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The Angling Section social evening is held on the first Wednesday of every month, with light refreshments, a talk or quiz & raffle. Postponed until further notice!

DONKEY'S BREAKFAST: This was the sailor's name for the straw-stuffed bag of hessian which up to the Second World War was the only sleeping paillasse used by merchant seamen. It is even referred to in an early sea-ballad of 1400; "A sak of strawe were there right good." As the seamen headed toward his ship on sailing day, with a sea bag over one shoulder, he would call on a dockside chandler, buy his donkey's breakfast, and hitch it up over his other shoulder. If it were pouring with rain, he'd sleep that night on its sodden straw, and before the voyage was over the straw would have wormed itself into great knotted lumps and possibly become the home of vicious bedbugs.

HENRY DAVID THOREAU: He is the best sailor who can steer within fewest points of the wind, and exact a motive power out of the greatest obstacles.

WAIST: That part of the ship between quarterdeck and forecastle.

DAMAGER: the Naafi canteen manager, a civilian, even onboard ship.

BOAT JUMBLES:

SUNDAY 10 OCTOBER SOUTH WALES. (10AM) Margam Country Park, Port Talbot, South Wales Adults £2-50. Children/Parking Free. Compass Events 01803 835915 compass.marine@virgin.net

SUNDAY 31 OCTOBER WEST MIDLANDS AUTUMN. (10AM) Three Counties Showground, Malvern. Indoor Event. Adults £3. Children/Parking Free. Compass Events 01803 835915 compass.marine@virgin.net

SUNDAY 14 NOVEMBER GOSPORT WINTER. (10AM) Fort Brockhurst, Gunners Way, (A32) Gosport, Hants. Jet. 11/M27. Indoor & Outdoor Event. Adults £3. Child/Parking Free. Chaddock & Fox Promotions 01329 661896; 023 92381405 boatjumbles@yahoo.com www.boatjumbles.net

FRAME: . One of the curved transverse members of a ship's structure, branching outwards and upwards from the keel, determining the shape and strength of the whole, and providing the framework for the ship's planking. Also called a rib or timber. Each frame comprises several pieces: floor timber, futtocks and top timber. To give solidity to the frame, it is made up of two parallel sets of pieces, staggered so that the joints do not coincide. Frames set at right angles to the keel are called square-timbers; those set at oblique angles are cant timbers. The foremost of the bow frames are called Knuckle timbers; at the stern, the aftermost frames are the fashion pieces.

MANGROVES: The Admiralty chart abbreviations cover all situations. Among many others, there are chart abbreviations for eucalyptus trees, mangroves, pagodas and Shinto shrines, as well as more mundane items like sheer legs, timber yards, and windmills without sails.

CREW WANTED: For the fast close winded auxiliary sloop "Barebones" for cruising in the Bristol Channel. Please contact... 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

SICK BERTH TIMES: sick berth attendants; also sick bay tiffy.

HULL SPEED FORMULA: Determines the theoretical boat speed for a displacement hull shape. This formula assumes that there is no current or wind resistance and the hull is clean and free of objects that could cause excess drag.

$$\text{Hull Speed} = (1.34) * (\text{LWL})^{0.5} = (1.34) * (4.062) = 5.4 \text{ knots} = (1.34) * (4.062) = 5.4 \text{ knots}$$

The above calculation uses a notation of LWL to the POWER of 0.5. This is the same as the square root of the quantity.

CACHALOT: The sperm whale, hunted mainly by Yankee whalers in the South Pacific. This name comes from the French word *cache*, "box," which itself is the name given to a small bony section of the whale's head containing spermaceti, the precious oily substance used for making candles, ointments, and cosmetics. The English-speaking whale men called this a "case," and because it was often a difficult place from which to extract the oil, it was sometimes called a "hard case." The man engaged in extracting it also became known as a "hard case" and so the term entered the English language for someone who is considered tough.

WALES: A number of strong planks extending the entire length of a ship's side at different heights, reinforcing the decks and forming the distinctive curves of the ship. The principal wales are the main wale and the channel wale.

RINGER: officers wear rings on their sleeve cuffs. A lieutenant is a. two-ringer; a lieutenant commander a two-and-a-half ringer; a captain a four-ringer.

LARBOARD: Left hand side of a ship looking forward. Now supplemented by the word port.

