

Free man, you always cherish the sea! The sea is your mirror; you study your soul in the infinite roll of its billows.

FLAT HOLM The sign above the landing beach at Flatholm reads 'Visitors Welcome'. Some members of Portishead Cruising Club decided to take up the hospitality of the 'Flatholm project' this weekend, and anchored off then went ashore. Here are some notes from that visit, for the benefit of anyone who would like to go ashore on this Island. We landed on the stony beach on the North East side. Leaving Portishead at high water, we arrived at Flatholm about two hours before low water and we anchored off in about 8 metres of water. At this time there was a relatively fast flow of tide around the Island, so, we anchored as close in as possible - (allowing for the fall of the tide and the swinging arc of the anchor rope etc.) - at a point where the tide splits to go around the Island.

From past experience of club members, anchoring can be a bit hit and miss, with anchors having broken out or been caught on obstructions. However with a few precautions (for examples see below) the risks can be reduced, allowing access ashore. Towards the North side of this beach there are cables which run across to Wales, obviously anchoring over them should be avoided. These cables are shown on the chart.

As the tide turns, the boats will swing 180 degrees, which could be the reason for the anchors breaking out. Allow enough space between boats to avoid 'collisions' at the turn of tide. We used a tripping line on our anchor, in case it became stuck.

Some advice I received, which sounded reasonable, is to avoid the tripping line getting caught around the rudder or propeller, use a length of tripping line a few metres longer than the depth you are anchoring in and tie the 'free' end as far up the anchor chain as it will go without exerting a pull on the anchor. The line will then be taken under with the chain. If needed the tripping line can be reached by pulling in the chain.

The tide flows fairly rapidly around Flatholm, so, before going ashore in the dinghy, satisfy yourself that it is safe. Also satisfy yourself that there are no onshore waves (nor any likelihood during the period of your visit), which could endanger the beach landing.

To allow for boats breaking out their anchors and dinghies 'missing' the island, we anchored in company and left one 'safety' boat fully crewed up. Each anchored boat was left open with the keys available. We also arranged communications between the safety boat and the shore. On the day we were there, there were no other visitors and so the staff were available to give us a guided tour of the island, which has had many uses and now is primarily used for environmental research and as an 'educational resource'. The guided tour cost £1 per person. If you want to make arrangements in advance for a visit, or for more information contact the Flatholm project (details on <http://www.cardiff.gov.uk/flatholm/>).

The resort town of Bude is on the North Cornish Coast, about half way between Hartland Point and Padstow. Following recent work on the sea locks at the end of Bude Canal; access to the canal for visiting boats is now readily available. To encourage boats to visit Bude and use the canal, the previous lock charge (which I understand was in the order of cost of £100) has been scrapped. There is a Canal License Charge of 60p per foot per day, or £2 per foot per week. (e.g. a 32' boat would be charged £19.20 per day or £64 per week).

Below is a copy of an email received from Charlie David (Coast and Countryside Officer, North Cornwall District Council). Having previously visited Bude by land I can definitely recommend a visit (or a longer stay). I would encourage you to fill in the attached questionnaire (the more interest we show, the more we stand to benefit). To find out what we've all been missing visit <http://www.bude.co.uk/> Fair Winds John Filer Yacht 'Fifth' Portishead

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 Sec. Here is the list of New Members for August 2003:- Mr John & Mrs Michele Easton. Mr Chris Lyle. Mr Colin Kirby. Mr Gareth Gifford Mr Daniel Gifford. Mr Jeremy & Mrs Alison Lewis. Mr David Evans (Junior) Mr Gavin Smith. Mr Ian James. Mrs Caroline & Mr Anthony Garrett Mr William & Mrs Sarian Knott. Mr Bruce & Mrs Jean Evans. Mr Christopher Richards & Ms Emma Bennett. Dr Jo Hunt & Ioan Jones. Mr Darren & Mrs Jennifer Baldwin. Mr Richard & Mrs Helen Nelmes. Mr Kevin Elley Mr Christopher & Mrs Andrea Western Mr Carl & Mrs Karen Ringham Mr Stephen Wood & Ms Rosanne Priest Mr Andrew Haines & Ms Tracy Murphy.

BOAT JUMBLE The recent boat jumble was a great success with over 20 stall holders turning to on the day, although I do think that a few more buyers would have been a little more conducive to the profitability of the sellers, perhaps we'll hold another in the spring at a more convenient time. T.D.

POWERFULL SEA The sea has been called deceitful and treacherous, but there lies in this trait only the character of a great natural power, which renews its strength, and, without reference to joy or sorrow, follows eternal laws which are imposed by a higher power. W. Humboldt.

GALLEY Did you know you can get a reasonably priced Sunday lunch, expertly cooked using only the freshest ingredients from John in the galley, he also provides food on Tuesdays and Thursday evenings as well as Saturday afternoons, give them a try you wont be disappointed, I wasn't Tony Davies.

