

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1935



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Cost priceless

www.cbyc.co.uk

Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site www.cbyc.co.uk e-mail info@cbyc.co.uk Affiliated to the R.Y.A. Web site www.rya.org and the B.C.Y.A. Web site www.bristolchannel.co.uk

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

AN OVERVIEW FROM THE C.O.M. Summer is upon us, although you may be forgiven for thinking that it left us a week or two ago. Looking around the club, things seem to be moving along nicely. Jonathan has been organising various improvements to the clubhouse, the office is now largely finished and the entrance hall redecorated. The rather tatty hall carpet is in the process of being replaced and we hope the end result will be pleasing.

The pontoon system is currently full to capacity and we are taking steps to further extend it this autumn. We hope to fill it up as the extensions take place, with the full capacity being available for next year's season.

The work on the car park expansion is now well underway. We hope this will be completed with in the next week or so. Many thanks to Brian Gupwell, a club member. His company L and B Plant and Civil Engineering Ltd, is carrying out the work at cost, and Brian has himself put many hours of work into this project. Another club member Mark Case, who works for RMC Ltd, has kindly arranged the supply of the concrete at a very keen price, which will help us make the best use of your hard earned fees. Many thanks to Brian and Mark; I am sure we will all benefit from their efforts for many years to come.

It remains for me to wish everyone a successful season – pray for a gentle second week in August – 8 members of the club including 4 from the CoM are competing in this years Fastnet Race, and my oilskins leak! Roger.

Bar Summer Opening Hours

The Quarterdeck will be open daily from 12 noon May – September

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

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

UNSUITABLE CLOTHING: Over the last six weeks we have received a number of complaints regarding unsuitable or offensive clothing, in most cases T-shirts printed with inappropriate pictures and/or inappropriate wording. When you consider the large number of young children around, this is unacceptable. There has also been an increase in the wearing of baseball caps, sleeveless vests and soiled clothing in the clubhouse, all of which contravene our clubs dress code. Your cooperation in this matter would be very much appreciated C.O.M.

There is nothing; absolutely nothing; half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter . . . that's the charm of it... Kenneth Grahame, "The Wind In The Willows"

FREE WEATHER FORECASTS? Need a free weather forecast? Visit www.metbrief all the free weather sites are listed there.

THE CLUB RESTAURANT IS NOW OPEN MIDDAY FOR BAR FOOD

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12 noon to 2.00pm Tuesday to Saturday.

Why not stop in and sample some of the excellent fare available at lunchtimes at the Cardiff Bay Yacht Club, such as Jacket Potatoes overflowing with sumptuous fillings or Welsh Rarebit like you've never tasted before. Maybe you'd prefer a mouth-watering Curry or a Lasagne to die for. I'm sure you will find something to tickle your taste buds on our menu.

? ? ? ? ? ? ? ? DINGHY SECTION ? ? ? ? ? ? ? ? ?

DINGHY SECTION NEWS: It is the goal of the dinghy committee to provide an enjoyable set of races throughout the year, open to all members of the club. This year we have extended our series to run for 10 races. There are race cards behind the bar for you to take home but, also keep an eye on the notice boards. As you can appreciate, many people give up their time freely to help run the series, including the mighty, if slightly cantankerous, Colin. All hail the Farr! (You understand I am just grovelling for good results!)

We always need more people to help as everyone who races must do their turn, it is simply a matter of fairness, so, why should it be the same people all the time?

Last year we introduced registration fees per series, this has become a pain to administrate, so it has been decided to change the way in which we do this to a yearly system.

- £15 per year for adults
- This money will be used to pay for the management of the races and to provide prizes
- Free for under 17s
- All racers must register to race with us, **this is a club policy**, see Colin before racing.
- Registration to run from beginning of Frostbite to end of Autumn series
- You must register when you race for first time in that year, this can be at any stage during the year
- If you are cruising in the area we are sailing, please show consideration on the water by keeping clear.
- We will be trying to have a yearly series by combining all race series, with presentations at the annual dinner.

