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Cost priceless

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

## Remember the Club Restaurant Winter Opening Times

**Thursday Evenings, Saturday Lunchtimes, Sunday Lunchtimes**  
**Why not enjoy a meal at Your Club!**

Quarterdeck Bar: I am looking into redecorating the quarterdeck bar. If you have any ideas, preferences or suggestions, please send them to me via email ([kprolfe@hotmail.com](mailto:kprolfe@hotmail.com)) phone (02920259442) or bend my ear in the bar sometime. Kev Rolfe Rear Commodore.

**Suffering and sin take your rubbish to the bin... after working on your craft in the compound.**

**IDEAS FOR CHRISTMAS:** With Christmas only a few weeks away why not treat someone to a picture of their boat in action on the water, there are over 400 images to choose from on [www.watersportsimages.co.uk](http://www.watersportsimages.co.uk) they have all been taken this year at various events, for further information visit the web site or contact Dave on 07870 680311 (day) or 01633 679639 (eve)

**DID YOU KNOW:** that there is a mobile marine service available for repairs on GRP, painting, interiors, laminated tillers, equipment installation, Hull fittings, anti-fouling, power washing, toilets, Taylor heaters, cookers, deck fittings. Yacht deliveries undertaken. Mechanical servicing and repairs. winter lay-ups, full range of mechanical diagnostics and repairs. For a competitive quotation please call Dave on 07855 030146.

**SURGERIES: The Commodore holds 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.**

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**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"**

**The sea is mother death and she is a mighty female, the one who wins, the one who sucks us all up. - Anne Sexton.**

**DON'T THROW ANYTHING AWAY:** My first boat was a Sadler Sea Witch. First mistake, I went to the Earls Court Boat Show and was immediately shown off the Sadler stand when I announced my proud ownership. Her name was 'Dee-Bee' and was moored in Penarth marina. When the mooring contract expired I moved her to Barry Yacht Club where I spent many a 'happy' hour adjusting trot chains in the mud, laying anchors and watching to see how high up the pitching she would fetch when there was anything of an easterly in the wind.

My first excursion was with my wife Susan to Minehead. The weekend that we chose happened to be flat calm, which was fortuitous. Off we went towing my trusty inflatable black pig. As I said there was no wind and so the 4 h.p. Seagull was brought into service. In fact we motored all the way. A bit noisy and rattley but we arrived o.k.

We took a visitors mooring, got sorted out and 'did' the town. Half an hour later, after doing the town, we ended up in "The Ship Aground" and settled into a comfortable corner. We decided that we had enough libations and decided to turn in. Across the hard sand we went and climbed aboard.

We were both stood in the cockpit and so Dee-Bee sat on her tail. Ah, thought I. Needs a counter balance on the bow. So I pressed into service a bucket filled with stones hanging from the bow. Great; worked well. So we went to bed. Now the berths in a Sea-Witch are in the fwd cabin and our weight combined with the bucket of stones promptly tipped Dee-Bee on her nose. This was most uncomfortable.

Being the hero I elected to make the fine adjustment of dropping the bucket. Off I went in my jim-jams (or equivalent) to release the offending weight. On getting outside and making my way fwd, I didn't realise that the harbour area was so well illuminated at night. So there I was, dressed in next to nothing standing on the foredeck of a small rocking boat. As is said, the greater the stupidity of your actions the larger the audience. The cheers from the pub clientele were something to hear.

The next day, Sunday, was return to Barry day. First though, breakfast in town and elevenses which consisted of clotted cream and strawberry jam on fresh scones. We walked along the front to Butlins and then ambled back to the "Ship Aground". I had a light lunch but Susan had the full Monty. Dressed crab salad with smoked mackerel. About 2:30 ish we paid our mooring dues and cast off. We motored away from the harbour and when I thought we wouldn't be caught out by the freak gusts that can occur in that area I hoisted sail and turned off the 2-stroke rattler. I sorted out which way to point and headed for Barry. Great; thought I, this is the life, Sun, a fair breeze and even Susan had joined in the spirit of the occasion by ground baiting the fish. When all the hollering had finished she went below to rest. Oh well, we'll be back in Barry soon and she will soon feel better.

