

BEAR ESSENTIALS



HANFODION ARTH Patron: Captain N. Lloyd-Edwards, G.C. St.J., R.D.*, J.P., R.N.R.

THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1932 Formerly known as Penarth Motorboat and Sailing Club (P.M.C.)

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Cost: priceless

Available in the Clubhouse monthly.

www.cbyc.co.uk

Posted whenever a mass mailing occurs.

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e-mail admin@cbyc.co.uk Affiliated to the R.Y.A. Web site www.rya.org and the B.C.Y.A. Web site www.bristolchannel.co.uk

Think safety act safely. Please always wear a lifejacket when on or near water. Eternal vigilance is the price of safety and safety is a state

■ **FROM C.O.M. MINUTES:** *SIGNAGE* Repair or replace "Cardiff Bay Yacht Club" sign on the water-side of the building... *TROLLEYS* Provide 3 more trolleys and coin slot system... *ASHTRAYS & HEATERS* The club has purchased four stainless steel ashtrays to be sited outside the clubhouse in the smoking areas, and electric patio heaters are to be fitted... *ELECTRICITY TOKENS* £2.00 electricity tokens will shortly be available to Club members. All the above items are to be initiated in the near future.

UNWRITTEN LAW: Always leave unwanted gear next to the skip. one persons junk is another's treasure.

The last copy date for Bear Essentials? Is always the last day of the month.

■ **MANY THANKS:** go to all who responded to my pleas for more copy. This issue is in fact compiled 100% from copy sent to me, by you the membership, please keep it up.

Your efforts are much appreciated by me and all who read Bear Essentials, well done to you all.

I intend to publish in each issue, the percentage of original content submitted by the members, in the hope of encouraging potential authors to contribute, in particular the C.O.M. and Flag Officers!!!

■ **DINGHY SECTION A.G.M.** will take place at 7.30 pm on Wednesday, 8 November 2006 in the Quay lounge. Please put this date in your diary and make every effort to attend as it is your opportunity to let the Dinghy Committee have your views.

The Notice of the Meeting and the Agenda have already been circulated by e-mail but for those members without access to the internet, additional copies can be collected from the General Office.

■ **MASS MAILING:** From now on Bear Essentials is only going to be posted to the membership whenever an en mass mailing occurs, this is thought more cost effective than having a special posting just for Bear Essentials. Ed.

VIRTUAL BEAR ESSENTIALS:

Past and present editions of BEAR ESSENTIALS can be seen on the C.B.Y.C. web site

www.cbyc.co.uk

Just click on newsletter, then select your preferred format and away you go...

It's very easy, anyone can do it and it's so convenient, it's unbelievable.

■ **REMINDER:** The C.O.M. would remind members of By Law 3.11... Dogs, whilst in the Club grounds and on pontoons must be kept on leads. No dogs are allowed in the Clubhouse other than those for the blind.

Look after your gear and it will look after you... Oh yes, that really

■ **DID YOU KNOW?** David Cairncross, our Club webmaster would be delighted if members and section captains would contact him with any new information, uploads or comments they may have... Also you can upload some info to the Club web site yourself !!! Oh... yes you can... It's really simple... 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 to use... go to... www.cbyc.co.uk **NOW.**

Dead slow ahead... no wash please as you pass moored boats

Quarterdeck Bar Opening
Hours October - April.
Do come along and enjoy a
drink or two.

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 to 23.00

Why not visit "the
forum"
on the Club's free
internet connection in
the bar at:

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

BEAR ESSENTIALS

Keeping You in Touch

Bear Essentials is the newsletter of
Cardiff Bay Yacht Club.

If you would like to contribute to Bear
Essentials please contact: Tony Davies
at... tony@designbyrelish.co.uk

Visit the club web site & forum at:
www.cbyc.co.uk

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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. Please check with the originator
to verify that advertised information is still
current. Copy may be amended or deleted for
any reason.