Until this comes into action in December you must still register with Colin for all series, again this is club policy!

If you wish to be informed about news, help out the Section or, be informed of results and events, please email me on andy@safetrak.com with your details. Look forward to seeing you on the water! Andy Devonport (Dinghy Committee).

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SECURITY & CLUB ENTRY KEY CARDS: It has been noted that a number of members are regularly buzzing the Office/Bar to gain access to the Club at the main gate instead of using their Key Card.

Every member should be in possession of a key card, therefore should not need to use the call button on the gate. If you do not have a key card or your key card is not working, a quick visit or call to the office and any problems can be rectified. The cost of a replacement card if you have lost yours or, want an additional card (2 cards allowed per member) is £6.00.

Members are reminded that they should not lend their key card to anyone, whether they be a member or not.

Also, when members invite guests, they should meet them at the gate in order to enable them to gain entry and exit, and not rely on buzzing the office and bar. 'Cos it's very annoying.

THANK YOU: Admin Office Alterations As you are no doubt aware parts of the Clubhouse have recently been given a much needed facelift, with the lobby and stairwell receiving a new coat of paint which has considerably brightened it up making it more welcoming. Most of the building work was centred around the Admin Office which has had to be extended due to the increase in membership, pontoons etc and the subsequent work generated. When the work was being carried out the Admin Office was temporarily relocated to the stage end of the Quarterdeck Bar, and the office and Marina Manager would like to thank all the members for their patience and understanding during this time. The office is now back up and running and the staff willing and able to assist with any information or problems anyone should have.

FOR SALE: Avon Redcrest: Bag, oars, floor boards, thwart. Stainless steel slings. Old but serviceable. £100.00. - WWII Very Pistol, red and white cartridge flares. FAC required - details on request. - Autohelm personal electronic compass exc con - £35.00. Complete set of signaling flags (in a roll, good quality, boxwood toggles) - courtesy flags (France, Channel Islands, Ireland) £55 contact: Charles Wollacott 20702704. - 07986 452211

FOR SALE: Swiftech M 168 (non-DSC) In good working order, replaced by DSC set £20 Contact Richard White 01453 752010

MACKEREL SKY: 12 hours dry.

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

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

EYE: Nelson did place his telescope to his blind eye during the battle of Copenhagen in 1801, defying the signal of his superior, Admiral Sir Hyde Parker, ordering him to break off the battle. Nelson said "sometimes I have the right to be blind. By God I see no signal" He pressed on with the battle, forcing the Danes to surrender.

UNUSED TRAILERS: Members are reminded that all trailers, launching trolleys and cradles must be removed from the premises when not in use. A high penalty rate will be levied on those that we can identify and the remainder disposed of.

USE IT OR LOSE IT: dinghies which are not used regularly will be moved by Barrie Metcalf (Marina manager) and prime positions given to boats which are used regularly. So there.

WRACK to WRACK [gravel bed] A day's sail round the islands. On an ebbing tide 3 hours before low water, with a ten knot S.W. wind, we decide to do a trip round the islands, returning on the rising tide. Leaving the last red cone, head for the Outer Wrack to the East of Penarth pier. Set a course to the West of Flatholm allowing for the set of the tide, passing well to the East of the Wolves, [they expose at low water springs]. You will be on starboard tack but don't assume right of way over any shipping in the narrow channels. Observing the island we can see an old landing area that could only have been used in settled weather at high water, behind the farmhouse, now a visitors lodge. The end of the island is soon reached, keep an eye open for shallow water, observe the WW2 gun turrets and Victorian batteries with the muzzle loading guns. Clearing the S.W. corner of the island, a course adjustment may be necessary to pass to the East of the Mackenzie and heading towards Rudder rock on the West of Steepholm, have a look at the depth, down to 40m, the deepest in the channel.

To appreciate the grandeur of the island go within 100m of the rock and see how it got its name. Turning now to observe the south of the island keep off 400m to avoid the wind shadow. Look up and see the gun turrets from WW2 looking like deserted limpets, alone anti aircraft gun still points skywards [lest we forget].