**ANGLING Section SOCIAL EVENING, FIRST WEDNESDAY OF EVERY MONTH.
Light refreshments, Quiz & Raffle. This Month: Wed 3rd,
John Wood will give a talk on boats etc.**

Cats - The second event in the Catamaran Series was held on Sunday 3rd of August. Sadly the turnout wasn't as strong as the previous month without our travelling Dart 18 friends and Jeremy Taylor who had a blonde moment double booking himself, at least now he has dyed his hair appropriately! Even so we had five Cats out for a very warm and sunny afternoon sail. The first race we all attempted to use all those light wind tactics like sunbathing on the trampoline, apparently that is what it looks like! Again we were plagued by a distinct lack of wind, although Alex Farr in his shiny new Spitfire didn't seem to notice romping in first on race one. I must say that he did look particularly smug when he managed to lap a certain struggling Dart 18 as he crossed the finish line to give him another first on race two. The next race is on the 7th of September so we hope to see all the Cat sailors out! - Andy Devonport

Class	Sail No	Helm	Crew	R3	R4
Spitfire	100	Alexander Farr	Marcell Newbold	1	1
Dart 15	469	Idris Dibble		2	3
Dart 15	1488	Ian Williams		3	2
Dart 18	3790	Andy Devonport	Jonathan" Ed" Edwin	4	DNF
Dart 16	2121	Haden Pocock		5	DNF

SOCIAL

Sat 18 Oct 2003 Social Evening with Artist
Sat 25 Oct 2003 Bingo Evening
Sat 8 Nov 2003 Bingo & Quiz night
Sat 22 Nov 2003 Bingo & Quiz Night
6 Dec Bingo & Quiz Night 13 Dec Private Party (All Members admitted)
20 Dec Bingo & Quiz Night 24 Dec Christmas Raffle
Draw Night 27 Dec Fun Night 31 Dec New Year's Eve Dinner
Dance with David Escott 1 Jan New Year's Day RacePlease
come and support our club events David Penning Social Sec.

DID YOU KNOW? Temperature control on diesel engines. All the internal precision parts of an engine must reach their correct operating tolerances at a predetermined temperature, which coincides with the engines continuous and maximum horsepower output. A very large proportion of engine wear takes place when the unit is first started and up to the point when it reaches the designed operating temperature. Until this point, the internal parts have not fully expanded and are not properly lubricated as they would be when full operating temperature is achieved. Parts could be described as "slack" or incorrectly fitting until full expansion has taken place and as such are liable to wear. An average sailing yacht's engine is started up on the pontoon or mooring, run for a short period whilst motoring down the channel and then shut down. It may only have a fixed or folding propeller, which is unable to load the engine correctly. The engine has only run for a short period under light load conditions and has not reached the correct working temperature. This means it is subject to abnormal wear on precision moving parts such as bearings, sleeves, guides etc. It is possible that some yacht engines never reach their designed working temperature. Some marine diesels get a bad name for costly rebuilds when in fact they are being used in a manner outside their intended purpose, which is light loading and not hard working. It is now possible to appreciate why it is so important to run the engine correctly and achieve the designed operating temperature. T.D.

WHATS GOING ON? We are reliably informed that there are over 800 members at CBYC. Well, you wouldn't have thought that by the turnout at the club on the evening of Saturday 30 August, when about 15 - 20 people turned up to the disco in the evening. A bit disappointing for the social Committee, I would say. Notwithstanding this, perhaps the membership would like to listen to live entertainment? So, to that end a band is being formed for your enjoyment, or otherwise, as the case maybe. So, please watch this magazine and the notice boards for further updates and dates when they will be playing. It should be well worth a trip to the club to listen to them. By the way, we are still trying to find a name for the band, so, if you have a suggestion please contact the editor Tony 07816337904.

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.

MACKEREL SKIES and Mares tails Make tall ships carry short sails and for those landlubbers that can't remember, port from starboard There is no more red port left! Also, Another reminder-Two R's for Right, in Starboard and only one Left in Port !

FOR SALE New Mainstream Flotation Suit XXL Navy/Yellow Cost £160 will sell £60 o.n.o. 2 x 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 Gill, 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.

FOR SALE Korina, 20 foot Bermudan sloop, fin keel outboard engine, £2705.00 plus cradle & trailer £950.00 tel 01443 822548

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.

BARRAGE If you would like to take a tour of the workings of the Cardiff Barrage, Stewart Jones the manager and our Flying Fifteen Captain has kindly offered a conducted tour. Please append your name to the notice on the Club notice board, its on Thursday 25 September and you have to be at the Barrage car park at 18.30 any query please call Tony 07816337904.

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.

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

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.

BAND Does anybody have a suggestion for the name of the new CBYC band, or interested in becoming a member of the band? Please contact Tony or Nigel on 07816337904.

