



Edition No. 42

October 2004

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.

NEARLY 800 MEMBERS !!! multiply by 2 for wives and sweethearts (may they never meet) x 2.5 children = 4000 people (at least) connected to C.B.Y.C. who all like to read Bear Essentials I'm sure... so why isn't my "in box" overflowing with copy for the Bear Essentials, I ask myself ?

I need more material from **you** the membership, I'm sure that you all like to read original material contributed by the membership; so do I, no one likes padding in a magazine.

You must, by the law of averages have many nautical experiences to relate (or in fact any interesting or amusing tales).

If only 1% of the potential correspondents contributed, it would be wonderful; that's 40 people, as it stands at the moment this figure is possibly nearer to .25% maybe 10 people at the most who correspond !

What about you cadets, it would be marvellous if you could send me an article on the "Oppie" events, home meetings or one of your away events.

Also I rarely receive copy from the big boat racing sailors, it would be great to read of your adventures, and ladies what about hearing of some of your exploits.

So my plea to **you** dear members, one and all, is to please send me some "copy" (journalists term; materials for reporting writing articles etc.) preferably by e-mail; my e-mail address is: tony@designbyrelish.co.uk Yours in anticipation Tony Davies Editor.

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

HARBOUR: A place where ships taking shelter from storms are exposed to the fury of the customs.

FANCY: a day trip on the Waverley paddle steamer, leaving Penarth pier 11.00 hrs Friday 15 October 2004 Returning at 19.00 hrs. Just turn up on the day or for further details call Tony Davies Mobile 07816 337904.

TICKLERS: are duty-free cigarettes.

Suffering and sin take your rubbish to the bin... after working on your craft in the compound.

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.

Editor: Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Mobile 07816 337904 E-Mail: tony@designbyrelish.co.uk Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman and Ruth Coles. Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation or reference purposes, always use current Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Copy may be amended or deleted for any reason by the Editor. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Jane Hall - (029 514 915). Moorings, pontoons, yard, haul-out - Barrie Metcalf - 07966 930823 - during the weekend working period. i.e. 09.00 - 13.00 Sat. & Sun use 07773 462769. Cruisers - Andy Higson (01446 713908). Dinghies - Jeremy Taylor - (029 2040 0457). Angling - Bryan Morgan - (029 2021 7910). Motorboats - Gareth Davies (07970 208390). Catering - Bar - (029 2022 6575). Sailing School - Nick Sawyer (029 2051 4966). Flag Officers: Vice President - Jean Anette (029 2062 0160). Junior Vice President - Roy Evans (029 2070 4696). Commodore - John Jefferies (029 2061 0864). Vice Commodore - Roger Dunstan (029 2089 1451). Rear Commodore - Kevin Rolfe (029 2025 9442). Hon. Secretary Helen Phillips (029 2021 5759). Hon. Treasurer - Tony Thomas (029 2075 0224). Hon. Sailing Secretary - Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Paul Simes (01443 205130). Jeremy Taylor (029 2040 0457). Peter Pope (01443 208360). Jonathan Crofts-Davies (029 2070 7427). Gareth Davies [co-opted] (029 2086 9167).

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"

SEA: A man who is not afraid of the sea will soon be drowned... for he will be going out on a day when he shouldn't!

DEVIL TO PAY: the expression "devil to pay" is used primarily to describe having an unpleasant result from some action that has been taken, as in someone has done something they shouldn't have and, as a result, "there will be the devil to pay." Originally, this expression described one of the unpleasant tasks aboard a wooden ship.

The "devil" was the wooden ship's longest seam in the hull. Caulking was done with "pay" or pitch (a kind of tar). The task of "paying the devil" (caulking the longest seam) by squatting in the bilges was despised by every seaman.

