

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

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Cost priceless.

www.cbyc.co.uk

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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.

RIVERS OF THE SEVERN: On one of those storm lashed days in darkest December, when any thought of taking the boat out must remain for the New Year, I decided to have a look at the charts of the Severn and decide which rivers might be navigable; albeit with careful planning. On the Welsh side are the following, the Wye to Chepstow, or, as far up as Brockweir if you use a dinghy. The Usk to Caerleon, retracing the passage of Roman galleys and negotiating the road bridge. The Taff to Cardiff, to the stadium by dinghy. The Ely to Penarth Road. The Dowlais to Skewen, near Port Talbot. The Tawe as far as the yacht club in Swansea. The Lougher to Pontarddulais. The Gwendraeth to Kidwelly, this looks spectacular from the sea. The Towy looks interesting to Camarthen. There is even a yacht club at Ferryside on the east bank. The Taf with one, can also be negotiated at high water, to Laugharne. Finally the Cleddau, from Milford Haven. A river I've found to have a lot of natural beauty and easily negotiated by sail or power at high water.

The English side offers fewer choices. For a challenge, you could try the Severn from Sharpness to Gloucester, bearing in mind the wrecks, bore and low bridge, or take the ship canal and enjoy the tranquillity. The Avon to Bristol is a wonderful trip through history. The Kenn will take you as far as Clevedon pill as the river is sluiced off. The Yeo to Wick St Lawrence, the Trows navigated this going astern, dragging their hooks on a rising tide. There is the Banwell, another sluiced off river behind St Anthony's head, which allows access as far as the M.O.D. jetty. The name means stream of the murderer. The Axe to Uphill, referred to in the past as good for birds. The Brue to Highbridge at the entrance to the Parrett, which is navigable by Rhine barges to Bridgwater. There are no navigable rivers then until Barnstable bay, unless you include Lynmouth, which has the river running past the sea wall. You can enter the Taw to Barnstable, or the Torridge to Bideford, but crossing the bar is a hazard.

Perhaps I'll get an outboard for the dinghy and some legs for the boat and try some of these next summer. JOHN WOOD 12 2004.

LETTERS TO THE EDITOR: I have discovered on E-Bay, a site which sells the complete set of American Sailing Directions, on CD ROM. These are completely legal, as in the States there is no copyright on these, because their policy is that as they have been paid for out of public funds, they are available to everyone. If only we had the same attitude here!! If you go into E-Bay and type in Sailing Directions you will come across these CDs. They are being sold by a Canadian called Ian and cost £15!!!! I received mine last week and have had several hours looking at far away places! Cheers... David Shipton.

BLOODBATH: The name applied to the Down Easter "hell-ships" that hailed from the Eastern American seaboard and engaged in the Cape Horn trade, whose masters and mates were all "bucks" or "bullies." The Down Easter "Gatherer" was the more infamous.

Please remember there is a 5 knot speed limit in the river Ely, even small boats create a big wave when they are driven beyond their hull speed.

YEAR BOOK: If you would like to advertise in the 2005-2006 handbook, or have any ideas for its improvement, an amendment from this years edition, or a photograph suitable for the front cover please contact... Tony Davies... tony@designbyrelish.co.uk

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"

OF GALES AND BAROMETER: Long foretold, long last; Short notice, soon past.

THERE I WAS: Anyway there I was, on board with my father and my uncle on an extended fishing trip. Two tons of clinker build and Perkins diesel, working efficiently for us when my accident happened. This is my earliest and most formative memory of being lucky whilst at sea.

We were out into Cardigan Bay beyond the half-tide rocks, a good hour or so into the Irish Sea. Having had our fill of mackerel, cod and whiting, we had turned finally and set our compass for Pwllheli and home. Now, being the youngest member on board and it being a happy boat, full and heading for port, you would not have given a flying fish for what happened, it did and I was lucky. Conditions were fine with moderate winds, but with rising seas.

If you were alive in the fifties you might remember the popularity of westerns in the cinemas. Hop-along Cassidy and the Lone ranger were standard fare in matinee, which was when you were offed on Saturday mornings by your folks. Also the American cultural invasion had begun.

Why I wore those chaps as an adjunct to my jeans I will never know, or perhaps I really wanted to be John Wayne. My folks used to have a friend in the American Air-Force in those days. Steve Ryan was an American of Irish descent serving his time in Burtonwood in Lancashire. Land of milk and money it was, he was a smashing bloke and always saw us well. Every time we left Burtonwood, I always remember my folks being in possession of the sort of goodies you could only dream about in the U.K. in those post war days. The Americans used to play soccer on motorcycles then, a lunacy that I have never seen repeated.

