

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W

Established in 1932 (Formally known as Penarth Motorboat and Sailing Club... P.M.C.)



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Cost: Priceless.

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Eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment and remember to always wear a lifejacket



■ A MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR: May I take this opportunity to wish each and every member of C.B.Y.C. a Very Merry Christmas and prosperous New Year and also, say a warm thank you to the many members who have supplied copy or been involved with the production and distribution of Bear Essentials especially Brvan (Reels) Mor... an. Ruth

■ INSIDE THIS CHRISTMAS ISSUE: you will find loads of interesting articles... ranging from... information on internet sites, letters from members to a calendar of events... plus lots more... it's amazing...

■ HOT DRINKS MACHINE: Did you know we now have... a hot drinks machine in the club? You can find it in the outside mess room, it's the last door to the left of the club by the entrance gate... it's absolutely wonderful and so convenient.

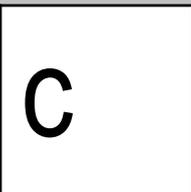


There are no strangers at Cardiff Bay Yacht Club, only friends you've

■ GET A FREE YACHT WEB SITE FROM... WWW YOTBLOG.COM Unbelievable but true... you can have your own web site free... you do the work yourself... design it yourself... upload images... it includes an online log to let friends and family know where you are... go to www.yotblog.com it's really easy to use too... it also includes a new online auction site - like E-bay, but exclusively for sailing items. No listing fees, and no selling fees ever... for the first 100 people to sign up... From T.D.

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

Bar
Opening
Hours
October
To April.



Monday	17.00 to 23.00
Tuesday	17.00 to 23.00
Wednesday	17.00 to 23.00
Thursday	17.00 to 23.00
Friday	12.00 noon to 23.00
Saturday	12.00 noon to midnight.
Sunday	12.00 noon to 22.30



Do come
along and
enjoy a
drink or
two.

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

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

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**Bear Essentials is the
newsletter of
Cardiff Bay Yacht Club.**

If you would like to contribute to Bear Essentials please contact Tony Davies at...tony@designbyrelish.co.uk

**Visit the club web site at:
www.cbyc.co.uk**

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, Ruth Coles and Ruth Thain. Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation or reference purposes, always use current Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Copy may be amended or deleted for any reason by the Editor. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Jane Hall - (029 20514 915). Moorings, pontoons, yard, haul-out - Barrie Metcalf - (07966 930823) - during the weekend working period. i.e. 09.00 - 13.00 Sat. & Sun use (07773 462769). Cruisers - Tony Davies (2051 5376). Dinghies - Jeremy Taylor - (029 2040 0457). Catamarans - Idris Dibble (029 20252973). Angling - Bryan Morgan - (029 2021 7910). Motorboats - Gareth Davies (029 2086 9167). Catering - Bar - (029 2022 6575). Sailing School - Nick Sawyer (029 2051 4966). Flag Officers: President - Jean Annett (029 2062 0160). Vice President - John Mead (01443 225 338). Commodore - Roger Dunstan (029 2089 1451). Vice Commodore - Kevin Rolfe (029 2025 9442). Rear Commodore - Jonathan-Crofts Davies (029 2070 7427). Hon. Secretary Helen Phillips (029 2021 5759). Hon. Treasurer - Anthony Thomas (029 2075 0224). Hon. Sailing Secretary - Paul Simes (01443 205 120). Sailing School Principal - Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Jeremy Taylor (029 2040 0457). Gareth Davies (029 2086 9167). Marc Case - (029 2070 5870). Steve Parker - (01633 672 378) To external recipients of Bear Essentials, please would you kindly display it where others may read it, on a notice board if possible, thank you. For sale and wanted ads will run for three months and then deleted unless I hear that the item remains unsold. Editor.

**Bear Essentials is produced in a smoke
free environment.
Please dispose of it responsibly.**

■ **NEW YEARS EVE PARTY NIGHT:** This years "cabaret" has been hand picked for the best in entertainment. We are trying a new format and will introduce not one but two artists, backed by a disco, with Dancing through until the early hours... Valesa has an excellent voice; she is also an ex-showgirl dancer. She loves to get her audience dancing as well... Originally from Belarus she is currently performing around Wales... Over six feet of sheer entertainment - don't miss her.

Sam Cash has an easy going manner that really connects with his audience, add a few jokes and you will really feel his entertainment value... Fabulous Voice.

All this will be backed up by some cool disco sounds to help us party into the New Year... The cannon at midnight will help the old year go out with a BANG! Top it all off with a mouth watering buffet and you will have a new year to remember... See you there! Gareth Davies.

