

Pitfall Trapping for Insects and Spiders The basic pitfall trap is nothing more than a container (a jar, can, or other container) buried in the soil so that the top edge of the container is just below the soil surface. Pitfall traps range in size from one inch to 6 feet, but 4 to 8 inches is the most practical size. The most efficient pitfall trap is one that employs two containers. One container is buried in the ground for the entire duration of the trapping operation. The other cup is designed to fit inside the outer container and remains removable. This greatly simplifies the job of specimen removal. Other "accessories" which can be used with pitfall traps are covers, barriers, preservatives and baits. Each of these items can vastly improve the performance of a plain pitfall trap.

It sometimes helps to provide a cover, such as a board, piece of bark, shingle, or flat stone. The cover sits up on several small stones or short sticks so that there is about a half inch space between the cover and the ground. Placing a large rock on top of this cover is one way to keep dogs, skunks, raccoons, and rodents from digging up your traps.

A barrier can be used to increase the effectiveness of the trap (without increasing the diameter of the cup). A barrier is simply a 4-inch high by 2-3 foot long "fence" that is placed between two pitfall cups. Wandering beetles are intercepted by the fence and directed into a cup at either end of the trap. Barriers are most easily made from strips of plexiglass, wood, aluminium, or plastic (garden edging). Bait made from animal refuse can also attract a larger variety of insects. Chicken bones, fish heads, beef lung, animal dung, and raw hamburger all work well. You might also try fruit and vegetable scraps. As with any bait, the smellier it is the better it works.

Generally speaking, pitfall traps should be checked frequently as some trapped insects consume others and some also may fly out. Live traps (those without preservative) must be checked on a daily basis to prevent loss of specimens due to predation, cannibalism, escape and decomposition. The use of preservatives in pitfall traps allows a greater interval between trap checks. Traps filled with a preservative only need to be checked on a weekly basis. This becomes particularly important if you have large numbers of traps, or if the traps are set up in distant locations. The best all-around preservative is propylene glycol, and this material is readily available in the form of modern environmentally safe automotive antifreeze/coolant. Purchase the cheapest brand you can find and dilute with water. Place an inch or so of the ethylene glycol in the bottom of the trap. During periods of little rain, or if your traps are covered, use a 50/50 mixture of propylene glycol and water. If you anticipate frequent rains, use more of the ethylene glycol -- the rain will gradually dilute the solution.

When you check your traps, take along a small mesh strainer to remove the specimens. If the solution is overly diluted with rain water, discard the solution; if it is not, add only a small amount of fresh solution.

A BLAST FROM THE PAST According to today's regulators and bureaucrats, those of us who were kids in the 50's, 60's, and 70's probably shouldn't have survived. Our baby cots were covered with brightly coloured lead-based paint, which was promptly chewed and licked. We had no childproof lids on medicine bottles, or latches on doors or cabinets and it was fine to play with pans. When we rode our bikes, we wore no helmets, just flip flops and fluorescent 'clackers' on our wheels. As children, we would ride in cars with no seat belts or air bags. Riding in the passenger seat was a treat. We drank water from the garden hose and not from a bottle - tasted the same. We ate dripping sandwiches, bread and butter pudding and drank fizzy pop with sugar in it, but we were never overweight because we were always outside playing. We shared one drink with four friends, from one bottle or can and no one actually died from this. We would spend hours building go-carts out of scraps and then went top speed down the hill, only to find out we forgot the brakes. After running into stinging nettles a few times, we learned to solve the problem. We would leave home in the morning and play all day, as long as we were back before it got dark. No one was able to reach us all day and no one minded. We did not have Play stations or X-Boxes, no video games at all. No 99 channels on TV, no videotape movies, no surround sound, no mobile phones, no personal computers, and no Internet chat rooms. We had friends - we went outside and found them. We played elastics and street rounders, and sometimes that ball really hurt. We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits. They were accidents. We had fights, punched each other hard and got black and blue - we learned to get over it. We walked to friend's homes. We made up games with sticks and tennis balls and ate live stuff, and although we were told it would happen, we did not have very many eyes out, nor did the live stuff live inside us forever. We rode bikes in packs of 7 and wore our coats by only the hood. Our actions were our own. Consequences were expected. The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law. Imagine that! This generation has produced some of the best risk-takers and problem solvers and inventors, ever. The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all. And you're one of them. Congratulations! Please pass this on to others who have had the luck to grow up as real kids, before lawyers and government regulated our lives, for our own good. (If you aren't old enough, thought you might like to read about us...) J.T.