BOAT JUMBLES:

SUNDAY 10 OCTOBER SOUTH WALES. (10AM) Margam Country Park, Port Talbot, South Wales Adults £2-50. Children/Parking Free. Compass Events 01803 835915 compass.marine@virgin.net

SUNDAY 31 OCTOBER WEST MIDLANDS AUTUMN. (10AM) Three Counties Showground, Malvern. Indoor Event. Adults £3. Children/Parking Free. Compass Events 01803 835915 compass.marine@virgin.net

SUNDAY 14 NOVEMBER GOSPORT WINTER. (10AM) Fort Brockhurst, Gunners Way, (A32) Gosport, Hants. Jet. 11/M27. Indoor & Outdoor Event. Adults £3. Child/Parking Free. Chaddock & Fox Promotions 01329 661896; 023 92381405 boatjumbles@yahoo.com www.boatjumbles.net

THE GALLEY: The pan or the food that you will want will always be under or behind something else that you do not want, in the deepest, farthest part of any locker—assuming you know which locker to consult in the first place. Jane Gibbs. The reluctant cook.

SPEED: The speed of the leader is the speed of the pack..

ARROWSMITHS TIDE

TABLE 2005: anyone requiring an Arrowsmiths tide table for the Bristol Channel 2005, please contact Tony Davies Tel 07816337904.

SOD'S OPERA:

a matelotes' social get-together and concert.

PEA COAT:

Sailors who have to endure pea-soup weather often don their pea coats but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth — a heavy, coarse, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket — later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

HUNKY DORY:

The term meaning everything is O.K. was coined from a street named "Hunky-Dory" in Yokohama, Japan. Since the inhabitants of this street catered to the pleasures of sailors, it is easy to understand why the street's name became synonymous for anything that is enjoyable or at least satisfactory, the logical follow-on is "Okey-dokey."

Poop: Highest and aftermost deck of a ship.

COVER PICTURE Does anyone have a photograph suitable for the front cover of next years Club handbook 2005 – 2006 also if you have any amendments alterations and suggestions please contact... Tony Davies.

LIGHTING UP TIME: sunrise - sunset and twilights Lighting-up time The Road Vehicles Lighting Regulations, 1989, make the use of front and rear position lamps compulsory on vehicles during the period between sunset and sunrise. Headlamps are required on vehicles during the hours of darkness which are defined by these regulations as being the interval between one half-hour after sunset to one half-hour before sunrise. Lights are also required at other times when visibility is restricted. Sunrise and sunset are defined by these regulations as local sunrise and sunset.

G.P.S: I have recently bought a GPS from Marine Scene but I need some instruction on it. I am as keen a mountaineer and a sailor and would like someone to give me some instruction on it – for which I will happily pay. As more of us are using GPS generally perhaps Bear Essentials could sound out the need for such instruction or advertise my personal need in that area. With good wishes Alun Davies 23 Chandlers Way - Penarth CF64 1SP Tel 02920 708040 Mob 07802 767877

ABREAST: Side by side, parallel to; said of two or more ships which are lying with their sides parallel to each other and their heads equally advanced. Within a ship, abreast means on a line with a beam across the ship, or by the side of any object on board.

GEAR: Collective term for the ropes blocks or tackle of a particular spar or sail. More generally, fittings implements, tools and so on.

BURGOO: Seaman's name for oatmeal porridge. In Edward Coxere's "Adventures by Sea" (1656)

WEB SITE: Dave Cairncross administers the Club Website and he has asked me to request that all sections send him details of their coming events... he says "I'm becoming a bit worried about the lack of new content for the website. It's all becoming a bit historical. Please would representatives of the various club sections produce some material describing their activities." This holds true for the Bear Essentials also. We are both hungry for content. Also the Council of Management minutes and reports can now be read on the Club web site and 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 C.O.M. meeting.

POLITE REQUEST: to external recipients of Bear Essentials, please display it where others may read it, on a notice board if possible.

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

INFORMATION FROM THE DARK SIDE: The club has been having a good year. As you can see the piling of the pontoon system has been started. For various reasons the start was put back more than two months from the original scheduled start date. Since that time progress has been frustratingly slow, but the good news is that at least the contract is fixed cost. We are promised that the piling rate will be increased.

As a part of the upgrading of the pontoon system we are replacing all fastenings, and installing safety ladders. These are attached to the brackets that encircle each pile. We have had several incidents of members falling into the water from the pontoons, although I am sure that the assertion about the swimmers being under the influence of alcohol is just a rumour. If you find yourself in the water head for the nearest pile!