Contacts: - Flag Officers:- President – Jean
Annett (029 2062 0160). Vice President – John
Mead (01443 225 338). Commodore - Roger
Dunstan (029 2089 1451). Vice Commodore –
Kevin Rolfe (029 2025 9442). Rear Commodore
– Jonathan Crofts - Davies (029 2070 7427).
Hon. Secretary Helen - Phillips (029 2021 5759).
Hon. Treasurer – Anthony Thomas (029 2075
0224). Hon. Sailing Secretary & Sailing School
Principal – Paul Simes (01443 205 120).
Membership – Jane Hall (029 20514 915).
Management Committee - Tony Davies (029
2051 5376). Steve Cooper (01443 820 574).
Jeremy Taylor (029 2040 0457). Gareth Davies
(029 2086 9167). Marc Case (029 2070 5870).
Steve Parker (01633 672 378). General Office -
Ruth Coles (029 2066 6627). Moorings,
pontoons, yard, haul-out – Barrie Metcalf
(07966 930 823) - during the weekend working
period. i.e. 09.00 – 13.00 Sat. & Sun. use
(07773 462769). Chief Coach - Nick Sawyer
(029 2051 4966). Cruising – Tony Davies (2051
5376). Dinghy Chairman - Sean Carter (01443
699 262). Ultra-Fast Fleet Captain – Idris
Dibble (029 2025 2973). Angling - Bryan
Morgan (029 2021 7910). Motorboats - Gareth
Davies (029 2086 9167). Catering - Bar – (029
2022 6575).

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Bear Essentials is produced in a completely
smoke free environment.

After use please dispose of it responsibly.

For sale and wanted ads will run for three
months, unless confirmed unsold.

To external recipients... Please kindly display
Bear Essentials where others may read it.

■ **OVERHEAD PROJECTOR:** A first-rate, state of the art overhead projector which
is compatible with a P.C... C.D... V.H.S. etc. has been purchased and members are
requested to come forward with suggestions for events they would like to see, just
contact any committee member. The list of the proposed events will be publicised in
Bear Essentials and on the website. It's all happening at C.B.Y.C.

■ **GRAHAM HODGES:** "VEGA" is webmaster for <http://graham-boatpictures.blogspot.com/> which is the site to visit for C.B.Y.C. boat pictures, a link
is being set up from the C.B.Y.C. website should you forget the address. Some of the
boats currently on the site are... "Rhiannon" "Smuggler" "Dawn Star" "Ecover" "Banjo"
"Vega" "Christina" "Maracap" "SV Mathew" " PC Olga" "Squiffy" "Farcical"

■ **CLUB ROLL OF HONOUR:** I am endeavouring to compile a Club Roll of Honour
to be displayed in the Clubhouse. I need details of members past and present who
have had notable success in National and International events, I hope that our
Commodore, Roger Dunstan, Nick Sawyer and Paul Simes, all who have achieved
notable success, will start the ball rolling. If anyone knows of others please let me
know... Colin Farr... Email to dinkytoy@ntlworld.com

■ **MERMAID QUAY:** From Cardiff Bay Harbour Authority... to whom it may
concern... reference overnight mooring at Mermaid Quay, any craft mooring overnight
will in future be impounded... Robert Freemantle, Harbour Master... Cardiff Bay
Harbour Authority... Ignore this at your peril.

■ **TAKEN FROM THE C.B.Y.C. FORUM:** (www.cbyc.co.uk) Should anyone be
planning a visit to Uphill Boat Services boat yard you are warned that the approach is
obstructed by a wreck. The boat is an ex admiralty Pinnacle called Solitair which sank
in the Pill near the boat yard and prevents any keel boat going to or from the pontoons.
This is a large craft at about 50 ft. and is considered impossible to refloat. It is not
known when or how it will be moved. It was originally steam powered but now has a
diesel engine. To see the problem there is a picture at:
www.westonbay.freeonline.co.uk/mainsitessept2006_files/image003.jpg

■ **C.O.M.** The Council of Management meetings take place on the third Monday in
the month, the next three council of management meetings will be on... 16 October,
20 November and 18 December... Items for the agenda should be sent to... The
Secretary Cardiff Bay Yacht Club... or contact any committee member.

CARDIFF BAY YACHT CLUB Restaurant - Sue Jones Catering

	From Oct to April	Winter Opening Times	
	Lunch		Dinner
Monday		17:30-21:00	Closed
Tuesday		18:00-21:00	Closed
Wednesday		18:00-21:00	Closed
Thursday		19:00-21:00	Closed
Friday		12:00 noon - 14:30	Closed
Saturday		12:00 noon - 14:30	Closed

REMINDEES:

Members are reminded that all
trailers, launching
trolleys and
cradles must be
removed from the
premises when
not in use. A
penalty will be
incurred on
transgressors

Members are also
reminded that they
must accompany
their guests at all
times when on
Club premises.

Why not visit the Club forum at www.cbyc.co.uk... you'll be thunderstruck.

■ **MANY THANKS:** go to the members who contribute to Bear Essentials; undoubtedly it
would be a much lesser publication if it were not for your contributions, please keep them
coming, they are the life blood of Bear Essentials and much appreciated... Editor.