CALLSIGNS Issued as identification to British ships as part of the radio licensing process, Call signs are the property and the responsibility of the UK administration. Until now, the UK has managed its call sign series on the basis that an allocated call sign should remain with the vessel throughout its operational life or until it is transferred from UK ownership. However, owners/operators of vessels that have been destroyed or re-flagged do not appear to have been notifying the Agency. Our call sign allocation can support several hundred thousand vessels, but we are at the end of the allocation despite having a licence population of only about 63,000 vessels. We are now under pressure from the International Tele-communication Union (ITU) to re-issue the call signs and Maritime Mobile Service Identity (MMSI) numbers issued to UK vessels. Many administrations already re-issue these identifications in order to preserve national allocations, but the UK has preferred not to do so in the past. The Radio Licensing Centre has compared the data on the previous (redundant) licensing database and on the current database, and has identified about 40,000 call signs that have not been supported by a valid Ship Radio licence for at least five years. Therefore, we have decided to begin reissuing call signs that have been issued to UK vessels previously but have not been supported by a valid Ship Radio licence for five or more years. Due to the shortage of call signs available, this new procedure will begin with effect from 1 April 2003. It is planned that this process will be in place for two years from that date, to enable it to settle in; then, from 1 April 2005, the unlicensed period will reduce from five to two years. This means that a vessel cannot be guaranteed to continue with its originally allocated call sign, unless it has an unbroken licence record or any licensing breaks last less than two years. However, if you acquire an older vessel and you manage to identify its original call sign, we will still attempt to allocate it to that vessel when you apply for a licence. T.D.

PETALS PERILS . Frustration!! Sheer frustration!!!! This sums up the past month!!! The 'work' word, essential to make the pennies to maintain a boat, has hindered our sailing somewhat, and our webbed feet are growing toes again! One outstanding and unexpected success, however, was inadvertently achieved en route to the Cardiff Bay Food Festival. Richard's friends Gerry and Sue arrived at CBYC, taking their lives in their hands, for a trip to the Bay on Petal. On arrival at the club, Sue admitted that she had a phobia of boats and water and offered to meet us there. With some gentle persuasion from Gerry the brave lady gingerly took her first steps into the abyss and mounted the boat! Thankfully, and mercifully, we both rose to the occasion, realising that Sue's psychological welfare was in our hands and had an almost faultless trip across the bay, Judy managed not to be her usual wimpish self when tying the boat up at the Bay, and the Festival was a great event, fuelled by good food and excellent wine, with a few tastings thrown in! On returning to our parking spot, we found that the Bonny Mary had taken it, thankfully rafting Petal to her portside to allow for an easy departure!!! This, however, meant that Sue had to climb over Bonny Mary to reach Petal. She was fantastic, and the return journey was beautiful.....Cardiff Bay at its best.....calm, warm and sunny. When you buy a boat, unless you are a millionaire, or retired, it offers many opportunities for juggling.....your boat, work, family, friends, the list is endless.....but we will succeed in learning to sail!!!!!!On a non-sailing note you may remember that we were planning to go to Prague.....Piece of advice.....go!!!! Stunningly beautiful city, lovely people, cheap food and drink and only a ninety minute flight! We learned two words which endeared us to the locals, as it showed we were making an effort.....'Prosim' means please and, believe it or not, 'Dickwee' (not written, but actually pronounced like that) means thank you. We're planning a return trip in December for Christmas shopping and if anyone would like to join us, let us know and we'll sort something out!! Next month, we're planning to do some serious sailing. We're not landlubbers anymore.....we've been bitten by the bug..... If any of you happen to go to Brecon Jazz this year, however, beware.....we usually steward, but this year they were so desperate they have asked us to join the Communications team and we'll be manning H.Q. and the 'walkie talkies'!!!!!! Hey ho, here's to swimming with bow-legged women and sailing to far-off shores!!!!!! Hopefully, we'll have some 'proper' sailing news for you next month!!!! Happy sailing!!!! Judy and Richard.

FAMILY This has got to be one of the most beautiful poems I have ever read in my life. I ran into a stranger as he passed by, "oh excuse me please", was my reply. He said, "Please excuse me too; I wasn't watching for you". We were very polite, this stranger and I. We went on our way and we said good-bye. But at home a different story is told, how we treat our loved ones young and old. Later that day, cooking the evening meal, my son stood beside me very still. When I turned I nearly knocked him down. "Move out of the way", I said with a frown. He walked away, his little heart broken. I didn't realize how harshly I'd spoken. While I lay awake in bed, God's still small voice came to me and said, "While dealing with a stranger, common courtesy you use, but the children you love, you seem to abuse. Go and look on the kitchen floor, you'll find some flowers there by the door. Those are the flowers he brought for you. He picked them himself: pink, yellow and blue. He stood very quietly not to spoil the surprise; you never saw the tears that filled his little eyes". By this time, I felt very small, and now my tears began to fall. I quietly went and knelt by his bed; "Wake up, little one, wake up", I said. "Are these the flowers you picked for me?" He smiled, "I found 'em, out by the tree. I picked 'em because they're pretty like you. I knew you'd like 'em, especially the blue". I said, "Son, I'm very sorry for the way I acted today; I shouldn't have yelled at you that way". He said, "Oh, Mom, that's okay. I love you anyway." I said, "Son, I love you too, and I do like the flowers, especially the blue".

FAMILY Are you aware that if we died tomorrow, the company that we are working for could easily replace us in matter of days. But the family we left behind will feel the loss for the rest of their lives. And come to think of it, we pour ourselves more into our work than into our own family, an unwise investment indeed, don't you think? So what is behind the story? Do you know what the word FAMILY means? FAMILY = (F) ATHER (A) ND (M) OTHER (I) (L) OVE (Y) OU You will receive a miracle tomorrow. Don't ignore and God will bless you. T.D.

