

# 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 (Formally known as Penarth Motorboat and Sailing Club... P.M.C.)

Edition No. 64

September 2006

Cost: priceless

Available in the Clubhouse monthly.

[www.cbyc.co.uk](http://www.cbyc.co.uk)

Posted in February, May, August & November.

Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site & forum [www.cbyc.co.uk](http://www.cbyc.co.uk)

e-mail [admin@cbyc.co.uk](mailto:admin@cbyc.co.uk) Affiliated to the R.Y.A. Web site [www.rya.org](http://www.rya.org) and the B.C.Y.A. Web site [www.bristolchannel.co.uk](http://www.bristolchannel.co.uk)

■ **Eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment, please also remember to always wear a**

■ **OBITUARY:** Sadly, one of our longstanding and most respected members has suddenly passed away; Mike Street was a very active member of the Club for many years, he served on various committees including the C.O.M. and the Angling committee. He was working on the restoration of his sloop "Sanda" which was nearing completion; he died at home at the beginning of August. Another one of our past Commodores also passed away in July; Roy Evans, another longstanding and well thought of member of C.B.Y.C. Although not from our club, Bill Davies of the Penarth Yacht Club has also passed away; he also was a well loved yachtsman and latterly was very much involved with raising funds for the R.N.L.I. which included the annual sponsored race, usually to Porlock... Editor.

■ **THANKS:** to all who responded to my plea for more copy. This issue is compiled 100% by the members, well done to you all. Ed.

■ **IT PAYS TO ADVERTISE IN BEAR ESSENTIALS!**

Neil Lambden says... "I've managed to sell Phebe..."

Thanks for putting her in the Bear Essentials Club mag, after all the ads in PBO etc. it was the club mag that sold her!... And it's free to members... Editor.

## BOAT JUMBLE

Saturday 7 October at C.B.Y.C.

Open to all members

Turn your unwanted boating gear into cash

**It's free to Buyers & Sellers**

(Just turn up on the day)

Sellers from 08.00... Buyers from 09.00

■ **OVERHEAD**

**PROJECTOR:** A 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.

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. oh yes it is.

■ **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"

**Look after your gear and it will look after you... oh yes, that really does**

■ **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](mailto:dinkytoy@ntlworld.com)

**Please watch your wash as you pass moored boats in the River Ely-**

**Quarterdeck Bar  
Opening Hours May -  
September.  
Do come along and**

Monday	12.00 to 23.00
Tuesday	12.00 to 23.00
Wednesday	12.00 to 23.00
Thursday	12.00 to 23.00
Friday	12.00 to 23.00
Saturday	12.00 to 24.00
Sunday	12.00 to 10.30

**Why not visit "the  
forum"  
on the Club's free  
internet connection**

**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**

# 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](mailto:tony@designbyrelish.co.uk)

Visit the club web site & forum at: [www.cbyc.co.uk](http://www.cbyc.co.uk)

**Disclaimer:** Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. No responsibility can be accepted by the Cardiff Bay Yacht Club, its members or officers for any incident however caused arising from errors in this publication. Information contained in this newsletter is not to be used for navigation or reference purposes, always use current Admiralty publications.

The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Copy may be amended or deleted for any reason.

**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).

**Editor:** Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Mobile 07816 337904. E-Mail: [tony@designbyrelish.co.uk](mailto:tony@designbyrelish.co.uk) Proof reader - Bryan "Reels" Morgan. Distribution – June Ackerman, Ruth Coles and Ruth Thain.

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, then deleted unless confirmed unsold.

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

## C.B.Y.C. CLUBHOUSE MANAGER

### Part-time appointment

C.B.Y.C. is the leading watersports club in the area and plans to further enhance the facilities available to all members, as a result CBYC would like to appoint a Clubhouse Manger. The appointee will work to promote the club facilities and provide an improved and varied service to all members.

The Clubhouse Manger will report to the Rear Commodore and will work with the administration staff. Specific responsibilities will include the supervision of:

- The Clubhouse and car park
- Bar and Functions
- Restaurant and catering facilities
- Buildings and Grounds – including maintenance, health and safety compliance
- Utilities Management
- Organisation of Club Social events
- Insurance Cover and scope
- Promotion of Club facilities to Members, their guests and visitors as appropriate

The Clubhouse Manager will also liaise with the staff to provide an effective service to all members. The appointee will also take on such additional responsibilities as directed by the Council of Management.

It is envisaged that the appointment will be part time initially for 3 days per week. Based on experience the salary is likely to be of the order of £15,000 to £18,000.

If you are interested in the above position please send details of your CV and relevant experience directly to the club or by e-mail to [admin@cbyc.co.uk](mailto:admin@cbyc.co.uk)

■ **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](mailto:alj@btinternet.com) **Antony Jarvis.**

**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... 18 September, 16 October, 20 November... Items for the agenda should be sent to... The Secretary Cardiff Bay Yacht Club.

