at N.U.S.C. is Corinthian, apart from one or two keen types. You probably know them at CBYC anyway. Hope you can make it. Howard Easton.

CUT OF HIS (her) JIB: This saying has taken its place in the English language as the recognition of a person by, originally, the shape of his or her nose, but now probably extended to embrace other recognizable characteristics. The term originated amongst the sailing natives of the 18th century, when the nationality of a warship sighted at sea could be accurately determined by the shape of their jib long before the national flag could be seen, Spanish ships for instance, had only a very small jib or none at all; French ships very often had two jibs when other ships had only one; moreover, the French jib was cut much shorter on the luff than English jibs, giving a distinctly more acute angle in the clew.

DANDYFUNK: Biscuits pulverized with a belaying' pin (after being put in a canvas bag), the resultant mass being smeared with slush left over from the boiling of salt beef and baked in the galley oven (if permitted by the cook).

COUNCIL OF MANAGEMENT: 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 COM meeting.

MARINA MANAGER CONTACT NUMBERS: Would all members please note that Barrie's mobile number has changed to 07966 930823. Marina staff will be available on the old number: 07773 462769, during the weekend working period. i.e. 09.00 – 13.00 Saturday and Sunday.

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

SURGERIES: The Commodore will hold 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.

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 – 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). Catering - (Flotilla). Bar – (029 2022 6575). Sailing School - 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 (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).

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"

DAYS: Each day is a day worth trying to achieve an impossible plan, so don't say you wouldn't or shouldn't; it may just turn out that you can.

NAUTICAL QUOTES: Throughout these Bear Essentials you will find Nautical Quotes, some truly nautical, others just expressing the spirit of yachting and the thoughts and feelings that cross your mind as you sit at the wheel or tiller. Please send me suggestions and additions. T.D.

Dilly, Piccadilly, in London

THANK YOU: to all the members who have donated books to the Club library, usually anonymously, your contributions are much appreciated... Tony Davies librarian.

UPRIGHT: The condition of a ship when her sides incline neither to the right nor to the left and are equidistant from the surface of the water.

MILTON: In the fifties the destroyer HMS *Comus* was stationed in the Far East. The ship's official motto was *'Lead on apace*, which is a quotation from Milton's *'Comus'*. However, during visits to such places as Hong Kong, Singapore, and ports in Japan, where the runs ashore were (to save the least) lively, the unofficial motto became: *'What hath night to do with sleep?'* - which is also a quotation from Milton.

DHOBYING: washing, laundry.

DAWN: at sea, at least in good weather, can mean thoughts of a really good breakfast. In bad weather, it can seem easier to cope and bring hope of an improvement. For the few who still remember wartime convoy escorts with primitive radar, dawn meant the relief in finding that your ship had not lost the convoy and you were still more or less in your right place.

SYMBOLS: There is so much to look at on a chart that an innocuous looking rock or shallow patch can be easily overlooked. But anyone who cannot instantly recognize the symbols for the common dangers when he sees them on the chart, might well end up learning them the hard way.

FASTNET: It seems that after the 1927 Fastnet the RORC made a rule that the rigid dinghies carried aboard (there were no inflatables then) were to be made unsinkable by having 'two 2-gallon petrol cans or buoyancy tanks of similar capacity, securely lashed in place'. There is of course no such thing as a perfect yacht, still less a perfect owner.'

SONS OF GUNS: in the days of fighting sail matelotes were not allowed ashore. Their womenfolk were brought on board, and lived with their men in their berths between the cannons. Some women gave birth to babies on board and the male babies were brought up, on board and spent their whole lives in the Andrew. These were 'sons of guns'

DICKEY: a 'false' white front, laced up at the sides, worn in summer and in tropical waters.

DILLY: Piccadilly

THE SEVERN WONDERS OF THE WORLD

A group of students were asked to list what they thought were the present "Seven Wonders of the World." Though there were some disagreements, the following received the most votes:

1. Egypt's Great Pyramids
2. Taj Mahal
3. Grand Canyon
4. Panama Canal
5. Empire State Building
6. St. Peter's Basilica
7. China's Great Wall

While gathering the votes, the teacher noted that one student had not finished her paper yet. So she asked the girl if she was having trouble with her list. The girl replied, "Yes, a little. I couldn't quite make up my mind because there were so many."