COMPUTERS A man I know quite well had a small problem with his computer- the printer had failed due to old age. So, he discussed the problem with some experts. Expert 'A' said, "Just replace it, cost only about £50". Expert 'B' said, "for about £125, you can get fabulous printer, copier and scanner, with colour". He also mentioned that there was a special offer of a digital camera, if the man 'Bought Today'. Now the wife of the man was due a birthday soon, so, 'he had to do the deal'. Well, he had to didn't he? The offer did seem attractive, so the deal was done. The shop then said, "you have got a USB port", [or was it UBS]? The man stammered "UM I DUNNO", and paid up £25 for a PCB, [Printed Circuit Board, to the unwashed behind the ears]. So, home the man goes with lots of verbal instructions ringing in his ears. "Just open up the CPU, open a port and push the PCB in firmly. Then wind up the CPU, insert the disc, as requested by the CPU and install the new bits – the USB and the printer, as the experts said "And away you go". Now you remember, we had summer last month and the man beavered away for a few hours, taking a few steps forward and a couple back. The wife came in and saw hubby a little overheated and said, "Are you OK? Half an hour later, she mentioned, "Computers are a little tricky". The man's reply is unprintable. The man took the box to Expert 'A' and three days later, after trips here and there; the man was still 'Down' for his e-mail. The following weekend, the son-in-law came to the rescue, he thought, with a parallel printer, but still no joy. The man was heard to say, "Well who wants a colour printer, anyway"? The moral of this story is: Always use the KISS Principle, [Keep it Simple, Stupid]. P.S. Expert 'B' came to the weeping man's rescue. He supplied, very cost effectively, a machine that does it, colour, sound etc. Wasn't the man a lucky fellow after all? C.L.

The deadline for Bear Essentials is the last day of the month, please e-mail your copy to: - enq@natures-table.co.uk

God does not deduct from our allotted life span the time spent sailing!

SALTY SYNTAX Since sailing was previously the only way that one could get from one continent to another, it is not surprising that many nautical terms have made their way into the fabric of our everyday language. For instance, the traditional greeting to a new employee is "Welcome aboard!" or a private caution not to rock the boat or make any waves, else he might get caught between a rock and a hard place! Advice such as not to go overboard with anything and to keep everything above board might be given, together with an admonition, to be sure to keep on an even keel, or else he could be in deep water, and the boss might lower the boom! When he sees his office, it might be dreadful and he could be tempted to give a few things the deep six. At first, the newcomer feels all at sea, and when the gang goes out to lunch without him, he is sure he has missed the boat. He sees so little of his colleagues that they're exactly like ships that pass in the night, and he might feel he's at the end of his rope. Soon, however, he has learned the ropes, and has his office shipshape and Bristol fashion, making fewer and fewer trips to the sick bay and is seldom pissed, or three sheets to the wind. Eventually, he comes to be fairly posh, of all things, and believing philosophically in any port in a storm. On the other hand, the director of the company or office might be said to be at the helm, or in command of the situation. If it is a new company, it would be getting underway or, if a bit older, well underway, with things hopefully in good hands. The company not doing very well might be sinking, and those leaving it could be like rats deserting a sinking ship. If he is wise, the head of the firm might choose a different tack to keep it from going down, and might call for all hands on deck in order to sound out a new proposal to avoid scuttling the company completely, leaving it high and dry. A new policy might be adopted, involving sailing close to the wind. In that case, all on board would have to be prepared to take up the slack, or else their efforts would be thrown to the winds, to eventually founder on financial shoals. The gossips among the crew (on land or sea) could be known as the ones who indulge in scuttlebutt, while a sickly one would be about to keel over. At the office party, a whale of a time might be had, and some truly salty language heard, especially by the galley slaves preparing the tucker (victuals?). The wise head of a company keeps up staff morale so that his employees do not get into the doldrums. Of course, there are many things about them he cannot fathom, but as long as they are making headway, and are not at loose ends, he will give them great latitude. The significance of these words and phrases, and their meaning, is fascinating. For instance, posh is a slang term for the wealthy, supposedly derived from the letters P.O.S.H. (Port Out Starboard Home) which used to be printed on the first-class tickets of passengers travelling on the P & O Line rich enough to pay extra for cabins on the port side of the ship going out and the starboard side coming home in order to avoid the heat and glare of the sun in the Indian Ocean. Shipshape and Bristol fashion, meaning everything neat and seamanlike originated from when Bristol was the major west coast port of Britain before the growth of Liverpool brought competition, and during the palmy days when all its shipping was maintained in proper good order. Even the original meaning of port and starboard is quite interesting. Ships in the old days had a steering board on the right side near the stern, to enable crew to move the ship's rudder while manoeuvring into harbours, and to and from the wharves. Steering board was soon abbreviated to starboard, and the opposite was larboard in the early days, that being the side of the ship which was the loading board. Sometimes it was called port too, as it was the side which was always next to the wharf or port at which unloading took place. There are many more phrases or terms which have made their way from the sea into land-based life, such as above board. Now referring to honest and fair dealing, it originally meant business carried out in the open, for all to see and inspect. Likewise we all now know what showing true colours (or the opposite, sailing under false colours) means: when in battle, a ship made known her nationality by flying her country's flag. Not to do so would confuse (and possibly defeat) the enemy. Haven't we all been told to pipe down at some time or other? This was the last boatswain's whistle of the day, indicating to sailors that it was time to settle for the night. Do you sometimes say that you're pooped? On ships, the poop deck is the one taking the onslaught of waves over the stern, and has thus become a slang term for being swamped or tired. Or perhaps you feel under the weather. On ships, the weather side is the one taking severe wind and waves. Those in charge might well pour oil on troubled water, a common practice in heavy weather, as oil poured over the side calms the waves, to an extent. Being on the wrong tack could get you into trouble, especially if you went too long on a tack and sailed close to land. Everyone knows that being in dire straits means in great difficulty, in danger. Not enough room to swing a cat in referred to the punishment meted out for discipline on the old sailing ships. It took a considerable amount of room to have a hefty swing of the cat-o'-nine tails (leather whips with knots in them) to lash a sailor properly! As for mate, some say it comes from gamaton, a Teutonic word meaning those who break bread or meat together; others believe it came from the French matelot, for sailor. No matter what its derivation, it has become a naval term and rank, as well as an expression of friendship, at sea or on land. Whether one sails or not, there is no doubt that sailing has made a permanent contribution to our everyday language and vocabulary. T.D.