WEB SITE: Dave Cairncross administers the Club Website and he has asked me to request that all sections please send him details of their coming events... he says "I'm becoming a bit worried about the lack of new content for the website. It's all becoming a bit historical". Please would representatives of the various club sections produce some material describing their activities." This holds true for the Bear Essentials also. We are both hungry for content. Also the Council of Management minutes and reports can now be read on the Club web site and also on the Club notice board; they will be posted after they have been ratified by the Council of Management i.e. a month after the C.O.M. meeting.

POLITE REQUEST: to external recipients of Bear Essentials, please display it where others may read it, on a notice board if possible.



Edition No. 41

September 2004

Cost priceless

www.cbyc.co.uk

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

POEM

A right arm or an eye I'd give
to catch a broad ridge
or a gooswing
on a three masted barque
would be a lark.
I'd turn up Bristol fashion
and 'knot' swing the lead
so as to receive a lashing.

Andrew Phillips

GARETH DAVIES: has been co-opted on to the Council of Management to look after the interests of both "Angling" members and "Motor" vessels of all types. Don't feel left out, or feel as though you are in the dark as regards to "What is happening at "YOUR" club. Any questions, suggestions or complaints about anything to do with your club, contact Gareth on 07970 208390 or on his boat "GRAND COGNAC".

PERIODICALS: Thanks go to the person or persons (unknown) who have donated a vast quantity of old yachting magazines to the Club library.

Unfortunately I am already overloaded with this type of material. The reason old periodicals are not required is that they do not contain current up to date information, which is the reason people buy periodicals in the first place, I suppose. If they are not collected in a month or two I will dispose of them. Tony Davies Librarian.

SIR WALTER RALEIGH: Whoever commands the sea, commands the trade, whoever commands the trade of the world, commands the riches of the world, and consequently the world itself.

ROBERT MONTGOMERY: Mystery of the waters, never slumbering sea! Impassioned orator, with lips sublime, whose waves are arguments to prove a God.

Suffering and sin, please take your rubbish to the bin; after working on your boats in the compound.

SURGERIES: The Commodore will hold a surgery on the last Thursday evening of each month at 20.30 for members who have a query on any aspect of Club business or policy.

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 altered or amended 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 - Andy Higson (01446 713908). Dinghies - Jeremy Taylor - (029 2040 0457). Angling - Bryan Morgan - (029 2021 7910). Motorboats - Gareth Davies (07970 208390). Catering - Bar - (029 2022 6575). Sailing School - Nick Sawyer (029 2051 4966). Flag Officers: President - Alan Savage (029 2051 2534). Vice President - Jean Anette (029 2062 0160). Junior Vice President - Roy Evans (029 2070 4696). Commodore - John Jefferies (029 2061 0864). Vice Commodore - Roger Dunstan (029 2089 1451). Rear Commodore - Kevin Rolfe (029 2025 9442). Hon. Secretary Helen Phillips (029 2021 5759). Hon. Treasurer - Tony Thomas (029 2075 0224). Hon. Sailing Secretary - Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Paul Simes (01443 205130). Jeremy Taylor (029 2040 0457). Peter Pope (01443 208360). Jonathan Crofts-Davies (029 2070 7427). Gareth Davies [co-opted] (029 2086 9167 - 07970 208390).

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"

TREENAIL: Cylindrical wooden pin used to fix a ship's planks to its frames. Treenails usually measure one inch in diameter for 100 feet of the vessel's length. They swell with moisture when the ship is afloat.

DINGHY EVENTS:

- Welsh Sailing Games - 11/12 Sept.
- Challenger Nationals - 19th Sept. Anyone able to offer shore support will be very welcome.
- Autumn Series starts - 26th Sept. We will organise a Summer Series & Cat series prize giving afterwards.
- Dinghy Social - 8 pm Wed 13th Oct - we're showing a video by Shirley Robinson (Olympic Gold Medallist) on how to sail asymmetrics. It lasts 40min & I'm hoping its going to explain why I keep on capsizing with my kite up! Even if you don't have an asymmetric the bar is open & it will be great if we can get a good turn out.
- Dinghy Open - 16/17th Oct - band & buffet on Sat night. Tickets £10 (they will be on sale behind the bar very soon). Please let me know if you are interested in coming as it helps us plan catering, etc. This is great value as the band come highly recommended - the lead guitarist plays for Van Morrison.
- Dart 16 & 18 Open - 23/24th Oct. All shore help gratefully received.
- Dinghy Social - 8pm Wed 10th Nov - event tba. If you want to volunteer to help I'd be very grateful
- Winter Series starts on 14th Nov. So patch up your wetsuits now, buy some thermals & fix a bungee to your thermos.
- Don't forget the various Shanghai Cup events throughout Sept. (all tickets available behind the bar)
 - Sat 4th Sept - 6pm BBQ & Disco - £5.00
 - Sat 11th Sept - 6pm Caribbean Night
 - Sat 18th Sept - 6pm Barn Dance & Disco
 - Sat 25th Sept - Black Tie Presentation

Please get some of these dates in your diary & make a real effort to come along to sail & party. regards **Ewan Tozer**

DINGHY DIARY: The Dinghy Summer Series has now come to an end, but did Summer really begin? The series in general was thwarted with fickle winds, but the odd gusty day did blow through to give us something to remember.