The teacher said, "Well, tell us what you have, and maybe we can help.

"The girl hesitated, then read, "I think the 'Seven Wonders of the World' are:

1. To See
2. To Hear
3. To Touch
4. To Taste
5. To Feel
6. To Laugh
7. And to Love."

The room was so quiet you could have heard a pin drop. The things we overlook as simple and ordinary and that we take for granted are truly wondrous!

A gentle reminder -- that the most precious things in life cannot be built by hand or bought by man.

don't be too busy today...pass along the inspiration!

WELCOME TO NEW MEMBERS I would like to extend a very warm welcome to the following new members; Philip and Julie Fussell, Kevin Doyle, Larry and Gaynor Busuttill, Martyn James, Martin Connors, Norman Smith, John Dyer, Stephen and Gaynor Driscoll, David and Emma Edwards, Terry and Catherine Barnaby, Steven and Julie Blackman. Happy sailing, motor boating, fishing and drinking to you all! Jane Hall Membership Secretary.

TONS BURDEN: The burden or tonnage of a ship is the weight, which is required to bring the ship down from the light waterline to the load waterline. This will depend on the volume of the timber and other materials of which the ship is constructed. Tons burden may be found by calculating the number of cubic feet multiplied by 74 and divided by 2,240 to give the tonnage.

COFFIN SHIPS: Ships which through serious defects or overloading were unseaworthy. A term now obsolete after safety measures were enforced by legalisation.

DIVISIONS: muster of crew..

CREW REQUIRED: to help sail a Westerly Warick. A Skipper would be of great help. Please kindly contact Mike Smock on 01443 822548. any help would be most appreciated.

PROUD: We cannot remain strong without pride, we cannot remain proud, without having something to be proud of.

LAND: The most dangerous thing you can encounter at sea is the land.

FOR SALE: 19' 6" LOA Caprice fin keel sloop 'pocket cruiser', GRP hull, plywood decks. Three berths. spinnaker and pole, 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. 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 6 kg folding anchor £15.00 12lb folding anchor £9.00. 3 oval brass port holes 7.5x13 £90.00. Teleflex steering cable approx. 18ft heavy duty £15.00 Tel:- 029 2086 8835 or 029 2088 2935 John Gittins. Two Lewmar twin speed sheet winches (25s). Any fair offer accepted, but prefer to see them go to a good home: Jon Crofts Davies 07768 014840 One piece wet suit AS NEW, to fit child age 7/8 years. £20 Contact Gareth Davies on "Grand Cognac" TEL 07970 208390

An Ode to West Country Ale

There once was a West Country bumpkin,
Who kept a Golden Pig down in Devon Glory,

He took a Cornish Cutter,

Along Old Appledore and Westcountry Gold,

With Piston Bitter engines

maintained by Figgy's and Wills resolve.

Wallop went the boat as she crossed the Doom Bar into

Padstow to see Betty Snoggs the Cornish knocker.

Who also had an Old Moggie and a Wow Wow with a Wet Nose.

Which drank real ale and Original Bitter at the Royal Oak,

Which also kept Tinners Ale and Hicks Special Draught,

The Bow Wow carried Mr Shepherds Crook which was known locally as the Golden Lance owned by Branoc the shepherd,

Who liked Olivers Nectar, an exhibition ale, which gave him a

Crippled Dick in a very short time.

COCOA : Pusser's kye or cocoa used to be made with Navy issue solid unsweetened chocolate, crumbled up and mixed with plenty of tinned milk and sugar until it was the consistency of pea soup. It was the hot drink for a wet, cold, night watch, (especially if accompanied by a 'corned dog' sandwich). But, like many good things, it has been modernized.

SMALL CRAFT: Its not generally realized that size is no real criterion of the seaworthiness of a vessel. A corked bottle is quite a fragile thing, but it will survive the worst hurricane that ever blew.' Humphrey Barton - 'Atlantic Adventures in Small Craft'.

GOLD COAST: California.

CRUISER COLUMLM: The Cruising Section meets on Tuesdays, Thursdays and Saturdays (an easy way to remember is when there is a "T" in the day) in The Quarterdeck (upstairs bar). Cruises are scheduled for most weekends; loosely in line with The BCYA (Bristol Channel Yachting Association) calendar (weather permitting) please see below,. For conformation of the destination 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.

