

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1932



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Cost priceless

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

TIME TO CALL "TIME" ON SMOKING? What a fabulous club we have! The clubhouse and the view from it is the envy of the region, if not Wales. The food gets better all the time and the social calendar is filling up. With an ever increasing membership, success features in all areas. Why, oh why then is the club still one enormous smoking room.

I proudly wore my new CBYC shirt to the club last Sunday and returning home had to put it straight into the washing machine. The last thing I thought about my club was not the successful weekend sailing, how lucky we were with the weather, friends that we caught up with for the day or plans made for the next visit.....but what a FOUL SMELLING, SMOKE RIDDEN day I had sat through. My eyes burned, my throat was sore, my clothes, my hair and even my face reeked of smoke!!! Yes, to kiss me afterwards was like kissing an ashtray.....and I DON'T SMOKE!!!!

It is a **PROVEN FACT THAT SMOKING AND PASSIVE SMOKING KILLS** and I will not bore you with the statistics here. There is plenty of evidence out there if you are not convinced.

So, please, please....if you are a member who cannot stand it anymore, a Mum who won't let her children go to the club, a family who won't eat there or someone who just genuinely believes that now is the time to call "time" on smoking please make your views known!

Call the club, email the club, call the Committee! If you prefer, you can email me on mandjwaters@ntlworld.com and I will pass on your views. Please, for the sake of our health and our children's health. Thank you. Janice Waters... A concerned Mum.

CHRISTMAS PRESENT? A handy wallet size tide table, for 2006, is available **NOW** from C.B.Y.C. it will be distributed free of charge, however, a donation of £1.00 to the R.N.L.I. would be appreciated. Please contact Tony ... tony@designbyrelish.co.uk

DID YOU KNOW? The Club website is to be revamped in the near future and to that end, David Cairncross the webmaster, would be delighted if members and section Captains would contact him with any new information, uploads or any comments you may have... Also, you can upload some info to the Club web site yourself !!! Oh... yes you can... It's simple as pie... just click on the link and follow the instructions... events, crew wanted, crew for sale, results... it's all there... it's absolutely marvellous and so easy.

Please remember there is a 5 knot speed limit in the river Ely.

Bar
Opening
Hours
October
To April.

C

Monday	17.00 to 23.00
Tuesday	17.00 to 23.00
Wednesday	17.00 to 23.00
Thursday	17.00 to 23.00
Friday	12.00 noon to 23.00
Saturday	12.00 noon to midnight.
Sunday	12.00 noon to 22.30

?

Bar
Opening
Hours
October
To April.

Look after your gear and it will look after you... yes, that means you!!!

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"

GROUNDING: Embarrassing situation in which a sailor returns to shore without leaving his boat.

WATCHET CARNIVAL WEEKEND: It's Saturday the 30th of July and the weekend of the Watchet Carnival. This is the weekend that will herald the beginning of our proposed summer "family" cruise, in which we planned to take in Porlock, Watermouth Cove and Ilfracombe. If time and weather were to permit, then we were going to cross over to Oxwich Bay and enjoy some of the Gower before returning to Cardiff a week or so later. If Only!

The crew was made up of myself, my wife Debbie and our daughter Ella. The vessel is a 26 foot Invicta called Saxon, designed by Van de Stadt and a good little family cruising boat. The morning began well enough, we all got down to the club early enough to leave at 8.45 which would get us into Watchet for about 1.30pm. I had spent time making sure all was shipshape a day or so before departure so we thought we had everything under control.

The only other boat making the crossing that morning was Melos, a 37 foot Moody, skippered by Stuart Roberts with his wife Mandy and their children also aboard. We were glad they were going because the very first thing to go wrong on this day was that we had forgotten fresh milk. Mandy kindly furnished us with some so we did not have to resort to the dreaded U.H.T. What else could possibly go wrong? Nice cuppa inside us, weather fine with light to moderate airs all ready for an easy crossing over to Watchet.

A wise old sea sage once said that the thing most likely to go wrong on a sailing boat is its engine, a sailing vessel being originally conceived to make passage without the need to resort to such instruments of the Devil. Ours had been playing up admittedly but a full service and a quick check of the governors to keep it ticking over properly had been carried out.

No sooner had I reversed out of my berth and moved the throttle into forward, the engine cut out. With no control over the boat and no time to get down below to re-start, skipper had to fend off astern using his leg to prevent any damage to any other vessels, or indeed his own. The net result was no damage to any vessel which was more than could be said for my shin which had some of it's skin neatly peeled revealing a perfect red stripe right down the ridge which was beginning to turn blue as I cursed.

Once composure had been achieved and the family stopped giggling (in fairness to them, they had made sure I was O.K. (nothing broken, only my pride), we had a terrific sail over the channel. The wind picked up to a fresh 4-5, we reefed in the foresail and excellent progress was made, albeit punching against an incoming tide. Debbie was on the helm most of the way and I decided that once we had berthed I would give the engine my utmost attention once again.