Anyway I digress; my accident happened some years before this and can only be put down to bad luck. Either Dad or JP took the cowl off the Perkins, leaving the flywheel exposed to give it some air after a long day. Yours truly, aged seven to eight, was sat inboard slightly amid ship and not that far from the engine. I remember being enthralled by the rise and fall of the ever increasing swell as we made for home on a rising tide. I recall being fascinated the way the boat rose proud to the top of a wave and looking down into what seemed to be an abyss, surfed it's way down into the hollow, the tide rushing under it's keel, leaving you looking at the mountain of water rising astern whilst she made the slower climb to the crest of the next wave.

During all this exhilaration I had not noticed my leg getting closer to the open cowl and the steady putt, putt, putt of the engine. Dad was forward I remember, attending to something on deck when the cord from one of the ill-fated chaps disappeared into the flywheel, causing me to rapidly alter my seating position and realise that my leg was being sucked, via it's decidedly un-naval appendage, into the guts of the motor.

How I survived this decidedly tricky moment without any injury, is solely and entirely down to my uncle, who was on the tiller and was able to clearly see my predicament. At any other time one would object vociferously to being grabbed by the hair and tugged violently in the direction of your protagonist, but this was one occasion where the genteel approach was definitely not required.

Net result was, that I escaped unharmed, which was more than could be said about the aforementioned cowboy leggings which were unceremoniously torn from me and now spun around the flywheel like a discarded shard of a mechanics rag.

I am eternally grateful to my now deceased uncle, John Parry Jones a farmer and contractor, for had he not been vigilant on that day I could now be walking with a somewhat profound limp. Perhaps my now balding pate is testament to his saving hand that day.

Jos Williams (Bermudan Sloop Saxon)

LOST SPECTACLES: If your reading glasses have gone into the drink... and the chart is indecipherable, pierce a small hole in a piece of paper and look at the chart through the hole. It's amazing how clear small print on the chart becomes.

SUCCESS: The man with a new idea is considered a crank until the idea succeeds. Mark Twain.

ANCHOR RODE: Splice a thimble to each end of the anchor rode, so that it can be reversed periodically to minimize chafe. Be sure that the bitter end of the rode is attached to a through-bolted connection on the boats framework.

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Great suffering and sin please take your rubbish to the bin... after working on your craft.

Of wind (in or near Britain) A veering wind, fair weather, A backing wind, foul weather.

WANTED: Solar panel, suitable for charging 80 ah lead acid battery please call Mobile 07816 337904.

HEAD FAST: Mooring rope leading directly forward from the stem of a vessel to the shore.

Why not visit the Club web site at... www.cbyc.co.uk

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. Johnson 9.9 Electric Short-shaft outboard engine, with remotes and tank. Only used in fresh water. £250.00 Please contact Mike Davies on 02920 707823 Mob: 07730090450 Storm jib for 30 foot boat g very good condition The sail measurements are Luff 18'6" foot 9' 9" Leech 13' 10" price? How about £25.00.ono. also I have a 4hp. Evinrude outboard in good cond. £140 ono. Please contact Don Barry 029 2025 7593 (03 11 04)

NEW PET: A friend decided life would be more fun if he had a pet. So he went to the pet store and told the owner that he wanted to buy an unusual pet. After some discussion, he finally bought a centipede, which came in a little white box to use for its house. He took the box back home, found a good location for the box, and decided he would start off by taking his new pet to the bar to have a drink. So he asked the centipede in the box, "Would you like to go to Frank's with me and have a beer?" But there was no answer from his new pet. This bothered him a bit, but he waited a few minutes and then asked him again. "How about going to the bar and having a drink with me?" But again, there was no answer from his new friend and pet. So he waited a few minutes more, thinking about the situation. He decided to ask him one more time; this time putting his face up against the Centipede's house and shouting, "Hey, you in there! Would you like to go to Frank's place and have a drink with me???" A little voice came out of the box:..... "I heard you the first time! - I'm putting my b****y shoes on."

CHAIN LOCKER: A great amount of destabilizing weight comes from the heavy anchor chain stored in the forepeak. Improve boat stability by leading the chain further aft and below the water line. This can be accomplished by feeding it through a 4-inch PVC pipe to the desired location.

NOTICE BOARD (FOYER): For Crew or crew wanted. Please use only postcard size (A6) adverts.

BREATH OF WIND: All but a flat calm.