B.C.Y.A. EVENTS LIST

August 23rd to 28th, Thornbury Sailing Club - Club Week

August 28th Newport and Uskmouth S.C. North Devon Cruise

September 4th to 5th, Newport and Uskmouth S.C. Regatta

September 4th to 5th, Cardiff Bay Yacht Club Shanghai Cup (1st of 4 Weekends)

September 17th, Cabot Cruising Club, Basin Rally

September 17th, Newport and Uskmouth S.C., Bristol Cruise.

September 18th Portishead Cruising Club - The Holms Race

September 26th, Barry Yacht Club - Channel Race.

GROG

Sam Swipes, he was a seaman true, as bold and brave a tar,
As e'er was dressed in Navey Blue on board a man-of-war.

One fault he had on sea or land. He was a thirsty dog.
For Sammy never could withstand a glass or so of grog.

One night he filled a pail with grog
Determined he would suck it
He drained it dry, the thirsty dog
Hiccurred and kicked the bucket.
Captain Marryat.

WESTON-SUPER-MARE: One aspect of Weston that I don't care for is it's weather, it's either blowing half a gale or raining or both. On one of our visits we spent a day on the beach, just three of us, Marie, the Council St. Bernand and myself.

The next day we saw a huge fire near the Grand Pier, holidaymakers were burning the deck chairs to keep warm. We stopped in a very nice hotel next to the Grand -the Sordid, a black balloon was hanging over the fireplace, it was carnival week. William Turton.

BOWSPRIT: Large spar projecting over the stem and carrying sail forward, in order to govern the fore part of the ship and counteract the force of the sails extending aft. The bowsprit is also the principal support of the foremast, since the stays holding that mast are secured to the middle of it.

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

DITTY BOX: A sailor's receptacle for odds and ends.

COMIC: Probably the worlds greatest comic was the man who called instalments, easy payments. William Turton.

An Irish Joke? Late June saw PAGAN storm-bound in Howth and the Crew returning home by Air Wales.

So together with Tony and Geoff I was invited to fly out on the first Saturday in July and bring the boat back to Wales. My trusty weather website (www.theyr.net) indicated that we would start off in NW 5-6 winds backing to SW by midday on the Sunday. Oh, I forgot, the wind was due to fall off to Force 1. I should have better interpreted the signs as we arrived at Howth it was absolutely p... sorry experiencing a heavy downpour. I resorted straight to the changing room and fully kitted up for the weather – wrong, it was still raining! I went onto Pagan and tended our trusty 'Volvo Light Airs Sail'. As usual it started immediately with not a hint of what was to come?

Things continued to pick up – Howth has got a really tidy Fish and Chip Shop and Geoff provided me with an extremely tasty product. The flight arrival meant that we had lost a good part of the favourable tide, so without further to do – off mainsail cover and prepare our trusty #2 Genoa. The wind is as predicted and yes its there on the horizon – sun reflecting on the sea. We're off, hoist the sails before entering Dublin Bay, bear away, - Geoff, turn off the Diesel Sails and we are up to 8 – 9 knots across the ground already.

I look at my watch – 1700hrs – 80 miles to South Bishop, favourable south bound tide before a tidal gate off Skomer at 0600hrs. Let the enjoyment carry on, and what's that on my back – sunshine. Dublin Bay sees us changing course three times to avoid traffic and being deluged by another shower – but we were ready! There goes Dublin and Dun Laoghire

My crew have been with me long enough now that whenever on passage if the log drops to below 5 knots - Diesel sails are used. So, with little regret on goes the engine – my watch shows 1930hrs and that tidal gate is looking a tall order to say the least. Come on, 6 knots over the ground – the tide has turned. What's that – the engine stops – the stomach turns – the wind has dropped to 6 knots across the deck and our progress is falling 2.5 knots. You are saying – run out of diesel – No, full Tank and a spare 20 litres – Our prayer is answered when I try the easy job of – start the engine again. We carry on for no more than five minutes. Correct – it stops again – this time it will not start.