We have now been given planning approval for an extension to the pontoons. This would raise the total number of pontoon berths to nearly 400, with a further 100 moorings distributed in various positions on the river. The planning includes an increase in car parking spaces, increasing from 90 to 160. This will be put in place before we extend the number of berths. The approved plans for the new system have been put up in the main bar. Your comments are welcome.

We are discussing further ways of extending our storage space, which will give us more dinghy storage and therefore free the dinghy areas, allowing yet more parking which we believe to be one of the major challenges facing the club. The overall strategy for the next few years is presently being discussed in CoM and includes all the areas above plus extensions and modifications to the club building.

It is our hope that the changes will improve club facilities for all sections and all members. If you do have any suggestions or comments, do approach any CoM member and make your points. Your views can then be discussed and factored in to the decisions being made. We look forward to hearing from you.

Finally a plug for the club web site. This is a useful way of disseminating information. Presently I understand about a quarter of all club members have registered for the forums. The more who use it the better it becomes. It is a very good way to get information out to the members and for members to post their views. You can even be anonymous if you wish to make particularly acid comments about the CoM! If you have Internet access try it! www.cbyc.co.uk.co.uk . Roger Dunstan (Vice Commodore)

COURAGE: Man cannot discover new oceans until he has courage to lose site of the shore.

FLYING FIFTEENS: Again this month we welcome another flying fifteen to CBYC, Mark Warrilow and Rachel Plant have brought their 'silver' fleet boat down from Gloucestershire. It will be good see them out. I understand that the Welsh Sailing Games was quite a lively affair for all concerned (sunny but very windy), with one boat testing the apparent uncapsizability of the flying fifteen!

The summer series, finished with Bill Turton getting a well-deserved first and Brian Pingel with third. Now that we have instigated a fee of £5 for each entry into the series, the top three boats get a prize, which was given at the prize giving after racing on the first Sunday of the Autumn series on the 26th September (PS Brian and Bill I have your prizes!). Given the new boats in club and that we hope to see Mike Jones out for some of the races, the Autumn series should see some good competitive ff racing.

I have a CD of pictures taken during this years classic by Helen and Andrew Phillips, so if anybody wants to take a copy I can give you the disk- there are some really nice ones (particularly of the torrential down pour on the first day!).

Just to remind you again that we have the Dinghy open event on 16-17th October. Also the nationals next year in Poole harbour (31st July–5th August) and the provisional date for next years Cardiff Classic- 25-26th June 2005.

Duncan Baird. duncan.baird2@ntlworld.com

TITANIC: When anyone asks me how I can best describe my experience in nearly forty years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident... or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort. - E.J.Smith, 1907, Captain, RMS Titanic.

W. HUMBOLT: The sea has been called deceitful and treacherous, but there lies in this trait only the character of a great natural power, which renews its strength, and, without reference to joy or sorrow, follows eternal laws which are imposed by a higher power.

NEAP TIDES: Tides which fall when the Moon is in her second and last Quarter, and are neither so high nor low.

SWINGING THE HOOK: to hide and idle.

REEF: And then we began "to take it off her", to snug her down. We went up to the clew lines and clewed the royals up. Then it was up there you boys and "make the Royals fast". My Royal was the mizzen royal, a rag of a sail among the clouds, which was leaping and slating a hundred and sixty feet above me. The wind beat me down against the shrouds, it banged me and beat me, and blew the tears from my eyes. In the crosstrees I learned what the wind was! John Masefield – "A tarpaulin Muster" Maybe a bit humbling when one is winding in a few turns to reefing the mainsail "

SPLIT: The condition of a sail torn apart by a storm, or by an uneven strain across its surface. When applied to a ship, the state of being stranded and bilged on a rock or shore.

TOP HAMPER: Equipment above the main deck, including upper rigging, spars, tackle and top sails and all gear aloft.

EDWARD GIBBON: The winds and waves are always on the side of the ablest navigators.

PERIODICALS: Thanks go to the person or persons (unknown) who have donated a vast quantity of old yachting magazines to the Club library. Unfortunately I am already overloaded with this type of material. The reason old periodicals are not required is that they do not contain current up to date information, which is the reason people buy periodicals in the first place, I suppose. If they are not collected in a month or two I will dispose of them. Tony Davies Librarian

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. Autohelm Raymarine Tiller Pilot 2000 + Manufacturers Warranty Serviced July 2004 for my trip to France...£250 ono contact Colin Lyons 02920530611.