Due to the Welsh Sailing Games on 11/12th September & the Challenger Nationals on 18/19th September, it has been decided to start the Autumn Series on 26th September, which will also be the (provisional) date for the start of the Autumn/Winter Catamaran Series.

There will be a presentation on Sunday 26th September after sailing, for the Summer, Wednesday evening & Catamaran Series - a date for your diary, surely.

The Dinghy Open will be taking place over the week-end of 16/17th October, don't forget the Saturday night social - food, wine, song & dance - something for everyone!

For those interested in watching something a little different, the club is hosting the Dart 18 Single-handed Nationals on 23/24th October. Should be quite spectacular if the wind that has been placed on order, arrives on cue !! Come on down to the club on Saturday night to enjoy the entertainment & to give the visitors a real Welsh welcome.

As the Wednesday night series is slowly drawing to a close, the monthly social events will re-commence on Wednesday 13th October at 8.00pm with a video of Shirley Robinson on how to sail asymetrics. For those not really interested in asymmetric sailing, I'll see you at the bar. See you on the water, Jeremy

YARD: Large spar mounted across a mast to carry sails In a square rigged ship, it is held in place by slings and lifts and by a truss or parrel; it's angle can be changed with a brace to make the best of the wind. A yard mounted diagonally across a mast is a lateen yard

WASHER WOMAN: In the pre war China Station when Navy ships had no laundries, an earnest Flag Lieutenant was concerned about his Admiral's washing and sent this signal to the Port Captain: 'Please send Admiral's woman on board/ Understandably this caused some consternation ashore and the signal was queried. A hurried correction was sent from the flagship: 'Reference my signal please insert washer between Admiral and woman.

REEF: IF you think reef, then that is usually the time to reef!!

CHARTS: Before starting on a passage one should procure sufficient large scale and general charts, not only of the waters in which one intends to sail, but of any coasts or harbours which choice or necessity may possibly cause one to visit.

CREW PROBLEMS: Ever since man made a dugout canoe, it has happened that, as soon as he made it big enough for two people he started having "crew problems" Bill Lucas and Andrew Spedding "Sods law of the Sea"

BLACK BOOK OF THE ADMIRALTY: Folio of ancient Admiralty laws and statutes dating from the thirteenth century to Tudor times.

FOR SALE: 19' 6" LOA Caprice fin keel sloop 'pocket cruiser', GRP hull, plywood decks. Three berths. spinnaker and pole, in excellent condition. Great sailor - handles like a dinghy but incredibly stable and very seaworthy. Valued £2 - £2.5 thousand in 2000 Survey. Selling at low price as now have new boat and the Caprice needs some work. Includes 4-wheel road trailer. Lying ashore Cardiff. Asking, £1,500.00 ONO. 5HP 2000 model Johnson outboard available as extra. Contact Mark Farrall 029 2046 2175. Topper # 35418. Good all-round condition, race pack, full cover, trolley. £550.00. Contact Jeremy Taylor, tel - 029 2040 0457 e-mail taylorbuild@yahoo.co.uk 6 kg folding anchor £15.00 12lb folding anchor £9.00. 3 oval brass port holes 7.5x13 £90.00. Teleflex steering cable approx. 18ft heavy duty £15.00 Tel:- 029 2086 8835 or 029 2088 2935 John Gittins. Two Lewmar twin speed sheet winches (25s). Any fair offer accepted, but prefer to see them go to a good home: Jon Crofts Davies 07768 014840 One piece wet suit AS NEW, to fit child age 7/8 years. £20 Contact Gareth Davies on "Grand Cognac" TEL 07970 208390. Autohelm Raymarine Tiller Pilot 2000 + Manufacturers Warranty Serviced July 2004 for my trip to France...£250 ono contact Colin Lyons 02920530611.