Introduction to Racing - Crewed Dinghies There will be an RYA Introduction To Racing course run on the weekend of 20th / 21st September.

This is aimed at people who are new to racing or would like to try it for the first time. This particular course is for people who sail crewed dinghies in the "medium handicap" range - GP14, Wayfarer, Laser 2000 etc - and will be run in students' own boats although the club Wayfarers are also available on a first-come-first-served basis.

For further information, or to book your place, please contact Ruth Coles (CBYC Office) or Helen Phillips (2021 5759)

HAND BOOK In an attempt to improve next years hand book 2004 - 2005 a 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.

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, hand-held chart/map plotter incl. C-map Bristol Channel £150 Tel: 02920 626 369

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...

LIBRARY Nautical books required for the club library would be most welcome. Please contact Tony Davies or alternatively place them in the downstairs bar T.D.

EDITORIAL Editor - Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Fax 029 2049 2340, Mobile 07816 337904 E-Mail enq@natures-table.co.uk. Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman. 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 purposes, always use 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. Club contacts: - Fees - Ruth Coles - 029 2066 6627. Membership - Roy Evans - 029 2070 4696. Moorings, pontoons, yard, haul-out - Barrie Metcalf - 029 2066 6627. Sailing Secretary - (Vacant). Cruisers - Andy Higson 01446 750036, Dinghies - Jeremy Taylor - 029 2040 0457. Angling - Bryan Morgan - 029 2021 7910. Catering - (Galley). Bar - 029 2022 6575. Social Committee - Dave Penning - 029 2065 7988. Sailing School Principal - Nick Sawyer - (2051 4966). **Council Officers:** - President - Peter Annette 2061 5159 Vice President - Alan Savage 2051 2534, Junior Vice President - John Mead 01443 225338. Commodore - John Jefferies (2061 0864). Vice Commodore - Terry Lee (01446 739601). Rear Commodore - Roy Evans (02070 4696) (Secretary Mike Walsh (2086 1460) Minutes Secretary - Steve Adam (2055 3783). Hon. Treasurer - Brian Bevan (2049 4960). Hon. Sailing Sec. - (Vacant). **Management Committee:** - John Gittins (2088 2935) Mike Street (2061 4888). Dave Penning (2065 7988) Tony Davies (2051 5376). Alan Shaft (01446 730654). Dinghy Chairman Jeremy Taylor (2040 0457). Angling Chairman John Gittins (2088 2935). Social Committee Chairman - Dave Penning (2065 7988).

Thursday night is Cruiser Night.

Waverley Paddle Steamer evening cruise on Friday 17 October - Depart
19.30 return 22.30 £15.95 – 10% discount if over 10 people.
Names on club notice board please contact Tony 07816337904.

GENERAL INFORMATION AND BIOLOGY SPIDERS (Order *Araneae*) Few creatures are as feared and misunderstood as spiders. For the most part, spiders are harmless and generally beneficial by keeping the insect populations in check. Spiders are seldom aggressive and bite only when threatened or injured. Few spiders bite people and the venom of most is harmless.. And remember, the better you understand **any** pest, the easier it will be to eliminate or control. Spiders are the largest group of arachnids. There are more than 35,000 named species worldwide, including about???, but probably most spider species are still awaiting identification. When someone brings a spider to us for identification, it is usually large (which makes one believe it might be a Tarantula) or is marked with brilliant colours (which many believe might be a Black Widow), but most spiders that we are asked to identify are harmless.

These predators live almost everywhere - on the ground, under rocks, inside and underneath playground equipment, among grasses, on plants, in tree branches, in underground caves and even on the water. Spiders frequently stray into dwellings or other indoor habitats, or may be accidentally introduced on firewood, laundry that has been hung out to dry, and on flowers. Spiders will also sneak into our homes in boxes, clothing or furniture. In windows and near outdoor lighting, web-building spiders often construct webs because insect prey may be attracted at night by the lights and by air currents.

Spiders are easily recognized by the 4 pairs of seven segmented legs and (like all arachnids) have a cephalothorax and abdomen. But unlike scorpions, mites and daddy-long-legs, the cephalothorax and abdomen of the spider are separated by a visible waist or pedicel. The top of the cephalothorax is protected by a shield-like covering called the carapace.

Most species have 8 simple eyes, although some have less and a few species have none. Often the number and arrangement of eyes are important in identifying the different families. Below the eyes are 2 small jaws (or chelicerae) that end in fangs. Venom is produced in glands and empties through a duct in the fangs. This venom is used to paralyse or kill prey. Then the spider crushes the victim by rubbing the chelicerae against each other and against the enlarged bases of the pedipalps, located before the first legs. There are usually 6 finger-like silk glands (spinnerets) located beneath the abdomen, just in front of the anus.