## CARDIFF BAY YACHT CLUB

Restaurant - Sue Jones Catering

From May Summer Opening Times to

September

Lunch

Monday

Closed  
21:00

Dinner

17:30-

Tuesday

12:00 noon - 14:30  
~~18:00-21:00~~

Wednesday

12:00 noon - 14:30  
~~18:00-21:00~~

Thursday

12:00 noon - 14:30  
~~19:00-21:00~~

Friday

12:00 noon - 14:30  
Closed

Saturday

12:00 noon - 14:30  
Closed

■ **REMINDER:**

Members are reminded that all trailers, launching trolleys and cradles must be removed from the premises when not in use.

You will be charged a high penalty rate on those that can be identified and the remainder will be cut up.

You have been warned.

Why not visit the Club forum at [www.cbyc.co.uk](http://www.cbyc.co.uk)... you'll be astounded.

**MANY THANKS:** go to the members who contribute to Bear Essentials; without doubt it would be a much lesser publication if it were not for your contributions, you are all 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 can... Editor.

## Calendar of events in Sept

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

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

## Calendar of events in Oct

Sun	1	Angling Comp 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	Angling Comp 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.

■ **CRUISER RACING NEWSLETTER SEPTEMBER 2006:** Where does the time go, we have reached the end of our Spring and Summer racing season already !!!!! By the time you read this edition of "Bear Essentials", I hope all you keen sailors will have made your entries for the " Baypointe" sponsored "Shanghai" and "Nimrod Cup's".

Our "Tuesday Evening Summer Series" came to an end on the 29<sup>th</sup> of August and what an excellent series it has been with 24 boats competing in three classes. Once again P.Y. was the largest class and there was still everything to play for up until the last race, with at least four or five boats in contention for 2<sup>nd</sup> and 3<sup>rd</sup> place, which went to "Bugweed" and "Birthday Girl". Congratulations to "Pindari" who had a run-away victory with eight firsts out of nine races. I understand she is a Robber quarter ton class type yacht, which is enjoying something of a revival on the South Coast at the moment. Nationally small yacht and sports boat racing is certainly on the up at the moment.

Unfortunately IRC class could only field four boats for this series, but it is understandable, as this event is all bay racing and quite a lot of the larger boats go off to other events or on summer cruises at this time of the year, which is why we have not attempted to run a weekend series during July and August. Anyway, well done to those who made the effort to enter with the eventual winner being "Papiillon", "Zulu" 2<sup>nd</sup> and "In The Doghouse" 3<sup>rd</sup>.

In the sports boat class, (9 entries) "Musketeer" a Cork 1720 was the boat to beat, being nine points clear of the next boat by the end of the series. There was a lot of friendly rivalry amongst the J80 fleet with "Purple Haze" 2<sup>nd</sup> piping "Junior High" 3<sup>rd</sup>. by just one point. Welcome and well done to newcomers "Merlin" 1720 and "Just in Time" J80, who were certainly getting on the pace by the end of the series. Thank you to all the skippers who took some of our young sailors and visitors aboard during the summer. We are very fortunate in having some very talented junior and youth sailors in our club now. So, if you are short of crew and see them around looking for a sail, please give them a chance and do not be surprised or embarrassed if you find some of them a lot better than us !!!!!!!!!

The weekend and Tuesday night "Spring Series" racing was well supported with around 20 boats in each event. We were hoping to publish all the summer seasons in B.E. this month but, I have been warned by the editor that space is at premium for this issue and not to ramble on for too long. So, please check on the club web site for all the up to date racing information. One thing that has become apparent from talking to some of you this season, is that the format of racing Saturday and Sunday every other weekend is not popular. This was quite a common practice in Cardiff before the barrage was constructed and we had little choice this year because of the tide situation. However I am pleased to advise you that the "**Frost Bite Series**" which starts on the **15<sup>th</sup> of October** will return to racing every Sunday until the **16<sup>th</sup> of December**, which will now become a Saturday race so that we can have a prize giving and "Christmas Party" on the same day, so please put the date in your diary.

Finally thank you to our race officer team Dave Cairncross, Syd Thomas and Colin Farr and to Colin Lyons for his help on the social scene. We now have all of the Autumn racing events to come and I look forward to seeing on the water. Steve Cooper, Cruiser Racing Chairman, steven@jcwengineering.co.uk

**Autumn Calendar 2006 Baypointe Shanghai and Nimrod Cups 10<sup>th</sup> to 30<sup>th</sup> September. Welsh Sailing Games 16<sup>th</sup> and 17<sup>th</sup> of September ( free entry if you are participating in the Shanghai and Nimrod Cups ). Frost Bite Series 15<sup>th</sup> October 16<sup>th</sup> December... racing every Sunday**

**C.B.Y.C. CRUISER SECTION:** Cruises are scheduled for most weekends; loosely in line with Bristol Channel sailing calendar. (see below). Everyone is invited; Old and new members are very welcome.