HE KNOWS THE ROPES: In the very early days, this phrase was written on a seaman's discharge to indicate that he was still a novice. All he knew about being a sailor was just the names and uses of the principal ropes (lines). Today, this same phrase means the opposite — that the person fully knows and understands the operation (usually of the organization).

CROTCHETY: Navigators become crotchety with advancing years-it is the onset of disillusionment. The yachtsman weekend book.

PEOPLE: A sharp tongue and a dull mind are usually found in the same head.

CRUISER COLUML: 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 please see below, (weather permitting). 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.

POEM

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.
Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;
For though from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.
Alfred, Lord Tennyson

CAPTAIN CAPTAIN: I don't like cruisers; shut up or I'll give you to the dinghies.

SHIP BREACH: Is old nautical speak for a shipwreck.

TOM MILLER: Tom, until his death, was a member of the Penarth Motor Boat & Sailing Club, now the Cardiff Bay Yacht Club, for over 25 years, and was one of the original Piggery players, where he took part in many of the sketches and loved to give a song. He also became involved with many of the other aspects of the Club social life and this included catering for many of the events in the club such as Guy Fawkes nights, Ladies nights and many others. In fact, if help was needed, Tom was usually the first to volunteer. Tom could be very single minded if he chose to be. When he made up his mind up to do something he would get on with it with great determination and purpose, as demonstrated when building his first big boat behind his butchery business, in between cutting meat and serving customers. Once he had completed the boat he learned to sail the Bristol channel.

About this time, people were talking about sailing their boats to France and the Med. So, Tom went out and bought a Westerly Centaur, told everybody he was going to the Med. and together with his son Paul and crew set off on their voyage.

They got as far as Weymouth when the boat's engine decided that it didn't want to go any further. To lesser men this would have been the end of the voyage, but not to Tom. With his usual determination, he fitted a new engine and continued on his voyage by crossing the channel to Le Havre, then through the French canals to the Med. He kept and enjoyed his boat there for several years before selling it to become involved in a new hobby of Motor Caravanning which still allowed him to carry on with his lust for travel and adventure, and he and Dot used it to tour all around Europe until ill health overtook him only a few years ago.

Tom had many friends and, when he wasn't caravanning, he still lived life to the full and would be away with one or another of them using trains and boats and planes to visit some of the worlds exotic places and enjoy his love of good food and wine.

Tom will be missed by everyone, with sadness at first obviously, but afterwards his name will be linked to the many happy memories of times he shared with his dear wife Dot, his family and his many friends. R.I.P.

LIBRARY: Donations of nautical books (no periodicals please) for the Club library would be most welcome, please place them in the downstairs bar. Readers please be aware that information contained in these books is likely to be out of date, always use current Admiralty publications for navigation and reference purposes. Many thanks go to all the members who have donated books to the Club library, usually anonymously, your contributions are much appreciated... Tony Davies Librarian.

SKURS: form of address to a hand wearing a beard, probably short or 'whiskers'

FOUR: things shalt thou not see aboard a yacht for its comfort:-
A cow, a wheelbarrow, an umbrella, and a naval officer.

STABLE EQUILIBRIUM:

State of a vessel when she is highly stable and returns to an upright position after heeling over.

TREACHERY:

The chart will tell what the North Atlantic looks like. But what the chart will not tell you is the strength and fury of that ocean, its moods, its violence, its gentle balm, its treachery, what man can do with it, and what it can do with men. NICHOLAS MONSARRAT "The Cruel Sea".

BOUND:

Said of a vessel leaving port: outward bound when leaving the home port; homeward bound when heading back. Also used when specifying a destination, as in London bound, Frisco bound and so on.

AXED: During a hot spell mid week in the early part of September, we set off in Farrical for an over night stay in Uphill, something we had not done in over twelve months. High water was at 13.40 and shown as 9M, so very much a neap tide, the following day being the lowest neap of the month. On the day of departure the wind speed instrument at the club showed 28 m.p.h. and was coming in from the N.E. so we could expect a fairly blustery crossing but on a reach.