Not all spiders spin webs. Some live in burrows, which they line with silk, while others have no retreat at all. All young spiders and some adult males release long silken strands, which they use like a parachute to ride the wind to other areas. This process is called ballooning. Most spiders lay their eggs in silken egg sacs that are placed in the web, attached to leaves or twigs, or carried around by the spider until the eggs hatch. Spiderlings (as the young are sometimes called) resemble adults and are often cannibalistic. All spiders are predators and most feed on insects, although a few large species prey on small vertebrate animals. T.D.

Spiders Are Good Guys

Spiders need a good spin-doctor. The movie "Arachnophobia" certainly did not help their image. A tiny spider in the sink can compel the most self-assured person to scream for the designated spider killer in the family. Despite their reputation, spiders are beneficial. They eat all kinds of pesky bugs like flies and crickets. Actually they are opportunistic feeders and eat pretty much anything they can catch. I can relate to that lifestyle.

Most spiders are shy and will avoid humans. Spiders can bite if provoked but generally the venom is not particularly toxic and merely causes a reddened area of the skin. People can have an allergic reaction to a bite and would want to consult a physician especially if the bite is slow to heal. The dangerous spider bites from Brown Recluses and Black Widows are much more rare since the development of indoor plumbing. Spiders just love those outhouses. Pictures of these reclusive spiders are readily available.

As fall approaches, many spiders reach adulthood, mate, and lay eggs for next summer. Some of these spiders can get large and may cause unwarranted alarm.

Orb weavers are the most obvious large spiders since they spin large webs a foot or more in diameter during the night across sidewalks, doorways, between garden plants and in other areas where they are quite noticeable. That's why the first person down the hiking trail in the morning is the spider web collector. Most of the large, common orb weavers (*Araneus*) grow to a leg-span of 1-2 inches and have light and dark banded legs.

Another common orb weaver is the large yellow and black garden spider or argiope. It builds a two-foot diameter web with a zigzag vertical strip of white silk in the center. They respond to vibration in the web by quickly running over to the prey, and subduing it by rolling it into a straightjacket of silk. It's great fun to catch a fly and toss it into a garden spider's web. It's not much fun for the fly, but cheap entertainment for the family.

Wolf spiders also may have a two-inch leg span, but do not build an orb web in which to catch their prey. Like their namesake, they run down and overpower the crickets, earwigs, and other insect prey. Many of the wolf spiders are hairy, dark brown and have a stripe or pattern down their backs. After hatching, the young spiderlings will ride on their mother's back for a few days before venturing off on their own. Wolf spiders are nocturnal and live among fallen leaves in taller grass, ground covers, and in other protected areas. They may wander into homes through cracks and crevices in the foundations as the temperature drops in the fall.

Widespread destruction of spiders should be avoided and is not necessary. To keep spiders out of your home clean up woodpiles and leaves from around the foundations. Caulk cracks and crevices around the foundations, windows and doors. Use a hose with high-pressure water to remove spiders from outside walls. Use yellow or sodium vapour lights outside to reduce night flying insects around the home. Spraying the outside foundations and the soil next to them with diazinon insecticide may keep unwanted invaders out. Be sure to read and follow all label directions.

Once in the home most spiders can be scooped up and gently deposited outdoors by the designated spider remover. Or can be removed by vacuuming. Also move and dust often behind and under furniture, stored materials, wall hangings and ceiling corners to discourage spider establishment. T.D.

The Galley 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.

"Son, if you've got a boat on a mooring, you've got a sick woman on your hands" Port Kembla fishing legend, the late Bernard "Bunny" Whalan

SEASICKNESS Ginger, about 1 gram of powdered ginger has been shown effective against motion sickness, in double-blind studies. In Germany, up to 4 grams per day is recommended. Start dosing the night before; the beauty of the ginger is it's easy to obtain and had no side effects. You might try gingersnap cookies instead. Ginger root works just as well as the tablets or powder. Ginger ale can also be used. Japanese food marts sell pickled ginger slices that can be used for the same purpose. Ginger: Non-toxic Anti-Emetic Botanical Name: Zingiber officinale Plant Part Used: The rhizome. Active Constituents: The dried rhizome contains approximately 1 to 4% volatile oils. The aromatic principles include the sesquiterpene hydrocarbons zingiberene and bisabolene. The pungent principles include the gingerols and shogaols. Actions on the Digestive System: Classified as an aromatic bitter, ginger stimulates digestion. It is also noted for improving gastrointestinal motility.