WHY IS IT HARD TO BACK A TRAILER?: For many boaters, the hardest part of tailoring is backing up. You don't have to be a master truck driver to do this. You do need to remember a few simple rules. The most important of which is, you have to be able to see the trailer. This might mean putting extended mirrors on the tow car. These are available at automotive stores and can have either permanent or temporary mountings. For very low trailers you may want to add a couple of bright fiberglass poles so you can see it when the boat isn't on it. These are available from bicycle stores for a few pounds each.

To back the trailer, remember to **GO SLOW**. More people get into trouble trying to rush than for any other reason. Place both hands at the bottom of the wheel and move them in the direction you want the rear of the trailer to go. With this method, it doesn't matter if you're looking out the back window or in the mirrors. Get some practice by taking your car/truck and trailer to an empty car park and practice backing it into different areas.

Most single-axle trailers turn and back easier than double or triple-axle rigs. The two-wheel trailers do have a tendency to turn very sharply once they start, so back them even more carefully. Above all, don't be reluctant to pull forward and start over if a backing operation is going badly. Trying to turn a bad start into a good finish often results in dents or other disasters.

To calculate the actual wind speed of a Beaufort wind number multiply the wind force number by 6 and subtract 10.

CURRENT AND TIDES: Current is difficult to see except in relation to something else. For example, current can be easily discerned if there is a buoy to observe. Wind blowing against a current will cause easily identified choppy water. You can usually tell if you you're making leeway as a result of current or of tide by seeing if your wake runs straight. A current will set your wake off to the side. The angle between the boat's centerline and the off-center wake indicates the amount of leeway.

SINGLEHANDED DOCKING: A single-hander can dock best by using an endless loop docking line placed around a deck cleat or piling. When leaving, the single-hander needs only to let go of one end of the line, remembering to pull it on board once clear of the dock.

WEATHER SHORE: The shore lying to the windward of a ship.

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.

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

THE ALBATROSS: God save thee, ancient mariner! From the fiends, that plague thee thus! – ‘why look’st thou so?’ With my cross-bow I shot the ALBATROSS. Water, water, everywhere. and all the boards did shrink: Water, water, everywhere and not a drop to drink. Instead of the cross, the albatross about my neck was hung.....

And so began the trials and tribulations of the ancient mariner, for shooting the albatross, a bird of good omen.

The albatross is a most magnificent bird with a wing-span of over ten feet is able to glide with ease so gracefully around the southern ocean. The birds take many years to reach maturity and then the plumage is almost pure white. They mate for life and every two years raise one chick on some remote and desolate island. The rest of their time is spent circling around the wild and vast expanses of the ocean. How they managed to communicate and meet up again at the right island in the middle of nowhere is quite incredible and even today still remains a mystery. But what tragedy that their existence is now under threat and that they now face extinction!

Why should this happen, in an area that is so vast? The reason, of course, is yet again because man, who uses long lining to catch fish, with no care, regard or respect for the environment. A long line consists of a main line with numerous branch lines, each ending with baited hooks. The lines used to catch tuna and swordfish are about 60 miles long and carry 3,000 hooks whereas those used to catch cod and toothfish are usually shorter but carry up to 10,000 hooks. These lines cause indiscriminate fishing and many unwanted fish, together with hundreds of thousands of seabirds as well as dolphins and other mammals, all get caught and drown. Every year tens of thousands of fulmars alone are caught and drown in the North Atlantic. What price tuna, swordfish and sometimes cod? [By the way, did you know that an albatross has “Four Elbows”? Watch carefully next time you see one fold-up its wings on TV. Reels].

BOAT JUMBLES 2005. [February – March].

SUNDAY 6th FEBRUARY GOSPORT SPRING. (10AM) Fort Brockhurst, Gunners Way, (A32) Gosport, Hants. Jct.11/M27. Indoor/Outdoor Event. Adults £3. Child/Parking Free. Chaddock & Fox Promotions boatjumbles@yahoo.com www.boatjumbles.com 023 92381405; 07887 771451

SUNDAY 13th FEBRUARY NOTTS & LINGS. (10AM) Newark & Notts. Showground, Newark-on-Trent, Junction of A1, A17 & A46. Indoor/Outdoor Event. Adults £2.50 Children/Parking Free. Roger Bell 01485541566

SUNDAY 13th FEBRUARY MID KENT SPRING. (10AM) The Hop Farm Country Park, Beltring, Paddock Wood, Kent. Outdoor event. Adults £3. Children/Parking Free. Phone after 6pm: 01622204290; 07763159224

SUNDAY 20th FEBRUARY ESSEX SPRING. (10AM) North Weald Airfield, Epping, Essex. RAC signs from Jet. 7 /M11. Outdoor event on hard standing. Adults £4. Child/Parking Free. Chaddock & Fox Promotions boatjumbles@yahoo.com www.boatjumbles.com 02392381405; 07887771451