We locked out at 11.00 pulling up the jib before exiting the haven, so that we didn't need to venture on to the foredeck in choppy conditions. Sea conditions dictated that we wear full wet gear and lifejacket and harness and to put the wash boards in, not too comfortable in the 26 deg weather. The neap tide allowed us to make a beeline for the R. Axe, the leeway cancelling out the tidal flow. With the jib and a little help from the outboard the log was recording 7knots, enough to get us there before high-water, as it happened we were there for 1300.

A small fishing boat came out and was already setting his lines by the time we reached the Axe buoy. The fishfinder depth recorder showed shallow water at the entrance by Black rock recording only 2.7m below the hull, fortunately the swell had dropped off by now. It was not possible to follow the meandering course of the creek as we still had sail on although it was dropped on reaching the end of Breardown. Into the river, following the line of moored boats with one eye on the depth, with the banks appearing much higher than I could remember and into the entrance of the Pill, where we planned to spend the night alongside the pontoon. We were assured by a local boatman that we would have sufficient water, but we soon ran aground scraping ourselves off again a few minutes later,

Plan B was to try the Weston Bay Y.C. pontoon in the river but this had even less water. If we had made it we would surely have been neaped the following day. Plan C gave us no option but to return to C.B.Y.C. We cautiously exited the river not wanting to run aground on its steep muddy banks.

A flight of some 60 common Scoters [ducks] took off ahead of us and we were treated to an aerial display by a couple of hundred redshanks, no doubt emigrants from Cardiff bay having a laugh. We made it into deep water leaving behind the spherical lead in buoy and set up the jib and reefed main for a fast ride home. The wind had now dropped to 20k and the sea had gone down with the top of the tide. We had a quick bite and a drink on the hoof and after the odd soaking arrived back at the locks at 15.00. A round trip of 26n.m. in 4hrs.

The moral of the story is ; there should have been enough water as we had done this trip many times before. But on this day we had centered over us a high pressure of 1040mb a strong N.E. wind holding back the tide and a long period without rain all combining to lower the predicted height of the tide by as much as a metre. JOHN WOOD 10 2004.

LIMERICS: A suggestion comes from Bill Turton about a limerick compaction they must be about the club, committee, members, sections, or sailing in general. He has started us off with three...

An old flying Fifteen sailor called Brian
Sailed his boat as if it were a flat iron
He was so determined to win
His head went in a spin
He shouted I've won - he was lying

A tall dinghy sailor called Andy
He had legs which were incredibly bandy
With his sail up the mast
He went incredibly fast
He sails a cat that's handy

We all know a sailor called Nick
Who has to sail boats very quick
But I've heard it said
He' someone to dread
His performance is not hopeless
But mixed

EGGSHELLS: when walking across someone's boat; when rafted up... it is considered polite to walk across the foredeck and not through the cockpit, making sure that your shoes are clean, or removing them is better, and also remember to tread as softly as possible, as if walking on eggshells so as not to disturb people below who may be sleeping, remember that the slightest sound made on deck is amplified below.

COMING ALONG SIDE: when coming along side another vessel whether anchored or moored it is polite to hail the vessel and ask permission to come alongside.

THE TEMPEST:

Full fathom five thy father lies;
Of his bones are coral made;
Those are pearls that were his eyes:
Nothing of him that doth fade
But doth suffer a sea-change
Into something rich and strange.

CAPPANUS:

Type of sea worm which adheres to ship's bottoms and attacks them.

NAUTICAL QUOTES: Throughout 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. I do hope you enjoy the ones I have selected. T.D.

JOHN PAUL JONES: I wish to have no connection with any ship that does not sail fast for I intend to go in harm's way.

BRISTOL CHANNEL AND DISTRICT: two clubs at Penarth joined forces to arrange their regattas over the week-end of 12 and 13 July, the Penarth M B & S C taking the Saturday and Penarth Y C the Sunday. On the first day the weather was fine enough and a full programme was completed, covering cruisers. both motor and sail, as well as many dinghy events. There was an excellent turn-out in all classes. By the time the regatta was over the weather started to deteriorate and got worse on the following day, which caused the cancellation of that day's programme. So, the Penarth Y C postponed the racing until 24 August. A fortnight later, on Saturday, 26 July, H M Yacht *Britannia* sailed from Cardiff and quite a number of cruisers were under way off Penarth to give the royal yacht a good send-off. To commemorate the visit, the Penarth M B & S C arranged a special regatta on the 27th, but again the weather was not at all kind, and the events suffered accordingly. (Taken from Yachting Monthly September 1958 T.D.)