CRUISER COLULM: The Cruising Section meets on Tuesdays, Thursdays and Saturdays (an easy way to remember is when there is a "T" in the day) in The Quarterdeck (upstairs bar). Cruises are scheduled for most weekends; loosely in line with The BCYA (Bristol Channel Yachting Association) calendar please see below, (weather permitting). For conformation of the destination please call Tony Davies 07816 337904 the day before the cruise. Updates will be sent by text or e-mailed and also posted on the Club notice board, Everyone is invited to join in, motor yachts included. We look forward to seeing new and old members, do come and join in.

B.C.Y.A. EVENTS LIST

September 4th to 5th, Newport and Uskmouth S.C. Regatta
September 4th to 5th, Cardiff Bay Yacht Club Shanghai Cup (1st of 4 Weekends)
September 17th, Cabot Cruising Club, Basin Rally
September 17th, Newport and Uskmouth S.C., Bristol Cruise.
September 18th Portishead Cruising Club - The Holms Race
September 26th, Barry Yacht Club - Channel Race.

SAMUEL TAYLOR COLERIDGE

'Down dropped the breeze,
The sails dropt down
Twos sad as sad could be
And we did speak only to break
The silence of the Sea.'

-
The Rime of the Ancient Mariner
And the Ancient Mariner, poor man, had not got an engine.

JAMES RUSSEL LOWELL: There is nothing so desperately monotonous as the sea, and I no longer wonder at the cruelty of pirates.

SAIL: Shaped expanse of fabric used to exploit the force of the wind in order to move a vessel. Square sails hang from yards across the line of the keel; fore and aft sails are set on gaffs or masts or stays, along the line of the keel.

PIPE DOWN: the order to turn in to sleep (from the days of fighting sail, when the seamen put their smoking pipes away for the night) 'Pipes Out': the order to return to work.

FLYING FIFTEENS: First of all I would like to welcome Jason Harrison who has bought 'Chosen Slave' and has been out racing regularly. We also welcome Paul Taylor back into the fold, he has bought Julian Beere's boat, it is good to see such a competitive boat remaining in the club.

It has been an eventful couple of months for the flying fifteens, most notably with our trip to the nationals at Abersoch. Five boats represented the club, these included Stuart and Jen Jones, Mike Jones with Simon Thomas and the 'tidy boys'-Steph Clarke (with Winston), Ian Horten (with Mark), and Duncan Baird (with Bill Turton). We had some great races with nice long courses with a consistently strong wind, so we had some spectacular reaches, accompanied by some equally spectacular broaches (Steph!). So it was a good learning experience for some of us, particularly learning to race in waves and tide! (And also learning to take our tallies with us!). The tidy boys all had their moments of glory (or infamy) and occasionally managed to keep Stuart in sight; you can ask the various crews about their individual performances! Stuart and Jen won the whole event with three races to go, what a great way to go out, as they have both decided to take a, (hopefully short), break from flying fifteen sailing. We wish them all the best and hope to see them down in the club.

We have had a reasonable turn out for the club racing recently with eight fifteens out. It is clear that with some new boats and changes of ownership the competition is hotting up, so the autumn series which starts on the 26th September should be a good one (note this has been postponed by one week due to the challenger nationals on the 19th).

There are two forthcoming events that should be good for the flying fifteens. The first is the WYA welsh sailing games (11-12th Sept), which is expected to attract a large number of boats racing in the bay, as we are expecting some visiting flying fifteens (from Llangorse). We are also having a Dinghy open event on 16-17th October and it is hoped that there will be a number of visiting boats for this as well. A number have expressed an interested in going to the nationals again. Next year it will in Poole harbour (31st July-5th August), so lets have another good CBYC turn out next year. Finally we have a provisional date in the diary for next years Cardiff Classic- 25-26th June 2005. Duncan Baird. duncan.baird2@ntlworld.com

LIBRARY: Donations of nautical books (no periodicals please) for the Club library would be most welcome, please place them in the downstairs bar. Readers please be aware that information contained in these books is likely to be out of date, always use current Admiralty publications for navigation and reference purposes. Many thanks go to all the members who have donated books to the Club library, usually anonymously, your contributions are much appreciated... Tony Davies Librarian.

THE SHIP IS WALT: or wants Ballast.
Walty: Naut: Of a ship, liable to capsize.

ROBERT LOUIS STEVENSON: To travel
hopefully is a better thing than to arrive.

STRIPEY: a matelote that wore two or three good-conduct chevrons on his left arm, usually with no other badge of rating. A two-badger had to be at least twenty-six and a three-badger was an old man of thirty or over.