SUNDAY 27th FEBRUARY WEST MIDLANDS SPRING. (10AM) Three Counties Showground, Malvern, Worcester. Jct.8/M5. Indoor event. Adults £3. Children/Parking Free. Compass Events events@compassmarine.co.uk 01803835915

SUNDAY 6th MARCH WEST SUSSEX SPRING (10AM) Goodwood Racecourse, Chichester, West Sussex. 10 miles East of Portsmouth. Indoor /Outdoor Event. Adults £4. Child/Parking Free. Sussex Boat Jumbles. 01903/761773; 01903/764304. 07703201617

SUNDAY 13th MARCH CARDIFF. (10AM) Jet. 33 off M4. Follow RAC signs to South Glamorgan County Hall, Cardiff Bay. Outdoor event. On hard standing Adult Entry £3. Children Free. bob lang@bigfoot.com 02920531130

SUNDAY 20th MARCH NORTHERN SPRING (10AM) 300M. from Junction 18 off M6, Middlewich, Cheshire. Outdoor event. Adults £3. Children/Parking Free. Margaret Cross 01270522251; 07974753123

SUNDAY 27th MARCH SOUTHAMPTON. (10AM) Ocean Village, The Waterfront, Southampton. RAC Signs from Jet. 3/M27 On hard standing. Adults £3. Child/ Free. Parking: Pay & Display. Chaddock & Fox Promotions www.boatjumbles.com 02392381405.

LOOKING GOOD AT THE DOCK ? The secrets of successful docking are anticipation and good contingency planning. Will there be an unexpected strong current? Could there be wind from a different direction at the dock? Is the crew ready for any sudden change in the docking? As you near the dock, have a plan and an alternative in mind. Give each crewmember a station and a specific responsibility. Make ready docking lines and fenders. Prepare spring lines that create pivotal movements to control your final approach. With adequate forethought, docking can be a smooth operation.

SCRAN: Nautical speak, for food.

QUARTER DECK: On a ship or large yacht, that part of the upper deck from the mainmast to right aft or to the poop.

QUARTERDECK BAR: We are looking into redecorating the quarterdeck bar. If you have any ideas, preferences or suggestions, please send them to me via email (kprolfe@hotmail.com) phone (029 2025 9442) or bend my ear in the bar sometime. Kev Rolfe, Rear Commodore.

ENTERING A STRANGE HARBOUR: Entering an unknown harbour without a chart calls for bringing all your senses and experience into play. Look at water colour, observe the currents, watch the depth sounder and go slowly. Other boats of equivalent size, docked at moorings or slips in the harbour, indicate that a safe approach can be found. The harbourmaster is there to help and can be reached by radio.

Please Remember the Club Restaurant Winter Opening Times

Thursday Evenings, Saturday Lunchtimes, Sunday Lunchtimes.

Why not enjoy a meal at Your Club!

Please return your trolley to the area near the skip when you have finished with it.

WATCHING WALES: With a few clicks of a mouse, boaters using ports in the Severn Estuary can now access maritime information and live shipping and weather data. Associated British Ports (ABP) has developed www.severnvt.co.uk: and www.swships.co.uk to provide an on-line resource tool which will help boaters plan their trips as well as keep users informed about maritime news and events in the region. [Reels].

E-MAIL: Why not receive Bear Essentials in your e-mail... Simply fill out the form below and put it in the membership box in the foyer, or e-mail tony@designbyrelish.co.uk requesting a copy.

Name.....

E-mail.....

FOR SALE: 23ft Catamaran (Hirondelle) 5 berth, Furling fore sail, Roller main, 10 hp Mariner engine, Good condition, £5,000 o.n.o. For Quick Sale 02920 229646

BREAST FAST: or breast rope. Mooring rope at right angles to a vessel's fore-and-aft line.

ANCHORS: "They cast four anchors out of the stem", from the account of St Paul's shipwreck in "The Acts of the Apostles" Early in the century this was read as a part of the lesson in a West Country church. An elderly sea captain at the back of the church was heard to mutter, it would have pulled the backside off her.

DOWNWIND DOCKING: If docking downwind looks too tricky, turn into the wind just off the dock and drop the anchor and the sails. Pay out the anchor rode. This will slowly back you into the slip, then secure the boat with docking lines. Leave the anchor out to help with departure, unless it will present a hazard to other passing boats.