LOOK-OUT To maintain a proper look-out by sight as well as by hearing and as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision."

TIDDLEY: ship-shape, good looking.

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ANGLING SECTION: Despite the weather being doubtful and a somewhat "Lumpy" sea the Inter Club competition with C.Y.C. Angling Section was quite well attended. 13 boats went out from C.B.Y.C. with 36 Anglers on board and C.Y.C. Angling Section entered 8 boats with about 17 Anglers. Although a fair number of fish were caught, just 8 were brought to the weigh-in. This seems to indicate that, from a conservation point of view, a lot of fish are returned alive, as Anglers are now able to compare fish caught, with the percentages against the W.F.S.A records listings and see if they're worth keeping..

The Comp was won by Trevor Parker with a Small-eyed Ray of 12lbs 6ozs / 78.27% and he not only won the Triad Shield on behalf of the Angling Section, but also £100 in prize money and the pool of £68. Drinks are now on you Trev.

The second prize of £60 was won by 'Butch', Steve Perkins of C.Y.C., with a Blonde Ray, 14lbs 6ozs / 46.37% and the Third prize of £40 was won by Alex Pierce of C.Y.C. with a Conger, 27lbs 1oz / 44.45%. Well done to you all!

The only remaining part of this Comp is the Presentation Night, which will be held in the Quarterdeck Lounge on Saturday 9th October, when there will be a Cabaret, Buffet and the usual raffle.

As the Comp scheduled for 10th October clashes with the Margam Boat Jumble and we understand many Members will be going, it has been rearranged for Sunday 17th October. Preparations for this year's Open Cod Comp. on 7th November, are continuing and further details will be posted on the Notice Board.

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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POINTS OF THE COMPASS OR RHUMBS: in the days of sail, the compass circle was divided into 32 points, each of 11 ¼ degrees. Thus, a ship reversing her course **was** said to be turning 16 points; and a bearing 2 points abaft the beam signified 112 ½ degrees from right ahead. The cardinal points are north, south, east and west; the intercardinal or half- cardinal or quadrantal points are those midway between - NE, SE, SW, NW; the intermediate points are those between cardinals and intercardinals - NNE, ESE and so on. The remaining 16 points are called by-points, all containing the word 'by' - NW by N, S by E and so on. Points are further divided into quarter (2° 48' 45" each) and half points (5° 37' 30" each) - NE by E 1/2 E, S 3/4 E and so on.

EIGHT BELLS: Aboard Navy ships, bells are struck to designate the hours of being on watch. Each watch is four hours in length. One bell is struck after the first half-hour has passed, two bells after one hour has passed, three bells after an hour and a half, four bells after two hours, and so forth up to eight bells are struck at the completion of the four hours. Completing a watch with no incidents to report was "Eight bells and all is well." The practice of using bells stems from the days of the sailing ships. Sailors couldn't afford to have their own timepieces and relied on the ship's bells to tell time. The ship's boy kept time by using a half-hour glass. Each time the sand ran out, he would turn the glass over and ring the appropriate number of bells.

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

LIBERTY: is being free from the things we don't like in order to be slaves of the things we do like. - Ernest Benn.

FEELING BLUE ? : If you are sad and describe yourself as "feeling blue," you are using a phrase coined from a custom among many old deepwater sailing ships. If the ship lost the captain or any of the officers during its voyage, she would fly blue flags and have a blue band painted along her entire hull when returning home.

CARDIFF BAY YACHT CLUB TRAINING CENTRE NEWS: It has been an outstanding year for all those involved in the training school. The coaches and instructors should feel very proud, not only for the number of Children and Adults that happily passed through the school, but also for the very high standards achieved at Junior level, with many of CBYC's youth either winning or doing extremely well at the Area and National Regattas. My own personal highlight of this year has been in seeing many youngsters now owning their own "oppies" and "toppers" and becoming part of the Club. You had better watch out you older dinghy sailors. There's some top talent coming up!!