MARK TWAIN: Probable northeast to southwest winds, varying to the northward and westward and eastward and points between. High and low barometer swapping around from place to place, probable areas of rain, snow, hail, and drought, proceeded or preceded by earthquakes with thunder and lightning.

Ocean, n. A body of water that occupies about two-thirds of a world made for man - who has no gills.
- Ambrose Bierce

CRUISER LOG No 5 Summer Holiday's Cruising. August 2004 Hi all, back again. As we arrived by car at Dale harbour to meet Tony Davies on (Barebones) I gave little thought to the events that were to follow. The Journey down was pleasurable in Stealth's car, the back seat crammed with all manner of packages that I needed for the voyage.

We waited on the pontoon for Tony to collect me in the dingy; the goods and chattels piled high. Tony arrived took a look at me and said "You're having a laugh" and despite the volume of goods we still made it safely to the boat, unloaded and stowed all. We returned to the pontoon, collected guitar and various percussion instruments and the three of us settled into the Griffin hostelry. After a few pints we struck up the music and had a singularly pleasant evening, with all joining in our songs of the sea.

We dingied back to the boat, and hit our bunks, well satisfied at the wine and song, In the morning we set sail for Lundy Island, the weather was sunny, with a moderate SW wind. Approaching Lundy we were joined by a school of porpoise, I grabbed my camera and spent the duration of their stay with us, taking pictures. They were swimming along side and across the bow wave jumping as if to say "look at me how clever I am" As we approached Lundy they left us to look for another boat to have sport with.

We tied up on a mooring at Lundy, got into to dinghy and rowed ashore. As we walked up the steep causeway to the church we passed beautiful wooded meadows, inhabited with a host of rabbits all jumping around running from us as we approached. After about 20 minutes of climbing we arrived at the Island Church, a well built house of god but with a roof in need of repair. Tony and I went in and viewed displays of the islands history towards the back of the church; I had my picture taken in the pulpit and Tony giving the lesson from a winged lectern.

We then proceeded to the hub of Lundy society The Pub, There we obtained a meal and a pint of the local brew, and sat down at a large round table to join some of the locals, we chatted whilst we ate and were informed "there are 24 permanent residents on the Island and a fluctuating number of visitors" One of which was the wife of Rick Stine's solicitor!!

The jollifications came to an end, and the bar closed, and Tony and I set out to return to the boat. Ounce aboard we had a night cap of Whisky and Coke and turned in. Up early the next day and we set sail for Padstow, the weather was cloudy with a SW wind force six, the sea state was moderate. On arriving at Padstow, we moored up to await the tide, once in the harbour we tied up adjacent to David Penning's Amadeus III which was crewed by Trevor Laidlaw.

That evening we hit the London Pub, and were entertained by a local band, made a few friends, whom we invited on board for drinks and music before we left.

On Tuesday we set sail for St Ives, a five hour trip away, sea state calm, winds moderate, on arrival we anchored off. Tony introduced me to the most substantial of all anchors, chain and warps together with a weighted attachment, of which I found I needed the strength of an Olympic weight lifter to elevate and attach to the warps. Tony said what are you complaining about Barbara and I do this regularly, I thought "He's having a Laugh" never the less I did prevail and the anchor was positioned, I had a double whisky to recover in the saloon.

Can't stop said Tony I will finalise the navigation details, can you launch the dinghy. "Aye Skip" I said and went about my business in compliance to pump up the dinghy. There were rumblings I can tell you!!! That done Tone elected to row and he made quick passage of the half a mile row to shore.

Once ashore we beached the dinghy and made for the Sloop, an establishment of long standing in the purveying of intoxicating liquor, after an hour of sampling the brew we decided to move into town and found a local publican who gave us permission to play music in the bar, we gave a good account of ourselves with all manner of sea shanties, and 60's pops, at stop tap we mosied down to the local curry house, and then returned to the dinghy, and rowed back to the boat. (to be continued) Nigel Hutton.

MOULD: thin flexible piece of timber used by shipwrights as a pattern for the frames and other curved pieces. The bend-mould determines the convexity of the timbers; the hollow meld, their outer concavity where they curve in and down towards the keel, particularly at the ends of the ship. The form given the timbers by this pattern is called the bevelling.

NAUTICAL QUOTES: Throughout Bear Essentials you will find Nautical Quotes, some truly nautical, others just expressing the spirit of yachting and the thoughts and feelings that cross your mind as you sit at the wheel or tiller. Please send me suggestions and additions. I do hope you enjoy the ones I have selected. T.D.