SEPT	10/09/06	CBYC	SHANGHAI CUP (BAY RACE)
	16/09/06	CBYC	WELSH GAMES
	17/09/06	CBYC	WELSH GAMES
	16/09/06	CBYC	SHANGHAI CUP (CHANNEL RACE)
	17/09/06	CBYC	SHANGHAI CUP (CHANNEL RACE)
	16/09/06	NUSC	REGATTA
	17/09/06	NUSC	REGATTA
	23/09/06	PCC	HOLMS RACE
	23/09/06	CBYC	SHANGHAI CUP (CHANNEL RACE)
	24/09/06	CBYC	SHANGHAI CUP (CHANNEL RACE)
	24/09/06	BARRY YC	BRAINS RACE
	30/09/06	CBYC	SHANGHAI CUP (LOW WATER)
OCT	15/10/06	PENARTH YC	CRUISER CHANNEL RACE
	15/10/06	PORTISHEAD YSC	LLOYD CRYER MEMORIAL RACE

Cruiser's don't have plans; just intentions.

■ "To young men contemplating a voyage... I'd say go." Joshua Slocum.

■ **DINGHY DIGEST: Summer Series** The summer series this year was a combined event with Cardiff Yacht Club and has proved a success so that from now on, all series will be combined with CYC. This has major benefits for CBYC members.

1) There will be more boats on the start line especially when Cardiff University students are back. We could hope for as many as 30 boats on the start line every Sunday and this will give much better racing for all concerned.

2) Both clubs are sharing the OOD and Rescue duties, with Colin supervising, to make sure everything runs properly. This means there will only be half the amount of duties for CBYC members.

A programme and duty list has been circulated by e-mail and is also displayed on two notice boards within the club. It is essential that people turn up for duties, otherwise they will not only let CBYC members down, but CYC as well and this will not look good. The Dinghy Committee have enough to do without stepping in at the last moment to cover for someone.

**Dinghy Open** We have our Dinghy Open on the 21<sup>st</sup>/22<sup>nd</sup> of October and for this event to be a success, volunteers are needed. I would like as many CBYC members as possible to race but if you can help in any way with this event, either on or off the water, please contact Sean Carter at [seanc300@aol.com](mailto:seanc300@aol.com) or at the club (I sail an OK).

**Welsh Optimist Championships** I was very impressed with the running and standard of sailing during the recent Welsh Optimist Championships. These young sailors certainly know how to race and display boat handling skills that shame most of the adults. Additionally they have great commitment and all the fleet seemed to be enjoying themselves. The standard was very high and it is a credit to CBYC to have the first three places and with all of the Club's sailors well placed. WELL DONE!

And finally.....If you have any suggestions, queries etc regarding the running of the Dinghy Section, please feel free to contact me. Sean Carter (Dinghy Chairman) [seanc300@aol.com](mailto:seanc300@aol.com)

■ "Being hove to in a long gale is the most boring way of being terrified I know " Donald Hamilton.

■ **DOG DAY MORNING:** It was Saturday 22 July at 09.15 The sun was out – it was a beautiful day, sunshine everywhere. I'm going to have a good day, I thought. Planning to get the cover off my fly bridge etc. I parked the car and walked down the dinghy slip heading for my boat "Rob Roy" on C pontoon.

Just as I got to my boat I noted that I had stepped into some dog poo, "Blast" I said to myself, dropped the boat bag into the boat – took the one trainer off and limped back up the dinghy slip. I intended to get a stick and scrape the mess off in the water. I walked up to the edge of the water and slip, where those rubber mats are, and bent down to do a bit of scraping... the next thing I knew I was on my bottom and six feet out into the water and going out further by the second. Meanwhile I was trying to stop the slide with my hands and feet, but everything I touched was slippery and slimy.

I started thinking what the hell am I doing here sitting in the water and can't stand up. By now it had got to my neck and I was like a drowned rat and taking in gulps of stinking water (terrible for those who don't know the taste). Luckily Nick Sawyer was on the pontoon and he shouted are you ok? (those of you that know me will understand what I was really thinking)... No, I'm not ok, I shouted, can you throw me a rope which he did.. pronto. I was out in pretty good time thereafter, still with one trainer on and one in hand. I waddled back to my boat water dripping from every orifice!

My wife said on my arrival where have you been? you've been a long time... yes dear I replied, just put the kettle on and give me a towel and my other shorts and shoes, you'll be lucky she said, I took them home yesterday to wash and freshen them up. After I'd put Germaline on the scrapes and small abrasions I dried myself out. I sat on the deck with a nice brew and thought, what a lovely place to relax in, I didn't want to be anywhere else.

I ended up wearing a pair Jean's shorts, pink in colour and fitting me very tightly. I was very afraid to walk the pontoon and of course couldn't wait until I got home to take them off. Watch how you go... Roy Tamplin (Rob Roy).

## ><(((°>.-~`~.,><(((°<.-~`~.,><(((°> ANGLING MATTERS ><(((°<.-~`~.,><(((°>

**Competitions: 6<sup>th</sup> August:** There were just three fish weighed-in for this Comp. First was John Harris fishing from "Ice Maiden", with a Thornback Ray of 10lbs, (31.81% of the WFSR record). Second was John Turner, "Ocean Lass", with a Blonde Ray of 9lbs 5ozs, (30.04%). They won the prize money, (£50+ Pool & £30). Third was Daniel Jenkins with a Thornback Ray, 8lbs 6ozs, (26.64%) and he won a couple of pints.