The Victorian barracks reminds of an earlier precaution; remains of a quarrying operation can be seen. Leaving the S.E. corner, stand on for another 800m before turning North as this area is very shallow and dries at low water. On the East shore is a small steep landing beach, best at high water. Above can be seen the Inn now being renovated. The steep track going up the hill used to carry a small gauge railway taken from Flanders fields, on the top are the remains of a hermitage.

The distance between the islands is soon covered entering an overfall area close to Flatholm, passing to the east, the lighthouse and above, the rain collecting tiling a small barracks now used by the Marconi society to commemorate the first transmission in 1897. The next building houses the foghorn generator no longer in use. Turning N.W. pass the small landing beach and slipway maintaining 400m offshore and set a course to pass to the South of the S. Cardiff buoy to avoid running on to the shifting south Cardiff sands. Once past the buoy, set a course north to return to the Outer Wrack. JOHN WOOD 06 2005

THE ROLE OF THE MEMBERSHIP SECRETARY OF CARDIFF BAY YACHT CLUB: As at the 31st July 2005 we have approximately 790 memberships at Cardiff Bay Yacht Club. The memberships are made up of families, couples and individuals, all of whom have a common aim and that is to enjoy themselves both on and off the water in a wide selection of boats ranging from cruisers, fishing boats, motor boats and dinghies. The Club's motto has always been "**The object for which the Club is formed is to encourage all forms of yachting, sailing, motor boating and fishing and to provide good fellowship**"

I became Membership Secretary in April 2004 knowing that in the majority of cases I would be the first person prospective new members would meet at the Club when they arrived for their interview. I believe very much in the personal touch. After all, we are a family club, albeit very large and successful. I feel that it is important to speak to all new applicants personally in order to make a mutually convenient appointment for them to meet me at the Club to discuss their applications; it is also a good opportunity to have a chat with them.

I don't have a set patter when meeting prospective new members – I don't want to sound as if I am selling them insurance! I meet and greet each person as I would a new friend – finding out if we have anything in common, swapping stories about sailing, children and life in general. Once we have established a rapport then I generally move on to how the Club is run, its rules and regulations etc and discuss their requirements if they have a boat, and the majority do, as can be seen our growing numbers on the pontoons!

I take my job as Membership Secretary very seriously. I am very conscious of the fact that it is on my recommendation that the Committee accept all new members so I make sure, to the best of my ability, that they will be the sort of members we need to ensure the continued success of what is now the premier water sports club in South Wales.

One of underlying reason for taking on this position was that I wanted be part of what I know will be a great future and to ensure, in my own way, that the legacy left us by its past members, one of whom was my father in law, would carry on and although we are growing in members and stature, that it would remain a caring family club with a strong, young element to ensure its perpetuity.

WELCOME TO NEW MEMBERS: I would like to extend a very warm welcome to the following new members who joined us during the months of June and July.

Andrew and Jane Howell, Barrie and Julie Mills, Stephen Coffin and Suzanne Scorrano, Bretton Jones and Andrea Cooper, Allen and Helen Dickinson, Peter and Monica Mills, David and Audrey Davis, Claudia Haynes, Maris Lyons (daughter of the great Colin!) Joseph Gaskell, Peter Mathias, Jonathan and Frances Jenkins-Waud, Laurie and Helene Wheeler, David Seabrook, Charlie Hope-Lang, Gareth Lewis and Sarah Williams, Stephen and Sheila Dickens, Gillian Scully, Andrew and Mandy Gauci, Nick and Anita Orford, David and Sandra Lloyd-Williams, Melanie Smith, Kathleen and John Smith, Andrew Elliott and Vivien Symonds, Andrew and Julie Pope, Lee Clarke and Morwenna Edwards, Ben and Ciara Atkinson, Sean Carter, Philip Vrettos and Rosemarie Crowley, Raymond and Hazel Browning, Lee and Encarna Costa, Tony Mear and Angela Morgan, Paul and Alison Dymond, Andrew Godfrey and Natalie Dorning, Russell and Ismay Dorning, David and Kareda Dunster, Richard Evans, Eugene and Mary Brennan, Alan and Jean Frances, Ian Webb and Emily Jewell. It was a pleasure to meet and chat with you all. Jane Hall (Membership Secretary)

FOTHER: To stop a leak in a vessel's hull by drawing a piece of canvas or a spare sail over the hole.