■ **DEADLINE:** The deadline for Bear Essentials is the last day of each month. To ensure
continuity of supply, please be aware that during summer months and bank holidays,
when holiday arrangements may interfere with this understanding, I may need to bring
forward this date without notice, so, to ensure your article is published, please kindly
e-mail me your copy as early in the month as you possibly can... Editor.

Calendar of events in Oct

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

(* C. in C.) = Cruise in Company.

Calendar of events in Nov

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

(* C. in C.) = Cruise in Company.

--- SLOW DOWN!! ---

On Sunday 17th Sept at around 4pm, one of our members had taken his two young daughters out in a small rib with an outboard, he was in the river very close to "A" pontoon. I watched in horror, as a speedboat of about 18 foot, came down the river at around 15/20 knots, swamping the dinghy, the girls were screaming and their dad was shocked when the speeding boat did not stop. The family in the rib all had life jackets on and were very lucky not to end up in the water.

Following discussions with the Harbour Master, we have decided that "SPEED IN THE RIVER" and around moorings and pontoons must stop. With this in mind our Marina Manager and his team have been instructed to erect a very large sign on the end of pontoon "A" which will read...

----- DEAD SLOW ----- NO WAKE -----

Keep an eye out for this in the near future. The main cause of this type of problem is without a doubt, Power Boats of all kinds, speedboats, trip boats, ribs Motor cruisers and fishing boats, the latter especially on weekend when they are trying to "catch a lock". In the interest of "Safety" and even showing consideration for others, **SLOW** down, look behind you and see the chaos on the pontoons caused by your wash!! Enjoy your boating and let others enjoy theirs in Safety. Gareth Davies (COM)

■ **SOCIAL COMMITTEE:** As many members will be aware there is a degree of dissatisfaction with the social life of the club (see the forum.) Some members blame the C.o.M. however, in my opinion this is unfair. Over the last couple of years most of their efforts have been focused on sorting out the pontoon system (an excellent job they have done too).

Perhaps this is time for some of the ordinary members of the club to step up. Accordingly a number of us are trying to form a viable Social Committee. Having spoken to Roger Dunstan a couple of times this week, I have been assured that this has the FULL SUPPORT OF THE C.o.M. as Roger says "why not?"

In the past I have been involved on the Social Committee of a number of clubs, all have made a contribution to club funds through their activities. Whilst this is a clear benefit, there are other less tangible, but none the less valuable reasons for their presence.

I believe a successful Social section helps to generate a feeling of cohesive membership to the same club. The injection of funds from social activities helps to support other functions, and if appropriate offset otherwise necessary price rises in the membership fee. We have a great club house in a fantastic location

LETS PUT IT TO BETTER USE.

Is a great pity in my humble opinion that the club has few Saturday evening functions – why is that? The last club committee I served on arranged, to give a few examples: A coach to the London/Southampton Boat show. Cabaret evenings. Black tie dinner dance once a quarter. All the above were so popular they had to be restricted by allocation. Gentlemen's only evenings - enough said. The usual quiz nights Lecture evenings on all things nautical - knot tying, basic electrical work, navigation skills etc.

As a club we have two of the best resources for a successful social section 1). An excellent club house in the best position in Cardiff Bay, 2). A strong and growing group of people as members, who are all drawn together for the common purpose of enjoying the natural resource outside the window. Admittedly not everyone likes the same thing, hence dingy over yachts and speedboat over fishing boat, but surely the prospect of spending an evening or two with like minded souls to support the activities of the club should be attractive to a broader range of members than it clearly is.

This is the time to stand up and be counted as members. If you currently don't attend the social events, why not, what would encourage you to a more all round membership of the club? Please take the time to respond; even if it is to say you have no interest in a social activity, at least the C.o.M would know where to look at focusing its funds and advertising activities in future.

You have surely heard of the old adage "if you don't use it you will lose it" consider the prospect of the club bar being turned over to outside paying functions; weddings, corporate events which would preclude the use by club members. John Roberts.

■ "The cure for anything is saltwater: sweat, tears, or the sea" Isak Dinesen.

■ **CBYC SOCIAL EVENTS:** The C.B.Y.C. C.O.M. are really keen to increase the frequency and variety of social events held at the Yacht Club. To help us increase the frequency and variety of social events held at the Yacht Club the COM are looking for 4 to 5 volunteers (or more!!) to form a Social Committee. It's anticipated that the Social Committee will meet at the Yacht Club on a monthly basis. If you are interested in joining the Social Committee please contact Marc Case on 07718 679831. I would like to try and hold our first Social Committee Meeting in October. Thank you Marc Case C.O.M.