Now it was about this time that I noticed a fishing boat with full complement of anglers. So as not to disturb them on such a fine afternoon I decided to give them a wide berth. On putting the tiller over nothing happened. So I tried again. Again nothing happened except the tiller came away in my hand. The tiller had snapped completely in half. By now the skipper of the fishing boat was getting interested as I could see him doing a ten-meter dash to his wheelhouse. Mm, thought I; 'I am in a situation' and so I called to my dear resting wife to come and see.

When Susan came into the cockpit, summoned no doubt by the trembling high pitch of my voice, she immediately summed up the problem and asked "wha dyou wan". On holding up the broken tiller, I asked Susan to look below to see if there was anything that might do. Do you know; she came back with a spare tiller. The previous owner had made one and left it on board and I hadn't thrown it out. I fitted the new tiller and cruised past the fishing boats bow; carefully missing the surging anchor warp, and holding the offending broken tiller in the air hoping the fishing boat skipper would realise what had happened and would forgive me for asking of him some degree of tolerance and understanding.

The tiller situation had made us a tad late at Barry and I could see that it was going to be a close run thing to get back on the mooring and rowing 'black pig' to the slipway. Needless to say we managed it. Loaded the car and went for a walk along the top of the pitchings. I looked at the trot that Dee-Bee was on and saw some interesting marks in the mud. It was then that I realised that the strange marks were made by the outboard pushing its way through the mud. I said it was tight. All in all an interesting weekend. Have I learnt anything from it? Not really; except don't throw anything away and take lots of spares Dave A. Chinthe.

**FLYING FIFTEENS:** We have had a few of the regular flying fifteens out of action for the last month or so, however despite this we have had some lively racing in the autumn series. Hopefully we will have some more boats in the winter series; in particular we are looking forward to the return of Paul Taylor's boat that has been off getting fine-tuned for winter racing!

The best racing we have had for a while was in the Dingy Open. Despite the fact that Brian Marchant in Vedra made it to the windward mark first in nearly all the races, Mike Jones and Andrew Cooper, in Hangover, always seemed to find a way past. In three of the races, despite the best efforts of Mike Jones, Duncan Baird and Tim Bowen in Squall, managed to find some clear air and get in front. It was good to see Ian Horton with Brian Pingel joining the fray only to be taken out to windward by a passing boat! Overall a fun weekend's racing with some great entertainment on the Saturday!  
The Winter series starts on Sunday 14<sup>th</sup> November, after which we will have the prize giving for the Autumn series, it will be good to see you all down in the club and out on the water. Duncan Baird. Flying Fifteen fleet captain. duncan.baird2@ntlworld.com

**When men come to like a sea-life, they are not fit to live on land. - Samuel Johnson.**

## Barometer, n. An ingenious instrument which indicates what kind of weather we are having.

**FOR SALE AND WANTED ADS:** will be published for three months and then deleted unless I hear that the article is unsold.

**SALVAGE:** Recovery of vessel from danger, or of a vessel or her contents, from under water. Also, the proportion of the value of a ship or cargo paid on their recovery, based on the extent of the danger and the amount of labour expended.

**SPRING:** Rope run from a vessel to a wharf or jetty, in order to turn or move her.

**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

**FOR SALE:** Westerly sloop, with recent survey, cooker, 8hp Yanmar engine, boom and sails may need a clean, offers in the region of £2500.00 further details and a photo can be seen in the Club foyer please to Mike Smock 01443 822548

**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](mailto: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. Johnson 9.9 Electric Short-shaft outboard engine, with remotes and tank. Only used in fresh water. £250.00 Please contact Mike Davies on 02920 707823 Mob: 07730090450

**A CARDIFF BASED SOURCE FOR "X RAYING" EQUIPMENT:** The national boating press frequently talks at this time of the year about "lifting" sailing yacht rigging and replacing it solely by reference to its' age/usage. The current "Practical Boatowner" makes the strong recommendation that if the boat is raced, then the rigging should be scrapped after 5 years, whilst if cruised then perhaps it can be retained until 10 yrs old. Every owner must make their own decision, and that debate may well be influenced by the input of the relevant insurance company. Mine has not said a word about any surveys or replacement of rigging, and my sailing yacht is now 13 years on the water.