ACROSS THE CELTIC SEA: the voyage of an Anderson 22 "Vega" Cardiff to Kilmore Quay June 05.

For a long time I have wanted to sail across to Ireland . Having owned a succession of small boats, all less than 27 feet, conditions needed to be very settled and previous attempts got no further than Milford Haven, even Watchet on one occasion.

This year I decided to give it another go. The first decent weather which coincided with time off etc. came in June. Everything looked good, my wife Wendy offering me support and encouragement, stationary high pressure system promising light NE winds for a few days at least. A willing and able crew who, as well as being a capable helmsman, is also easy to get on with. Boat with newish rigging and sails, yet more new charts (Stanfords waterproof chart pack) than the day before sailing, - disaster....My friend and crewman had to pull out due to unavoidable circumstances. I swore a bit then gave it some thought, wished I had an Autohelm then decided to carry on single handed.

I departed around HW on a Thursday morning for a gentle sail down to Mumbles, but a forecast of thunder storms made the Marina seem very inviting. Later that night a terrific thunder and lightning storm hit Swansea. I drew comfort from having one of the shortest masts in the marina!

First lock out in the morning and a long fairly uneventful sail to Dale. Spotted a few porpoises near St Govans among the dozens of lobster pot markers. No way could you get through without keeping a constant look out for the orange menaces. I think these guys must have trained in mine warfare.

After a rest day in the Haven, on Sunday evening I moored on the floating pontoon in Dale Roads. A couple with a Bayliner motorboat invited me aboard to help them out with a surplus of mussels bread and wine, so naturally I offered to help them out. Being single handed doesn't have to mean unsociable!

At 03.45 it would have been easy to think of an excuse to stay in my bunk but by 04.00 I was underway, drinking coffee and motor sailing in a light breeze towards St Annes Head. Unfortunately, my preference to sleep at night and sail by day meant 5 hours of South going tide on the Welsh side where tides are much stronger. You can't fight it, so on a beam reach I settled for a westerly course to take me out South of the Smalls light house. I could have motor sailed and gained a bit to the North, but this would have put me up tide of the Hats and Barrels Rocks. Should anything go wrong, not a nice place to be. I reached the Smalls by about 0930 as the tide changed and wind increased.

Now with a reef in the main and partly furled Genoa, life was rosy again 7.5 on the GPS in the right direction. Then the icing on the cake, the first of several visits by Dolphins. Up to about 20 playing around the boat.

In the late afternoon bits of Ireland came into view, the wind farm off Carnsore Point is a good landmark, then across St Patrick's bridge between the two buoys marking the deepest bit, down with sails and motored up the leading marks into Kilmore Quay at about 19.00.

There's a small marina in the fishing Harbour. You can watch seals feeding on scraps from the fishing boats but I was more drawn to a meal and some beer in Kehoes Pub. A friendly mix of Yachties, Fisherman, Holidaymakers, and really good food, as far as I remember....

The following day's forecast was for NE 3 to 4, perfect but with warnings of strong winds in the next 3 days, so regrettably, next morning I motored out at about 09.00 with strong coffee and headed out for a perfect days sail back across the St Georges Channel. Full Sail, beam reach and favourable tides made for a 12 hour passage time from pontoon to pontoon. Not bad in a 22 foot boat. Lots more Dolphins and one Basking Shark sighted really cheered me up .Coming back across St Brides Bay through the Islands into the Haven was the most memorable sail ever. Sheets eased, over 6 knots through the water and favourable tide in sunshine. Excellent.