NAVIGATING WITHOUT INSTRUMENTS: If all instruments fail, you can still navigate using common sense and old sea lore. The sun reaches a bearing of due south at exactly noon when it is at its highest point in the sky on a moving deck, it is difficult to determine the highest point, but it can be estimated quite closely. Once you know where south is located, you can steer in any direction. Another way to find south is to orient yourself so that the hour hand of your wristwatch is directed at the sun. The point halfway between twelve o'clock and the hour hand is south. [That's in GMT, allow for summertime] Reels.

JOKE: Two men talking in a pub... "I'm off on holiday on Saturday", says Fred. "Would you bring me back some cigarettes?" asked his mate, Jim, "800 would be great". "No probs" says Fred "as long as I can get them in my suitcase". On Fred's return he says, "I got you the fags you wanted". Jim says "Great, how much do I owe you?" "£250.00" says Fred... "£250.00!!! that's a bit steep" says Jim in amazement "where did you go for your holiday then Fred?" "**Scarborough**" B.V.

ANCHORING THE PROPER HOOK: Sailors must feel certain that everything possible has been done to secure their boat before they leave to go ashore, or when they go to sleep at night.

PREPERATION FOR ANCHORING: When anchoring in a swift current, flake the anchor line on the deck to an estimated length and cleat it down. If the rode runs out rapidly it will not get away from you.

CLEANING THE FOREDECK: To clean the foredeck after bringing a muddy chain and anchor on board, use a bucket of water attached to a lanyard. A bar of soap and a terry cloth rowel can be kept in a net bag hanging in a clear area of the anchor locker. Alternatively run a hose from the galley salt-water spigot forward to clean the anchor and chain. A belt-driven pump run by the engine can be used for the same purpose.

CHAIN PENDANT: To prevent the anchor chain from sawing away at the bobstay, attach a short length of line to the chain above the water line. Run the other end of the line to a bow cleat and put a strain on the line. The line will absorb the shocks and the chain will sit quietly without harming the bobstay. After dropping the anchor, don't forget to re-insert the cheek pin to keep the rode from jumping out of the jaws of the bow roller. Also urethane rollers will give you the best wear if you use anchor chain.

QUESTION: Which species is responsible for the demise of 50% of the human population (since time began).

ANSWER: (spelt backwards) ... otiquksom.

HEAVY WEATHER PILOTING NEAR SHORE: Use all your senses when piloting in unfamiliar waters. Observe the water conditions, watch for signs of land and changes in smells. Compare depth soundings to the chart. At night, look for city lights reflecting off clouds. When making an uncertain landfall, intentionally err to one side of your destination. Then, when you sight land, there will be no doubt which way to turn.

OBSERVE WAVES: Much can be learned from constant observation of nearby waves. Wave patterns change when the bottom shelves off, or when you near a reef. The direction of waves usually indicates wind direction. Avoid the crests of choppy undisciplined waves. Try to sail through the smoothest part of waves, rather than confront the crests head on.

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

JOKE: Is it true, Dad, that in some parts of Africa, a Man doesn't know his wife until he marries her? Dad: That happens in every country, son.

MELLERAY II DOESN'T – BUT MIRANDA DOES: The problem about the GPS is that it keeps telling me that I'm flying – when I brought *Melleray II* alongside the pontoon yesterday, it said we were 126 feet up. It was wrong, because the last time I flew a boat at 126 feet was last September – on the Pontcysyllte aqueduct near Llangollen. Quite an experience: a straight stretch of water nine feet wide, towpath on one side, and on the other a quarter-inch of two-hundred year old cast iron and a drop of 126 feet. Crossed it four times, and, despite my luck, it didn't collapse. Didn't need a GPS: you can't get lost on a canal, well, not that one.

Our canal boat, *Miranda*, was narrower than *Melleray II*, two and a half times the length, had a flat bottom, and, at 58 feet by 7 feet, steered like a drunken cow until you got used to her. That took rather longer than the trip up to Llangollen, and there are several large dents in the muddy canal side to prove it! The first challenge after starting from Chirk was the tunnel. Not so much a problem, more a case of the blind driving the blind, but we made it, moored up, had a drink or two and on day two got up too late. By the time we got to the aqueduct, there was a queue, but crossing it, the view is spectacular.

There is a story of some students who took a canal boat to the middle of the Pontcysyllte aqueduct for their Christmas dinner. Once across, and after a sharp left turn through a narrow bridge it's a pleasant cruise to Llangollen. There are some very narrow (NO PASSING!) stretches with occasional lay-bys where you need to send someone ahead with a mobile, to tell you if the way is clear.