But the nagging worry when looking at any apparently pristine stainless steel fitting -- be it rigging for a sailing boat OR key items for a power craft -- is always "What is happening inside it". With rigging [including guard rails], there are horror stories printed in the magazines, guaranteed to make us all rush off and "buy new" -- which may still have latent faults built in from point of manufacture, anyway!

An alternative is to have the items X-Rayed, by a properly qualified surveyor or engineering business capable of firstly operating the specialised equipment effectively, and then advising you on the results. I thought such kit was only available on the South Coast, in the main boating centres -- in which case for yacht rigging at least the transport costs would be prohibitive. **BUT.....it can be done in Cardiff!**

My 8mm swaged and Norseman terminal wires have just been done and showed a clean bill of health after 13 seasons. The quality of the images was remarkable! Apart from showing that the wire in the swages had all been properly pushed right up to the end of the terminal before being clamped/swaged, they showed that there were no hairline cracks in any part of the surrounding s/s terminal. For the Norseman terminals the individual wires can be seen shaped over the cones as well as the central core wire coming to the end of the fitting. And, again the s/s of the fitting is shown as having no problems. Any cracking would be displayed as black lines.

My point of contact within the business was **Geoff Francis, tel no. 029 2054 0000**. The business is **Minton, Treharne and Davies, who trade as "Consulting scientists - mariners and engineers"**. Their premises are adjacent to the BUPA Hospital in Pentwyn. I was shown my X-Rays on a viewing box and the results discussed, before the x-rays were handed over for my retention/use as appropriate costs are dependent on the time and complexity of the fittings -- my end fittings were all x-rayed twice, from different angles, but it was most certainly a more satisfactory exercise than simply throwing away what has proved to be a perfectly servicable set of rigging. And **much cheaper** than buying new. I also have the significant reassurance of **knowing** the end fittings are properly in place. Jeff Owen. Rustler 36 "Arian".

**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.

**A sailor without a destination cannot hope for a favourable wind.**

**Thank God I have done my duty.  
Admiral Horatio Nelson (last words).**

**HEALTH AND SAFETY:** The Club is currently participating in a new Health & Safety scheme under the guidance of "Mentor Services" and will under go a number of audits during the next few months which may well lead to changes in some of our working practices in the future. The success of the scheme is very dependent on the cooperation of everyone concerned, members and staff. It is hoped that this column will become a regular feature in "Bear Essentials" and any constructive views or comments from members would be welcome.

General house keeping is a very important and a new waste engine oil collection tank is currently on order and due for delivery quite shortly. It is self bunded and has a facility for the disposal of oil cans and filters. Once we have this in place please use it and do not leave any waste oil around in cans and drums.

In line with the current club byelaws, we respectfully request that members refrain from depositing unwanted batteries on the clubs premises. The existing stock pile will be disposed of in the near future. The same applies to gas bottles, although we are aware that quite a few bottles are pulled out of the water with other debris by our staff, to prevent damage to member's boats and we will try and address this matter with the Harbour Authority.

We would also like to remind you that you are no longer allowed to pump bilge water into the bay and the Harbour Authority have a self operating pumping facility adjacent to lock gates. Please call barrage control on Ch 18 or 02920 700234 for more information. Failure to comply with this requirement could result in heavy fines for the individuals concerned and the Yacht Club.

On the safety front we would like everyone to be vigilant and make sure that mooring ropes do not obstruct the walkways and that rope ends are left properly coiled.

We strongly recommend that if you are intending to visit your boat on the pontoons during the hours of darkness, that you make sure that you have a suitable torch. If you are alone, a life jacket or buoyancy aid would also be a sensible precaution.

Members using tenders for access to boats on moorings are strongly advised to wear a life jacket or buoyancy aid at all times.  
Steve Cooper Council Member.

**JOKE:** One ditch digger said to the other, 'Why are we down in this hole digging a ditch when our boss is standing up there in the shade of a tree?'

'I don't know,' responded the other. 'I'll ask him.' So he climbed out of the hole and went to his boss. 'Why are we digging in the hot sun and you're standing in the shade?'

'Intelligence,' the boss said. 'What do you mean, 'intelligence'?''