I rested up in Dale the following day. Thunder and lightning with sudden changes in wind strength and direction made me glad I had come back when I did.

Once the weather improved I made my way back to Cardiff. Goose winging in a good force 4 Westerly from Nash Point all the way to the Ranny, finished the trip in fine style. I arrived in the early afternoon tired but pleased to have completed the trip in good time and without too much motoring. Everything on the boat performed well. My 4hp Suzuki Outboard proved itself when needed, much quieter than my old 2 stroke and with a 6amp charging coil to top up the batteries a bit.

The Anderson is small but fast for its size and capable of making progress in bad weather, two have crossed the Atlantic, one in both directions. The 900 lb lifting keel makes her stand up well and keep going, when other small boats start to struggle. Graham Hodges.

EVENTS IN AUGUST: 6th - 21st Birthday Boat Rally at Brecon Basin...

6th & 7th Classic Motor Boats Rally Cardiff Bay... 6th - 12th OPTIMIST NATIONALS Pwllheli... 13th West Wales Surf Life Saving Championships, Pembrey Sands, Llanelli... 13th 14th Waterfront Celebration Cardiff Bay. 14th - 19th Laser 2000 National Championships Saundersfoot S. C... 28th & 29th Harbour Festival Cardiff Bay... 3 September R.Y.A. HONDA YOUTH RIB CHAMPIONSHIP REGIONAL FINAL PGL Llangorse... 4th Sept Life Saving Rest Bay Nipper Carnival Porthcawl. Coming Soon The Welsh Sailing Games... The Shanghai Cup.

FONT PROTOCOL: For the technically minded there was a glitch in B.E. last edition (June) some of the fancy fonts I used were not supported by the printers computer, hence they came out as numbers and letters & etc. Not to worry though as this has been rectified. I hope it did not detract from your enjoyment of the edition... Editor.

Bear Essentials: is the newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by members, thanks go to the members who supply regular copy, it would be impossible to produce without your contributions. My ultimate goal is to obtain monthly copy from every section of the Club. The deadline is strictly the end of each month, if you have an article, anecdote, item for sale or wanted etc. please e-mail it to the editor... Tony Davies: tony@designbyrelish.co.uk

SLUSH FUND: This term refers to the grease that rises to the top when meat is boiled. It was smeared on the ropes and wheels of the guns to preserve them against water; the cook kept the remainder to sell to shipmates, which they then used to waterproof their clothes. (I always use this on my running and standing rigging... not.) Editor.



TIGER BAY TRAINING
Sailing & Powersports

TIGER BAY TRAINING



WE ARE PLEASED TO ANNOUNCE THAT TBT HAS BEEN FORMALLY
RECOGNISED BY THE ROYAL YACHTING ASSOCIATION TO PROVIDE
YACHT SAIL-TRAINING COURSES FROM PENARTH MARINA
ABOARD OUR SIGMA 38 'STARSHIP'.

START YACHTING	£199	2 days
COMPETENT CREW	£375/£405	5 days or 2 weekends
DAY SKIPPER	£405/£435	5 days or 2 weekends
COASTAL SKIPPER	£435	5 days
YACHTMASTER PREP	£435	5 days

Available dates include: 4-9th September, 24-26th Sept & 1/2nd Oct (2 weekends) and 26 – 30th September (Day skipper Theory). Please call us on 0780 173 4322 for details.

10% Discount for club members on these courses with newsletter

REAR COMMODORES REPORT: **Decoration:** Although the decoration work to the club and the alterations to the office are now complete; I would like to thank everyone for bearing with us while there was disruption and general mess caused by the work. The hall floor carpet is to be replaced with a more hardwearing material in the course of the next week and the stair carpet is also being replaced with a more suitable colour. The quarter deck is my next project, but I have no wish to put the club through more disruption and this will be done at a quieter time! Maintenance and repair is an ongoing item and we will continue to assess the building and arrange repairs, or improvements if appropriate, where we can.