I sit in a reflective mood in the knowledge that I have not cleaned out the water separator since last year – I resign myself to the hell of attending an engine, playing with diesel, in a sloppy sea, ultimately there will be only one sure thing – I will be vomiting my fish supper. Down to the Hell I go, spanners, rags, bucket, here goes. Two surprises I am currently OK and this looks exceedingly clear – where is the gunge on the bottom? (I wasn't aware that my 'engineer' has done it whilst it was in Scotland).

So, put it back and get on the lift pump – this is getting boring, and my thoughts start on contingencies – A tow, Sail back to Dublin, across to Holyhead – What on 6 knots Westerly? Carry on? This is just getting too much – don't get in my way! – through the companionway – dive onto the Port deck – Put head under guard rail -

Its still there (however Geoff remains positive) we're going in the right direction, albeit I use sense and not look at the GPS read-out. Dusk is approaching – Shut off all unnecessary electrics. If you do not at first succeed, try again. Three times no luck – I remember there is a little gauze filter on top of the lift pump. Undo the bolt, lift off the cover and there is the problem – it is fill of sh.... Here we go, clean it off, put it back together, get on the lift pump – nearly, gangway, another visit to the Port Deck!

I look to the South and see the windmills off Wicklow – still going in the right direction.

Three times I tried to re-introduce diesel into the system. What if the tank is blocked The list and attempts continue before I get too tired and too ill. I take my first aid treatment for seasickness and get back on the helm. We are now going five knots over the ground and the wind has set in – hopefully for the rest of the night.

I search in my memory bank – What time does that ferry leave Fishguard 0215 – Well we are in the middle of the Irish Sea, and there it goes only two miles to the South of us – This is starting to look good – What's that 9 knots over the ground, and even better nearly a full moon on the forestay, and there it is South Bishop – the light anyway. Couldn't be better!

Time for a well earned break. 0600 hrs the sun is up and Geoff reports that the wind has dropped off. We decide that we haven't made all this progress only to miss the tidal gate and I know the wind is going to get even lighter – spinnaker prepared – up it goes back to 7 knots over the ground. I look at my watch and then over my shoulder the wind is getting lighter still. Oh well, time for breakfast – crunchie nut cornflakes. We are four miles short of South Bishop and the tide has turned. More sleep then?

What are Tony and Geoff shouting about now? – Dolphins – What a show and I've got the photos's to prove it!

I retire for the rest of my off watch period and when I arrive back on deck it is Force 10 Sunshine and hardly any wind. Skomer is still three miles distant but the tide is due to change. Time for a gybe I think. The most important thought and action is looking at the almanac for the lock times into the Marina. We will not be compromised and having to ask for assistance.

Into the haven and start showing off to other vessels our bright spinnaker and our handling skills. Another gybe off Dale Fort and then clear the Ferry bound for Rosslare. My thoughts turn to the Milford Docks entrance and how we can tie up to the pontoons inside. It's a westerly breeze – so after we have taken down the spinnaker and along the approach channel we will drop the mainsail as we go past the lock gate and then drift into the pontoon. Crew briefed and happy – Here goes! – What's all that water being pumped into the dock? The inevitable happens – not enough way on – Pagan gets caught in the stream and out we go via two attempt scrapes on the east side of the entrance – saved by Geoff and Tony!

OK – not a problem get the mainsail back up and have another go with the sail being kept until we are alongside the pontoon. What's that doing there? – someone has decided to set anchor and is across the fairway at low tide – Please don't let us go aground! – Sail up andSuccess!!!! Call the marina on the mobile, get a tow into the marina, tie up, shower, get on the train and off home. Sailing relaxing??????? – Sometimes!!!!

Postscript – Spoke to my consultant engineers – change the lift pump and the following weekend a less eventful trip takes place to Cardiff – I don't care I was in the Marina in Andriatx in Majorca – excellent facilities including a swimming pool – now that's an idea for CBYCs future??? Peter Pope.

**FLOTILLA RESTAURANT OPENING TIMES: Tuesday & Wednesday evening 6.30 pm to 9.00 pm
Saturday 12 noon to 3.00 pm Sunday 12 noon to 3.00 pm**

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

BRAINSTORM ANSWER: IN AND OUT: There used to be huge sailing boats called square riggers that filled the ports and trading routes of the world in the 17 and 1800's. These boats in general sailed in to port by day and sailed out to sea by night, and that was our question, why did they do that. Well, it's because the wind tends to blow towards the shore during the day and then turns around and blows toward the ocean at night.