CBYC PRESENTS

NEW YEARS EVE

PARTY NIGHT

Sat 31 December 2005

For your Entertainment

VALESA

Top Female Vocalist Who Loves to Dance

SAM CASH

Back by your request
An Amazing Voice that's Easy Listening

Plus The COOL Disco Sounds, to Dance The Night away
With The BIG Cannon at midnight.

Everyone Welcome

Full Selection of Hot & Cold Buffet

Tickets £20.00 from behind Bar (Limited numbers)

■ **FAST FLEET AND FLYING FIFTEENS:** First of all I would like to wish everyone the Seasons Greetings and a prosperous New Year. I hope that we all get the chance to spend plenty of time on the water, in the next 12 months.

The Autumn series ended at the end of November, with some very competitive sailing. Congratulations go to Chris Pope, who won the Fast Fleet series in his Laser.

The last two weekends saw us breaking the frost from the covers, but, once out there, the weather was beautiful, with the sun shining. I cannot wait to get back out again in January. Hopefully we will be sporting our Xmas gifts?

A warm welcome to the fleet to Philip Straw, who has been crewing in my Flying Fifteen. He will be racing his Laser 2000 in the next series. There will be a few people looking for crew in the fast fleet, so, I am starting a crew list. If you want to try crewing in a Flying fifteen or a Laser 2000, then please send me your E-mail and telephone number.

Finally the series comic moment - Our most senior member decided to raise his main with the wind across the beam. This is possible in very light winds. However, it is recommended that you are tied to the pontoon at the time.

As he stood on the bow, hauling on the main halyard, the mainsail rose, putting him on a reach. The boat started to pick up speed heading for the slip - with no-one at the helm? Fortunately a dinghy member spotted this just in time, grabbing the boat before it grounded, saving the inevitable crunch and cold swim... Ian Horton, Fast Fleet Captain ian.horton@uk.imptob.com 07967 467031

Calendar of events in December 2005

Day	Date	Event	Time
Thur	1	Cruiser night.	Restaurant (evening)
Fri	2	Bar open	from 12 noon.
Sat	3	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	4	Restaurant	(12 till 2 pm)
Mon	5		
Tue	6		
Wed	7	Angling night.	
Thur	8	Cruiser night.	Restaurant (evening)
Fri	9	Bar open	from 12 noon.
Sat	10	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	11	Angling Competition	Restaurant (12 till 2 pm)
Mon	12		
Tue	13		
Wed	14	Angling night.	
Thur	15	Cruiser night.	Restaurant (evening)
Fri	16	Bar open	from 12 noon.
Sat	17	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	18	Restaurant	(12 till 2 pm)
Mon	19	Angling Competition	
Tue	20		
Wed	21	Angling night.	
Thur	22	Carol Singing evening	Restaurant (evening)
Fri	23	Bar open	from 12 noon.
Sat	24	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	25		
Mon	26		
Tue	27		
Wed	28	Angling night.	
Thur	29	Cruiser night.	Restaurant (evening)
Fri	30	Bar open	from 12 noon.
Sat	31	New Years Eve Party	Restaurant (12 till 2 pm)

■ **CHRISTMAS PRESENT?** A handy wallet size tide table is available **NOW** for 2006 from C.B.Y.C., to be distributed free of charge. However a donation of at least £1.00 to the R.N.L.I. would be appreciated.. Please contact Tony ... tony@designbyrelish.co.uk

■ **PHOTO COMPETITION:** The Management Committee are running a photographic competition with a view to finding suitable material to adorn the walls of the refurbished Clubhouse. The deadline is the next A.G.M. Please E-Mail your entry to... tony@designbyrelish.co.uk

■ **FOR SALE:** 4 Man Avon life raft in valise - £350.00. Good kemp spinnaker pole 3m x 5.8 - £100.00. Arun cross cut spinnaker 10.3 x 5.8 - £100.00 olivercheetham@yahoo.com or 0034 858 023 279.

■ **COVER PICTURE:** Does anyone have a photograph suitable for the front cover of the Club handbook for next year 2005 – 2006 ... Also If anyone would like to advertise in the next handbook please contact... Tony Davies... tony@designbyrelish.co.uk

■ **PLAIN SAILING:** Nautical term meaning all is well, full sail set in fine weather, and nothing to worry about.