TOASTS: Traditional naval toasts included the one for Saturday night at sea for sweethearts and wives... may they never meet.

WHAT IS THE MEANING OF SOS? "Do the letters in the term SOS represent three words "SOS"?"

There is much mystery and misinformation surrounding the origin and use of maritime distress calls. Most of the general populace believes that "SOS" signifies "Save Our Ship." Casual students of radio history are aware that the use of "SOS" was preceded by "CQD." Why were these signals adopted? When were they used?

The practical use of wireless telegraphy was made possible by Guglielmo Marconi in the closing years of the 19th century. Until then, ships at sea out of visual range were very much isolated from shore and other ships. The wireless telegraphers used Morse Code to send messages. Morse Code is a way of "tapping" out letters using a series of dots (short signals) and dashes (long signals). Spoken, short signals are referred to as "dit" and long signals are referred to as "dah". The letter "A" is represented by a dot followed by a dash

By 1904 there were many trans-Atlantic British ships equipped with wireless communications. The wireless operators came from the ranks of railroad and postal telegraphers. In England, a general call on the landline wire was a "CQ." "CQ" preceded time signals and special notices. "CQ" was generally adopted by telegraph and cable stations all over the world. By using "CQ," each station receives a message from a single transmission and an economy of time and labour was realized. Naturally, "CQ," went with the operators to sea and was likewise used for a general call. This sign for "all stations" was adopted soon after wireless came into being by both ships and shore stations.

In 1904, the Marconi Company suggested the use of "CQD" for a distress signal. Although generally accepted to mean, "Come Quick Danger," that is not the case. It is a general call, "CQ," followed by "D," meaning distress. A strict interpretation would be "All stations, Distress."

At the second Berlin Radiotelegraphic Conference 1906, the subject of a danger signal was again addressed. Considerable discussion ensued and finally SOS was adopted. The thinking was that three dots, three dashes and three dots could not be misinterpreted. It was to be sent together as one string.

The Marconi Yearbook of Wireless Telegraphy and Telephony, 1918 states, "This signal [SOS] was adopted simply on account of its easy radiation and its unmistakable character. There is no special signification in the letters themselves and it is entirely incorrect to put full stops between them, [the letters]." All the popular interpretations of "SOS," "Save or Ship," "Save Our Souls," or "Send Out Succour" are simply not valid. Stations hearing this distress call were to immediately cease handling traffic until the emergency was over and were likewise bound to answer the distress signal.

Although the use of "SOS" was officially ratified in 1908, the use of "CQD" lingered for several more years, especially in British service where it originated. It is well documented in personal accounts of Harold Bride, second Radio Officer, and in the logs of the SS Carpathia, that the Titanic first used "CQD" to call for help. When Captain Smith gave the order to radio for help, first radio officer Jack Phillips sent "CQD" six times followed by the Titanic call letters, "MGY." Later, at Brides suggestion, Phillips interspersed his calls with "SOS." In SOS to the Rescue, 1935, author Baarslag notes, "Although adopted intentionally in 1908, it [SOS] had not completely displaced the older 'CQD' in the British operators' affections." (It is interesting to observe that Marconi was waiting in New York to return home to England on the Titanic.)

The first recorded American use of "SOS" was in August of 1909. Wireless operator T. D. Haubner of the SS Arapahoe radioed for help when his ship lost its screw near Diamond Shoals, sometimes called the "Graveyard of the Atlantic." The call was heard by the United Wireless station "HA" at Hatteras. A few months later, the SS Arapahoe received an "SOS" distress call from the SS Iroquois. Radio Officer Haubner therefore has the distinction of being involved in the first two incidents of the use of "SOS" in America, the first as the sender and the second as the receiver. The U.S. did not officially adopt "SOS" until 1912, being slow to adopt international wireless standards.

DROWNED: No man will be a sailor who has contrivance enough to get himself into a jail; for being in a ship is being in a jail, with the chance of being drowned. . . . A man in a jail has more room, better food and commonly better company. - Samuel Johnson.

ISAAC NEWTON: I was like a boy playing on the sea-shore, and diverting myself now and then by finding a smoother pebble or a prettier shell than ordinary, whilst the great ocean of truth lay all undiscovered before me.

JOSHUA SLOCUM: The time was when ships passing one another at sea backed their topsails and had a "gam", and on parting fired guns; but those good old days have gone. People have hardly time nowadays to speak, even on the broad ocean, where news is news, and as for a salute of guns, they cannot afford the powder. There are no poetry-enshrined freighters on the sea now; it is a prosy life when we have no time to bid one another good morning.