In nautical parlance, it's called an 'on shore' wind during the day and an 'off shore' wind at night. In meteorological parlance, it's known as a 'sea breeze' during the day and a 'land breeze' at night. This is because on sunny days the land heats up, more so than the ocean, or even a lake. The hot air next to the ground rises with it's new found energy and the cool air from just above the water is sucked inland to take the rising air's place...that's called a 'sea breeze.'

At night the inverse happens. The air above water stays the same temperature as it was during the day, but the air over the land cools down. So now, it's the air over the water that rises and the air from the land rushes out to sea to replace it. That's called a 'land breeze.' So the big sail boats came into shore during the day with the 'sea breeze' and went out to sea at night with the 'land breeze.'

And that is the answer to the Brainstorm "In physics I'm prone to believing, So sea breezes are seldom deceiving. They pull ships in at day, But at night blow away, Rushing in where the warm air is leaving."

BOLT: Iron or copper pin used in ship building either to fasten several members of a ships frame solidly together, or to fix any moveable object for a particular purpose. The first kind have flattened small round heads and are secured by placing a washer over the end and driving a flat iron wedge called a forelock through a narrow hole in the bolt. Other bolts have either large round heads or eyes with or without attached rings. Rag bolts do not go right through the components, and since they are barbed, are self securing. Fender bolts are used to protect the planks of a ship from chafing, and have large round protruding heads.

RNLI SAILING DAY 28th MAY 2004: This is an annual fund raising event organized by Mike Ireland - Chairman of the Cardiff Branch of the RNLI. Each year in either late May / early June he arranges for local companies to 'sponsor' local yachts to take part in a race which for the last few years has taken us to Portishead for lunch and then a less hurried sail back. As the boat owners kindly allow their boats free of charge, the money along with that raised in a raffle goes to the RNLI who are looking to replace their hard used inshore rescue boats housed on Penarth seafront.

This year fifteen yachts, the majority from either CBYC or PYC, took part. Each company had approximately 6 guests and each boat had a skipper/owner and at least one crew member, although many of the guests are also sailors. We met at Penarth Marina at 8am ish for Bucks Fizz and Salmon sandwiches, locked out at 9am and sailed round to a 9.45am start at PYC. The weather was dull, but with a good southerly breeze that enabled all boats to hold a full main. After the start we tacked to the South Cardiff, reached across to the Hope, gybed for the English & Welsh grounds and continued on to Portishead for the finish.

With the tide under us, it was not long before we arrived and after mooring up in the now completed marina, we walked to the Royal Hotel; which has a splendid view across the Severn Estuary. After the usual drink in the bar we had lunch in a marquee set up on the front lawn, and the chef must have been pleased to see that a relatively short spell in the sea air brings on a good appetite. We all made short work of steak and kidney pie.

The sail back to Cardiff was a more relaxed trip and some boats motor sailed all the way. We re-entered the barrage and retired to Penarth Yacht club for a drink, raffle and thanks to all.

Mike advised we raised just over £5,000 and the race was won by 'Chalkhill Blue' sponsored by Grant Thornton and skippered by Steve Hall.

This is an enjoyable and worthwhile event and obviously for cause that we all have good reason to support. If any companies or owners are interested in taking part next year or if you think you can do anything else for the RNLI, a collection box in your reception, a box for re-cycling mobile phones or perhaps another race, please contact Mike Ireland Chairman Cardiff Branch of the RNLI . **029 2037 3444**

I thoroughly enjoyed the day - sailing on a day when you would normally be working makes up for even the worst of weather - is the company you work for sponsoring a boat next year - mine will be!! Jon Crofts Davies.

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

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 The results of Competitions over the last two months are as follows:

6th June, 1st, Paul Dominy, Blonde ray 15lbs 13ozs. 2nd, Bryan Morgan, Blonde Ray, 11lbs 0ozs.

20th June, Inter-Club Comp. with C.Y.C. Angling Section. Fishing for the “Grand Cognac” Challenge Cup. 1st, Dennis McNamara, [“Blue Marlin”. C.Y.C. Angling Section], Smooth Hound, 17lbs 6ozs. 2nd, Colin Kuck, [“Sea Spray”, C.Y.C. Angling Section], Thornback Ray, 11lbs 10ozs. 3rd, Brian O’Connell, [“Louise T”, C.B.Y.C.], Thornback Ray, 10lb 1oz.