We only had to resort to the engine on the last stage of the crossing in order to keep apace of Melos who is 10 foot longer. I knew this day of mishaps was not quite over when she stalled once more when Debbie accidentally caught the throttle lever with her leg. This presents no problems when you have plenty of sea room but in a narrow harbour like Watchet it could and did cause us a great deal of headache.

I had been informed by Watchet harbour Marina of the presence of the "Kathleen and May" (the last surviving 3 masted schooner to be built in Wales) which was berthed with her bowsprit proud into the entrance of the harbour and on further enquiries over the V.H.F. had been informed as to where my berth was between Alpha and Bravo pontoons. They had said to take care when entering and that I could not really miss the bowsprit as it was festooned like a Christmas tree.

Now, not having been to Watchet before and not knowing how narrow it is, I entered the harbour and came off the throttle somewhat to get my bearings. To my and Debbie's horror, (yes you guessed), the engine stalled again. By the time I had frantically got down below to restart, the Mrs being up for'ard mooring lines at the ready, we had drifted onto the aforementioned bowsprit which neatly impaled itself in our rigging. I began to see people on their boats becoming alive to our dilemma." What are they going to do now", etched on their faces. What indeed, was rapidly crossing my mind as I had re-started the engine which was now mercifully ticking over in neutral.

All fired up with nowhere to go. Visions of de-masting were now entering my thoughts, when as quick as a flash the Cap shrouds popped their plastic brackets on the spreaders and we were somehow disgorged into the relative tranquillity of the harbour. I could see one of the spreaders had been bent back quite badly but by now I was only too happy to get her on her berth without further mishap. Thoughts of further cruising that week were dashed and we resigned ourselves to making a jury repair and spending the week in Watchet acquainting ourselves with the area via steam train and bus.

This was not in the original plan, however it turned out to be a most pleasant time with all three of us enjoying ourselves thoroughly. Dunster was a really good day out as was Minehead and our trout fishing trip to Washford was memorable, with visits to the Cider farm and Cleve Abbey thrown in for good measure. Not only that, we found the people of North Somerset to be a most personable lot.

One particular day we were invited into a total stranger's house to partake of liquid refreshments. All we had done to merit this was wander up a country lane in the midday sun and strike up a conversation with someone in their garden. I must say also that the staff in Watchet harbour were excellent and also thank William, for being patient with my daughter when she had managed to throw one of their key fobs into the drink, a crime for which she spent time in the brig having been told to be careful with it in the first place.

There are some terrific characters we met who reside over there and we made a number of new friends who we will no doubt see again when we next visit. One week later we motored back to Cardiff on a flat calm day and the only downside to the story is that the boat has not been used since then.

She has unfortunately suffered a dent in her mast which is now laying on the slipway of Cambrian Marine awaiting transportation for repairs. We are anticipating the rumble of insurance hassles to subside and for Saxon to have her mast replaced, perhaps allowing us a late autumn cruise before the lay-up.

Being from a family whose past was tied up with the old sailing ships, (they used to build them up in North Wales before they were brought to Cardiff for fitting,) I can only smile. The thought of us hanging off the bowsprit of a ship possibly built or crewed by ancestors is quite amusing.

I can see an old bearded skipper telling his children the tale of the sloop they caught on the Bristol Channel with its petrified crew hanging on for dear life... Jos Williams... Bermudan Aux. Sloop, Saxon.

CALM: Sea condition characterized by the simultaneous disappearance of the wind and the last cold beer.

Calendar of events in November

Day	Date	Event	Time
Tue	1		
Wed	2	Angling night.	
Thur	3	Cruiser night.	Restaurant (evening)
Fri	4	Bar open	from 12 noon.
Sat	5	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	6	Restaurant	(12 till 2 pm)
Mon	7	Restaurant	(12 till 2 pm)
Tue	8		
Wed	9	Angling night.	
Thur	10	Cruiser night.	Restaurant (evening)
Fri	11	Bar open	from 12 noon.
Sat	12	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	13	Angling Competition.	Restaurant (12 till 2 pm)
Mon	14		
Tue	15		
Wed	16	Angling night.	
Thur	17	Cruiser night.	Restaurant (evening)
Fri	18	Bar open	from 12 noon.
Sat	19	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	20	Restaurant	(12 till 2 pm)
Mon	21		
Tue	22		
Wed	23	Angling night.	
Thur	24	Cruiser night.	Restaurant (evening)
Fri	25	Bar open	from 12 noon.
Sat	26	Restaurant	(12 till 2 pm)
Sun	27	Angling Christmas Comp.	(* C. in C.) Restaurant (12 till 2 pm)
Mon	28		
Tue	29		
Wed	30	Angling night.	