The boss said, 'Well, I'll show you. I'll put my hand on this tree and I want you to hit it with your fist as hard as you can.'

The ditch digger took a mighty swing and tried to hit the boss' hand. The boss removed his hand and the ditch digger hit the tree. The boss said, 'That's intelligence!'

The ditch digger went back to his hole. His friend asked, 'What did he say?' 'He said we are down here because of intelligence.'

'What's intelligence?' said the friend. The ditch digger put his hand on his face and said, 'Take your shovel and hit my hand.'

**FATHOM:** was originally a land measuring term derived from the Anglo-Saxon word "faetm" meaning to embrace. In those days, most measurements were based on average size of parts of the body, such as the hand (horses are still measured this way) or the foot (that's why 12 inches are so named). A fathom is the average distance from fingertip to fingertip of the outstretched arms of a man — about six feet. Since a man stretches out his arms to embrace his sweetheart, Britain's Parliament declared that distance be called a "fathom" and it be a unit of measure. A fathom remains six feet. The word was also used to describe taking the measure or "to fathom" something. Today, of course, when one is trying to figure something out, they are trying to "fathom" it.

**HOW SMART IS YOUR RIGHT FOOT?** This is so funny that it will boggle your mind. And you will keep trying at east 50 more times to see if you can outsmart your foot, but you can't. 1. While sitting at your desk, lift your right foot off the floor and make clockwise circles. 2. Now, while doing this, draw the number "6" in the air with your right hand. Your foot will change direction. I told you so ..... .. And there's nothing you can do about it!

**TRADE WINDS:** Winds blowing with great steadiness except when modified by seasonal monsoons and occasional tropical revolving storms) in an area between the oceanic anti-cyclones and the doldrums. In the northern hemisphere, the winds are north-east trades; in the southern, they are south-east trades. average force is 3-4.

**FRESHENING OR BREEZING UP:** or blowing up, or frisking. Wind increasing in strength.

**BLOWING GREAT GUNS AND SMALL ARMS:** Blowing hard.

**COASTGUARD:** Overheard by the Coastguard when dealing with a distress call from a yacht – the irate voice of the skippers wife in the background talking to the skipper: "You got me into this mess and you can jolly well get me out of it".

**A COCKED HAT:** Is a Small triangle where, owing to errors of observation or errors in the chart, three position lines fail to meet in a point.

**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.

**Surely oak and threefold brass surrounded his heart who first trusted a frail vessel to the merciless ocean.**

**CHEWING THE FAT:** "God made the vittles but the devil made the cook," was a popular saying used by seafaring men in the 19th century when salted beef was staple diet aboard ship. This tough cured beef, suitable only for long voyages when nothing else was cheap or would keep as well (remember, there was no refrigeration), required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as it were chewing gum and referred to this practice as "chewing the fat."

**STRIKE:** To lower or let down a flag, sail, yard or topmast; also applied to lowering the colours as a token of surrender to an enemy. In navigation, to run ashore, or touch bottom when passing over a bank or shallow.

**ALLOW AND ALOFT:** At deck level and above deck level.

**TO PAY:** To daub or cover the surface of any body in order to protect it against wind, weather or water. Materials used for the purpose include tar, pitch,, tallow, sulphur, resin and turpentine.

**SPRINGING:** Moving a vessel ahead by heaving on a spring.



**NOTES FOR LYING ALONGSIDE FROM THE BCYA:** Following several incidents recently in the Bristol Channel the BCYA would like to give guidelines for general etiquette and behaviour whilst rafting up (tying alongside another vessel).

**General considerations:** Remember that not all yachting and motorboat owners are members of a club and therefore may not know what is expected of them. Look for their club burgee. When lying alongside consideration should be given to any difference in size or configuration, (Fin. Lifting Keel etc.), of the two vessels and the state of the tide and consequence of the tidal movements or drying out. Consideration should also be given to weight of the two boats; if possible the heaviest (and therefore probably the longest) boat should be on the inside.