■ **NON-SMOKING CREW REQUIRED:** February/March 2007, Caribbean – Sailing from Trinidad to ABC Islands then onto Spanish Virgins. All found on board 40' Ketch.
Tel: 029 2053 1637 Mob: 07968 836753.

■ **FOR SALE:** Wayfarer W 8379 Mk2 GRP Dark blue hull. Self bailers, oars, anchor & chain. 4hp out-board motor. 2 sets of sails: one set well used, the other set rarely used Hood sails. Road trailer & launching trolley. Over boom cover. Located Cardiff. £2950 ono. Tel: 07776 137031 or email: alj@btinternet.com Antony Jarvis.

■ **PHOTOGRAPHS:** If any member has an interesting photograph and would like to see it displayed in the Club, especially if angling related
Please e-mail it to
tony@designbyrelish.co.uk



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info@cardiffbayboatsales.co.uk

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Mob: 0777 4120 009

Compass House, Penarth Marina, Cardiff, CF64 1TT.

><(((0>..~`.,><(((0<..~`.,><(((0> **ANGLING MATTERS** ><(((0<..~`.,>

■ "Never a ship sails out of a bay, but it carries my heart as a stowaway" Roselle Mercier Montomery.

■ "He who lets the sea lull him into a sense of security is in very grave danger" Hammond Ines.

■ **SINGLE HANDED RACE:** Every 2 years there is a race, single handed, from Les Sable D'Olonne on the West coast of France to Bahaia in Brazil, about 5000 miles. This is the Mini Transat race, and a class of boats called Mini Transat, or Classe Mini yachts, has built up around this race. They are limited to an overall length of 6.5m, beam of 3m and mast height of 12m. Sail area is not limited. As the majority of this race is trade wind sailing the boats have evolved to be very light, with huge sail areas, and very fast off the wind. If you're interested more information and background can be found at ww.minitransatforum.com. (See picture on next page).

I've fancied a go in a Mini Transat boat for several years, so I answered a request on the internet for second person to join the owner for the 2-handed UK Mini Fastnet, from Plymouth, round the Fastnet Rock and back again. So after one (hot, windless) afternoon practicing in Southampton Water I found myself in Plymouth having a hectic day running around fixing, fitting and checking things around the boat. This was rather busier than usual as "Yellowfin" was nearly new and this was to be her first serious trip offshore. Alex's credit card took some serious damage, and we were getting an increasingly friendly welcome in the chandlers!

Everything got sorted on time and we had a leisurely Sunday morning before one of the Royal Western Yacht Club ribs towed us out of Queen Anne's Battery Marina and parked us on a mooring in the river whilst we hoisted some sail, since Minis race without engines. It was blowing quite hard from the NW so we hoisted a double reefed main and the tall, narrow blade jib the French call a "Solent". I was a little worried to notice that this has reef points in it, and even more so when Alex told me that the STORM JIB has a reef in it (I don't care, really, if we need that I don't want to be there!).

The RWYS provided a committee boat and laid a good long start line and a windward mark inside Plymouth Sound, the course for the race being to the windward mark, then Bishop Rock to starboard, the Fastnet Rock to port and finish in Plymouth. We hit the line running right in the gun with the spinnaker all set up ready to go, and immediately found that "Yellowfin" was much better upwind than the others, probably because she is relatively heavy (for a Mini, about 900kg loaded) only one bad tack stopped us being first to the windward mark.

Deception (James Tingle & Malcolm Van Rooyen) rounded just ahead and started to set their spinnaker. As the wind was now topping 25 knots, and Alex and I had only put the kite up once before, in no wind, we chickened out. A few minutes later we stormed past Deception as she wiped out spectacularly. So we sailed out of Plymouth Sound and headed off west in the direction of the Scillies. Now we were going downwind the lighter boats had the advantage, and Man of All Seasons (Will Claxton & Matthew Gill) began to pull out a good lead. Deception seemed to be going quite slowly and we managed to maintain a comfortable second place.

In the early hours of Monday we reached Bishop Rock Lighthouse and turned Northwest to head for the Fastnet. Unfortunately the wind remained in the NW and we had a 160 mile beat across the Irish sea, with the wind around force 5 or 6 most of the way. The real problem with this is that minis are optimised for downwind performance, they are happy maintaining 15 knots with the spinnaker up, but going upwind is a very different, and more uncomfortable, matter. For a couple of hours on Tuesday morning the wind increased again and the sea got quite rough. Alex was helming and getting bounced around the cockpit quite a bit, but I was trying to sleep and kept getting dumped onto the cabin sole! Luckily it didn't last long.