■ **The bar is open regularly from 17.00 till 23.00 daily through the week; 12 noon till 23.00 on Fridays. 12 Noon till 12 midnight Saturday and 12 Noon till 11.00 Sunday.**

Calendar of events in January 2006

Day	Date	Event	Time
Sun	1	Restaurant	(12 till 2 pm)
Mon	2		
Tue	3		
Wed	4	Angling night.	
Thur	5	Cruiser night.	Restaurant (evening)
Fri	6	Bar open	from 12 noon.
Sat	7	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	8	Restaurant	(12 till 2 pm)
Mon	9		
Tue	10		
Wed	11	Angling night.	
Thur	12	Cruiser night.	Restaurant (evening)
Fri	13	Bar open	from 12 noon.
Sat	14	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	15	Angling Competition	Restaurant (12 till 2 pm)
Mon	16		
Tue	17		
Wed	18	Angling night.	
Thur	19	Cruiser night.	Restaurant (evening)
Fri	20	Bar open	from 12 noon.
Sat	21	Restaurant	(12 till 2 pm)
Sun	22	(* C. in C.)	Restaurant (12 till 2 pm)
Mon	23		
Tue	24		
Wed	25	Angling night.	
Thur	26	Cruiser night.	Restaurant (evening)
Fri	27	Bar open	from 12 noon.
Sat	28	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	29	Angling Competition	Restaurant (12 till 2 pm)
Mon	30		
Tue	31		

■ **RISING TO THE BAIT:** You've had a day's fishing and caught only dogfish and you have half a box of squid left over, still in good condition; that is if they haven't turned pink. Then why not have them for tea?

Take a good size frying pan; put in a drizzle of olive oil, grind in some fresh pepper and a spoon full of butter. Heat and add the squid whole and fry for about 4 mins turning them until they turn red. Add a spoon full of red jam [damson] and a glass of sherry, brandy or whisky. Reduce down, complete the cooking turning the squid. Remove the cellophane [backbone] and serve, mopping up the gravy with brown bread.

There is no need to sail down to Padstow after all. A word of caution the recipe doesn't work too well with lugworms. JOHN WOOD 10 2005.

■ **DID YOU KNOW?** The Club website is to be revamped in the near future and to that end David Cairncross, the webmaster would be delighted if members and section Captains would contact him with any new information uploads or any comments you may have...

Also you can upload some info to the Club web site yourself !!! Oh... yes you can... It's simple as pie... just click on the link and follow the instructions... events, crew wanted, crew for sale, results... it's all there... it's absolutely marvellous and so easy to use.

■ **(* C. in C.) = cruise in company: Please call Tony for destination & details. Tel. 07816 337904.**

SATELLITE NAVIGATION: Sophisticated electronic location method that enables sailors to instantly determine their exact latitude and longitude, within just a few feet, anywhere on the surface of the surface of the earth, or whatever

■ **CRUISER RACING:** Almost fourteen years ago Cardiff Bay Channel Fleets was formed as a tripartite body to organise sailing cruiser racing for members of the three yacht clubs in the area and we owe a debt of gratitude to those who had the foresight to start such a venture and our particular thanks must go to Syd Thomas who has given so much of his time for our pleasure over the years.

Regrettably the 2005 "Frost Bite" series will be the last event to be run under the auspices of C.B.C.F., a decision not taken lightly by those concerned. However the fortunes and trends of our sport are ever changing and it now falls upon Cardiff Bay Yacht Club to organize the cruiser racing for all concerned. This decision also has the full support of our good neighbours Penarth Yacht Club.

A working committee is to be set up within C.B.Y.C. to organise all our future cruiser racing events for next season and the foreseeable future. One of the most important objectives of the new committee will be to make our cruiser racing more appealing to a wider range of sailors than perhaps it has in recent years, particularly those with cruising boats and not just "racer cruisers", to coin an industry phrase. Racing does not have to be expensive and can be very good fun for the whole of the family in the cruiser class. It is currently very encouraging to see so many boats taking part in the PY class of the "Frost Bite" and this is something we will want to build on.

Our sports boat fleet is currently very healthy but the low numbers in the IRC class is more than a little concerning. Offshore racing events have also dwindled in the last few seasons as well and we are keen to address these areas.

It is our intention to put a working committee together, certainly no later than Christmas and we need your help !!!!!!! The writer is acting temporary chairman and our sailing secretary Paul Simes has overall responsibility for the group and all club sailing events. We are fortunate in having David Cairncross on board as principle race officer and he is also responsible for the club website where much of our racing information will be available in the future.

Further good news is that Syd Thomas has been persuaded by extremely persuasive parties not to retire completely and will be part of the new race officer team.