**Etiquette for boat wishing to tie alongside a moored vessel:** If the crew is on board let them know your intentions, including time you will be leaving, and request that you can lie alongside. Use your own lines to tie up and ensure that you have adequate fenders out. Do not rely on other vessel to provide fenders. If possible pass your lines across, in preference to throwing - thrown lines can be dropped and get caught up in your propeller. Do not grab handrails of moored boat but use their shrouds or other substantial fitting to assist coming alongside. Come alongside slowly and carefully taking great care not to collide with the moored boat or any boat in the near vicinity.

**Tying up:** Use bow and stem lines and always use springs. Shorelines should be used on at least every other boat. Tie off halyards and bunting to stop tapping and annoying your neighbour. It is advisable to finally position your lines, bow, stem and springs, so that when you leave minimum disturbance to the other boat is made. After successfully rafting up always ask and use the front of a boat when crossing the inboard boats (unless the boat design is such that this is dangerous or impossible). Do not cross through their cockpit unless especially invited to do so. Wear appropriate shoes and cross quietly - others may be asleep.

**Etiquette for crew of a moored boat when another vessel wishes to come alongside:** If a vessel wishes to tie up next to you, general etiquette requires you to give assistance and not refuse permission, unless there is a serious safety reason for you to refuse. It is advisable to always keep fenders out in case another vessel wishes to raft up especially when you are not on board. Remember that the boat coming alongside may be in difficulties (engine failure etc.) and is in need of help. In no circumstances do you throw a rope back. Take it and ascertain any problems later when both vessels are secure.

Always remember that one day you may wish to tie alongside the vessel that today wishes to come alongside you. It is all a matter of give and take. Hope this is useful. Mike Jones PCC 07/10/2004.



**A PERSONAL VIEW FROM ROGER DUNSTAN (VICE COMMODORE)** Recently it was pointed out to me that the 'Honours Board' in the club foyer had been defaced, the name of Alan Savage having been scratched through. I personally find this to be offensive. All those listed on that board have put in many, many hours of unrewarded time and effort. It is not possible for those listed not to have offended someone in the time they have provided service to the club. If anyone has an issue to raise, I would suggest they could do it in a direct fashion to the person concerned. To deface the name of anyone on that board is underhand and a cowardly way to make a protest. Whoever did that should be ashamed of their actions. It is not clever. It is stupid and mean spirited. Roger

**SOLDIERS WIND:** One which serves either way; allowing a passage to be made without much nautical ability. (Mariners never had a very high opinion of the soldiery)

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

**Now, would I give a thousand furlongs of sea for an acre of barren ground.  
"The Tempest"**

**DAY ANCHORAGES:** Here are a few of the more obvious ones that can be reached within one tide around the Welsh coast and across the water where one can stop for a meal, go ashore or even a swim. All times assume an average of 5 knots through the water and good ground tackle. On our side the first place that comes to mind is off the lifeboat slipway at Penarth at any state of the tide but not fit for swimming. Secondly there is a mooring to the East of Flatholm provided its not occupied by the Flatholm ferry. You could try navigating the Rhymny River to the sailing club, its open sometimes for a pint. Or up to the R. Usk, tying up to the club pontoon. Go on a rising tide, arriving an hour before high water. The club is open weekends.

Around Lavernock point you could try Sully Island for mid day tide anchor off the North side at high water for a trip ashore, or at low water neaps in the pool on the north side, but keep an eye on the depth passing the east of the island. Alternatively anchor in Sully bay to the West of the island, you may even venture for a swim at low water with no tide flow. But if it's a swim you want, there is no better than Jacksons bay to the west of Barry harbour breakwater, nice to go ashore to the yacht club, have a meal or a glass of wine on the quarter deck for those that have such things.

For a longer haul going out with the tide go into Nash passage for low water anchorage in shallow water just round the corner from Atlantic college, you may even see a porpoise. Or, even venture down to Tusker rock on the east side in settled conditions, make a trip ashore to see the wreck at the east end.