When we got to the Fastnet, mid-morning on Tuesday, we saw some boats in the distance rounding it, which was a bit annoying as the windward leg across was to our advantage, and we should have been ahead of the other boats, which we expected to be faster than us downwind. Then there seemed to be too many of them, I couldn't believe that we were hallucinating through lack of sleep already, so we were relieved to find out that an Irish yacht club was running their annual race round the rock, so they were nothing to do with us, except to keep out of each other's way as we were rounding in opposite directions! For a lighthouse on the extreme edge of Europe it can get quite crowded round there.

Now it was time to turn around and head for home, with the wind behind us. Minis have a rather quirky spinnaker set-up, which we had only used once before. Just as well we decided not to hoist it at the start, in front of the cameras! On our third attempt we got it under control and were soon smoking along at 15-16 knots in the direction of home.

After a while the radio piped up "All Stations, All Stations, Pan Pan, Pan Pan, this is Yacht Man of All Seasons, our position is 5 miles SE of the Fastnet Rock. We have struck a floating object, lost the transom and both rudders and we're up to our knees in water". A quick check of the Chart showed us to be about 3 hours sailing from their position, but whilst we were talking to them the Irish Coastguard came on and promised to have a rib, with pumps, on site in 20 minutes. They upgraded the call "If you're sinking, that's a Mayday". They were as good as their word and the Man of All Seasons was towed into Baltimore and lifted out, her crew lucky that it happened so near the coast, and not 80 miles off.

A little while later, while we were discussing whether we should drop the spinnaker as the wind increased, the halyard chafed through and it fell into the water. Then the wind went SE and, guess what, we were beating again. All the way to the Scillies.

On the last leg towards Plymouth the wind finally went South and we were able to rehoist the spinnaker for a bit, then the genoa, and come charging into Plymouth sound at full speed. Once inside the sound we were met by the RWYC RIB with friends and a photographer on board, and James Tingle! A shouted "When did you finish" go the reply "Monday - we retired, there's only you left, you've won" I thought, not yet we haven't, there's another mile to go!

We did finally cross the line and pick up a tow back into QAB Marina, to be greeted by the Commodore of the RWYC with a bottle of champagne! A shave, a shower and a fine dinner, courtesy of the club made me feel human again.

I might just do it again next year, but take it from me, you don't want to do a 400 mile beat in a 6.5m boat that doesn't like going to windward! From Kevin Rolfe.

■ "The sea finds out everything you did wrong" Francis Stokes.

■ "Most of us, I suppose, are a little nervous of the sea. No matter what its smiles may be we doubt its friendship" H M Tomlinson



■ **FISHY TIP:** Skate wings are my idea of fish heaven, the taste is out of this world BUT, what are they like to clean??, a nightmare!! Following the "Grand Cognac" Cup, I was given a 12lb plus skate for the table I took it home and started to prepare it for eating, 3/4 hour later, I was still fighting with the skin, a battle that had taken place many times before, I normally win, but end shattered, I thought there must be another way.

Try this, depending on the size of the wing, portion it into 3 or 4 portions, put a small amount of cooking oil into a frying pan and bring it to quite a high temperature, ONE at a time place a portion in the pan and sizzle for around 40 seconds, turn and keeping the heat up fairly high, do the same on the other side, You will now find the skin just peels off so easy, without actually cooking the fish. Place the finished portions in the fridge for later or cook and eat straight away. For those of you wondering if this is "safe practise" I do hold a Food Hygiene Certificate and I have checked this out. Good fishing this winter, and remember if " if you don't intend eating it" **Don't kill it...** Gareth Davies.

■ **Welsh Optimist Nationals:** Cardiff Bay Yacht Club has all sorts of boats, ribs, cruisers, motor boats, racers, fishers, toppers and now optimists. The optimist fleet is now the biggest single class fleet in CBYC.

On August Bank Holiday weekend, a new event took place, the first Welsh Optimist Nationals. We had over 40 competitors from clubs around the country, including Penarth, Mumbles, Poole, Grafham and many others. On Saturday, the first day of the competition, the weather was fair with a bit of wind. We did three races, each taking about an hour or more. After a hard day sailing we had a bouncy castle and barbie for fun which was wicked. On the Sunday the wind was similar to the Saturday and we again did three races each as exciting as the last.

After racing had finished we did Topper racing, which was cool!!!! And then we all had a go around Cardiff Bay in one of the Yellow ribs. Fantastic. The last day of racing dawned. The wind had increased loads so it was more of a challenge. Loads of capsizes took place in the wind. Also because of the wind shifts, the committee boat had to keep moving the start line so we were 20 minutes late starting the second and last race of the day. After that race finished we all went in. Once all the results has been figured out it was time for the prize giving. I would like to thank Paul Simes, Nick Sawyer and Mike Bailey for organising and sponsoring the event. It was a fight all weekend for the No 1 spot but David Pain

■ **BOAT JUMBLES:** C.B.Y.C. Saturday 7 October 2006... Three Counties Malvern, Sunday 15 October 2006... Margam Sunday 29 October 2006.