**20<sup>th</sup> August:** This was the Tri-Ad Shield Inter-club Comp with C.Y.C. which was won wholly by three C.Y.C. Members. Our own Robert Williams won our Pool with a Conger of 16lbz 12ozs, (27.51%) **27<sup>th</sup> August:** Unfortunately, just two fish were Weighed-in. First was Nick Marsangelos, Celtic Star, with a Small-Eyed Ray of 9lbs 6ozs, (59.30%). Second was Glynne Hopkins, [Oggy], Gladiator, with a fine Bass, 8lbs 13ozs, (58.75%).

**Next Comp:** will be on 3<sup>rd</sup> September, Start 0700hrs – last Weigh-in at 1915hrs. Cash prizes, £50.00 & £30.00.

**Grand Cognac Cup Competition:** We have finally succeeded in re-arranging this Inter Club Competition with Cardiff Yacht Club. The date has been fixed for Sunday 24<sup>th</sup> September and the Presentation Night will take place on Saturday 7<sup>th</sup> October, when there will be a Cabaret, Buffet and the usual Raffle, with really good prizes. All inclusive Tickets @ £4.00 each. For The Competition Cash Prizes will be, 1<sup>st</sup>: £120, 2<sup>nd</sup>: £80 & 3<sup>rd</sup>: £50. Also, Steve Jenkins of GUINNESS © has kindly decided to sponsor this event by promising a free T-Shirt to the first 40 Skippers to enter. Watch the Notice Board for any further details.

**The Open Cod Competition** arrangements are now well under way. Sunday 19<sup>th</sup> November is the date to remember. Further details on the notice board soon.

■ "I hate storms, but calms undermine my spirits" Bernard Moitessier.

## ■ The devil to pay: comes from paying the "devil strike" (The longest strike) with pitch.

■ **TWO CARDIFF YACHTSMEN EATEN BY 30 FOOT WHALE:** As I stared into the whale's mouth and it crossed my mind that it would be an unusual way to go, I hugged my lifejacket tightly and hoped for the best. After a slippery journey down the whale's gullet, the lifejacket automatically inflated and I exited into the water closely followed by fellow CBYC member Brian Israel, glad to be breathing air once again.

Not an end to our lives thankfully, but nevertheless amusing as it was the end of a very interesting day. Brian and I had embarked upon a sea survival course just outside Bristol and had spent the morning going through evacuation and cold water survival. There were many interesting points and questions raised which we all hope will never be put to use. We forgot to ask about whale attack but covered pretty much everything else!

The afternoon finished with a pool session, jumping into a whale's mouth, some 20ft above the water and sliding into the pool. It was being used in the morning by children and it would have seemed rude not to take advantage. It was interesting that my lifejacket took a short while to inflate after being under the water by around one foot for a few seconds. Reassuringly it soon inflated. Leg straps on the jacket prevented it from riding up, some other people were not so lucky and could hardly see where they were trying swim. After swimming a few lengths of the pool we had to get into an inflated life raft. Easier said than done. While I was wearing only summer clothes, oilskins and fleece it was fine in the water and although they did add buoyancy it made entry into the life raft very difficult. With one person inside and one outside helping people in, it was still not an easy job and the less agile... or rounded, had a difficult time of it and would not have got in without both people helping. Even some of the smaller people had difficulty as a 275N lifejacket can get in the way quite considerably.

Cramming 12 people in a 12 person life raft meant that it got very hot very quickly even though cold water was being squirted through the opening and at us while we were trying to embark. Worse was to come as it was turned over with 5-6 of us still inside. I lost my glasses during this exercise – a reminder to keep a spare pair in the grab bag. It took a lot of effort and a rope over the top of the raft to overturn it but once we had got out one person could right it on their own.

Points learnt... Always get a life raft bigger than you will need – 4 person is too friendly for any length of time for 4 people. Get a size larger if possible. Claustrophobia and sea sickness are pretty much inevitable The rations in the life raft are survival rations for a short time only, supplement these with water and food in a grab bag. Don't forget medication, passports, spare glasses etc Lifejackets should include leg loops to prevent the jacket from riding up and covering the face. Get on a survival course and try it! It was a fun day and a valuable experience. Neil Lambden.

■ "One of the best temporary cures for pride and affection is seasickness." Henry Wheeler Show.

■ **CONFESSIONALS:** of the Professionals... Although this event occurred whilst not in a professional capacity, it goes to show that time and tide wait for no one! All names have been changed to protect the identity of those involved. Home – safe and un-sounded! The skipper, Amanda, a Commercial Yacht master and Cruising Instructor was on holiday in the Bristol Channel. She was sailing with her boyfriend on their boat, a traditional 40-foot sloop, "Free Spirit".