On the English side there is Clevedon bay to the south of the pier, pick up the mooring buoy around high water for a trip ashore, the club is open on racing days, or go further south and anchor off the old paddling pool to the north of Swains hill, walk the poets walk to the old church and admire the view. There is a jetty at St Thomas head belonging to the M.O.D. which can be reached at high-water, if you are careful stepping over the mines you can visit Woodspring Priory at the entrance of the R.Banwell. Both of these can be reached in 2 hours. Using the full outgoing tide, how about a sail down to Porlock bay, anchoring off the pillbox in 3 metres about 1 hour before low water. I recommend going this side only in Westerly winds and allow 4 hours both ways. For the quicker boats you should be able to make Woody Bay, 3 miles to the west of the Foreland, good for a swim in clear water and a shower under the waterfall, a trip ashore to the pub at the top of the hill, or, call on Elke Brooks, tell her I sent you!! JOHN WOOD 11 04

**BOAT JUMBLES:** The last local boat jumble of the season is on...

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

**POMPEY:** Seaman's nickname for Portsmouth, British naval base on the English Channel. May have derived from the local fire brigade known as the Pompier.

**DID YOU KNOW:** That 99% of the mass of our solar system is contained in the Sun.

**COVER PICTURE** Does anyone have a photograph suitable for the front cover of next years Club handbook 2005 – 2006 also if you have any amendments alterations and suggestions please contact... Tony Davies.

**WATCHES:** Traditionally, a 24-hour day is divided into seven watches. These are: midnight to 4 a.m. [0000-0400], the mid-watch; 4 to 8 a.m. [0400-0800], morning watch; 8 a.m. to noon [0800-1200], forenoon watch; noon to 4 p.m. [1200-1600], afternoon watch; 4 to 6 p.m. [1600-1800] first dog watch; 6 to 8 p.m. [1800-2000], second dog watch; and, 8 p.m. to midnight [2000-2400], evening watch. The half hours of the watch are marked by the striking the bell an appropriate number of times.

**ADVERTISE:** It pays to advertise!!! many thanks to the people who have responded to my pleas for copy for the Bear Essentials, your contributions are much appreciated. Tony Davies Editor... Tony@designbyrelish.co.uk

**RHUMB LINE OR LOXODROME LINE:** on the surface of the Earth which cuts all meridians at a constant angle, other than a right angle. Because of the convergence of the meridians, a rhumb line is a spiral (though this only becomes critical at high latitudes). The course sailed by a ship is normally a rhumb line.

**PLATES:** feet, from Cockney rhyming slang 'plates of meat.

**TALLY:** name tapes: ribbons on uniform jackets or the laces on dickey fronts.

**PIPE:** an order made over the ship's loudspeaker system.

**WEB SITE:** Dave Cairncross administers the Club Website and he has asked me to request that all sections 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 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.

**SLOWLY:** You can never come along side too slowly.

**The wonder is always new that any sane man can be a sailor. Ralph Waldo Emerson.**

**THE VOYAGE OF THE CONCH PEARL:** I have seen your pleas dotted around the club asking for articles for the club newsletter. As a new member I am happy to contribute and have attached a short story of my introduction to sailing. Craig Lockwood Conch Pearl...

It has always been a childhood dream of mine to have a sailboat, a dream inspired by Robinson Crusoe and tales of the great explorers.

It was only at the beginning of this summer that I decided to realise this dream. Having never been on a sailboat, I become confused with the sheer variety of vessels available. I pored over various magazines such as Practical Boat Owner and Sailing Monthly, eventually getting to grips with the confusing sailing lingo; it wasn't long before I was dreaming of hoisting the main halyard or easing the sheets.

Within a week or two of deciding upon a small yacht, as opposed to a racing dinghy, I came across a reasonably priced Jaguar 22 lying at CBYC. The boat, The Conch Pearl seemed to be in good condition for its age, at least to my untrained eye. Built in 1977 with a large cockpit and a comfortable cabin, The Conch Pearl fitted my needs perfectly.

A week or two later, and after a test sail with the owner and a bit of friendly price negotiating, I became the proud owner of The Conch Pearl.

The next few weeks were filled with day-sails within the bay, confidence grew on a daily basis and The Conch Pearl became my new best friend. Although I was having a great time within the bay, I was always aware of the dangers involved in sailing. The shadow of the barrage hung over my new found enjoyment whilst I practiced tacking, gybing and MOB manoeuvres. I knew it was just a matter of time before I would be leaving the relative safety of the bay and venturing out into the Bristol Channel. Any spare cash was spent on equipment for the boat; VHF, GPS, fenders, dodgers and warps. Before I knew it, I found myself preparing for my first real adventure, a trip outside of the barrage. A journey that promised excitement and danger.