RULES FOR 2003

1. Don't be irreplaceable. If you can't be replaced, you can't be promoted
2. Sex is like air. It isn't important unless you aren't getting any.
3. Always remember you're unique. Just like everyone else.
4. Never test the depth of the water with both feet.
5. If at first you don't succeed, skydiving is not for you.
6. If you lend someone £50 and never see that person again, it was probably worth it.
7. If you tell the truth, you don't have to remember anything.
8. Some days you are the bug: some days you are the windscreen.
9. The quickest way to double your money is to fold it in half and put it back in your pocket.
10. A closed mouth gathers no foot.
11. There are two theories to arguing with women. Neither one works.
12. Experience is something you don't get until just after you need it.
13. Never miss a good chance to shut up.
14. Give a man a fish and he will eat for a day.
Teach him how to fish, and he will sit in a boat and drink beer all day. R.C.

PORT TACK A legend I have heard but cannot verify speaks of Jim Hardy's father Tom, sailing his gaff rigger for RSYS on the harbour. While sailing on port tack an intersecting yacht called "Starboard!" Tom nonchalantly looked up, offered forth his wineglass and invited "Port?" I have always thought it a good yarn about gentleman sailing on our wonderful Harbour. T.D.

Plaque mounted near helm. Remember. A collision at sea can ruin your whole day.

Nautical books wanted for the Club library please.

ANGLING SECTION The last Comp. on the 1st of June was quite successful with a good turnout . First prize of £40 [Voucher] was won by Roger Winnett [Salt Wind] with a Conger, 10.6kgs [23lbs 4oz] and 2nd prize of £20 was won by Clive Griffiths [Hustler] with another Conger 7.28kgs [16lbs]. Unfortunately neither Roger nor Clive had entered the Pool, so therefore, the Pool, £44, was won by the third heaviest fish. This was a Ray, 5.2kgs [11lbs 7ozs], which was caught by a young lad, Jacob DeManuel, fishing from Phil Dominy's boat, Lady Caron. This just goes to show that it is always worth entering the pool, as the turnout increases, so the Pool becomes more valuable. Our next Comp. is on Sunday `13th August with the usual £40 & £20 Tackle Vouchers, and a further **Five Prizes of Beer Vouchers for each of the next Five winners.** So, if you are a winner you can collect your **Vouchers** after the Weigh-in. **The "Traditional" Wednesday Fishermen's Night, on the 5th of August, as the First Wednesday of the month, will again be a special evening. We shall be having a Quiz, Raffle and light refreshments will be supplied. So, why not come down for some Fun, "Nosh & a Chat". We look forward to a good crowd. You'll all be very welcome!** You Committee is currently organising the Open Cod Competition, to be held on 9th November, and it is their intention to donate a substantial sum to the Wales Air Ambulance Charity Fund. So, if any Member has any ideas regarding companies or organisations that we can approach for sponsorship, please get in touch. B.G.M. Reels.

DINGHY DIARY July 2003 Some of the events run by the Dinghy section in July. Wednesday 9 July, Race around the bay. Our regular Wednesday fun sail continued with the race around the bay, this is a course going in to the inner harbour and around the edge of the bay around nominated marks, a change from the usual triangle and sausage, this time made tricky by the wind not really wanting to play and then running out of steam altogether. Time to head to the bar for refreshment. Sunday 13 July, As well as the normal turn out, the catamarans have started a race series, so with a good number of twin hulls scything through the water, we laid an extra mark for them, which was well received. A wallet was taken from the men's changing rooms, so be warned and don't leave valuables unattended, Wednesday 16 July, River race cancelled due to lack of wind. Hot and sunny July? who'd have thought it? Sunday 20 July Fickle wind unable to decide which way to blow, these conditions favoured the sailors able to read the wind on the water and plan their course. Those that could made clear progress up the beat, the rest of us seemed to tack at the wrong time and fall to the back, one of the best ways of learning though. Wednesday 23 July, Fish and chip sail to Cardiff inner harbour. I missed this run, but heard it was good fun. Sunday 27 July Hard work today, with plenty of people digging the bay mud. Nathan and Co. in two Optimists were proving that the gusty conditions were manageable and it was capsizing practice for the rest of the non keel boats. Thanks to Paul, family and Harold for coping with Committee and safety boat. That's July over, if anyone would like to add to this Diary for the days I missed my e-mail is alexliberson@hotmail.com. I look forward to more of the same in August, and if there are events you would like to see please feel free to come along on a Wednesday night and talk to any of the Dinghy section members
Regards Alex Liberson.