ONE QUESTION QUIZ: four parts... 1) In which year did the last British Man-of-War engage the enemy under sail power alone? 2) What class of vessel was she? 3) What was her name?... 4) in which campaign?... Answers can be found lower down on this page.

A THOUGHT

What ever did we do before Mermaid Quay?
It offers:-

Sanctuary in times of Turbulence...
Friendship in times of Loneliness...
Opportunity in times of Repression...
Relaxation in times of Pressure...
Refreshment in times of Drought...
Music in times of Stillness...

You could travel the world looking for such Jewels.

To find they are on our own shores!

May you always have fair winds and a safe passage.

Nigel Hutton: Aux. Sloop Panache.

TIGER WOODS: was asked what he considered to be the most important shot in the game of golf... his reply was the next one!

(* C. in C.) = cruise in company: Please call Tony for destination & details. Tel. 07816 337904.

Calendar of events in December

Day	Date	Event	Time
Thur	1	Cruiser night.	Restaurant (evening)
Fri	2	Bar open	from 12 noon.
Sat	3	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	4	Restaurant	(12 till 2 pm)
Mon	5		
Tue	6		
Wed	7	Angling night.	
Thur	8	Cruiser night.	Restaurant (evening)
Fri	9	Bar open	from 12 noon.
Sat	10	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	11	Angling Competition	Restaurant (12 till 2 pm)
Mon	12		
Tue	13		
Wed	14	Angling night.	
Thur	15	Cruiser night.	Restaurant (evening)
Fri	16	Bar open	from 12 noon.
Sat	17	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	18	Angling Competition.	Restaurant (12 till 2 pm)
Mon	19		
Tue	20		
Wed	21	Angling night.	
Thur	22	Cruiser night.	Restaurant (evening)
Fri	23	Bar open	from 12 noon.
Sat	24	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	25	Restaurant	(12 till 2 pm)
Mon	26		
Tue	27		
Wed	28	Angling night.	
Thur	29	Cruiser night.	Restaurant (evening)
Fri	30	Bar open	from 12 noon.
Sat	31	(* C. in C.)	Restaurant (12 till 2 pm)

ONE QUESTION QUIZ ANSWER: 1) 1854 2) 50 gun frigate. 3) "Arethusa" 4) Odessa.

DO YOU MISS EVENING SAILING ??? In the summer I enjoy my evenings at the club, Monday evening I help out teaching the youngsters at the club, To gain the skills which has given me so much pleasure this last 39 years. On Wednesdays I race my Sprint 15 Cat in the dinghy fleet. I enjoy the closeness of the competition and the company in the bar afterwards. On Thursday Evenings I run the adult sailing lessons with my fantastic band of volunteer instructors.

However come September the evenings get shorter and all this evening fun has to come to and end, Or is there a way around it? Well I think I have the answer! All we have to do is instead of putting the clocks back an hour for the winter months, Why not put them forward by about six hours. Well yes I know it's got drawbacks, It won't get light for one thing till about 2 in the afternoon, But think of all that extra sailing you could do, and the bar would do well out of it too. On the other hand we could all just move south for the winter. Regards Idris.

The bar is open regularly from 17.00 till 23.00 daily through the week; 12 noon till 23.00 on Fridays. 12 Noon till 12 midnight Saturday and 12 Noon till 11.00 Sunday.

TIDES: Did you know that it takes the tides just over 18 years to repeat themselves, so hang on to those old almanacs.

BAR: Long, low lying navigational hazard, usually awash, found at river mouths and harbour entrances, where it is composed of sand or mud... and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

CAPRICE: I'm in the process of renovating my Caprice and I was wondering if anyone had information regarding the following.... Whether or not anyone had any plans of the Caprice... I understand that the Caprice was originally built out of plywood.... I have a Mark III and understand from a discussion with Antony Tucker (Roberts son.. builders) that the Mark III is in actual fact a direct copy in GRP... I ask, whether any members have any old photographs of the Caprice. I would like to be as faithful to the original as I'm able. Has anyone trailer sailed the Caprice?... I would be very interested to discuss the above with any members. Once I begin in earnest, I will write a short article on the refurbishment. Dave Pitman... 029 2077 7998.

FOR SALE: The fast and close winded, sea-kindly sloop "River Rambler" She is a "Trintella 29" by Van De Stadt, 1978 design, built in G.R.P. with white hull and red trim, lots of extras including dinghy. Priced to sell quickly at only £15,000 tel. 07967 848862.

NURDLE: Over many years of sailing in the Western Isles, our crew of intrepid amateur sailors have developed the verb "to nurdle", meaning to progress in a tranquil manner under sail. It can be used only rarely-hence its importance to us. Imagine, therefore, our dismay to find it purloined by your cricket correspondent "South Africa were able to nurdle the ball...." Can we ask what authority he has to use it, and what relevance it can have on dry land" Yours faithfully, Philip Gibbons Lincoln Regards, Richard Southwell "Naddura"

PHOTO COMPETITION: The Management Committee are running a photograph competition with a view to finding suitable material to adorn the walls of the refurbished Clubhouse, the deadline is the next A.G.M. Please E-Mail your entry to... tony@designbyrelish.co.uk

RAIN: before seven fine before eleven.