They were heading towards Milford Haven from the upper reaches of the Bristol Channel and had reached Helwick Sands when the sea started to build. It was late evening and they were both tired. They were beating into a good force 6 and decided to turn back and look for somewhere to put their heads down, and catch up on some sleep. It was decided to head into Swansea, where they could pick up a holding buoy to wait for the lock opening in the morning. Amanda had called Swansea earlier in the day to enquire about the holding buoys outside the Tawe Lock, just in case they decided to pull in.

The passage into Swansea passed without event and due to a good passage plan, the pilotage into the docks was simplified for their sleep-deprived brains. With the northerly wind, and the stream running out from the Tawe, they picked up a buoy at about 0400, had a cup of tea and headed to bed.

The alarm was set for 0700, but for some reason it was ignored, or slept through. Waking at 1130 the two were surprised to find that everything seemed to be at a bit of an angle. They crept on deck gently, to find themselves quite aground. The wind had shifted around and was now blowing gently from the south. This had had enough effect on the boat to push them toward the edge of the channel, and into shallower water.

Another boat lay on the buoy in front and they called to him to ask how much water he had. He confirmed that he was also aground, despite the lock office telling him there was 1.8m in the channel and his draught was 1.5m. Amanda quickly worked out the time of low water, and luckily there was only 15 minutes to go to low tide. "Free Spirit" was currently sitting comfortably on the base of her keel, being traditional in shape she would sit upright, but there was the hazard that she would topple over, falling with all her weight onto her side. Amanda and her boyfriend sat on the rail of the boat, hoping that if she did decide to fall, she would fall their way and into the water still in the channel, minimising the possible damage.

The next 45 minutes passed slowly as they waited for the tide to turn and start to support the boat effectively. The water seemed to take an eternity to come in – slowly "Free Spirit" started to right herself and become level enough to make a morning cup of tea without fear of her falling over. At 1430 the lock opened, and although the boat was now upright, she was still in very shallow water. The vessel in front had headed out of the dock half an hour earlier, but reported shallow water as he was leaving. The decision was made to wait for another hour and then head in.

1530 came, and the buoy was cast free and with 2 m under the keel, "Free Spirit" entered the Tawe Lock. Luckily no damage was sustained, and soon the event was being laughed about over a few beers in the Swansea Yacht Club. However, everyone gets it wrong sometimes, and it's always worth spending a few minutes working out the tide before tucking yourself into bed, even if you have been told there will be plenty of water! From Ross Keeble... more confessionals to come next month.

■ First Step in Weather forecasting: Step outside and look at the sky!

■ **OUTBOARDS:** In praise of the outboard motor. I believe the first outboard engine was made by the Johnson company in the U.S.A. around 1900. My experience only goes back to the early 50,s when I had a British Seagull requiring a 1:10 oil mixture but this tale is mainly about a Mercury 4 h.p. which has been attached to my 24 foot yacht for the last 9 years.... Back in 1997 the then manager of Penarth marina had just completed a voyage from Falmouth... continued in column opposite...

■ **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.



Now this is what I call fun.

... motoring most of the way in his Achilles 24 using a new 4 h.p. Sail drive, which he recommended I buy for Farrical. An order was placed with the local supplier with modifications for remote fuel tank and auxiliary battery charging which at 4 amps would supply all my electrical needs.

After a short running in period, the engine was serviced and has remained attached to the transom ever since, mainly because I've been unable to remove the outboard locking system.

The engine was specifically designed to drive my size of boat and is fitted with a long shaft and slow turning propeller, producing 5.5 knots at full power.

In the past nine years the boat has covered over 4000n.m. and the engine used for about 500hours giving an average fuel consumption of about 20 n.m. to the gallon. Maintenance wise, I fit a new plug every year and it's had 3 new impellers, the last two weeks ago. The anode is still serviceable and the original oil is still in the gearbox, the propeller has never been removed.

The maintenance freedom of the engine I put down to the accurate measurement of the two stroke oil which is metered out to 5 ml in a clear plastic container and poured into 5 litres of unleaded petrol before being poured into the 16 litre supply tank. In addition the fact that the engine always starts and finishes in fresh water by virtue of the bay certainly helps. It is always crucial to lift the engine clear of the water after use to drain off the water and to keep it clear of weed.

The engine also tells me of the condition of the hull fouling, as I mentioned earlier at full power I get 5.5 knots in calm conditions any drop off indicates a dirty bottom . JOHN WOOD 08 06.

■ **FUN BOATS BUILD ON TRADITION:** A Welsh shipbuilding revival? Not very likely. But in Cardigan, once home to a booming shipbuilding industry, a growing company is using very modern techniques to design and build very traditional-looking wooden sailing boats. (See picture above).

Cardigan had a thriving ship building industry from 1798 to 1877, and more than 1,000 people were employed in ship building and associated trades. At the Ceredigion heritage library, you can see photos of the old saw pit where oak trunks were sawn by hand into planks. Nearly 200 sailing ships were built in the Cardigan Netpool area and many more trading schooners were built in nearby Aberaeron, Tresaith, Aberporth, New Quay and Cei Bach.