Day three we were woken early by a tapping sound. Panic! On deck, Investigate. Ducks! – tapping the hull with their beaks as they breakfasted on the weed. Returning we hit fewer things – even the worst helmsfolk learn – and then on to the Chirk aqueduct, which is lower, and has two towpaths as well as the inevitable tunnel. But by this time we were, almost, blasé about tunnels. One very special memory is walking across the Chirk aqueduct at night under a brilliant moon, and then through the tunnel by torchlight. Apart from two locks, there were no further major obstacles on our trip to and from Whitchurch, apart from the pubs, although the time the boat tried to slide sideways over a weir was quite interesting. We used normal seafaring terminology on it and it behaved itself instantly.

The canal rules of the road – drive on the right – take some getting used to, particularly on the very narrow and shallow sections. The safe plan is stick to the middle until someone comes the other way, and then hope. As for the shallow bits, well, we were provided with stout poles, and put them to good use. We came across a boat of American ladies who were doing a similar trip, and every time we saw them, they'd just gone aground. We offered to help. Not needed: she and Thelma would be just fine. "PUSH, THELMA!"

We came across those from England who had made their holiday homes on the canal. Passing one boat at, at most, three knots, two heads appeared and chorused "Too fast. Slow down!" in the sort of accent you'd expect to hear in select London clubs of the 1920s. Next lot were more laid back. They merely held up a notice saying, "SLOW DOWN". Probably lost their voices shouting at people. There are lowish bridges. We stopped at one where someone seemed to be fishing. "What's up?" we asked. "Knocked off our chimney on the bridge", came the reply, "and pulled out three but none of them's ours!" Unlike the Bristol Channel, there are trees, which sweep belongings from the cabin roof. Beware!

Daily, there's the ritual of filling up the water tank, and thankfully there are plenty of taps. There is also a sewage tank on board which we narrowly missed having to pump out. You can tell you need a 'pump-out' when the boat starts to list to starboard. It becomes desperate when the occupant of the port-side bunk spends the night climbing back into bed. The number of pubs you visit can exacerbate the problem...

The only problem with a canal boat is that although it keeps going, it makes *Melleray II* look like a greyhound of the ocean, which, bless her, she isn't. *Miranda* was slow but was more comfortable, had a better galley, and much better sanitary facilities. You can examine spectacular scenery in detail. But you need patience. Don't go with a J24 skipper. Oh yes, and if you're going canal-boating – take a dog. You don't want to seem different. If needs be, an inflatable will do.

So it's the Stourport Ring next year. Countryside, industrial archaeology, river Severn, Birmingham, Worcester, tunnels, lots of locks. And more pubs. John Guilfoyle 2/1/2005.

ANCHOR RODE WEIGHT: A taut anchor line is under great stress in rough seas. To reduce shock loads and improve control, place a weight part way down the anchor line. The weight will help to distribute the load more evenly by giving added flexibility to the anchor line. Create a weight by fitting a 20-pound weight with an eye bolt and block. A messenger line fed through the block allows the weight to be lowered and retrieved at will from the foredeck.

RAP FULL: Said of a vessel's sails when they are drawing to their fullest extent.

OVERSET: upside-down to capsize.

WELCOME NEW MEMBERS

Applicants have been interviewed and details displayed on the club notice board in accordance with the Club rules. We look forward to seeing you all down at 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.

Were this world an endless pain, and by sailing Eastward we could forever reach new distances, and discover sights more sweet and strange than any Cyclades or Islands of King Solomon, then there were promises in the voyage.

DEAR ALL: After 28 days across the Atlantic we've reached Barbados!!! Hurrah, yippee!! It is everything that we imagined - white beaches, glorious temperature, palm trees, friendly people, turquoise seas and Caribbean music. Hope you all had a good Christmas, happy New Year to you all. Whilst at sea, 1000 miles from land we composed a poem. We've tried to convey what it was like during our journey. Hope you like it! Love from Hugh and Aline Steele xxx.

Atlantic Crossing.

For so many days we've sailed the ocean,
Good days and bad days filled with emotion.
Seven miles to the horizon with not a ship to be seen,
That's 150 square miles where nobody's been.
Searching for trade winds, little white puffs of cloud,
Watching the dolphins, we've laughed out loud.
The tell tale signs of the huge whale's blow,
Trimming the sails to make us less slow.
The beauty of the sky at sun rise and set,
The misery of the squalls drenching us wet. ,
So quickly the deep changes its hue,
From steel to turquoise, iridescent to blue.
Spotting the flock of flying fish,
Spying a shooting star, making a wish.
Waiting for the moon to show her face,
Covering the sea with her silvery lace.
Out here we're alone, just a speck on the map,
To Barbados we slowly go, closing the gap.
With thousands of miles we had at the start,
Steadily they pass as marks on the chart.
When on watch there's so much to do,
Washing in sea water, keeping the log book too.
Sleep is a problem, we don't get enough,
The wind too noisy, the waves too rough.
So when we arrive in the tropical west,
It'll be the end of this particular quest.
We'll pop open a bottle, drink a cup of good cheer
To the ones we love and hold so dear.