SAILING CRUISER WANTED: As a "newish" member of the Club, I am now planning to upgrade from dinghy to cruiser sailing. To this end I am looking for an entry level sailing cruiser of about 24 feet that is sound and seaworthy but would benefit from a good dose of T.L.C. over the Winter. If you have a boat that, for whatever reason, is not getting the exercise it deserves, please give me a call, I'll be happy to talk to you. John Sampson (029 20216311).

FOR SALE: "Phebe" our Sadler 29 is up for sail... (look at the Sailing Today 6 page review on her!), so if you want to write another chapter in her log, give me a call. Neil Lambden 07780 955313.

SPOTTED IN SPLOTT: boot jumble, Thursdays, Saturdays and Sundays a stall selling genuine stainless steel fastenings, threaded bar, nuts & bolts etc. cheap prices.

WHAT A PITY!!!!!! It was a lovely day, and time for a sail in the bay. There was a gentle breeze and the youngsters and adults alike were enjoying themselves in the FRESH air, sailing in their dinghies. The rescue boat was on standby for their safety and protection on the water. What a pity the club don't provide the same safety and protection IN the clubhouse. e.g. The air in the clubhouse is polluted by thick cigarette smoke. It does not matter where about in the club you sit, you still inhale the smoke and the foul smell clings to your clothes, hair and body. We should be providing a healthy and safe environment for everyone IN the club as well as outside ON the water. DASLER !

FLYING FIFTEENS: are for sailors of all ages - and just recently one of our most senior fleet members has been showing the youngsters a clean pair of heels.

FF15 Fleet winner in the last two races of the summer series was none other than Brian Pingel. Who then went on - in a competitive fleet to do the same at the start of the winter series - (in between picking up a silver medal as Bill Turton's crew in the annual Cardiff yacht club regatta) - keep it up Brian.

Recently, two boats went up to the Middle Neme FF15 open. Duncan and Tim in "squall" and Simon Thomas helming my boat "no friction". Mike Jones would have been there, but his engine blew up on the motorway. Marc Watts his crew was already on his way and managed to borrow an old boat and get some good results on the second day. This event is deemed the unofficial nationals, as it has the highest number of entries (24) than any other FF Classic competition. Overall, Duncan was 9th and Simon 8th, against a high quality field including ex - British and world champions.

It took Simon until the last race to tune the boat how he wanted it and get the crew somewhere near the standard he required, (I will stick to helming). In this last race, he led it until the end of the last beat, when a local boat used his knowledge of wind shifts to just nose in front. Still, Simon had achieved his aim - beating the British champion in a race - despite being handicapped by the crew!

Finally, new fleet members and the less experienced fleet members had the benefit of a training day during October. The aim was to give new members the confidence and skills to race and brush up the skills of existing sailors. I would like to thank Helen for taking the time and effort to run this course and bill Turton and anyone else who helped out with the training.

If anyone would like to try Flying fifteen sailing then do contact me and I can usually arrange a sail.
Ian Horton Flying fifteen fleet captain -

COVER PICTURE: Does anyone have a photograph suitable for the front cover of the Club handbook for next year 2005 – 2006 ... Also if anyone would like to advertise in the next handbook please contact... Tony Davies... tony@designbyrelish.co.uk

FITTING OUT: Series of maintenance tasks performed on boats ashore during good weather weekends in the spring and summer months, to make them ready for winter storage.

CABIN: A cramped, closet like compartment below decks where crew members may be stored - on their sides if large or on end if small - until needed.

200 YEARS ON: Nelson: order a signal Hardy... Hardy: aye aye Sir... Nelson: Hold on Hardy, that's not what I ordered to the Signals Officer... Hardy: Sorry Sir... Nelson: reading aloud; England expects every person to do his duty, regardless of race gender sexual orientation, religious persuasion, or disability... what gobbledygook is this?... Hardy: Admiralty policy I'm afraid Sir... we're an equal opportunities employer now, we had the devils own job getting England past the censors, less it be racist.

Nelson: gadzooks Hardy, hand me my pipe and tobacco... Hardy: sorry Sir, all navy ships have been designated smoking free working environments, Sir. Nelson: in that case, break open the rum ration, let us splice the main brace and steel the men before battle. Hardy: the rum ration has been abolished Sir, it's part of the government's policy on binge drinking.