1. Ginger also improves the production and secretion of bile from the liver and gallbladder.
2. Ginger also qualifies as a carminative herb. Animal studies in Saudi Arabia show that ginger protects the stomach from the damaging effect of nonsteroidal anti-inflammatory drugs (ibuprofen is an example) and alcohol.
3. Ginger is a noted anti-emetic. While most research has suggested that this action is centered in the GI tract in humans, recent animal studies suggest that there may be some action on the central nervous system also.
4. Health Care Applications Motion Sickness: Ginger has been widely studied as a treatment for motion sickness. A 1982 study found that ginger was superior to dimenhydrinate for reducing motion sickness (caused by rotating a chair). The dose of ginger was 940 mg and it was consumed 20 to 25 minutes before the test
5. A handful of studies since have both agreed and disagreed with these results. One study tested ginger against seasickness in eighty Danish naval cadets unaccustomed to sailing in heavy seas. One gram of ginger reduced vomiting and cold sweating. Fewer symptoms of nausea and vertigo were also reported.
6. A study completed at Louisiana State University with a grant from NASA is more sceptical. Because motion sickness is common in astronauts, the researchers compared the anti-motion sickness activity of ginger and scopolamine (commonly used as a topical patch to treat motion sickness). Using the rotating chair test, they found that scopolamine was effective in reducing motion sickness while one gram of either fresh or dried ginger was not.
7. However, during their discussion of the study, the authors note that the ginger group did have a noticeable reduction in the incidence of vomiting and sweating but not nausea and vertigo.

Honey: You might also like to try a spoonful or two of honey (take creamed honey when travelling, as the runny stuff gets everywhere). Wristbands: Buy, or make seasickness bands. They are merely elastic straps you wear around the wrists which press an acupressure point that is supposedly marvellously effective in preventing motion sickness. Phenytoin (Dilantin) Several divers have written about the effectiveness of Epanutin (TM), a brand of phenytoin, (Dilantin in the US). This drug is used and approved for the control of seizure activity. Dosage has not been developed for the medication to be used for seasickness - although reports from divers indicate that it be taken the night before the dive. (South Africa). There have been several studies where a single dose of phenytoin [200 mg] was given to volunteers who were then spun around. It seems there was a significant decrease in incidents of nausea in those subjects that were given the phenytoin. It seems that it acts on the nervous system of the digestive tract to decrease nervous activity associated with nausea. That was the good news, here the is bad news:

1. Phenytoin is a prescription drug here in the United States, you can't just drop by the local pharmacy and pick some up.
2. It has some side effects that would be adverse to scuba diving should they occur at depth. These include ataxia, slurred speech, blurred vision, nystagmus, mental confusion, hallucination, headache and dizziness. Thus, it would be advisable for the diver to have 'tested' his/her reaction to the medication before the dive. These side effects may not show with just a single dose, but the actions of this drug combined with the effects of nitrogen narcosis need to be considered.
3. There are many drug interactions with phenytoin. Taking this drug while using other medications may produce the side effects that I mentioned above. In the U.S. its trade name is Dilantin. However, this drug is approved for epilepsy and not for sea sickness. Various Remedies Stugeron (cinnarizine) is an antihistamine, as is dimenhydrinate (Dramamine), diphenhydramine (Benadryl), meclizine (Bonine, and Dramamine II), and promethazine (Phenergan), (though this last is also a phenothiazine, centrally acting antiemetic) Stugeron - originally developed for use in the treatment of Parkinson's disease . Is said to work very well for most people with fewer side effects than scopolamine , et al . Stugeron(Janssen) - cinnarizine is an antihistamine prescribed for motion sickness - 30mg before travel then 15mg every 8 hrs. T.D.

AIM "Always aim for their stern and you can't hit them," given to me by Capt Grahame Willoughby, Master "Narrabeen" - and I practise it!

SEA There is, one knows not what sweet mystery about the sea, where gently awful stirrings seem to speak of some hidden soulbeneath.

WATER Not necessary to life but rather life itself, thou fillest us with a gratification that exceeds the delight of the senses.

Did you know..... With the whole world going mad about health and safety, we all have to take care with chemicals. Every chemical that we buy carries a COSHH sheet detailing what precautions should be taken in the event of spillage. Distilled water is apparently very dangerous. If you get it on your hands make sure you wash it off with copious quantities of fresh water. B.M.

CBYC CLUB OFFICERS - AREAS OF RESPONSIBILITY

COMMODORE Chairman of the Council of Management Club general & Training, Signing of cheques, Authorisation of Salaries.

REAR COMMODORE Line Manager Steward and associated staff Liaison Officer for Catering Franchise. Responsible for Bar Health & Safety, Clubhouse (including Fire Safety). Signing of Cheques Authorisation of salaries.

SECRETARY Responsible for the legality of the affairs of the Club.

MINUTES SECRETARY Responsible for the production/promulgation of all minutes of all meetings of the Council of Management.

TREASURER Control of all Club financial matters Preparation of accounts for AGM. Line Manager for Accounting staff (Ron Ley) Signing of cheques. Authorisation of Salaries.

MEMBERSHIP SECRETARY Control of membership and records. Interviewing of new Members, Processing of new members. Monitoring of membership. Control of entry to AGM & Voting.

SOCIAL SECRETARY All matters concerning the Social life of the Club, Regatta, New years Night, Christmas Eve, Saturday Nights Ladies Night and the Annual Dinner Dance.