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

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ANGLING SECTION: Our Presentation Night "DO" on the 14th August was a very successful well attended event. We thank the Club Commodore, John Jefferies for presenting the trophies; the Best Angler trophy went to Roger Winnett and the Best Boat trophy was shared by Roger Winnett and Phil Dominy.

The presentations of the 2003 – 2004 Season Specimen Fish Pool Prize Monies were overseen by the Section Chairman, John Gittins, who called upon Martin Bale, of Arthur Bale & Sons to present the prizes. The winners of five categories of fish were: Cod: Roger Winnett, Conger: Roger Winnett, Ray: Ray Perkins, Common Skate: Bryan Morgan and Whiting: John Gittins. The other two categories in the Pool, Bass and Pouting, were not contested.

As well as Martin Bale we would like to thank the following other sponsors for their support: Ron Thomas of Clarence Hardware, Clive Jones of www.euromagnetics.co.uk and also Bill Ackerman of Ely Angling. Also thanks to those who donated raffle prizes.

The last Comp on the 22nd August was once again affected by poor weather conditions and only one boat went out. No fish were weighed-in. The only boat was "TY CI" owned by Simon Watts. Simon only joined the Section, as a new Club Member, on the previous Wed. well done Simon. It's a pity he didn't have more company out there.

As a consequence of this, an extra Comp has been arranged for 5th September, Details on the Section Notice Board. Later in the month, on September 26th, we will be hosting the Inter-Club competition with C.Y.C. Angling Section and hope for, weather permitting, a good turnout. The Trophy and Prizes Presentations for this event will take place at C.B.Y.C. on Sat 9th October. We have arranged a cabaret act, [Joe Escott], and Buffet.

Preparations for this year's Open Cod Comp. on 7th November, are well underway and further details will be posted on the Notice Board.

A new list of Fish Minimum Weights is now on the Notice Board and the eligible fish now total 14. Also available is a printed guide for use on board, to make it easier to see if a fish is worth keeping for the weigh-in.

The New Comps list etc. has now been posted on the Notice Board. Also on the Notice Board is the "Chart" showing the limits of the Fishing Area for all future Comps.

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SEVERN SEA CROSSING: On a recent trip on foot to St Pierre pill to suss out the feasibility of its accessibility, amenities and environs I came across a hitherto unknown former crossing of the Severn (to me that is). On the day of our visit to St Pierre, H.W. was at 1700 and the few yachts there were afloat at 1400. St Pierre is situated in Monmouth about 2nm east of the 2nd Severn crossing and can be entered after negotiating Blackrock then following the withies. There is a slipway on the south of the pill down to low water which dries leaving the vessel at 10 deg. There is a small clubhouse [locked up] and a cross country path to Mathern and another to Portskewett 2mils to the nearest pub. [Portskewett Inn] To return to the title subject of Severn crossings . At Portskewett below the Second Severn crossing is the remains of a rail link between Wales and England which was accessed by lengthy jetties on both sides served by a ferry in between. Nothing remains of the jetty except the vessels beach landing platform, but an explanation can be seen at the pretty picnic site named Blackrock.[turn off the A48] This crossing went into use in 1856 and remained in use until the tunnel opened in 1886, which took 13 years to dig.

I was also surprised to find on our trip to Gloucester last year that there had been a first rail crossing between Sharpness and Lydney, this was destroyed in 1960 when two petrol barges were swept passed Sharpness into the bridge exploding bringing down the bridge, killing 5 and setting the river alight. The fallen piers and barge hulks still remain mid river. There is evidence to show that further up stream a ford was used between Littledean and Newnham. Later of course came the Aust ferry running beneath the Severn bridge, this ceased operations on the opening of the bridge in 1966. The ferry itself has returned from west coast of Ireland and is being restored. I remember using the ferry in 1954 it had taken me 2 days to arrive there from the north and a further day to get down to Newquay. JOHN WOOD 7 2004

BLOOD IS THICKER THAN WATER: A well known saying attributed to commodore Josiah Tattnail, U.S.N., when justifying his intervention in the British attack on the Peiho forts in June 1859 during the second China war (1856-9). He used his ship, the Toeywan, to tow the British boat's from the shore with the survivors of the land attack, and is credited with using this expression in conversation with the British commander-in-chief, Sir James Hope, the following day.