CRUISER COLULM: Cruises are scheduled for most weekends; loosely in line with The B.C.Y.A. (Bristol Channel Yachting Association) in the season, (weather permitting). Out of season cruises are very dependant on weather conditions. Cruises will be advertised on the Club web site, notice board, and in the Bear Essentials. For conformation of the destination and weather conditions, 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.

LOST IN TRANSLATION: "There are known 'Knowns': The things we know! There are known 'Unknowns': i.e. We know there are some things we do not know. But, there are also unknown 'Unknowns' – the ones that we don't know 'we don't know'."

Translation: "We have no hard evidence of a direct link between Al-Qaeda and Saddam Hussein"! **Donald Rumsfeld:** the U.S. defence secretary, in a defence-department briefing on February 12,2002. (S.Times. 16.01.05. [Reels].)

WIND PREDICTION: Put your back to the wind on a port tack. A low pressure system will be located in the direction of your extended left arm. On a starboard tack, face your body 45 degrees to the right of the wind, and extend your left arm to point at the low. A falling barometer and easterly winds are a prelude to bad weather. A rising barometer and winds changing from the west, predict fair and clear weather. Stable weather is accompanied by light morning winds increasing to their strongest by about midday, when air temperature is also at its highest. Many scattered clouds often indicate variable winds. If the sky is clearing of clouds, you can expect steady winds.

EBB TIDE, OR REFLUX: Movement away from the shore or downstream, with the falling tide.

ANGLING SECTION:

After the last two Comps. being cancelled, it was good to see the Comp. on the 23rd January going ahead as planned. In all, 9 boats went out, with 28 fishing, (13 Members and 15 Visitors). Dave Lock, visitor on Celtic Star won the 1st Prize, TV/DVD Combi, with an 18lb 8ozs Blonde Ray. 2nd was Nigel Stadden, Me Julie, Thornback ray 11lb 1oz, and won the DVD Player. 3rd was a junior member, Jason Jones, on Outcast, with a 4lb 1oz Cod, winning a £4 Tackle Voucher.
The last two Comps. of the season take place this month: on the 6th and 27th. Details will be posted on the notice board. Also, details of all Comps. fished, with Results etc. and the remaining Comps. can be seen on the C.B.Y.C. website. www.cbyc.co.uk.

Members that have an e-mail address will be able to get Section info quicker if you let me have your details: thereelman@ntlworld.com. Of our 77 Members I've only had 23 notes of e-mail addresses and I'm sure there must be more.

Please note: The Angling Section AGM is "Looming". As soon as we know the date of the club AGM we can arrange our AGM date, details will be posted ASAP. If you have any suggestions or points to raise, please submit a "Notice of Motion" at least two weeks before the AGM is to take place. Thank You. The minutes of the last AGM will be on the notice board soon and will be taken as "Read" at the AGM. Also, they will be placed on the C.B.Y.C. website. [Reels]

E-MAIL: To receive Bear Essentials in your e-mail simply put your name and e-mail address in the membership box in the foyer or e-mail a request to... tony@designbyrelish.co.uk

RELATIVE WIND: Wind direction as felt in a moving ship, and shown by a mast-head pennant, expressed in points or degrees from the ship's head.

LIME BURNING IN LLANCARFAN: When our Neolithic ancestors first started to cultivate land and grow crops, it was not long before they discovered that some soils were infertile but plants grew better on them where ash and calcined stone were left from cooking fires. It would not take many generations of trial and error before the realisation dawned that some stones crumbled to dust when burned, and that this dust was particularly good at improving crops. So began the process of liming, the first "chemical" fertilisation of soils, and one which farmers have used to the present day.

Lime neutralises "acid" soils and permits better root development, uptake of nutrients and water. There is archaeological evidence of ancient agricultural liming, which then continues into the historical record. Shortly after the first use of agricultural lime it would have been discovered that a wet mix of newly burned lime and soil slowly sets to a rock-like consistency and could be used in building as a cement to hold masonry and brickwork together (see box). Lime and water may be used as whitewash, which may be used to waterproof the walls and roofs of buildings.