4th July. Due to doubtful weather, just two boats went out and no fish were weighed-in!

18th July. 1st, Norman Byrne, Bull Huss, 9lbs 6ozs. No second fish weighed-in.

NB. The date of the next Comp. has been re-arranged, from 15th August –to- 22nd August!

The “First Wednesday” Fisherman’s Night held on the 7th July was a complete success. Ray Perkins gave a very amusing, interesting and animated talk on his exploits while big game fishing. This was backed-up with very good videos shot in Alaska, [Halibut], Egypt, [Nile Perch], and South Africa, [Yellow Fin Tuna]. The attendance could have been better and those who didn’t come missed a real treat. Well-done Ray.

In view of the recent mediocre attendances at these First Wednesdays, it has been decided to leave further events until later in the year, when we would hope to see more Members attending.

The Section Fisherman’s Presentation Night will be held on the 14th August when there will be a very good Cabaret act, Open Buffet and the usual good raffle. Tickets: £6.00 from over the bar.

A new list of Fish Minimum Weights is now on the Notice Board and the eligible fish now total 14. Also available is a printed guide for use on board to make it easier to see if a fish is worth keeping for the weigh-in.

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.

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RANNY That stretch of water between the S. Cardiff cardinal and the Lavernock Spit with the Ranny buoy, a red cone positioned somewhere near the centre and about ¼ mile East from Lavernock Point. There is no need to position it, as I am sure anyone who has exited the barrage knows it only too well. For myself I must have been through it a 1000 times, sometimes forward sometime backwards, once with the boat on its side and another up to my chest in it pulling the boat behind. I read recently that the original spelling was RANI which came from the old Norse meaning [hogs snout], presumably, so the writer said, from the shape of the land thereabouts. However my interpretation is that it was named by our Viking forbears, after the action of our boats to dig their noses in, in the short choppy seas, like a hog rooting. On a spring tide the flow can reach 6/7 knots and with the underwater rocks running at right angles, causes overfalls and acceleration through the shallows. With wind over tide this is accentuated, I’ve seen tugs in heavy weather punching their noses in, throwing spray over the bridge. Beyond the corner, the sea pattern changes down towards Lavernock Spit and in windy conditions resembles a WW1 battlefield, extending for 3/400yards, as we used to experience in our dinghies when returning to Sully from Flatholm.

To minimize the effect of the Ranny race, I have found the best approach going against an incoming tide, is to follow the coast line from the pier within 200 yards of the beach, where a counter current can be found on springs and fractional currents on neaps. When the corner is reached turn sharp to the west keeping the same distance from the beach along Lavernock cliffs finding slackish water as far as Ball rock before making it out into the channel. The best way to beat the race coming back against an outgoing tide towards Cardiff is to hug the coast line into Sully bay and power round the island going into St Mary’s Well Bay again to the point and hugging the coast back to the pier. To make maximum use of a tide, the best approach is to keep well outside of the Ranny and Lavernock spit. On a return trip from Watchet it is best to judge your time of arrival at the Ranny no later than 30mins after high water, should you arrive later it’s best to make for the East of Sully island and make your way inshore as described. The Ranny presents a greater hazard at low water and should be given a wide berth passing outside the Ranny buoy; the spit extends a long way out, as a look at your chart will show. JOHN WOOD 6.2004

TRIM: The difference between the draughts of a vessel fore and aft, determined by the degree to which she is deeper in the water at the head or at the stern. When applied to sails and yards, the trim is the general arrangement and adjustment calculated to make the most of the wind.

SOLDIERS WIND: Used to be the unflattering term for a wind coming from the beam, which makes for the easiest sailing. In fairness, it derives from the same era between the two wars when it was said that: 'The three most useless things in a yacht are a step ladder, a wheelbarrow, and a naval officer.

BELT AND BRACES: ready; expecting the worst. A ship could be so when she was incessantly at action stations belt and gaiters, all: pussier-faced.

IRISH PENDANT: Derogatory nickname for a loose end of rope or twine left hanging and blowing free in the wind. Also a frayed flag or ensign.