Balcony Panels: We have been able to re-look at these recently and the club has now had one quote and we await another. These panels are available for members to purchase with their name across the bottom like the 4 panels already done. The approximate cost looks to be about £150.00 per panel, those members that applied for a panel in the past will be contacted by me shortly; other applicants should contact me and I will make the arrangements and collect payment. Enjoy the summer while you can and good sailing. **Jonathan.**

CAN'T PAY WON'T PAY: In recent years the club has been quite generous about overdue and unpaid bills. This has now got to the stage where a significant amount of the office's time is wasted chasing unpaid bills from a relatively small number of members.

I'm not talking about a week or two either, but invoices unpaid for 6 months or more. As the club expands with more members and better (and more expensive) facilities are provided we cannot carry on as we have been, and we can't have a small number of people freeloading on back of the majority of members who pay their bills promptly.

CBYC is a member's club, and if anybody is in genuine personal difficulties the committee is more than willing to discuss this in complete confidence (before things get out of hand) and help as far as possible. Members in such a situation can expect a much more sympathetic hearing than they might get from a truly commercial organization. Members who simply won't or don't pay cannot expect such sympathy. In short, "Cant Pay?" - It's your club and we'll help as far as possible. "Wont Pay ?" In future the club will be taking action on overdue invoices. Kevin Rolf (Vice Commodore).

BEAR ESSENTIALS: Bear Essentials is to be posted to the members three times a year... (May, August and November). Section Captains... this would be a good time to contact members in your section and I would be most pleased if you have something to contribute to please e-mail it to me... The deadline as usual, is strictly the end of each month.

BEES: When bees to distance wing their flight, days are warm and skies are bright, but when their flight ends near the hive wind and rain will soon arrive. (so always carry a bee hive on your fore deck... Editor)



DON'T FORGET BEAR ESSENTIALS NEEDS YOU. I am always hungry for copy; Ed.



KISS ME: After Nelsons death, a rumour went around that his last words had been “Kismet, Hardy” – the Persian word for fate. But Hardy confirmed that the dying man had said. “Kiss me Hardy” – and that he had obliged.

O.G.A. at the BAY 4th and 5th June 2005... The very first Old Gaffers event to be held in Cardiff Bay took place on what was supposed to be a glorious weekend in early June. Unfortunately, and inevitably, the weather didn't buy in to the plan!

Friday evening and four boats arrived on the tide from the English side of the estuary. (Whether we sit on the edge of the Severn Estuary or the Bristol Channel could be a debate for another time). They tied up on the outer pontoon at CBYC having had a spirited crossing in a lively wind. *Working Boat One*, the fifty-three foot LOA Ferro-ketch had blown a heads'l on the way over and it needed some nifty work at the masthead to unravel the peak halyard on *Mrs Mouse*. Meanwhile, I was snug in the clubhouse bar where I was witness to an exchange that gave everyone a little chuckle. Lucy, the barmaid, answered the phone and called over to Barrie Metcalf- "There are some gas fitters outside, can you have a word with them?" Barrie duly did and came off the phone with a grin as wide as Barry Island beach- "They weren't gas fitters" gurgled Barrie "They're *gaff-riggers*, outside the barrage!" Well, I could be mistaken but I'm sure poor Lucy's cheeks turned the colour of a good glass of claret.

Now, we had planned to have a race on Saturday, but it was gusting a six and with one or two boats having put a metaphorical toe in the water, the reluctant decision was made to call it off. I know not everyone agreed with that and two or three boats did get out on the water, but sailing gaffers is all about *enjoying* the experience. That night, after a splendid meal in the CBYC clubhouse, we held the prize giving anyway. Well we did have some rather excellent bottles of red wine and we did have some contestants, so why not? The race committee (me) worked out who would have won if there had been a race, and dished out the prizes accordingly. Best overseas skipper for instance went to a Kiwi sailing out of Watchet. Coincidentally, and no relation, but the best overseas crew also went to a Kiwi, sailing on *Fleur* in her homeport.