SAILING SECRETARY Regatta, All Sailing events. Liaison between all sailing groups.

COMMUNICATIONS SECRETARY Bear Essentials, Web site, Notice Boards and Information Packs.

LAPSED MEMBERS Despite having been sent numerous reminders regarding their 2003/04 Membership fee, the following members have not responded and therefore their membership has been cancelled. As a lapsed Member, they will be refused entry into the club - this includes as a visitor or guest of another Member. They will have had their key card de-activated and their names published and posted on the notice board:- Miss Karianne Back (student) Mr & Mrs Michael P Bailey, Mr Howard M Chapman, Dr & Mrs Charles Daniels, Mr Tom Dawkins, Mr Graham Dougal, Miss Ester L Ford, Mr Adrian W Ford, Mr Mark H Furse, Mr E Greenfield, Mr & Mrs Chris Kneal, Mr & Mrs Geoffrey E Lages, Mr Ioan R Lavery, Mr David Melville, Mr John Reast, Mr Peter Richards, Mr S Sandhu, Mr & Mrs Ian Thomas, Mr & Mrs Mark Tree, Mr. Alan Walters, Mr & Mrs Colin Ward, Mr Trevor H Williams, Mrs Jeary. Club Council.

2003 SHANGHAI CUP SOCIAL EVENTS

Saturday 6th September 2003 SEVENTIES NIGHT WITH ABBA TRIBUTE BAND & 70's DISCO Come wearing 1970's fancy dress Food from 6 till 8 Tickets £5.00 (please buy in advance from behind the bar)

Saturday 13th September 2003 CARIBBEAN NIGHT WITH STEEL BAND & CARIBBEAN DISCO Come wearing Caribbean fancy dress Double Mount Gay Rum for £1.00 Food from 6 till 8 Tickets £5.00 (please buy in advance from behind the bar)

Saturday 20th September 2003 IRISH NIGHT WITH CEILIDH & DISCO Guinness for £1.00 a pint Food from 6 till 8 Tickets £5.00 (please buy in advance from behind the bar)

Saturday 27th September 2003 BLACK TIE PRESENTATION NIGHT Tickets £15.00 (please buy in advance from behind the bar)

FLYING FIFTEENS Sept 2003

Sunday racing continued throughout July and August, with an afternoon start time of 3pm. Despite some great weather there hasn't been a great response from the fifteen fleet. I guess it's the holiday season and there are lots of other demands on everybody's time. However, the racing is there if you want it. Also Wednesday evenings are proving to be good fun.

For those who enjoyed the Cardiff Classic then the next Arrowred Series event is the Cotswold Classic at South Cerney on 20/21st Sept. There will be a good size Classic fleet there and visitors are well looked after.

Welcome to Mark Williams who has purchased Chosen Slave from Peter Pope and to John Wilson who has purchased FF1650 Good Fibrations from Steve Adams. Both boats have been spotted out on the Bay already.

As an explanation of Jenn's and my absence from regular club racing, we're pleased to announce that Jenn is expecting. The baby is due at the end of Jan 2004. Regards Stuart Jones, Fleet Captain

ANGLING SECTION

The last Comp. on the 5th August was quite successful with a good turnout. First prize of £40 [Voucher] was won by Jan Arthur, [Lady Kay], with a Conger, [29+Lbs and 2nd prize of £20 was won by Glynne Hopkins, [Solitaire], with another Conger 16+Lbs. 3rd, 4th, & 5th were James Singleton, Kelvin Ledley and Bob Ward, who each received vouchers for two pints of beer. The next Comp. is on Sunday 14th September with the usual £40 & £20 Tackle Vouchers, and a further **Five Prizes of Beer Vouchers for each of the next Five heaviest fish weighed-in..** So, if you are a winner you can collect your **Vouchers** after the Weigh-in.

Another "First Wednesday of the Month Fishermen's Night", will be held on the 3rd September and again will again be a special evening. John Wood will be giving a talk on boats etc., and there will be a short Quiz, a 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.

A DATE FOR YOUR DIARY: we have arranged to hold the Angling Section Presentation Night on the 11th October. There will be entertainment by Dave Escott, our usual magnificent Raffle and also a Buffet. All this will only cost you £4.00 each, for a very entertaining evening. Further details will be published in the October issue of Bear Essentials!

Competition to name the new workboat suggestions to Barrie Metcalf please.

SLIPWAY SLIP-UP Embarrassment happens to everyone. I found one in my logbook for August 7 1983 – you remember? – when the PMC family subscription was £28.75? Penarth Dock had only the basin open to the sea, and the road ran across what we now call Town Quay. The top end of the dock was being filled with household waste, and the few boats that huddled in the basin for shelter, suffered something nasty in a brisk Easterly. In those days there were lots of little businesses on the dock, including Vellacine in the middle of a group of three, just upstream of where the south bank of the river Ely bulges. My boat was Jolivososa II, a 17 foot Pedro class cabin cruiser with a Seagull outboard. We brought her here from Suffolk at the end of 1982 and left her on her trailer for the winter chained to a telegraph pole opposite Jock McBeth's works on the south bank of the River Ely. This was in the days when I had an elderly Lada 1600 with a dicey starter motor and when just by Vellacine, there was a slipway. That's the background. The logbook – in bold - recorded the events that followed the decision to launch.