A FEW GENERAL KNOWLEDGE BRAIN TEASERS. Answers on next page.

- 1/. The invasion of what country started WW 2?
- 2/. What metal is 'Wolfram'?
- 3/. What do barometers measure?
- 4/. What was Sherlock Holmes London address?
- 5/. Which British transport ship was hit by an Exocet missile in the Falklands War?
- 6/. In 1956, which Italian liner collided with the liner Stockholm?
- 7/. What is the movement of water through a semi-permeable membrane called?
- 8/. What is a shark's skeleton made of?
- 9/. Where was the first Americas Cup held?
- 10/. Which city was the first city to have a public racecourse and when was it built?

SUMMER PARKING Week Days - Parking is **NOT** permitted in the compound area. please use the car park. **Weekends -** Parking is permitted in the compound area when the rest of the car park is full but only alongside the **BLUE ROPES**, Please **DO NOT** obstruct any boats on trailers or the slipways. R.C.

LIBRARY If anyone has any nautical books they would like to donate to the club library these would be most welcome. Please contact Tony Davies or alternatively place them in the downstairs bar T.D.

SOCIAL COMMITTEE

Hereby give advanced notice that there will be a family day at CBYC on Saturday 30 August in the afternoon, Bouncy castle, Children's disco in the afternoon Adults disco in the evening, all welcome. D.P.

E-MAIL ADDRESSES

Does the club have your e-mail address? please put it in the membership box in the foyer and you will be e-mailed with coming events...

BRAIN TEASER NB: This calculation to be done mentally and quickly without using a calculator or pen and paper. Do not cheat! Take 1000 and add 40. Add 1000. Add another 30 and another 1000. Add 20. Add 1000, then 10. What is the total? The answer can be found in this edition.

THE SEA

It is a curious situation that the sea, from which life first arose, should now be threatened by the activities of one form of that life. But the sea, though changed in a sinister way, will continue to exist; the threat is rather to life itself.

RELAUNCH Please will the person (or persons) return the purpose built, yet to be used, brand new launching trolley made for Rasputin "Borrowed" from the dinghy area near to the H.M.S. Cambria boats,. Barrie would be relieved to find it back as would Rasputin's owner. C.W.

NAUTICAL RIDDLE

What is the most dangerous thing one can encounter at sea...

Answer... the land.
T.D.

SKIFFLE BAND anyone interested in becoming a member of the CBYC Skiffle band should contact Tony or Nigel on 07816337904.

FOR SALE 14 Foot dinghy trailer £75.00 Tel. 029 2053 0528. Houdini Fore hatch 500 x 500 aperture £25 Swiftech m-98 VHF hand held radio £10 (needs new battery) GARMIN 175 GPS-map, handheld chart/map plotter incl. C-map Bristol Channel £150 Tel: 02920 626 369

You can read Bear Essentials on the Club Web Site www.cbyc.co.uk

ANGLING Section SOCIAL EVENING, FIRST WEDNESDAY OF EVERY MONTH. Light refreshments, Quiz & Raffle. All, old and new Members welcome.

COMMODORE'S REPORT FOR AUGUST 2003

SURGERIES As promised in the last issue of Bear Essentials, Council of Management Surgeries have been held on Thursday evenings throughout July. To date, only one question has been forthcoming during these sessions, which tells me that there are not too many queries amongst members regarding the running of the club. It is envisaged, therefore, that from the end of July 2003 surgeries will be held on the LAST Thursday in each month.

CLUB OFFICERS

As most of you are aware, there was no election for Members of the Council of Management at the last AGM due to the shortage of people prepared to have their names put forward for election to one of the six positions available. When I look at the faces sitting around the table at the meetings of the Council of Management (COM) which take place on the third Monday of each month, with the exception of two new members, I see the same faces year after year. To these people I say thank you for your efforts, on behalf of myself, the Officers and members of the club, but I must also express my sadness at the lack of competition for these places by some of the younger members of the club. To my way of thinking, it is essential that younger members are encouraged to become involved in the running of our club. It is no good relying on us 'Dinosaurs', if you want to see the club keep up with what is latest in the boating world. We need young heads and young ideas to complement the experience of the 'old stagers'. Not only that, but we have a responsibility to ensure an ongoing availability of Committee members willing and able to advance to Flag rank within the club. If younger members offer themselves for election to the COM at the next AGM and are successful in getting themselves elected, they can gain the experience necessary to progress through Committee to Officer then maybe to Flag rank, one of the greatest honours this club can bestow on any of its members.. If you know of a younger member who has what it takes, then please try to encourage him/her to seek election, or at the very least encourage him/her to talk to me, or, any of the Officers so that they can get to know what is involved.

GATE

The saga continues. Up until last week it worked well with only one or two hiccups, caused we think, by the rays of the sun shining directly into one of the sensors at certain times of the day. This is being looked into. At present the gate is undergoing a modification to overcome the problem caused by the stronger motor being used to overcome the 'sail' effect of the gate bars, which has overburdened the connecting bracket causing a fracture.