Most of the visiting crews, however far they had travelled, took the opportunity to gawp at what must be one of the finest clubhouse views of its kind anywhere unrolling as it does out across a glorious panorama. I mean, where else can you get feast your eyes on such an expanse of water edged with some very fine buildings, old and new, that includes the arched back of the Wales Millennium Centre, affectionately known as the 'Armadillo' and which some say is a rival to the Sydney Opera House, as well as the giant arachnid structure of the Millennium Stadium, the finest rugby stadium and sporting arena in the world, nestling in the heart of the city. It is said that if you stand up anywhere in Cardiff and you can't see the stadium, you're either inside it or you're not in the city after all!

Early Sunday afternoon the boats took to the water for a short cruise around the Bay before passing through the barrage for a sail past. Locking in or out of the barrage can be a bit of a challenge for those not used to it though, especially on springs, when huge volumes of water alternatively fill and drain the locks. Once outside and looking down channel past Penarth pier, it was quite a sight as the gaff-rigged fleet began to fan out. But what is a rare sight today, would have been commonplace in years gone by.



The ports hereabouts are steeped in history and helped to shape the trading routes of the world. Gaffers and luggers are no strangers to these shores and it's to be hoped that these boats and their crews won't be strangers either and will return to the OGA at the BAY another time.

Making the most of it, I had enjoyed a solitary couple of hours sailing- but perhaps stayed out a little too long. On a last long drift across the bay in *Fleur*, a diminutive lug sailed ketch, the rain that had been picking all afternoon turned into a steady downpour. As I sat on the helm, watching the rainwater tumbling off the saturated main, the waterbus came up from astern emitting a strange whistling noise as it went by. The skipper was tunelessly whistling '*Singing in the Rain*' over the PA system. Two lonely passengers hiding behind foggy glass windows seemed as bemused as I was. '*Sailing in The Rain*' was certainly appropriate and having raised a hand in half a wave at the waterbus, I couldn't get the pesky tune out of my head. Viv Head June 2005.

CLUB DEVELOPMENT UPDATE: As you have probably seen the work on the car park has been progressing, and may even be completed by the time you get this. The new concreted section of the compound will be marked out for about 90 car spaces, and in the summer this will be a car park and in the winter it will be a boat compound.

This will not only make life easier for you but is also a requirement of the planning permission for the extra pontoons. The next move will probably be the provision of electricity to the eastern section of the pontoons for those who need shore power. Once this is complete they will be slightly more expensive than the others, to reflect their better facilities.

In fact, once the new pontoons are completed and stretch nearly all the way to Cambrian Marine we will probably end up with a number of different price bands reflecting different levels of convenience and facilities. Requests for tenders are out for the remainder of the pontoons so there will be more construction over this winter. Kev (Vice Commodore).

FOR SALE: two non-DSC VHF radios both in working condition. I also have a gas cooker, also in working condition. Offers invited. For further information, please contact John Guilfoyle: 029 2070 6309 (home), 07970 177929 (mobile) johnguiffoyle@tesco.net.

SPUME. Froth off the sea

THAT COULDN'T HAPPEN TO ME! I wouldn't be such an idiot, or, there but for the grace of God, go I. The reports of rescues at sea - dramatic or routine, windsurfers or yachts - are always worth thinking about. Why was the rescue needed? The idea that accidents only happen to other people is a dangerous one - both afloat and ashore.

ABERYSTWYTH FISHING TRIP: On Saturday 24th July 8 anglers from CBYC embarked on a fishing charter trip out of Aberystwyth, our boat was a 33ft Aquabell called "Ma-Chipe" and the weather was absolutely perfect, with blue sky, sunshine no wind and clear blue sea.

We set out from the harbour at 9am and returned at 7pm having caught 5 tope, the largest of which was 38lb, over 30 Black Bream (delicious), loads of mackerel, both for bait and taking home and a total of 16 different species altogether, totalling over 300 fish.

Our thanks go to Phil Dominy for organizing the day and all I can say is "when is the next one?" watch this space!! Gareth Davies.