Nelson: good heavens what next? I suppose we had better get on with it then... full speed ahead. Hardy, I think you will find there is a 5 knot speed limit in this stretch of the water Sir, (seems a bit like the River Ely doesn't it?) Nelson: Damn it man, we are on the eve of the greatest sea battle in history, we must advance with all dispatch; report from the crows nest please... Hardy: that won't be possible Sir... Nelson: what !!!... Hardy: health and safety have closed the crow's nest, no safety harness and they say the rope ladder does not meet with current regulations. They won't let anyone up until there is proper scaffolding erected.

Nelson: Then get me the ship's carpenter without delay. Hardy: He's busy knocking up a wheelchair access to the fo'c'sle Sir... Nelson: Wheelchair access, I've never heard anything so absurd. Hardy: Health and safety again Sir. We have to provide a barrier free environment for all. Nelson: I have only one arm and one eye and I even refuse to hear mention of the word. I didn't rise to the rank of Admiral by playing the disability card. Hardy: Actually you did Sir. The Navy is under represented in the areas of limb and visual deficiency. Nelson: Whatever next?

Nelson: Give me full sail, the salt spray beckons. Hardy: A couple of problems here also, Sir. Health and safety will not allow the crew up the rigging without hard hats and they don't want anyone breathing too much salt – have you not seen the health warnings?

Nelson: I've never heard such infamy! Break out the cannon and tell the men be ready to engage the enemy. Hardy: The men are a bit worried about shooting anyone Sir. Nelson: What! This is mutiny Hardy, It's not that Sir. They are afraid of being charged with murder if they actually kill anyone; there are a couple of legal aid lawyers watching like hawks.

Nelson: Then how are we to sink the French and the Spanish? Hardy: Well Sir, we are not going to. Nelson: Why not. Hardy: The French and the Spanish are our European partners now. According to the common fisheries policy, we should not even be in these waters. We could get hit with one hell of a claim for compensation.

Nelson: But you must hate the French as you do the devil? Hardy: I would not let the ship's diversity co-coordinator hear you say that Sir. You will be on a disciplinary.

Nelson: You must consider every man who speaks ill of your King an enemy. Hardy: Not any more Sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest, it's the rules; it could save your life. Nelson: Don't tell me - health and safety. Whatever happened to rum, sodomy and the lash? Hardy: As I explained Sir. Rum is off the menu, and there's a ban on corporal punishment.

Nelson: What about sodomy? Hardy: I believe that this is now legal Sir. Nelson: In that case - kiss me hardy! A snippet found by Richard Turner, it appeared in latest Fishers Green S.C. Clubline magazine.

SPLICE THE MAINBRACE: A sailing ship's rigging was a favourite target during sea battles since by destroying the opponent's ability to manoeuvre or get away would put you at obvious advantage. Therefore, the first thing tended to after a battle was to repair broken gear, and repair sheets (lines - not "ropes" - that adjust the angle at which a sail is set in relation to the wind) and braces (lines passing through blocks and holding up sails). Although no specifics remain, it appears that the main brace was the principal fore-and-aft support of the ship's masts. Splicing this line was the most difficult chores aboard ship, and one on which the ship's safety depended. It was the custom, after the main brace was properly spliced, to serve grog to the entire crew. Thus, today, after a hard day (or, not so hard a day), the phrase has become an invitation to have a drink.

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October Comps. Reports: The October 2nd Comp. with C.Y.C. for the Tri-ad shield, was fairly well attended, with 12 boats and 25 Members and visitors; although we would still like to see more out fishing! This one was won by Nick Marsangelos, on Celtic Star, with a Small-eyed Ray of 12lb 3ozs, (77.09% of WFSA Record) and 2nd was Dave Locke, also on Celtic Star, with another Small-eyed Ray of 11lb 12ozs, (74.32%). So, we won the Tri-ad shield again this year as well as having won the Grand Cognac Cup in August. Well done those who did the "Business".

The 16th October Comp.- (Only 4 Boats with 9 anglers went out!)- was won by John Gittins with an 11lb 13ozs Blonde Ray and this was the only fish weighed-in!

There now seems to be more Cod about lately, so let's hope the Open Cod Comp. produces some decent Fish. The Double-Act Cabaret Night we have arranged for Sat 19th November will feature, "PHIL DOYLE", a Comedian and BBCTV & Radio Star and also "MAXINE", a Top Female Vocalist. Tickets are available from over the Bar or from any Angling Section Committee member. There will be a Hot Buffet of Chicken & Chips and Please Note: The cabaret will commence at 8pm, PROMPT.

Late news: Unfortunately, our Open Cod Comp. on the 30th October had to be called off due to bad weather conditions. This was an unpopular decision with all concerned, but the safety of the smaller boats must be considered. All the 32 prizes were drawn on a lottery basis and the Section made a sizeable donation to Bobath, The Children's Therapy Centre, Wales. This was presented to Gail Griffiths of Bobath by the Club Commodore, Roger Dunstan.