CAR PARKING

The nightmare continues, but there is light at the end of the tunnel. We are, at present, looking into the feasibility of providing a 300 car multi-story car park within the grounds of the club. But with all the best will in the world, this will be some time in the future. In the meantime would all members attempt to use the car park with consideration for others, remember, it is a Yacht Club where people need to get to their boats. Do NOT park in such a manner as prevent this. Also in an attempt to maximise parking space, would skippers find ways of minimising the number of cars utilised in getting their crews to the club, and would the various sections of the club communicate with each other to ensure that big functions and competitions are arranged on different days where possible. John Jefferies Commodore.

WHATS ON AUGUST AND SEPTEMBER

2nd August Lambert & Butler Farewell Series Presentation Dinner
Saturday Eve (Details from Nick Sawyer)
30th August Family Fun Day - inc Disco for children in afternoon plus evening
disco for the adults Saturday All day (Details from Dave Penning or K Taylor)

Shanghai Cup

W/e 6th & 7th September Saturday Evening	Racing through the day on both days Band & Buffet (Details to follow)
W/e 13th & 14th September Saturday Evening	Racing through the day on both days Band & Buffet (Details to follow)
W/e 20th & 21st September Saturday Evening	Racing through the day on both days Band & Buffet (Details to follow)
27th September (Evening)	Presentation Dinner/Dance (Details to follow)

ULYSSES My purpose holds to sail beyond the sunset, and the paths of all the western stars, until I die.

It may be, that the gulfs will wash us down:
It may be, we shall touch the Happy Isles,
And see the great Achilles, whom we knew.
Tho' much is taken, much abides; and tho'
we are not now that strength which in old days
moved earth and heaven: that which we are, we
are; one equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive, to seek, to find, and not to yield.

From Ulysses by Alfred Lord Tennyson.

ANSWERSTO RIDDLE Did you get 5000? Doh!!!! The real answer is 4100.
Check it on a calculator! The decimal sequence confuses the brain, T.D.

There is nothing more enticing, disenchanting
and enslaving than life at sea. Joseph Conrad.

Bear Essentials is the Newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by members, the deadline is 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... enq@natures-table.co.uk

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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Remember... eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment.

WELCOME NEW MEMBERS There are no strangers at CBYC only friends you've yet to meet. Applicants have been interviewed and details displayed on the notice board in accord with Club Rules. We look forward to seeing you down the Club regularly, both on and off the water. Welcome aboard. Roy Evans Membership.

Q) The wind was West, and West steered we. But wind was astern, how could this be? A) The helmsman Mr. West was obviously steering East!

BEAR ESSENTIALS The deadline for Bear Essentials is the last day of every month. Download a copy from the Club web site at www.cbyc.co.uk

QUALITIES "I found my pulse beating with suppressed excitement as I threw the mooring buoy overboard. It seemed as if that simple action had severed my connection with the life on shore; that I had thereby cut adrift the ties of convention, the unrealities and illusions of cities and crowds; that I was free now, free to go where I chose, to do and to live and to conquer as I liked, to play the game wherein a man's qualities count for more than his appearance." T.D.

RAFT We said there warn't no home like a raft after all. Other places do seem so cramped up and smothery, but a raft don't. You feel mighty free and easy and comfortable on a raft. Mark Twain.

B.O.A.T= Break Out Another £1000

REGULAR FEATURES

Angling - Bryan (Reels) Morgan
Flying Fifteens - Stuart Jones.
Sailing School - Helen Philips
Pingles Tales - Brian Pingle
Around the Channel - John Wood
New Members - Roy Evans
Commodore - John Jefferies
Petals perils - Judy Veal
Social calendar - Dave Penning
A little bird told me - Barrie Metcalf
Rules for Zen - Ruth Coles.

Thank you for supplying regular copy for the Bear Essentials. No doubt it would be impossible to produce without your contributions. My ultimate goal is to get regular monthly copy from every section of the Club. T.D.

HAND BOOK In an attempt to improve next years hand book 2004 - 2005 draft copy is available on the notice board in the foyer, members are invited to make alterations and amendments as required. Any queries please contact the Communications Officer Tony Davies contact details below.

A LITTLE BIRD TOLD ME The tale of a certain large fishing vessel. One of the problems of having an old wooden boat is that there are always small leaks. Our man's boat was no exception. To make things easier he set up a permanent rigged pump with the outlet pipe led out through the scuppers and into the water. The system worked brilliantly. He simply stepped on board and switched the pump on for half an hour once a week. However on one occasion he did not pump the boat dry and when he switched the pump off it started siphoning water into the boat. By the following morning the scuppers were awash and the boat was within minutes of sinking when spotted by the marina staff. B.M.

YACHTS I spent my money on wine, women and yachts - the rest I wasted!

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Thursday night is Cruiser Night.