Great launching day. Decided to launch from the ... slipway, which is narrow. Obtained permission, removed nobble from trailer. Reversed boat down slip. You have to remember that this was the first time I had ever reversed a car with a trailer attached, much less down a slipway, and however hard I tried, the trailer edged towards the brink of the slipway. Up again, and tried again ... and again ... and once too often. **Somewhat later found to be stuck. Car would not go up, boat, if went further, would fall off slip.** Disaster! Terror! Humiliation! The only person to have wrecked his boat before he launched it! It was the depths of the 1983 recession ... **Appealed (on a Sunday) to three men from Vellacine. Uncoupled boat from car. First mistake.** This had an immediate effect. The front of the trailer went up, we lost hold of it, I flew through the air ... and although on landing I was bruised on the concrete I saw what followed ... **Boat proceeded backwards, came off slipway, tipped up on stern. Nobody hurt.** Not even, miraculously, the boat ... **Turned boat and took her down to the end of the slip. Left her. Tide was not yet rising. Thanked men, and discovered car would not start.** Well, more accurately, it would start, but it wouldn't drive back on to the slipway... **Requested help to tow off slipway from three men with lorry at the nearby engineering works. They pulled it clear. Thanked them.** Heaven be praised! It's all over! Got into the car, switched on and ... **Starter motor had died.** Only one factory left to try ... **Requested help from three more people for bump start. Thanked them. Picked up Morag and Sarah ... my then 6 and 4 year old daughters who had watched all this with interest ... and went for lunch. (After lunch) Bump-started car, dropped wife – Linda – at boat with the girls, drove to club, stopped car, rowed dinghy across river, waited for tide to float off boat, chugged down-river to pontoon, stepped mast and placed on mooring. Recovered trailer next night. Dignity still smarting. Boat undamaged, but had to ride out very choppy seas and up to F6 easterly. Survived ... Moored @ 1845.**

If anyone ever asks you why you need eleven adults and two child spectators to launch a 17-foot boat, now you know. I later doubled the Lada's value by filling it with petrol. Jolivososa II rode at that mooring, about 100m off the clubhouse, through the whole of the next winter, for most of which I could not get on board. The boat survived, eventually to be owned by Dick Street, but in later winters she had moorings. I laid in the Upper Cut by the old pontoon. But that's another story... and a very muddy one!
John Guilfoyle.

PORLOCK WEIR About 20NMS.W. off Lavemock Point, can be found the tiny port of Porlock Weir, on the North coast of Devon. Most yachting visitors from Cardiff Bay would make this a day trip, leaving on the ebb of a spring tide around 9a.m. to arrive within one hour of low water on a bearing of 230, anchoring off opposite the old WW2 pillbox in 3M of water on a sandy bottom and going ashore in the dinghy. Meals and a pint can be had at the Ship Inn, returning one hour after low water to ride the rising tide back to Cardiff, which usually takes 3.5 hours each way if you maintain 5kts. However it is possible to stay overnight in the pool close by the seawall remaining afloat in the excavated hole, 2M deep by about 15M diameter, or, on the hard if you have bilge keels. On a recent trip, we arrived about 1 hr after low water, going ashore to check out the available mooring, had a couple of drinks and waited for the tide to fill the narrow channel, then going back aboard and negotiating our passage between the withies about 1.5hrs before high water. The mooring provides fore and aft bridles. A dinghy is required to reach the sea wall ladder, so be prepared to get a bit muddy as the steps are just out of range. Harbour dues are payable using the parking meter and posted into a small office. Showers are available, ask at the hotel and toilets are available in the car park. Unfortunately, picturesque as Porlock Weir is with its 17century pub and thatched cottages and quaint harbour, the beer and drinks prices are extortionate at £2.85 for a pint of the black stuff for instance and the food, not thought value for money unlike years gone by. Better to take the bus, or walk the pleasant 1.5m into Porlock observing the magnificent views and gardens along the way. Porlock has many pubs and restaurants where good value for money can be had and if you want a game of pool go to the Royal. There are many wonderful walks to be made. If you are feeling really energetic, try the coastal walk to Minehead, the route of the old one peaks race, I can recommend the bus back. Or take the track South and West, up to the old church in the woods, a well worth while trek for a couple of hours. On our recent visit we left just after the early morning high tide for a trip down to Woody Bay, but were disappointed by a strong Easterly wind making the anchorage untenable, leaving us no alternative but to back track to Porlock against a falling tide. Our slow journey was eventually rewarded when we were suddenly accompanied into Porlock Bay by 5 bottlenose dolphins coming as close as 15m. A sunfish was also spotted in Woody bay, along with guillimots, fulmars, and gannets JOHN WOOD 7.2003

OLDEN DAYS A tale of the good old days when we still had tides. Our yachtsman had a small racing craft with a lifting keel. The keel fixing was very positive with the top of the keel in the shape of a wedge which fitted into a similarly shaped slot. The whole arrangement was raised and lowered by a small winch. In order to keep the keel free of mud and clean for racing, our expert raised his keel every time he returned. On this occasion, when beginning to lower the keel, the winch wire snapped. The keel dropped at speed into its position spraying mud and water around the interior of the boat.