MIZZEN: The shorter aft mast on a yawl or ketch... any mast that is no longer there.

A SAD FAREWELL: Those of you among the racing sailors will have noticed the absence of the First Class Europe "Pagan" from the fleet. She came out of the water about a year ago with structural damage to the "p" bracket and prop shaft, and never raced local waters again. She was sold earlier in the year and has gone to a new home in Germany.

She was raced locally for a dozen or so years, firstly under the ownership of Peter Meese and then since 1984 by the "Police" syndicate (Club members Peter Pope, Geoff Parr, John Freke, Stewart Cokeley and Pat Tucker). We had a lot of fun with her in local regattas and cruised to and raced in Cork, Kinsale, Tarbert, The Clyde and Dartmouth. Unfortunately we all aged over the years, as did our abilities and needs and expectations changed, and so she had to go.

The Police crowd still have the use of a boat in "offbeat", and are still known to frequent the club and sail from time to time, although not racing as competitively as we should.

On another note, we have a steel boat cradle suitable for a 35 foot boat or similar for which we have no use. It is currently on the Cork 1720 trailer on a farm in deepest Gwent. She is for sale for any reasonable offer, so if you need a cradle and have somewhere to keep it please contact Geoff Parr on 02920 734803 or geoff.parr@gmail.com. I can deliver as long as you have a couple of hunky types to help unload.

ZEBRA MUSSELS: are a non-native invasive species, probably introduced into Cardiff Bay on a visiting vessel. They reproduce rapidly, and can cause problems if appropriate care is not taken. Following consultation with the Environment Agency and the Countryside Council for Wales, this notification has been prepared to advise water users on measures to be taken for protection, and to prevent the spread of the mussels as much as possible.

ADVICE TO WATER USERS Zebra mussels grow rapidly and in large masses, which can lead to blockages or restrict engine cooling water intakes, resulting in engines over-heating. They can foul the hull of vessels. Routine maintenance of vessels will limit this build-up and prevent such problems occurring. Zebra mussels have very sharp-edged shells. These mussels will grow on mooring ropes, boat fenders and submerged equipment. Care should be taken to avoid cuts when handling objects that have been submerged in the water.

Although Zebra mussels are found at other sites in the UK, Cardiff Bay is the first site to record them in Wales. To minimize the transfer of this species to other freshwater sites, care should be taken when transporting vessels. When ashore, the hull should be inspected and cleared of any attached mussels. Bilge water should be drained out and the bilges rinsed with dilute bleach solution, allowed to soak for one hour and drained. (See FAQ's for further information)

All personal watercraft (e.g. canoes and dinghies) that have been in Cardiff Bay water for any length of time should be washed down using a sponge and dilute solution of bleach before moving the boat to any other fresh water. Avoid run-off of excess bleach solution into watercourses. A series of FAQ's are available for your information. Should you require further information, please contact Cardiff Harbour Authority on Tel: 029 20877900, or look at www.cardiffharbour.com.

WELCOME TO NEW MEMBERS: Membership applications are slowing up a little bit now that the summer months are past. However, there are still a few slipping through the net, prepared to run the gamut of the 'interview'!, and they are listed below and welcomed most warmly into the Club. Jane Hall Membership Secretary... John Guy and Louise Barrett, Mike and Raina Ralph, John and Jane Turner, Mark and Sharon Brand, Philip Williams and Andrea Garside, Chris and Victoria Rogers, Jim and Mair Hall, Shaun and Gemma Bowie, Andrew Williams, Guy Beynon and Christine Robinson, Richard Aylwin.

NELSON: is often portrayed with a Long John Silver style eye patch. In fact he never wore one. He did however, wear a silk green eyeshade beneath his hat to protect his good right eye from the sun's glare.

MACKEREL SKY: 12 hours dry.



WHAT IS A RHUMB LINE? Answer:- When navigating on a curved surface, the shortest distance on a flat surface i.e. a chart of the curved surface is a Curve. A rhumb line is a straight line on the flat surface connecting the two ends of the curved line and is longer than the curved line, even though it looks shorter on the flat surface of the chart. Nigel Hutton... Sloop Panache.

Christmas Staff Coverage Marina & Admin Staff

Marina Staff are not in attendance from
Midday Friday 23rd December to Monday 2nd January

There will be no Boat Movements from
Thursday 22nd December until Monday 2nd January

In an **Emergency**
the Marina Manager, Barrie Metcalf can be contacted on
07966 930823

The **Admin Office** will be closed from Midday Friday 23rd
December... Re-opening Monday 2nd January.

CONGRATULATIONS: to Alex Farr and Marcelle Newbould on winning the Spitfire National Inland Championships at Graffham this year. Although they are now based at Weston SC, near Southampton, many of the dinghy sailors will remember Alex from the days when he was sailing and winning regularly at CBYC. Helen Phillips.