Bay Pointe Welsh Sailing Games. With 3 courses to manage an 2 socials to organise a lot of behind the scenes efforts were made to ensure the smooth running of the weekend. The weekend began with Volunteers J80 race and Oppie Training run by Ed Green followed by Champagne Reception, and presentation of winning volunteer J80 to Oscar Chesses boat and bay Pointe Shanghai Cup presentation of club burgee to the Shanghai Yacht Club.

Saturday was dominated by light winds both inside the bay and out, which left plenty of energy for evening social cocktail party and dancing to Abba tribute Band. Sunday dawned with more light winds resulting in postponements outside and patchy racing inside, whilst the Optimists were now managing to work through the quarter and semi finals of the Match Racing for the seeded top 8. Light breeze enabled 3 good yacht races but never materialised in bay, before the race officer abandoned the final race.

See www.WelshSailingGames.co.uk for results.

Optimist News

1. Mike Bailey will run measurement for sailors going to the End of Seasons on the 7th and 8th of October every Thursday and Tuesday until the event. (starting tomorrow) Contact Mike on 07974 703177 to book time or order any Celtic Boat Parts stuff you need for the event!

2. CBYC will run pre EOS training for any Oppie going to the event on Saturday 30th September - 1200 - 1600 2 hours training and 1 hour looking at the venue guide. Phone Nick Sawyer 07767 403624 to confirm a place.

Squad News

Winter info is public - if you or your club has not had it - contact me directly its not online (yet!) The significant change is the introduction of the development squad for this year, limited boats for loan may be available and sailors under 12 at the end of their first seasons are welcome in this squad. Suitable clothing a must though.

Club Training

1. Regional Safety Boat Course - 21st & 22nd October CBYC £95 2) Dinghy Instructors Course - 23rd - 27th October Pembrokeshire Activity Centre. 3). Club Racing Coach Course - Later this year - please let Iwan know if you want a place reserved!!!! 4). PB2 Courses - 19th & 20th October. Or 11th & 18th of November (£105) *If you have any specific requirements or require a course run at your club let me know.....* Clubs are eligible for Community Chest funding to assist with these courses, contact Iwan for help or assistance!

Coaches Corner

SCUK Module - Goal Setting and Planning 18th October 1830. RYA SailSmart - (Date Change) Saturday 28th October. (Open to all Club Coaches) Regional Squad Workshop - (For Regional Coaches) Wednesday 1st November 1830.

We'll be recruiting our winter coaches over the next few weeks, we hope to offer more coach development and benefits to all than ever before.... Watch this space.... Cheers Iwan RDO South Wales.

■ "The sea hath no king but God alone" Dante Gabriel Rossetti, The White Ship.

■ **OBSESSION:** "If a man is to be obsessed by something, I suppose a boat is as good as anything. perhaps a bit better than most" E. B. White.

■ **FORUM UPDATE:** Do you remember what **The Forum** is? Our own open **debating arena**, on our own **Club Webb pages**. Free to use: very easy to access: always informative: usually interesting: a ready source of help and guidance when you have a boating problem: used by COM to garner Membership feedback: used by some Members to open up debate with COM around issues those members have with the way CBYC is heading.

Do you know how to find The Forum? Go to the CBYC web pages. Click on "**The Forum**" towards the bottom of the menu on the lefthand side of the Home Page. If you haven't yet **Signed Up**, then you'll need to follow the on-screen guidance and our Webmaster [David Cairncross] will quickly register you. With that registration you'll be able to go through to an index of "**Threads**" [subjects] raised by fellow Club members - and either actively contribute or simply read what is going on. **Don't** take too much notice of a rather draconian warning as you sign-in that "**lurkers**" who do not actively contribute will be deleted from future access! The purpose of **The Forum** is to encourage everyone to take an **active interest in CBYC matters** - but if you prefer to simply read the **Threads**, rather than actively add comment, it is most unlikely David will delete your registration.

What is currently under debate? Three **Threads** around **The Forum** itself! Are we using it to best effect/is it worth having at all/what changes do users think should be made? Active **Threads** in the period 15 Sept. to 30 Sept were very wide ranging:- Mackerel, Who said that, Bear Essentials, Boat Jumble, Wire we here, Social Services, Sealing raw edges with epoxy, Business Plan, Yacht master, Loss of marine repair facilities, Warning from Weston Y.C., Fish finder or depth sounder? in Cardiff Bay. Furniture and Fittings. Must be something in that lot to interest you, surely... Jeff Owen.