After a month or two of Bay sailing, I arranged my first Channel outing. Fortunately, my uncle who has vast experience in sailing this area agreed to accompany me on this first great voyage. Our route would only take us up to Newport and back but I planned the journey days in advance, relishing the opportunity to plan for tide & weather conditions. With a force 3 westerly wind, we set sail and reached speeds of up to 9 knots. I experimented with different sail combinations and sat in awe of the beauty of The Conch Pearl under full sail and goose winging to our destination. The tide helped us along and within no time we were spinning 180\* ready to return home.

The journey home seemed a lot rougher as we headed to windward. The boat heeled and got tossed around as I wrestled with the tiller to hold our course. It was exhausting but exhilarating; so much so that when we returned to the Barrage, I found myself reluctant to pass through, wanting instead to stay out in my new found nautical playground.

That night I slept like a baby, completely drained of energy. The excitement had probably drained me more than the physical excursion, but I was inspired. I couldn't wait to get back out onto the sea. I spent the next few weeks sailing the Penarth coast, either heading west to Barry, or East to Newport; always working with the tide. I felt comfortable at sea and was thankful for the fine weather we experienced. My next real trip was looming; a sail to Weston with a weekend stay. A non-sailing friend decided to join me for the trip and we planned the weekend with military precision. I spoke to the friendly commodore of the Weston Bay Yacht Club who arranged for a pontoon to be set aside for us. The commodore warned us of the strong currents around the entrance to the River Axe and I made a note of tidal openings. I felt like a real sailor and couldn't wait to make the crossing.

The morning of our journey couldn't have been more perfect. We arrived at CBYC with our provisions at dawn and quickly set about getting the boat ready. The wind was a steady force 3 and the forecast promised more of the same for the rest of the weekend. Upon leaving the Barrage and entering the Bristol Channel we were greeted by the calmest waters I had ever seen. The rising sun sparkled on the silver water making it look like mercury or hot solder. Mist was rising from the water which made the whole sea look even more surreal. We cut the engine and raised the sails. The silence was eerie but yet soothing. Within half an hour of setting off, the mist disappeared and a nice breeze pressed us onward. As we neared Flat Holme the breeze got stronger and stronger, taking us to a comfortable 5-6 knots. The half way mark was celebrated with a chilled beer, which at such an early hour seemed very strange. It wasn't long before we had the Black Rock to our starboard side and we had to drop sails, ready to negotiate the mouth of the River Axe under motor. Thankfully, we picked our way through the warning buoys and soon found our pontoon amidst the old fishing boats and multi-hulls swinging from their moorings.

As we tied The Conch Pearl to her new home for the weekend, I became immensely proud of her. It may have only been a short journey of about 11 miles, but to me it was a grand journey. After all, we had travelled to another country! My fellow crewmember and I sat on the pontoon cracking jokes and drinking beer, basking in the sun and congratulating ourselves on a great sail. Within just a couple of months, I had gone from just dreaming of boating, to a channel crossing. I had learnt so much and enjoyed every moment of it. As I sat on the deserted beach with nobody else around, I knew that I had satisfied my boyhood dream. At that moment I had a little chuckle and called for man Friday to throw over another beer! Thank you Craig I look forward to reading about the return trip, Ed.

**WEATHER LORE:**

At sea with low and falling glass,  
The greenhorn sleeps like a careless ass.  
But when the glass is high and rising,  
May soundly sleep the careful wise one.

**WEATHER EYE:**

Keeping a -weather eye open. Said to originate from keeping an eye open to windward where the first signs of any change in the weather might be expected. But now accepted as referring to a good sailor's instinctive awareness of the weather and what it might do, even though he may have the latest forecast.

**Blunk;**

Is a  
Sudden  
squall.

**The ocean's surf, slow, deep, mellow voice is full of mystery and awe, moaning over the dead it holds in its bosom, or lulling them to unbroken slumbers in the chambers of its vastly depths. – Haliburton.**

The sea never changes and its works, for all the talk of men, are wrapped in mystery.