Today, Matt Newland, his dad and a handful of workers are reviving wooden boatbuilding in the region. Nothing to do with saw pits though. At Gwbert-based Swallow Boats, Matt designs the boats using Rhino software, which produces 3D on screen views, does all the hydrodynamics and then does the lofting too. A click of the mouse and all the necessary parts of the boat are laid out on standard marine ply sheets, and then e-mailed to a local plant where they are cut out using computer numerical control. The boats are then either sold as kits for home completion, or built as custom units in the waterside barn.

The Swallow Boats range offers ideal boats for having stylish fun in Cardiff Bay, while being cheap to keep and trailable to other sailing grounds such as Milford Haven. It is a lot quicker to get there by road than by sea.

Matt welcomes visitors and we tried out a 15ft Storm, whizzing about the Teifi estuary, finding the sandbanks with the dagger board. It is a pretty double ender, simple to rig with an unstayed mast, boomed jib and sprit-boom lug rig main. The double ender has the looks of a traditional boat, but the space, speed and simplicity of a well thought out modern design. Imagine a spacious dinghy without the need to jump about so much and room for your picnic.

When we visited, Matt was finalising the build of a 19 ft custom design lugger (it's since been launched and can be seen on the web site), with a small cuddy and twin lifting keels for shallow draught sailing, and parked in the yard was a Storm 17, which is a seaworthy and capable family gunter ketch dayboat. Like a Drascombe but with character. Matt can build these in glasfibre or wood, although he says wood has proven more popular to date.

Matt's dad Nick was brought up in the area and after a big business career came back there to build boats. Matt himself has left business consultancy to be a yacht designer and now leads the building work at Swallow Boats. Living over the workshop he is a genial enthusiast for fun sailboats. A realist, he is a dab hand with modern tools such as the CAD/CAM software he deploys, but also a lover of a boat with good lines which is easy to use and sail.

Check out [www.swallowboats.com](http://www.swallowboats.com). There is a growing fleet of traditional looking dayboats at CYBC, and it is appropriate that some of them should be built on a great Welsh tradition. Supplied by John Guy (C.B.Y.C.)

■ All of us could take a lesson from the weather. It pays no attention to criticism.



## ■ DEVIL'S SMILES: are deceptive glimpses of sunlight between dark clouds.

■ **SYLLABABES:** As skipper on Syllabub this year and as its my first year with the club, I would first like to say that we've had a fantastic time and thanks to everyone within club, for the friendly welcome, though I think having the only all female crew, the "Syllababes" (Maria, Sue, Cath, Emma and Rachel) may have something to do with the especially warm welcome :-). Special thanks to Dave and Syd, David has helped enormously in suggesting how to increase boat speed and my skills and after spending some time with Syd on one race day after we ripped our sails and couldn't take part, I realise that it's quite a lonely task on the Penarth veranda in the wind and rain.

Anyway I thought I'd take the time to write about what I consider was the best sail we've had this year, which surprisingly enough was the cancelled "Round Islands Race" on 29<sup>th</sup> July. I, Sue, Cath, Emma and James (my nephew and his first time sailing) met on Syllabub at 12:30 for a 2pm start, called the barrage and started to enter the lock around 1pm. As we entered the lock, barrage control radioed to us (unusual we thought) to say the race was cancelled (high winds and waves) and would be round the buoys and held in the Bay, understandably as the race seems to be known as a mostly dinghy affair anyway.

By the looks on my crews faces, the outburst of discontent and the fact that we were well prepared for an extended sail, four large family bars of chocolate, 1 litre of gin and tonic and four large family bags of crisps we all decided that we have had enough of the round the buoys racing and to go around the two islands anyway.

We left the barrage at 1:15, and on the way out were met ominously by the RNLi rib taking a stricken catamaran into the bay, its foresail looked liked it had been shredded. We put up the main (part reefed) and foresail (part furled) and between myself and Cath started about plotting our vectors (picked that word up from J80 sailing) between mud banks, outfalls and the tide falling for next 4 hours. This is my first low water sail in the Bristol Channel and on studying the charts realised it's a bit like playing dodgems, each tack narrowly missing some obstruction or other.

We set Syllabub up for a slightly off close-hauled course to give us power through waves and we were managing 7-7.5 knots upwind. Some of those J80 lessons we've been having lately, have taught me to pinch during gusts and it definitely helped, as we didn't need to spill the main at all on the windward leg.

We were registering 24-28 knots wind speed for most of the first leg which was head to wind directly in-line with Flatholm and Steepholm, this is my first time round the island and both Steepholm and Flatholm are both beautiful islands and now that we've rounded them I will take more opportunity to visit or round them again, they are definitely worth the trip.