WEDNESDAY NIGHT RACE COACHING Helen Phillips, Simon Thomas and Paul Simes have achieved outstanding results with the Wednesday night class. Simon in particular seems to have lived at the Club this summer and his expert skills and fantastic way with the youth has seen our Youth Race Training become the envy of many local Clubs. "Well done", to the race training team. Your hard work will reap many rewards for Cardiff Bay Yacht Club over the next few years.

MONDAY AND THURSDAY NIGHT CREWS For those members of the Club who enjoy a beer on Monday and Thursday nights watching children play dodgems, believe it or not those youngsters have now all become competent young sailors, with 30 of them in total gaining Level 1 or Level 2 RYA Start Sailing Certificates.

One class worthy of a special mention is the Thursday night under 7 class. This brave bunch never failed to get on the water in the "oppies", even when the adult class were held back due to high winds. This class finished their year by entering the Llangorse PGL Regatta.

ADULT CLASS Teaching children is easy because they tend to do as they are told. However, adults always know better, so my heart goes out to Idris Dibble and his team for the teaching of the Thursday night adult course. They managed to put 40 adults through the system. The success of this team is demonstrated by the demand already booked for next years courses. Well done guys.

VOLVO CHAMPIONSHIP CLUBS Cardiff Bay Yacht Club has been awarded **Volvo Championship Club Status**, one of only three Clubs in Wales to achieve this remarkable standard. We are now up amongst the top Dinghy Clubs for race training in Wales having achieved this in only 2 years.

A big THANK YOU to the coaches in making this happen, with one Club member more than any other deserving a big slap on the back. For this, "Well Done", Simon Thomas.

WINTER TRAINING We need to make sure that our up and coming talent don't lose their edge over the winter months. So, with this in mind, the training school will hold Saturday race coaching sessions. This is open to all children who gained a Level 2 and above. To do this you will need the right kit for what may be cold and windy conditions. So if you need advice, please don't hesitate to ring me.

Dates of coaching sessions

Saturday	16 October	2004
Saturday	30 October	2004
Saturday	13 November	2004
Saturday	20 November	2004
Saturday	15 January	2005
Saturday	29 January	2005
Saturday	12 February	2005
Saturday	27 February	2005
Saturday	5 March	2005
Saturday	19 March	2005
Saturday	26 March	2005

NEXT YEAR - 2005 As you can all imagine, we have become very popular, so the books are filling up rapidly. Places on Monday and Thursday are limited. For the children on last years course wishing to come back, Wednesday will be your night but there are a limited number of Club boats, so book now. To assure yourself a place, why not ask mum and dad to get Father Christmas to bring you an "oppie" or a "topper". However the most important thing is to contact the office and book yourself in, NOW. Nick Sawyer, Sailing School Principal Tel: 029 2051 4966

Cost for the above £25.00. To book the coaching sessions please contact Ruth in the office ASAP. If your child needs to use a Club boat please contact me for availability.

REGIONAL YOUTH TRAINING WEEKEND The WYA will be holding youth racing weekends over the winter at Cardiff Bay Yacht Club. Please make sure you book yourself in with Iwan Basten. Anyone who took part in our regatta or PGL is up to this standard, so get on his list. Remember if you need a club boat contact me.

Iwan Basten: Mobile 07814 649574 Email address iwan@wya4000.freeserve.co.uk

ANONYMOUS: He was begotten in the galley and born under a gun. Every hair was a rope yarn, every finger a fish-hook, every tooth a marline-spike, and his blood right good Stockholm tar. - Naval Epitaph

OLIVER W. HOLMS: I find the great thing in this world is not so much where we stand, as in what direction we are moving -- we must sail sometimes with the wind and sometimes against it - but we must sail, and not drift, nor lie at anchor.

SO HE'S BOUGHT A BOAT? Then here is some advice to other sea wives by a seawife!!! if your husband wants to buy a boat? Well, if he has made up his mind, there's nothing you can do about it except to pretend that you think it's a good idea and rush off to buy some oil-skins, a red ensign, and some warm woolly under-wear. The oilskins and underwear you really will need, and if you don't fly the flag and you buy a big enough one it can always be used as a wrap while you dry out the warm woolly underwear. If it is only a small flag it will serve as a towel.