The Roman author Pliny referred to the use of "white chalky marl" for liming in Britain and monastic records tell us that, in the late 12th c. Neath Abbey received a grant of marl in Marcross. The tufaceous marl deposits in the valley below Marcross are similar to those at *Garnllwyd* and at *Broomwell* and it is likely that these also were used for liming (and as a fullers earth at the *Woollen Mill*). A local name, of unknown origin, for this marl is Gipsy Butter.

The Liassic limestone of the Vale is eminently suited to making lime and, consequently, Llanccarfán was home to a lime-burning industry for many centuries. It started with small pits, dug amongst the fields and small, perhaps temporary kilns in which limestone chunks were stacked in layers with dry timber and then fired, either as a single burning or a continuous process. The first description of a limekiln in Wales was written by George Owen (1602) in *A Description of Pembrokeshire*.

Many of the pits are still there and more are marked on the older 1:2500 O.S. maps of the parish. Some are shown by the map symbol for a pit but others carry the legend "lime-kiln". We have no real idea of the age of the pits, but a good guess might be late medieval. Some of the pits have disappeared in modern times, for example, Gwynne Liscombe told me he helped to fill-in a lime-pit at *Penylan*, many years ago.

Within the last two centuries, lime-burning became a larger scale operation, centred on limestone quarries, in our area, or groups of kilns close to harbours on much of the Welsh coast. It is difficult to know how many quarry kilns have operated in the parish but older residents remember at least two, with small quarries and kilns at St Athan Road and at St Marychurch Road, both close to two of the stations on the Cowbridge-Aberthaw railway. The primary reason for the construction of the railway was the lime industry at Aberthaw, which dated back to a time when export of limestone brought more income to Glamorgan than coal.

The ruin of the former Aberthaw Pebble Limestone Company works still stands at Pleasant Harbour. It was opened in 1888 to exploit the great near-shore bank of limestone pebbles, which had previously been collected and carried inland, or across the Channel for burning. A tramway connected the works to the East Aberthaw road and was initially used for bringing coal in and exporting the finished lime, but within four years, an extension of the Llantrisant to Cowbridge branch of the TVR was completed, linking the Aberthaw works to Cowbridge. The railway was opened in 1892 and from that time carried coal into and lime from the works.

The opening of the two smaller lime-works in Llanccarfán parish seems to have been prompted by the presence of the railway. A Thomas Taylor, who lived at *Kings Lawn (Kingsland)*, opened the North Aberthaw Lime works in 1904. In the 1920 Electoral Roll, it was named *St Mary Church Road Lime Works* and Thomas Taylor was described as "Colliery owner, Pontypridd". There was a short tramway linking the works to railway. The quarries were to the north of the road bridge, which still exist, but the lime works was closed in 1928. The quarries are now so overgrown that it is difficult to detect their presence. The *Blue Lias Lime works* was adjacent to St Athan Road Station, just above Burton Bridge. It was opened in 1898 by L. Williams & Son's and worked until 1932. No other information has come to light. Any offers?

An interesting footnote. According to *Kelly's Directory* it seems that the Aberthaw Pebble Limestone Co. was taken over by, or became, the Eddystone-Aberthaw Lime and Cement Co. Ltd. early in the 20th century. This may have been a firm, dating back to John Smeaton's discoveries concerning the Liassic limestone (see box and David Harris' article in Newsletter 101) or it may simply have received the name to commemorate Smeaton and his connection with hydraulic lime and lighthouse building. I am grateful to Bob Sanders for this information and would be grateful to share any other member's knowledge. Llanccarfán Society Newsletter 102 (2001) Dr John R. Etherington author.

THE THREE MILE LIMIT: The original three-mile limit was the recognized distance from a nation's shore over which that nation had jurisdiction. This border of international waters or the "high seas" was established because, at the time this international law was established, three miles was the longest range of any nation's most powerful guns, and therefore, the limit from shore batteries at which they could enforce their laws. (International law and the 1988 Territorial Sea Proclamation established the "high seas" border at the 12-mile limit.)

TAUT BOWLINE: Said of the bowline and bridles at the leech of the sails of a square-rigged vessel, when that vessel is sailing close-hauled. A vessel is said to be on a taut bowline when it is sailing as near to the wind as it can go, while still making headway.

CHAIN: Consider carrying half a dozen short lengths of extra chain as ballast. Shackling these together will give you strong additional chain to use as an all-chain anchor line in treacherous anchoring conditions. When joining lengths of chain, use shackles with the lugs facing toward the boat. This will keep the lugs from catching as the chain feeds out.

BYRON: There is society where none intrudes, by the deep sea, and music in its roar.