To receive a copy of Bear Essentials by e-mail send an e-mail to:
BCYC-subscribe@yahooogroups.com

WATCHET A cruise in company was organized by the cruising section for the weekend of the club regatta with Black Arrow, Dazler, Splash, Squiffy, Morning Sun, and Farrical. Lock out was between 0930&1000, with a high tide in Watchet at 12.30 and a last lock in time of 14.30. It was a beautifully sunny day with a light S.Westerly breeze. However, by the time Lavernock point was reached along with an incoming tide, the wind dropped and on went the iron sail to ensure arrival before 1400. The direct course was 210, arriving after an uneventful crossing by 13.30, with Morning Sun, at 1400, being last to leave. There was excitement when a three legged boat, not from our Club, arrived at 14.27 ending up suspended on the harbour flap to be launched backwards into the outer harbour to await the next tide. Most of the pubs were visited, The Bell, Clipper, Star and Anchor, the latter having a landlord the name of R.Booz. One of our party, who will remain nameless, was also legless by the early evening having met up with an old sailing buddy from another channel club. A good meal was had in the Bell and others had brought a curry, consumed on board. The usual social drinks were had on board the various vessels adding to the jolly evening. Morning came early and after a shower and breakfast at the corner café, the works for £2.95, we returned to the boats to prepare to leave. The weather had changed with a force 4 to 5 blowing from the S.W. A beam reach on a course of 020 promising a fast passage. We all left around 11.15 and soon had our sails up, some remembering to put a reef in, unfortunately not me. By the Culver, the skies were darkening, but the wind remained steady. By the One Fathom, I noticed Aberthaw disappearing in a rain squall and it was time to put that reef in. I estimated that I should get to Lavernock before any strong wind reached Farrical and by then we should be in flatter water and be able to cope. The wind did indeed catch up with me at the Spit where we were able to bear off and surf at up to 10kts until the Pier. The wind had reached 40kts and the days racing had been called off. This was indeed a cruise of two halves, as they say in soccer parlance. I understand there were some white knuckles, but I'm sure everyone gained from the experience. JOHN WOOD.

Mini Boat Jumble Friday 29 August 2003 at C.B.Y.C.

Sellers before 17.00 Buyers after 17.00
Free entry, Free pitches

(Further details contact Tony Davies 07816337904)

A DAY TO REMEMBER 19th JULY 2003 The time is 4a.m., the place, a private marina on the outskirts of Limassol, Cyprus. The boat is a 42 foot "Princess" with twin 300 HP Volvo diesels and is fully equipped for "Blue Water" sport fishing, in this case Tuna the boat belongs to Dave, a friend of our daughter's family, and they all live in Cyprus. As we gently eased out of the marina, it was still very dark and the vast array of onboard electronics "Glowed" in the darkness. Having gone through all our charts we had plotted a cruise for some of Dave's favourite "Marks", some 12 -15 miles out. As we cleared the outer harbour, our speed picked up gradually at first and then more quickly. Soon we were doing a steady 25 knots and the engines were purring unbelievably quietly considering the speed we were travelling at. As we looked back the lights of Limassol, with all the colours you could imagine, were glistening across the water, while ahead, the horizon was already a bright orange glow which quickly changed into a spectacular sunrise. One to remember. We very soon reached our "Mark" and started attaching lures to each rod, which were then fed into the water. The outriggers were to be last, but before we had even set up the last four rods, Dave shouted, "Fish on". That was the start of 1½ hours of frantic Tuna fishing, culminating with eight fish on board, all between 6 - 8lbs in weight. At one point, we had three fish on, with just two of us reeling in. just when I thought my back and arms were going to break, the action stopped, no more bites and despite trolling for another three hours, we had no further success. So, we decided to have an ice-cold beer for each Tuna caught. We headed back to base hot and tired, but, very pleased with our catch as we made our way home. Two huge fillets of Tuna were cooked on the built-in electric 'Barbie' and were cooked to perfection - pink in the middle. I really looking forward to my trips out into the Bristol Channel in my own wooden-hulled "Mary H", on which I get just as much pleasure --- BUT WHAT A DAY TO REMEMBER Gareth Davies, Mary H. 22.07.03

ANSWERS TO QUIZ

1/. Poland. 2/. Tungsten. 3/. Atmospheric pressure. 4/. 221b Baker Street. 5/. The Atlantic Conveyor. 6/. The Andrea Dorea. 7/. Osmosis. 8/. Cartilage. 9/. Around the Isle of Wight. 10/. London, built in 1174.

FOR SALE New Mainstream Floation Suit XXL Navy/Yellow Cost £160 will sell £60 o.n.o 2 ; New Regatta 150 Freestyle Life Jackets cost £75 ea. will sell £50 o.n.o 2 x New Safelink S/Stap cost £25 ea will sell £15 o.n.o 1 x Sailing Jacket Douglas Ginn, Large - as new £50 o.n.o 1 x Life Jacket XM Quickfit 150n . very good condition £30 o.n.o Telephone 029 2089 1366

AGROUND If the draught of the vessel exceeds the depth of the water, then you're aground.

Caroline's Kitchen would like to inform you that fresh homemade food is now available in the Quarterdeck Bar on Tuesday and Thursday evenings and Saturday and Sunday lunchtimes.

CATS The first ever! (I believe), Catamaran race series, got under way at Cardiff Bay on 13th July. There was a good turn out, with ten "Cats", including Dart 18's, Dart 15's, a Hobie 16 & a Hobie Teddy, all jockeying for position on the line for a Colin Farr 3.00pm (ish...) start.

All made a clean get away, but for Neil Pigdon / Ruth Hale (Mumbles YC) on a dart 18, having hit another boat, had to carry out a 360. Jeremy & Jesse Taylor led the fleet from the first beat, making first around the windward mark. The placings staying very much the same for the remainder of the race, in winds that were light enough to punish the heavier crews, giving a slight advantage to the lighter crews. The wash from the heavy motor cruisers ploughing through the middle of the course from time to time gave rise to the odd comment being shouted in their general direction, with one going close enough to the committee boat, Colin had to hold on to his coffee with two hands to avoid spilling it!