One of the first things you must realize about boats is that they are always wet and, like the poor, always with you. Whereas before, there were just you and your husband and perhaps a few children, there are now the boat, the children, your husband and you. After a while you can't remember what it was like before the monster joined the family.

Boats are usually moored a long way from the shore and you need a dinghy to get out to them. There is a wide selection of dinghies and all of them have at least 4 inches of water in them. In the matter of which type you buy, you should be firm, because it is a matter which will concern you personally. If you are not bailing it out you will be rowing it, so your husband can conserve his strength and temper for battling with the elements later on.

Having got used to the idea that you are now a boat owner's wife, you will have to learn that instead of the year having twelve months and four seasons it really has three times, and these times have nothing to do with the weather or the calendar. The first time usually begins as soon as the snow has thawed. It is at this time that you scrape and paint the new member of the family and you find yourself lying in mud and any oil that has dripped out of the engine.

This treatment would probably cost you about £15 in a beauty salon and you are very lucky to be getting it for nothing; but at the time it doesn't occur to you. When at last you have painted and scraped enough, the second time comes round, the time when you put the monster in the water and you have to sail about in it. Even at this stage it is no use saying that the sea is too rough and you feel sick! You are a boat owner and it is your duty to make use of the boat, regardless of the fact that it takes half an hour to get the dinghy away from the beach. The third time of the year is the time when at last you can haul the monster out of the water and leave it completely by itself for a while.

At this time it is even possible to think kindly about boats and to find yourself beginning to like your husband once more because he is just like other men again, sound asleep in an armchair.

Now that you have your boat and you have settled down to the new way of living, I suppose you think that you can now relax? Well-you're wrong, because you now have to join a yacht club and the question of which to join becomes the main topic of conversation. The clubs you fancy are usually too expensive and anyway who wants to travel 25 miles for a drink? All of which means that you will have to join a small local club. Some of these little clubs are comfortable and have a lot of very jolly members but not the clubs in your district!

These you will find are run by a party of elderly men who hate women. This sort of club is slow death to lady members. If not from pneumonia caught by sitting in an ice-cold draughty lady's room, then by the frustration of spending every week-end evening from laying-up time to fitting-out time, just sitting and looking at the other equally fed-up wives while the men congregate in a cosy bar and fascinate each other with their tales of the sea. The only pleasant thing about this type of small club is that you don't have to worry about keeping up with Joneses. The Joneses are usually busy trying to keep up with you. Perhaps this doesn't make for a happy atmosphere, but it does at least take your mind off the things you could be doing if you hadn't bought a boat.

Until this point I had meant this article to be for the good of the new boat owners' wives, but now I should like to add a small plea to the men on their behalf. Please do something to make the lady club members more comfortable, because if it wasn't for them, who would bail out your dinghies and boats? Who would wade ashore with the painter and cook your meals? To go even further, if you didn't have such willing and helpful wives some of you sailors might find yourselves severely landlocked.

While the men think that over, ladies, my advice to you is this: if your husband feels that he really must go down to the sea in ships, try to interest him in something about 30,000 tons owned by a reputable shipping line and then you can both enjoy yourselves. (Taken from Yachting Monthly September 1958 T.D.& B.V.)

WELCOME NEW MEMBERS: Applicants have been interviewed and details displayed on the notice board in accord with Club Rules. We look forward to seeing you down 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.** August's new members are... Mr Stephen Jones Mr Andrew & Mrs Gillian Mackian Mr Darren Grant & Ms Abergail Coombes Mr Steve & Mrs Carol Huckvale Mr Anthony Page & Ms Henrietta Lang Mr Craig Lockwood & Ms Charlotte Slocombe Mr Howard Janes & Ms Sheridan Morgan-Evans Mr Stephen & Mrs Lorraine Savory Mr Mark Warrilow & Ms Rachel Plant Ms Elizabeth Spierling & Mr Peter Loch Mr Mark Wilson & Ms Marina Evans Mr John & Mrs Tina Wilson Mr Robert & Mrs Rosemary Savage Mr John & Mrs Yvonne Ward Dr Katherine Syred Mr Clive Laurence-Peckham & Ms Amanda Loebenstein-Peckham Mr Benjamin Marrin. **Welcome aboard.**