The outfalls going round the east of Flatholm were a little steep and we took a few waves over the bow, though many thanks to the crew who deflected much of the water away from me by getting in its way. James (first time ever on a yacht) specifically seemed to always be in the wrong place at the wrong time and facing the wrong way, next time we'll give him scuba gear. As the wind was southerly, I expected the west and south side of Steepholm to be bumpy, but to my surprise it was flat and I'm talking very flat. The east side Steepholm peninsula was a quite a spectacle as the water looked like it was boiling, so, not surprisingly, we gave this a wide berth. As we rounded the west of the island the waves picked up and with the tide against us lee-bowed us across the channel towards Sully Island. It wasn't long before the waves started to build to around 6+ feet, which in my opinion would have probably swamped some of the dinghies if the race had gone ahead, and I think justifying the reason for holding the dinghy racing in the bay. 1.5 hours from Penarth to Steepholm, not fast compared to J80's and IRC but as a PY yacht we were pleased with it.

We shook out the full genoa and started a broad reach and gybe back to Penarth, we registered a few 9+ knot speeds after being picked up by some 6+ foot waves. But also with more time on our hands had a few interesting conversations, one specifically about sea-sickness, it seems that out of our group, most get sea-sick downwind rather than upwind. Personally in the past I've begged for a downwind leg. I have this year, invested in an electrical impulse watch which guarantees 99.9% cure. Having used it on a number of occasions and also gone below (chart work), it does the job perfectly, either as defined by using electrical impulses to acupuncture points or simply because it makes me feel more confident that I won't get sea-sick, I'm still not decided. If anyone else has experience of this device then please let us know. Lord Nelson used to get sea sick as well so I'm in good company.

The downwind leg gave us a chance to break out the chocolate and gin + tonic; a mix that I can guarantee even with a strong wind and raining will put a smile on anyone's face. The Wolves' rocks were mostly submerged, we came within 100 metres of them and we could see the crests breaking in the sun. 1.25 hours from Steepholm to Penarth, but all against tide.

Arrived back at 4pm, 30 minutes before low water and called barrage control for current depth and they gave us 0.8 metres, we need 1.75 metres. It looks like we were in for a long wait off Penarth and with that in mind started a 'North Cardiff' to 'Outer Wrach' legs to fill in the time, however I soon realised the complexities of sailing in this part of the world. We rounded 'North Cardiff' and showed a 1.2 m depth beneath my keel, low enough to get us to react by gybing the yacht to clear it, this was something I wasn't expecting, and on the way back to 'Outer Wrach' we kept registering 2m depth's. A little too close for comfort so we decided to tack between Mid Cardiff and a bit off Penarth beach, the ODM off Penarth was almost beached which shows how low it was.

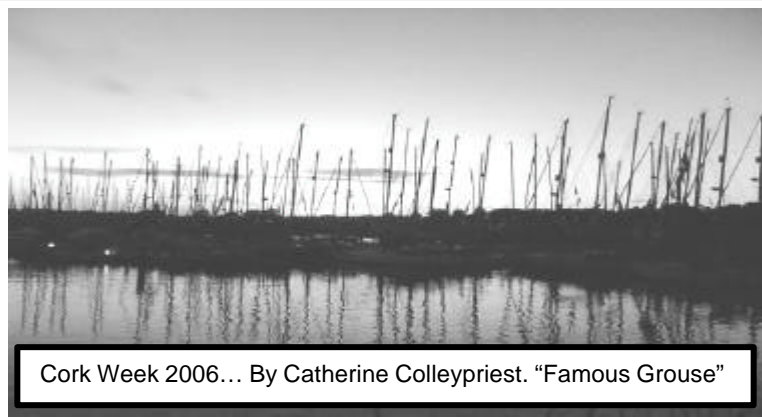
By 5:45 the Barrage Control indicated that they had 2.5 metres and rising and we started to move into the inner basin for the 6:15 lock in. On the way in either because of my position at the entrance, I recollect being told that I should be to the **left** of the channel leading to the outer harbour; I think I was a few metres too far to the right and as such registered 0.2 metres. Close, but also too late to do much about it, but as luck would have it that was the lowest depth we registered and we cleared the sill of lock 2 with ease.

Back in the marina by 6:30, soaked, but as the following picture shows (taken at 5:30 outside bay) all my crew still smiling.



■ "Out of sight of land the sailor feels safe. It is the beach that worries him." Charles G. Davis.

■ "It isn't that life ashore is distasteful to me. But life at sea is better." Sir Francis Drake



Cork Week 2006... By Catherine Colleypriest. "Famous Grouse"



"Kanaka"  
Off Ilfracombe  
By Tina Marshall.  
"Splash"

■ "The perfection of a yacht's beauty is that nothing should be there for only beauty's sake". John

■ **DINGHY SECTION NEWS:** Dinghy Storage. The catamaran area has now been sorted and this means that the re-organisation of the dinghy compound is now complete. The new arrangements are working well but if they are to continue to be effective, it is essential that members ensure that their boats/trailers are returned to their specified positions after use.