CONFESSIOAL: The Learning Curve... A little Background. Working as I was in the boating industry and a keen learning sailor, my actual strength of gained seamanship may have been slightly over estimated by a few, however, my infectious desire to just boat, rubbed off on many and in particular one such case was a very good friend of mine, who's knowledge of boating if measured on a scale of 1-10, was zero.

Set the scene some weeks later in a yard in Pembrokeshire. Before me is a clinker built, age unknown bathtub and probably the ugliest boat I had ever seen. Counter that vision with the bleats of joy from my friend who skipped around this hulk and kept saying "isn't she beautiful", he was definitely under the spell and he was unquestionably determined to own his own sailing boat.

It was then I agreed, from that moment on I would assist and join in as a 50/50 partnership, for fear he would return one day with a floating pyre. This particular one was rejected finally when I pointed out that I could clearly see him through the hull and I was very much below the water line! So there are the grounds of a firm partnership, one with some knowledge and the other with none - and what did we end up with - well of course, a 28ft racing catamaran. What else would you let your complete novice friend buy, capable of 22 knots (proven record), with the words of "I'm gonna buy it with or with out you" ringing in your ears.

The confession... So lets jump ahead, to our first sail, the delivery trip, my first skippering position, all eyes firmly fixed on me and my nautical know how. This voyage has many tales but this particular one is repeated with great lust when opportunity is given and for once I can at least give my version.

We were having for the first time since leaving Milford Haven, a sail. No wind had prevailed for 50% of the trip and our flying machine wasn't. Leaving mumbles and heading almost straight across the flat sea's we picked a course to stay away from any nasties and yet out of sight of all land references, a test of my yet un-tested navigation.

The landfall, Nash Point was due, in fact over due, and the uneasiness of not seeing what you should had set in. A light haze and fallen and we were in need of a fix, down into the 'nav' station (the yacht itself was two empty hulls and a marine ply centre, not really anything that looked like a nav centre actually existed) and with my little navigation knowledge I set about working our position.

It was one of those wondrous moments, dividers and parallel rules, last buoys seen and there we were, a cross on a chart to match the last one I had placed and hour before - I was so proud - now what is the course I required?.

'Ah ha' I said, throwing open the hatch and looking directly aft to the three expectant faces all smiling at me, 'Nash point is that way' - pointing aft - over their shoulders in a firm "Captain has made a decision" way, and all heads turned and looked aft and with a puzzled expression they looked back, 'no no' - they exclaimed, its not - its that way - all three pointing exactly 180 degrees to me . . . with large smiles of knowing, 'No No' I say - I have checked, calculated, done

PAINTING A BOAT: A well known local boat painter was awarded the job of painting a small sailing boat and when he was asked by the owner, how long it would take him to finish the job, he replied, "Two weeks"

Three weeks went by and the owner, a little concerned of the delay, confronted the painter. "**HEY OGGIE**" said the owner, "You told me that it would take you two weeks to paint my boat and it's been three weeks.... What's up with that?"

■ "It's out there at sea that you are really yourself." Vito Dumas.

■ **Adventures of the CBYC Corinthians** The plan was hatched, by Philip Straw "let's charter a boat out of Plymouth for the weekend" and so we did. Tom Watts, Laurie from Papillion, Chris, Kevin and Ian.

A superbly fitted out Bavaria 36 – with GPS/ electronic charts auto-helm and radar. The boat handled like a dream under sail and motoring. Everyone came to the same conclusion –that's the very boat for me – Time to buy a lottery ticket. As a dinghy sailor and occasional sports boat crew I was looking forward to the luxury of a "cup of tea boat" and so looking forward to mooring up in some harbour and going straight to a beautiful waterside pub after a long day on the high seas.

The plan was simple. Friday afternoon to Salcombe then a long sail Saturday to Falmouth returning Sunday to Plymouth. On the Friday, a change of plan – we sailed out of Plymouth and headed east up the river Yealm and moored in the harbour at Newton Ferrers. It was quite interesting to witness the pilotage. It was a fairly wide river but with a narrow channel. This involved the use of hand-bearing compass – we had three (boys toys). Tom and Phil (First mate and captain!) lined up two white poles on the cliff and then we snaked up the river which eventually was marked by Port hand buoys.

I can highly recommend the river Yealm – not only is it picturesque, there is more than one superb pub with a reasonable menu, we chose the popular Ship Inn. We rowed back to the boat in a tiny dinghy after a hearty meal and a few beers– it was pitch black and the phosphorescent was amazing – first time I'd seen it.