FOR SALE: Douglas Gill Offshore Waterproofs with built in harness, XL, salopettes, ex condition Tel Stewart Preece 02920 418860 or 07871171552.



MOTOR SAILER: A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

PROGRESS ON THE MARINA: 1. Pontoon Construction. All the permissions and paperwork have been done and contractors have been selected. Everything is still on track for construction over this winter and all the new berths to be available by next Easter. The first task will be moving the moorings which are currently upstream of the pontoons, this will be starting soon.

2. Electricity Once again everything is set up and just about ready to start, This should be complete by the new year.

3. Diesel Supply In response to a number of requests from members I have been looking into the possibility of installing a fuel berth at this club. Although it is technically relatively simple and not especially expensive, we do need planning permission and a Land Drainage Consent from the Environment Agency. Applications for these should go in the next few weeks, but they take time. This one will take a while, but it is in hand.

4. New Staff We have taken on John Sutton to increase the boatyard staff to 3. Welcome aboard, John. Kev Vice Commodore.

HONI SOIT QUI MAL Y PENSE: In the middle of September, while the weather was still reasonable, we took a break from sailing and joined another yacht in Leith. Britannia. Our route took us up the A1 from Yorkshire with a brief stop at Lindisfarne, [Holy isle]. It's the first time I've had to consult the tide tables while at the wheel of a car. We managed to get over the causeway an hour ahead due to the prevailing high pressure system. The island is typical of most islands around the U.K., a haven for birds and flora, unspoiled scenery, the inclusion of a prominent castle, a priory, a facsimile of the famous chronicles and some upturned boats converted to boat sheds Viking fashion.

The A1 took us over to Berwick and over the border to Dunbar, another Berwick and finally almost at the bitter end, to Musselburgh and Inveresk to spend a couple of nights. The following day we visited the Royal yacht in a specially converted area of Leith docks. The main interest for me was to see perhaps the only remaining ship with steam turbine propulsion in pristine condition a reminder of my shipbuilding days in the 50's. My impression was how tiny these 6000 h.p units were when compared to the 20,000 h.p. that we installed in the tankers and destroyers of Britain's shipbuilding heyday.

Steam was phased out in the 60's in favour of oil and diesel engines. The wheelhouse complete with instruments had not been updated; navigation was still by traditional means with the aid of Decca, no sign of G.P.S. here. The guest reception and dining rooms were impressive fit for a royal establishment, but the royal after lounge opening on to the after deck was a bit of a surprise, still containing the original rattan furniture selected by prince Philip in 1959, now looking a bit unraveled and accompanied by a couple of woven plastic shell chairs in black wire legs.

The duke and queen had separate cabins joined by a common door, each room having a 3' single bed with no side boards. No chance of remaining in that in a seaway!! The guest cabin opposite was fitted with a standard 4'6 bed installed on the occasion of Charles and Diana's honeymoon and subsequently slept in by Bill and Hillary Clinton. In contrast the sleeping arrangements of the Royal Marine bandmen, several decks below were arranged in a working area just off the galley in tiered wire mesh folding bunks.

The ships laundry looked a bit chaotic with a reputed temperature in the tropics of over 40 c. The skipper had a half decent cabin about the size of the main saloon on a 40 footer. The officers and ratings had separate quite cosy mess rooms where Diana used to visit for a laugh from time to time. The most surprising item I saw was on the Royal Barge built by Camper and Nicholson and retrofitted with cheap instruments by NASA for depth and speed, the very same instruments I fitted some 10,000 miles back. **HONY SOIT QUI MAL Y PENSE, THE ROYAL ARMS MOTTO**... means, shame be to he who thinks evil of it. P.S. to my tale, Phillip and the Queen slept in velcro pyjamas and Clinton slept with his knees up !! John Wood 10 2005.

HEALTH AND SAFETY: I am pleased to report that the club is making satisfactory progress. However you can never rest on your laurels and there is still much to be done. An area of immediate concern is the disposal of used batteries. In November 2004 "Bear Essentials" I respectfully requested that members should not dispose of these unwanted items in the club yard. Despite the plea we have had to dispose of **two and a half tonnes** of the said items in the last nine months. Those members who persist in this practice are compromising the Clubs environmental obligations.

There are now strict environmental laws in place regarding the disposal and recycling of batteries and the Club is not licensed for this practice. It is illegal to carry more than five batteries in a vehicle that is not suitably licensed for that purpose and there are set procedures concerning battery disposal.

The Club is not an amenity site so will members please take their unwanted batteries either to a local authority site in their own area or ask their battery supplier to dispose of them. Any decent motor factor or stockist will usually provide this facility. If you do not know any then a list can be provided from the office on request during normal working hours. There are a number of firms in South Wales that specialise in marine and leisure batteries who can supply at very competitive prices, so who knows if you do the job properly you may even save yourself some money as well as the club.