KNEE: Angled piece of timber, generally used to connect the beams of a ship with her sides or frames. The vertical member of a knee sometimes forms an oblique angle fore or aft in order to accommodate a gun port or, occasionally, because knees of the right sort were scarce and the angle was governed by the shape of the knee. Knees are said to be either lodging or hanging: the former are fixed horizontally in the ships frame, with one arm bolted to the beam and the other crossing two or three timbers; the latter are fixed vertically.

INFORMATION: contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications.

STAR: 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 - John Masefield.

SPRUNG: Said of a wooden mast or spar which is split or warped out of shape, or of a curved plank in the hull which has broken loose and is projecting outwards beyond the curve of the hull.

MNEMONIC RYMES

Red Right Returning...

Meeting steamers do not dread.
When you see three lights ahead,
Starboard wheel and show your red.

Green to green or red to red,
Perfect safety, go ahead.

When to starboard red is near,
'Tis your duty to keep clear;
Act as judgment says is proper,
Port or starboard back or stop her.

But when upon your port is seen
A steamer's starboard light of green,
There's not so much for you to do,
For green to port gives way to you.

WEATHER RHYMES

Mare's tails and mackerel scales mean strong winds
and full sails.

The sharper the blast, the sooner 'tis past.

The winds of the daytime wrestle and fight
Longer and stronger than those of the night.

A backing wind means storms are nigh;
Veering winds will clear the sky.

When halo rings the moon or sun
Rain's approaching on the run.

Rainbow to windward: foul fall the day;
Rainbow to leeward: rain runs away.

JOKE:

A woman driver is pulled over by a policeman.

"Is there a problem, Officer?"

"Yes, madam, you were speeding."

"Really?"

"May I see your licence, please?"

"I'd give it to you, but I don't have one."

"Don't have one?"

"Nope. Lost it after drunk driving four times."

"I see...May I see your vehicle registration papers, please?"

"Nope. Can't do that either."

"Why not?"

"Well ... I stole this car."

"Stole it?"

"Yes, after I killed and dismembered the owner."

"You what?!?"

"Lost my temper. It was messy. His body is in a pile of plastic bags in the trunk, if you want to see."

The policeman looks at the woman for a second, then backs away to his car and calls for back up. Within minutes there are more police cars circling them. A police sergeant approaches the car, gripping his half drawn gun. He clears his throat, then calls to her, "Madam, please step out of and away from your vehicle."

She does so. "Is there a problem sir?"

"One of my officers told me that you stole this car and murdered the owner."

"Murdered the owner?"

"Yes. Could you open the trunk of your car, please?"

She does, and they both look down into a dusty, empty space. "Is this your car, madam?"

"Yes. Here are the registration papers."

The Sergeant scans through them, and sees that they are in order. "My officer claims that you do not have a driving licence."

The woman rummages through her bag, then hands her licence to the puzzled sergeant.

"Ma'am, my officer told me you didn't have a license, that you stole this car, and that you murdered and dismembered the owner."

"I'll bet he told you I was speeding, too!!"

PUBLILLUS SYRUS (100 BC) Anyone can hold the helm in a calm sea.

YACHTS AND SEASICKNESS: The sport of yachting must have been invented by a Dutchman. According to a 1992 Forbes Magazine story on the America's Cup competition, the word "yacht" comes from the Dutch verb "jacht." The translation means "to throw up violently."

Seasickness is caused when the minute inner ear organs that enable a human to balance are disturbed by the motion of the boat swaying and pitching. This movement sets off alarm signals to the brain causing nausea, headache, dizziness, and sometimes vomiting. This condition can be intensified by the lack of fresh air and inactivity. It can also be a person's worst nightmare at sea.

Seasickness affects many people to varying degrees - even sailors with years of experience. Looking on the bright side, the body adapts after time.

Fortunately, several remedies can be taken before setting sail. Pills can be obtained over the counter, which help most people by sedating the balancing organs. The pills can cause drowsiness and should be taken with care. Some people find special wrist bands effective. There are also stick-on patches that can be worn on the skin behind the ear, but these are obtained by doctor's prescription only.

You can often avoid seasickness by staying busy and keeping your mind occupied by taking over the helm or any other activity that will keep you above decks. Look at the distant horizon rather than the water close at hand. Take deep breaths and drink plenty of water. The worst thing that a person can do is go below decks with no land or horizon to look at. Reading or staring at an object will assuredly bring on the affects of seasickness.

If you are seasick and can't bear it anymore, lie down on your back with your eyes closed. This will greatly reduce the affects.

Bottom line - if your eyes see what your ears are feeling, you will certainly have a better chance of a great day's sailing.