STERN LIGHT: To most men experience is like the stern light on a ship, which illuminates only the Tack it has passed.

Wind before rain, let your topsail fill again. (pronounced TOP-SUL)

Cardiff Bay Yacht Club 2005 – 2010:

The AGM heard me stating that I was most interested in putting the club where the members wanted it to be. This is my opportunity to thank those members for voting for me and undertaking my commitment.

It is not the Council of Management that has the sole responsibility on where we go as a club, it is you the member. That means in the short term that nothing is ruled out or in on how the club should develop. Just a reminder to keep in mind that by 2010 the Sports Village will be almost if not already complete.

Thinking about it over the past couple of days my logic (Sometimes flawed!) suggests the following order:

- What activities and services you want,
- What resources of the club will need to change to accommodate this
- And then everyone's favourite - how will we finance it?

The timetable outlined shows that we are interested in YOUR IDEAS on the best way forward.

28th June - COM meeting to gather ideas for club development

19th July - COM Management Meeting - Feedback presentation from the meeting

23rd July - 'Bear Essentials Extra' - Presentation package published for all members to see and inviting them to submit their ideas by email, written response or speaking directly to COM members.

20th September - Membership feedback presented to main COM and subsequently published in 'Bear Essentials'

18th October - Costed Business Plan Options presented to COM and subsequently published in 'Bear Essentials'

15th November - Best Option chosen and 2005 - 2010 plan adopted by COM and subsequently published in 'Bear Essentials' Happy Boating Peter peter.pope@lineone.net

CUT AND RUN: To "Cut and Run" is an expression often thought to imply the cutting of a hemp cable with an axe, thus abandoning an anchor, when a ship needed to get quickly under way in an emergency. The more accurate origin of the saying, was when at anchor in an open roadstead, of furling their sails with them stoppered to the yards with ropeyards, so that the yarn's could be cut and the sails let fall when the need to get under way quickly was urgent.

JOKE: A man lay sprawled across three entire seats in a theatre. When the usher came by and noticed this, he whispered to the man, 'Sorry, sir, but you're only allowed one seat.' he man groaned but didn't budge. he usher became impatient. 'Sir,' the usher said, 'if you don't get up from there I'm going to have to call the manager.' Again, the man just groaned, which infuriated the usher who turned and marched briskly back up the aisle in search of his manager. In a few moments, both the usher and the manager returned and stood over the man. Together the two of them tried repeatedly to move him, but with no success. Finally, they summoned the police. the cop surveyed the situation briefly. 'All right buddy, what's your name?' 'Sam,' the man moaned. 'Where ya from, Sam?' the cop asked. 'The balcony.'

BEFORE THE BARRAGE: I must be one of the few sailors in the club who still longs for the view of the open sea, before the wall came along. Whilst it is convenient to be able to launch into the bay at any time of the day, the new breed of dinghy sailor doesn't know what they are missing. Sometimes when I see them tearing around their triangular courses, I feel the only thought is the number of points acquired and the love of sailing is secondary.

I feel sad that they have never had the chance to sail a small boat without an engine across the Ranie to Lavernock or followed the Rumney coast towards Newport, or even pointed the boat toward Flatholm, taking care to be aware of wind and tide to bring back the boat to the safety of the River Ely. It was even fun before the barrage was finished, to avoid the menacing huge Dutch dredger with it's orange deck and bow wave just before the open sea was no longer our privilege.

Occasionally one miscalculated wind or tide and it became a test of ones seamanship to return to port, but it was an adventure the racers will never have. It is sad that they don't seem to appreciate this. C.B. Thomas (Enterprise Sailor).

CHARTS: With the outbreak of war with France in 1793, the lack of charts became a major problem, For every ship lost to enemy action eight were lost through running aground. There are now over 3,300 Admiralty charts covering the whole globe.

DOCKYARD FUSILIERS: dockyard fusiliers: matelots under the command of the Captain of the Dockyard.

PROVERB:

He who knows not; and knows not that he knows not ; he is a fool, shun him.

He who knows not; and knows not that he knows not; he is simple; be patient with him.

He who knows, and knows not that he knows; he is asleep, wake him.

He who knows, and knows that he knows; he is wise, follow him.

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CHINKY: : toe rot.; athlete's foot.