As this practice is in contravention of club byelaws and the C.O.M. will be monitoring the situation very carefully over the next few months in anticipation of your cooperation.

Finally autumn is upon us once again and the nights are drawing in. If you are intend to visit your boat on the pontoons during the hours of darkness please make sure that you have a suitable torch. If you are alone a life jacket or buoyancy aid would also be a sensible precaution.

Members using tenders for access to boats on moorings are also strongly advised to wear a like jacket or buoyancy aid at all times. Steve Cooper.

Thursday Evenings, Saturday Lunchtimes, Sunday Lunchtimes. Why not a meal at Your Club!

PROPELLER: Underwater winch designed to wind up at high speeds any lines left hanging over the stern.

OLD WOODIES: A few words of advice to a friend on the prospect of buying a traditional wooden yacht. There are many other considerations when buying a traditional wooden yacht, as you point out dress code is very important. An old Breton sweater, with holes in it. This can be purchased from Oxfam or any good charity shop, cord trousers, generally brown, same retailer. Old deck shoes, which must be salt caked. An additional item is an old fisherman's smock, waxed of course.

Hygiene. All Woodie owners have a bath in leap years and some brave ones have been known to take a risk and do it biennially. Great care must be taken in washing every week, whether you need it or not. When washing ones face, be careful not to remove salt stains from around eyes and beard. Beards are compulsory.

Drinking habits. Great quantities of tea must be kept aboard for day and night passages and in and out of the harbour. When ashore one must go straight to the Grumble Belly pub. This pub is easily found as great clouds of smoke will be coming out of all doors and windows. By the way, you must purchase an old clay pipe or one made from whale bone. Old socks are smoked instead of tobacco. In the pub, order a pint of Grumble Belly beer and make your way over to your fellow Woodie owners. Just follow your nose. They will all be dressed identically to yourself, once you have been on your shopping trip.

Woodie passages. Your fellow owners will tell of long passages across many oceans with harbours and anchorages not known to others, how they sailed through schools of dolphins with the odd whale thrown in (Moby Dick's big bruv), which of course would be covered in barnacles. You must study up on your baggy wrinkles, chalking and different types of anchors. The merits of each will be covered in great depth.

If, after many pints of Grumble Belly, you have forgotten the interesting tales of the night before, don't worry because if you return to the same smoke filled pub the next night, you will again hear the same tales. If any owner returns from a passage, even just out of the harbour and back again, he is treated like a hero warrior.

He is made guest of honour and all the owners crowd around him questioning him intently of his passage. They are desperate for information about wind speed, (Sorry, I meant wind force, as Woodie owners only use the Beaufort Scale), direction, sails used and how did she handle. The owners all crowd around the hero, nodding heads in agreement with all statements. Great clouds of smoke encircle our group as all pipes are at full blast and great quantities of Grumble Belly are consumed.

After the pub closes, certain members are invited back to our hero's boat for a further debriefing and a night cap, where the tea caddy is produced. Oh to be a Woodie owner!!! Article supplied courtesy of Keith Doust... Skipper and owner of the fast and close winded catamaran... "Double Trouble"... by the way she's for sale... if you didn't already know !!!

ANGELE ALINE: is a 1920s, Fecamp built sailing fishing vessel. She is 54ft in length, plus bowsprit of 16 ft, and with a beam of 17ft. Her role was to fish the Grand Banks for cod twice a year. In 1940 she became a 'Dunkirk Little Ships' rescuing an estimated 300 troops from the beaches. Her present owner purchased her in 1990, and much work has been undertaken, culminating in May 2005 when she re-launched after a three year major rebuild at Maldon, Essex.

Since then she has returned to Dunkirk for the 65th anniversary. This was immediately followed by an OGA event at Yarmouth IOW, where she took part in the Saturday race. She may not have taken any silverware, but to feel her sailing again was very satisfying.

The owner, who lives outside Guildford, is looking to build sufficient crews during the winter 2005/06, to move her in stages to Turkey by October 2006. She berthed at East Cowes Marina, IOW. It is intended to undertake 'work-up' weekends in south coast & Solent areas, with a view to sail her to SW Ireland in March 2006. The second leg will be Ireland to Spain, and then as crew and weather allow legs to Sicily & Malta.

So have you ever wondered what it would be like to crew such a classic boat? Do not be put off by travel as part of her existing crew are Welsh based, and a routine of shared transport leaving Cardiff has been established. If interested, then please contact Chris Barton (02920-341449).

CONGRATULATIONS: Two of our youth sailors were successful in obtaining places in the GBR Squad Optimist sailors Nathan Bailey - National Squad and Nia Jones - Intermediate Squad.

WINDFALL: Some English landowners were prevented to either fell or sell timber as this was reserved for building ships for the Royal Navy. However, this did not apply to trees which were blown down. Hence, a windfall became a blessing.

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