Race two saw another fairly clean Starboard start, with nobody brave enough to take advantage of the brief wind change to do a Port-end flyer - the short line was more than likely the main reason for persuading helms not to risk that option! Once again, the Taylors led the way for most of the race, with the wind dying to slightly less than the small amount that was available for the first race. This time around, the Taylor's had to fight for it with Jim (Neils Dad!, also from Mumbles YC) & Emily Pigdon on a Dart 18, constantly there & keeping the pressure on, only to be pipped at the finish line with the Taylor's taking line honours.

The leading Dart 15's came through shortly after & with corrected time, pushed the Taylor's & the Pigdons back to 3rd and 4th place, respectively. This gave 1st place to Steve "I didn't have a good first race" Dawber, with Idris Dibble maintaining the same consistency as the first race, coming in a very respectful 2nd.

Results at the end of the first two races, with corrected time are as follows ;

<u>Helm</u>	<u>Crew</u>	<u>Class</u>	<u>Points</u>
Jeremy Taylor	Jesse Taylor	Dart 18	4
Idris Dibble		Dart 15	4
Steve Dawber		Dart 15	8
James Pigdon	Emily Pigdon	Dart 18	8
Mike Warren		Dart 15	10
Alex Farr	Roselle Farr	Hobie 16	10
Neil Pigdon	Ruth Hale	Dart 18	14
Andy Devonport	Ed Edwin	Dart 18	15
Chris Pain	Di Pain	Dart 18	17
Vinod Davalia		Hobie	20

Here lies the sailor Michael O 'Day Who died maintaining his right of way; His course was clear, his will was strong, But he's just as dead as if he'd been wrong.

Well done to all who took part in making this "first of a kind" a success. The next two races of the series start at 3.00pm on 3rd August. Keep on Catting !! Jeremy Taylor.

PADSTOW A Message to all who sail to Padstow or further down the Cornish coast. The Crabby Lobster Potters lay their traps as much for the unwary sailor as for the lobsters. Pots lay beneath the sometimes darkly coloured, smaller than football, buoys, they think everyone should see. The last leg of our journey home from Fowey (Padstow to Cardiff) took seventeen hours because we picked up a fisher's green (Yes, really noticeable in water!) nylon rope around the prop. Even the marker flags are intended to be noticed being black on the end of a 2 ft pole bent over almost horizontally, in the F3 or above wind! So please don't go down to make tea unless you can see a clear half mile of water. Our 2-week trip to the South coast was a great experience and Amadeus 3 proved a safe sea boat and went well in F5 & F6 but slow and unable to point otherwise... More to come. Dave Penning

PINGELS TALES LETTER FROM THE CARIBBEAN On a recent visit to the British Virgin Islands my wife and I became engaged in Day Charter with John Hayes, a former Club Member, on his 50 foot catamaran named Aristocat. With a possible 6-8-12 or more clients booking for the following day, it would mean purchasing sufficient food, alcohol, non-alco, ice the evening before. Arising at 6 am the food would be half prepared, drinks stowed in their respective ice boxes, then breakfast before washing the decks to receive the paying guests at 9 am Day Charter is 8 hours of action packed adventure among the beautiful islands, usually starting with a 6 mile windward leg into a constant 20 knots. This gets the bikini clad females screaming with delight as they disappear into the warm spray on the foredeck-bearing in mind we are on a catamaran 26 feet wide, so there may be as many as 8 sitting spread across the bow. This is a very big stable platform which can easily accommodate 30 bodies in laying out space and a huge cockpit covered by a 22 foot by 10 foot bimini shade, very necessary in 90 degrees of heat. The first stop will be a sandy spit with swaying palms trees, where we will assist them to find suitable snorkel gear and say, "Follow me to the coral reef". About an hour later it's all aboard, a head count, then on to the next entertainment. This is usually full sail across the wind for half an hour to another island, where there will be a suitably palm covered beach Bar, known as the soggy dollar, which means they will accept your wet money seeing as you had to swim there. Another hour later the ships bell is loudly rung, (by me), announcing that lunch is ready on board. A string of happy well oiled guests can be seen swimming the 60 yards or so. Some still with drinks held high in one hand, they tumble aboard to more drinks and a splendid buffet lunch. By now anything goes and everyone fancies their chances at helming to the next island reef. These reefs abound with tropical fish of great colour variety. On one occasion I became aware of a turtle, some 2 foot across, keeping pace with me about 5 foot below and it remained undisturbed for at least 100 yards. By now John had gauged that they were pretty whacked out and a down wind leg would get us back by 5 pm and those who are still really keen and still sober are given a turn on the wheel. At exactly 5 pm we are making fast on the pontoon. What does it cost for this maybe once in a lifetime adventure? 90 dollars a head and any tip you may care to give. When Americans are on vacation and have had a good day they can be very, very generous. A memorable Texan and his wife who couldn't stop shaking my hand threw in a 100 dollar tip---can you imagine a Brit giving £66 tip for a day's experience, however wonderful it was? PINGELS TALES.