Cardiff Bay Yacht Club ANGLING SECTION

Social Evening

Saturday, 6th August 2005 @ 7.30 pm- for 8pm
in The Quarterdeck Lounge

Sam Cash

International Vocalist

Music, Raffles, Dancing & Buffet

Tickets: £4.00. Includes: Buffet

PINGLES TALES: *Sagas of the West Indies* After seven or eight years of visiting one of our own at the British Virgin Islands, namely John Hayes, I have begun to glean some knowledge of the mixture of peoples and their lifestyles. A portion join a variety of religious groups available, i.e. born again Christians, whereas the black ethnic population will be heard singing their hearts out in the simple little Halls available to them. Then there are those who think only of a life on a sailing boat, scratching a living, never able to gain any resources.

Can one make their way to this seemingly paradise, wandering the islands and survive the daily problems that inevitably will turn up? What is the Caribbean made up of? A string of islands running north to south, about 30 miles apart which vary in size from small to a bit larger. What to expect when voyaging; black officialdom on most, and possibly hurricanes on all--in the season---June to October.

To make a permanent lifestyle there? almost, but never impossible, without substantial financial resources. Also consider lack of hospital and medical service availability to the standard you are used to in case of illnesses or accident---has to be paid for, if available! One of our own has achieved this and now considers it his home. Boat prices are way down on ours---so anyone with West Indian dreams, with a paid up house and boat to liquidate could make a start. Best also to have a like minded partner and go for at least a two week holiday to the BVI first. Look at the boats for sale at that time, compare the prices with ours, next most important, look at rented accommodation----quality, location, prices. Once you have secured ownership of the vessel of your choice you can then live abroad, not necessarily in a marina, but at the many anchorages available once you acquired friends and knowledge of such places.

Speaking to the locals is at first another daunting task. One sees many of them seemingly doing nothing---men sleeping on outdoor tables with their knees in the air, others driving monster trucks at speeds to keep out of the way of. On the other hand when meeting other locals serving in a variety of shops, or men folk on building sites you may on enquiry be told they were from another of the string of islands that abound. It is their own economic flow of people migration as in Europe, seeking the work that others may choose not to do. Tread softly, softly when chatting in this manner, try not to make it sound like an interrogation, which some have said is my usual manner---(surely not) !

Nevertheless, there is a distinct difference between the Sun Sail visitors that pour in and the local population. There are also the many hundreds of mostly American owned magnificent sailing machines, hardly one as little as 30'---unless its one of the powerboat category. All in superb marina accommodation, with waterside bar and restaurant facilities. Many of the American and Brit Ex Pats are engaged in the Boat Charter Industry, one way or another, as is John Hayes.

Having spent several years repairing a hurricane damaged 49' catamaran, he is now fully engaged at day chartering in the BVI and has built a reputation and style which is giving him a substantial income. When I left him during July he was investing his capital in land which included a block of apartments. It can be done----with the right partner, determination, ability at most things, and a share of good luck of course. Brian Pingle... (High Flyer).

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 Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman and Ruth Coles. Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. 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 by the Editor. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Jane Hall - (029 514 915). Moorings, pontoons, yard, haul-out - Barrie Metcalf - (07966 930823) - during the weekend working period. i.e. 09.00 - 13.00 Sat. & Sun use (07773 462769). Cruisers - Tony Davies (2051 5376). Dinghies - Jeremy Taylor - (029 2040 0457). Catamarans - Idris Dibble (029 20252973). Angling - Bryan Morgan - (029 2021 7910). Motorboats - Gareth Davies (029 2086 9167). Catering - Bar - (029 2022 6575). Sailing School - Nick Sawyer (029 2051 4966). 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 - Paul Simes (01443 205 120). Sailing School Principal - Nick Sawyer (029 2051 4966). 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) To external recipients of Bear Essentials, please would you kindly display it where others may read it, on a notice board if possible, thank you. For sale and wanted ads will run for three months and then deleted unless I hear that the item remains unsold. Editor.