The next day we motored over to the harbour masters office and collected the forecast. It was quite sheltered in the river but the forecast was F7/F8. The harbourmaster had a knowing look on his face – he knew we wouldn't make it to Falmouth that day – or even Looe. We decided to sail out to sea and have a look.

It was F8 and big seas, with the bow slamming over the waves – we decided to sail back to Plymouth and into the sound. We motored up the river Tamar to Cornwall – Tom went ashore and came back with 6 Huge Cornish pasties – It poured down and the wind gusted, apparently, to 41 knots.

We then had a medical emergency; Phil had a minor cut to his finger. I think it was the sharp edges of the Pasty. No problem we had two doctors and an eye surgeon on board – they all showed a distinct lack of interest – the best advice being don't bother putting a plaster on, it will only come off. Self –medication ensued.

Time to go ashore at Plymouth, after a trip around the Barbican we ended up in the Royal Corinthians yacht club drinking Royal Corinthians ale. Highly recommended (hence we were christened the CBYC Corinthians)

■ Know the ropes... Nautical origin, where sailors had to learn which rope raised which sail. To understand how an organisation works. (Madera)

■ **RYA ADULT SAIL TRAINING 2006:** Well here we are again at the end of another successful sail training year. This year over 20 adults were successful in gaining the RYA START SAILING and BASIC SKILLS certificates.

At the start of each course in the introduction I always ask the students what they wish to do with the knowledge they gain at the end of the course. It is always encouraging to hear that it covers the full spectrum of sailing activities in the club from dinghy racing to offshore racing and cruising.

However what sticks in my mind is the amount of Mums and Dads I get along on the adult courses whose kids are sailing with our junior section and they want to get in on the fun too! (I wish I could have got my parents interested in sailing when I started sail 40 years ago! keep recruiting your parents kids your doing a grand job.)

I would also like to take this opportunity to thank my willing band of instructors Helen, Andrew, Matthew, Steve, Andy and Richard and my safety boat driver

■ **FOR SALE:** EYGTENE 24ft "PDQ" 1976, GRP, Fin Keeled with Inboard Diesel Renault 6HP, Stainless Steel Rigging (2003), Slab Reef Mainsail cover (New 2005), Roller Reef Genoa, Spinnaker, new electrics/instruments, sleeps 4/5, Water : 5 gallon. Fuel : 5 gallon. 2002 Survey available. Lying : Cardiff Bay Yacht Club, Contact : Laura on 07920 249354 or email: firebird4470@hotmail.com Price: £8,500.

October 2006.		Time Zone B.S.T. / G.M.T.			
1	Sun	00.43	8.9m	13.21	8.9m
2	Mon	02.10	8.4m	15.04	8.8m
3	Tue	04.00	8.7m	16.39	9.4m
4	Wed	05.18	9.7m	17.46	10.6m
5	Thu	06.15	10.9m	18.38	11.7m
6	Fri	07.02	12.0m	19.24	12.8m
7	Sat	07.46	13.0m	20.06	13.4m
8	Sun	08.27	13.5m	20.47	13.6m
9	Mon	09.07	13.5m	21.27	13.3m
10	Tue	09.46	13.1m	22.06	12.6m
11	Wed	10.25	12.3m	22.46	11.6m
12	Thu	11.05	11.2m	23.27	10.4m
13	Fri	11.49	10.1m	*****	*****
14	Sat	00.16	9.3m	12.45	9.0m
15	Sun	01.27	8.3m	14.09	8.3m
16	Mon	03.10	7.9m	15.55	8.3m
17	Tue	04.44	8.3m	17.11	8.8m
18	Wed	05.41	9.0m	17.58	9.5m
19	Thu	06.20	9.7m	18.36	10.2m
20	Fri	06.54	10.4m	19.08	10.9m
21	Sat	07.25	11.0m	19.38	11.4m
22	Sun	07.54	11.5m	20.09	11.7m
23	Mon	08.24	11.8m	20.38	11.8m
24	Tue	08.53	11.9m	21.08	11.8m
25	Wed	09.22	11.7m	21.38	11.5m
26	Thu	09.54	11.4m	22.11	11.0m
27	Fri	10.29	11.0m	22.48	10.4m
28	Sat	11.09	10.4m	23.35	9.7m
29	Sun	11.02	9.7m	23.35	9.1m
30	Mon	12.13	9.2m	*****	*****
31	Tue	00.59	8.8m	13.44	9.2m

■ "There is no such thing as bad weather, only bad clothes" Old Norwegian Adage.