POEM I must go down to the sea again,
to the lonely sea and the sky,
and all I ask is a tall ship
and a star to steer her by,
And the wheel's kick and the wind's song
and the white sails shaking,
And a grey mist on the sea's face
and a grey dawn breaking.
- John Masefield

Rowing harder doesn't help if the boat is headed in the wrong direction.
- Kenichi Ohmae

COMMODORE'S REPORT FOR BEAR ESSENTIALS – SEPT 2003

SATURDAY NIGHTS

I have been asked by the social Committee to bring to the notice of members, their plan for Saturday evenings. As members have expressed the wish that the clubhouse is available for members and not available for hire to non members on Saturday evenings it is their intention to attempt to fill the club with members every Saturday night starting in early October 2003. Some members may think that this leaves no space for 'personal' bookings but it is felt by the social committee that if attendance is to be maximised, there is a need for continuity, and to this end they will attempt to stage something each Saturday until Christmas, to achieve this. Please see local posters for details. Also please remember that the Quarterdeck lounge may be booked by members when not earmarked for a 'club event' as long as it is still available to members in general. If you wish to book it - speak to Ruth.

LAPSED MEMBERS

It has come to the attention of the Council that a number of people are still using the club after having their membership lapsed through arrears in payment of fees. Please be aware that lapsed members are not allowed to use any of the club's facilities whatever this includes the right to moor on club facilities. If you know of any such person, please inform a member of the Council immediately.

WASTE DISPOSAL

Please remember that the waste disposal facilities provided by the club cost a great deal of money each month and are meant for the disposal of waste from boats moored on club moorings.

They are NOT intended for the disposal of waste from outside the club environment, In short, don't bring your household waste to the club for disposal, take it to your local waste disposal facility.

BOAT JUMBLE

On Friday 29th August 2003 Tony Davies organised what was, I hope, the first in a series of boat Jumbles within the club. For a first event, it was, in my opinion, quite well attended from a buyer and seller point of view. Everyone I spoke to at the event seemed to be delighted with the idea and all wished for the events to continue. My thanks to Tony Davies for his efforts and to all those who entered into the spirit of the event.

THE GATE

Well it would appear that we have mastered the problems with the gate, at least until the next high winds anyway, with a flawless performance over the last month. Would you believe however, that some idiot, yes! idiot, attempted to tie it open recently, but was unsuccessful, as the strength of the new motor snapped the line used, thus preventing damage. **PLEASE DO NOT ATTEMPT TO INTERFERE WITH THE OPERATION OF THE GATE IN ANY WAY, AS THIS COULD BE DANGEROUS. If you need to have the gate kept open, see the Marina Manager or any of his staff who will see that it is done electronically and safely.**

MOORING ROPES

Whilst on the subject of ropes. A number of members have expressed their concerns at the standard of mooring and ropes being utilised for this function some by some members moored on the pontoons. Please be sure that any lines used are of adequate thickness and strong enough to withstand the movement of both boat and pontoon in **STORM** conditions. Some of the 'bits of string' being used in some instances is tantamount to asking for trouble. Also ensure that the correct configuration of lines is being used. If in doubt, ask a more senior member, or look at boats which are moored correctly i.e. using Bow, Stern & spring lines.

CATERER

I would like to extend a welcome to our new caterers, Mr and Mrs Hamer and wish them every success in their venture. Please support them and help them to build this facility as requested by members.

SURGERIES

As I pointed out in the last edition of Bear essentials, Management Surgeries now take place in the Quarterdeck of the Club on the last Thursday of each month between the hours of 2045 & 2145. If you have a query regarding the management of the club then this is the time and place to air it. JOHN JEFFERIES – COMMODORE.

Whether/Weather...

Whether the weather be fine,
Whether the weather be not;
Weather the weather, whatever the weather,
Whether we like it or not.
Traditional British School Rhyme.

Whether the weather be fine,
Whether the weather be not,
We'll wear the weather,
Whatever the weather
Whether we like it, or not!
This is Bryan (Reels) Morgan mother's version. Ed.

TITANIC When anyone asks me how I can best describe my experience in nearly forty years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident... or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort. - E.J.Smith, 1907, Captain, RMS Titanic