**SCARWEATHER SANDS OFFSHORE WIND FARM:** Summary of the public inquiry decision with respect to recreational boating interests On the 6 July the Inspectors report and his recommendations were released along with the decision of the Welsh Assembly Planning Committee.

The inspector recommended refusal of the order on the grounds of visual impact issues. The Welsh Assembly Committee disagreed with this recommendation and recommended the order should be granted with certain modifications.

**Of interest to the RYA objections:**

- The turbine sited in the channel between the Hugo Bank and the Kenfig Patches will be removed to ensure the channel remains open - result of Trinity House objection
- The Inspector stated his understanding was that any 'safety or exclusion' zone designated as part of the order would be superseded by national legislation i.e., the Energy Bill
- The inspector did not agree that a provision banning landing on or mooring to the turbines would give adequate security to developer or sailors
- Whilst the inspector noted the practical objection to safety zones of a specific distance e.g., 50m he stated that some distance must be used and that no doubt any prosecution in court would take into account the degree of alleged incursion and any resulting consequences.
- He agreed that, relating safety zones to a specific risk assessment, might be applicable if the exact nature of the foundations were known. However, given the uncertainties and the common sense need for safety zones to be of the same dimension for each turbines in the same wind farm, then he concluded that the zones proposed in the Filled-up order appropriate and necessary (NOTE: I have asked for the latest amended order to be sent, but I think we can assume this is a 50m zone around each turbine).
- During construction, larger temporary safety zones will apply. The inspector notes the zoning provisions would have effect of reducing the right to free passage over part of the open sea but concluded that these restrictions are the minimum necessary to provide reasonable safety measures for sailors and their vessels and for the safety of the wind farm.
- Vessels would still be able to sail through the Shord Channel between the turbines but the inspector states given the nature of the treacherous Scarweather Sands most prudent sailors would avoid most of the wind farm site
- The inspector also comments that with the re-siting of Turbine 25 the use of the channel between the Hugo Bank and Kenfig patches would not be prevented and there are a number of alternative routes available for recreational craft traveling between Swansea and the ports further east along the Bristol Channel.
- The inspector also concluded that the area which would be covered by the operational wind farm would be too small to have any significant harmful effect on the legitimate interests of recreational sailors in the Swansea Bay area. Other issues of interest to RYA
- The inspector concluded that there was no clear evidence that the proposal would have unacceptable consequences on the marine and coastal processes.
- Decommissioning provisions relate essentially to the sea bed and the inspector asked for clarification of the onshore components of decommissioning and considered with the confirmation of these aspects, the proposals for decommissioning were reasonable.

**The process:**

As a result of the committee's decision a notice of intention will be issued to all Assembly members giving 5 days to register dissatisfaction that the Order is to be made. This will be done as soon as possible after the Assembly's summer recess. If at least 10 Assembly members are dissatisfied they may table a motion which will cause the Order not to be made. In the absence of such a motion the Assembly may proceed to make the Order. Susie Tomson 11 August 2004

**FISHMANS LUCK ? ON CHLOE MAY:** Sunday 17 October fishing comp. Had been a long days fishing, having been out since the 7.30 am lock fishing up at Newport earlier in the day, having been blown about on the fast running tide.

I then made my way back to the North Cardiff buoy, where I settled for the rest of the day, my first fish was my first cod of the cod season, weighing in at just 2 to 3 pounds and a small whiting later on, anyway the tide was running fast and it was a bit lumpy for my 20 foot boat.

Wanting to catch the 6.45 pm lock I started packing up, putting things away and getting ready, when I heard a bang and a thump, I looked up... oh no!, my best rod had just disappeared from the back of the boat, and being in a competition you are only allowed to fish with two rods and these were my best, with my pen rod power stick and 330 gti reel, costing £170 also gone as well, now 47 feet down!!!

Looking in disbelief, what could I do? Then I noticed my other rod had a bite, so I started reeling it in, fighting with something on the end of it, when suddenly up came my other line, I slowly grabbed hold of the line to find my rod and reel, with a nine pound Thorn Back Ray on the end... now if that's not fisherman's luck? Eh. I didn't win the comp but I sure got my rod back to fish another day... Mark Hunt Chloe May 21.10.04.

Nought cared this body for wind or weather when youth and I lived in it together.  
Samuel Taylor Coleridge.