Although the exercise has resulted in the removal of over 20 boats from the Club's premises, demand still exceeds supply and, as a result, it has not been possible to allocate everyone a specific, identifiable berth for this season. However, the re-organisation of the dinghy compound has been the first stage of the implementation of the Club's 'use it or lose it policy'. From 1 April 2006, the usage of all boats is being monitored and the minimum number of times a boat will have to be sailed in 2006/7 to qualify for a berth next season has provisionally been set at eight. This threshold will be reviewed on an annual basis and if demand for places in 2007/8 exceeds supply, then it may be necessary to increase it.

Usage covers racing and/or cruising and will be monitored on the basis of records of participation in the racing series throughout the year; any cruising activities which members may undertake. (Diaries to record these cruising activities are available in the General Office and behind the bar and it is the responsibility of individual members to record the usage of their boats.)

Racing Fee. With regard to the racing calendar, members are reminded that a fee of £20 per boat is required to cover participation in the 2006/7 series. **If you have not already done so, please contact the General Office as soon as possible to arrange payment.**

Dinghy Section AGM The AGM of the Dinghy Section has been arranged for 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; it is your opportunity to let the Dinghy Committee have your views.

■ Whistling, cutting nails and trimming beards at sea will cause storms. (Ancient)

September 2006.				October 2006.				November 2006.			
		Time Zone B.S.T.				Time Zone B.S.T. / G.M.T.				Time Zone G.M.T.	
1	Fri	00.16	9.7m	12.41	9.7m	1	Sun	00.43	8.9m	13.21	8.9m
2	Sat	01.10	8.9m	13.48	8.8m	2	Mon	02.10	8.4m	15.04	8.8m
3	Sun	02.34	8.5m	15.26	8.6m	3	Tue	04.00	8.7m	16.39	9.4m
4	Mon	04.19	8.6m	16.59	9.3m	4	Wed	05.18	9.7m	17.46	10.6m
5	Tue	05.38	9.5m	18.08	10.4m	5	Thu	06.15	10.9m	18.38	11.7m
6	Wed	06.37	10.7m	19.01	11.6m	6	Fri	07.02	12.0m	19.24	12.8m
7	Thu	07.26	11.8m	19.48	12.7m	7	Sat	07.46	13.0m	20.06	13.4m
8	Fri	08.10	12.8m	20.31	13.4m	8	Sun	08.27	13.5m	20.47	13.6m
9	Sat	08.52	13.4m	21.12	13.8m	9	Mon	09.07	13.5m	21.27	13.3m
10	Sun	09.32	13.5m	21.52	13.6m	10	Tue	09.46	13.1m	22.06	12.6m
11	Mon	10.12	13.2m	22.31	13.0m	11	Wed	10.25	12.3m	22.46	11.6m
12	Tue	10.51	12.5m	23.11	12.0m	12	Thu	11.05	11.2m	23.27	10.4m
13	Wed	11.31	11.4m	23.54	10.7m	13	Fri	11.49	10.1m	*****	*****
14	Thu	12.17	10.2m	*****	*****	14	Sat	00.16	9.3m	12.45	9.0m
15	Fri	00.44	9.5m	13.12	9.1m	15	Sun	01.27	8.3m	14.09	8.3m
16	Sat	01.50	8.5m	14.37	8.4m	16	Mon	03.10	7.9m	15.55	8.3m
17	Sun	03.38	8.0m	16.28	8.3m	17	Tue	04.44	8.3m	17.11	8.8m
18	Mon	05.16	8.4m	17.45	8.9m	18	Wed	05.41	9.0m	17.58	9.5m
19	Tue	06.15	9.1m	18.34	9.7m	19	Thu	06.20	9.7m	18.36	10.2m
20	Wed	06.56	9.8m	19.11	10.4m	20	Fri	06.54	10.4m	19.08	10.9m
21	Thu	07.29	10.6m	19.43	11.1m	21	Sat	07.25	11.0m	19.38	11.4m
22	Fri	07.59	11.2m	20.12	11.6m	22	Sun	07.54	11.5m	20.09	11.7m
23	Sat	08.27	11.6m	20.40	11.9m	23	Mon	08.24	11.8m	20.38	11.8m
24	Sun	08.54	11.8m	21.07	12.0m	24	Tue	08.53	11.9m	21.08	11.8m
25	Mon	09.21	11.9m	21.35	11.9m	25	Wed	09.22	11.7m	21.38	11.5m
26	Tue	09.49	11.7m	22.02	11.6m	26	Thu	09.54	11.4m	22.11	11.0m
27	Wed	10.17	11.4m	22.32	11.1m	27	Fri	10.29	11.0m	22.48	10.4m
28	Thu	10.48	10.8m	23.06	10.4m	28	Sat	11.09	10.4m	23.35	9.7m
29	Fri	11.24	10.2m	23.46	9.7m	29	Sun	11.02	9.7m	23.35	9.1m
30	Sat	*****	*****	12.11	9.5m	30	Mon	12.13	9.2m	*****	*****
						31	Tue	00.59	8.8m	13.44	9.2m

■ To Cheese: is to coil down the tail of a rope in a tight flat spiral.