Tony Davies our communications officer has agreed to look after these matters and represent the cruising member's interests, with view to developing "P.Y.Cruiser Passage Racing" in the future.

Therefore we are looking for some enthusiastic volunteers to serve in the following roles. Chairman. Secretary. IRC class racing class representative. Sports Boat racing class, representative. PY racing class representative. Offshore (SWOG & SWIG) representative. Social Representative.

We also anticipate that someone from Penarth Yacht Club will be getting involved in any meetings concerning event planning and we would hope that sometime in the future Cardiff Yacht Club would also participate. If you are interested and want to help, please get in contact with Paul Simes. Your comments and advice on how you would like to see our racing develop in the future would be gratefully received. A forum will be available on the club website for this purpose in the near future.

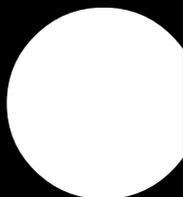
We are looking for fresh ideas and a new approach so please come forward and get involved.

Finally an "End of Season" and "Frost Bite Series" presentation evening is being held at the club on the 17th of December after racing. Tickets are available from Nick Sawyer. Please make an effort to come along even if you have not been racing recently as it will be a good opportunity to have a few drinks with old friends before Christmas and discuss our future plans.

Finally please keep a close eye on the club website and "Bear Essentials" for all the latest cruiser racing news.

Steve Cooper (acting chairman) Contacts:- Paul Simes 0797 1239772 paul@tsimes.fsnet.co.uk Steve Cooper 07966 367538 scooper@jcweng.fsbusiness.co.uk Tony Davies 07816 337904 tony@designbyrelish.co.uk David Cairncross 07771 805309 david_cairncross@hotmail.com

■ **FOR SALE:** "Phebe" our Sadler 29 is up for sail... (take a look at Sailing Today 6 page review on her!), so if you want to write another chapter in her log, give me a call. Neil Lambden 07780 955313.



ARROWSMITHS TIDE TABLES 2006: A limited number of Arrowsmiths tide tables are available on a first come first served basis, £4.00 each. 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

■ **RUBBISH:** would members please remove rubbish arising from working on their boats, please take it home or deposit it in the skip... also please take your old batteries away with you.

C . B . Y . C .

Presents

CAROL

SINGING

Thursday 22 December

From 8.30 pm

Do come along and have

CHANNEL: Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats.

GIMBAL: Mountings often found on shipboard lamps, compasses etc. which provide dieting passengers an opportunity to observe the true motions of the ship in relation to them, prevents any recently ingested food from remaining in their digestive

■ **FAST FLEET:** Over the next couple editions of Bear Essentials, I intend to feature the boats that make up the ultra fast fleet. The first boat we shall have a look at is the Sprint 15 Catamaran. The 15 is sailed by five of our members and is the UK'S most popular single handed Cat. It is also unique in that it can be sailed in three different modes ('Unarig' one person with just the main single handed / Two up' with main, jib / 'Sport' one person with main, jib & trapeze.) It is also very safe in that in the very rare event of a capsize, it can be righted single handed from a complete inversion.

The Sprint 15 (formerly Dart 15) was designed in 1979 by Rodney March, who was also responsible for the design of the Olympic Tornado class catamaran. Originally built by Panthercraft Ltd of Penryn in Cornwall, the Dart 15 was then sold through *The Laser Centre* in Banbury. In 1999 The Laser Centre moved manufacture of the hulls closer to home from Penryn, to renowned catamaran builder Reg White.

In 2004 The Laser Center decided that the 15 no longer fitted into their product range, and decided to stop production. This gave one of the original Dart builders, Ian Fraser, an opportunity to regain the rights to manufacture the boat.

2005 will be an exciting year as the newly named Sprint 15 is relaunched. The new boat will be manufactured by Collins Fibreglass in South Africa (already Dart 18 builders) and sold in the UK via *Windsport International* (The Cat Clinic), run by the well known catamaran expert, Brian Phipps. The hulls are manufactured in GRP and the mast is available either in one piece or, as a 2 piece for car topping. For more details have a look at www.sprint15.com

Performance PY rating Sailed "Unarig" (one person with just the main) 916 Sailed 2 up (with main & jib) 916 - Sailed "Sport" (one person with main, jib & trapeze) 882

Dimensions: Weights 33kg per hull, Mast 10.5kg, Length 4.54m, Beam 2.13m

Sail areas: Mainsail 10.19 m², Jib 2.10 m². Idris Dibble Ultra Fast Fleet Captain.



■ **SPINNAKER: Large beautiful balloon shaped sail used in powerful downwind sailing, collapses at the sides to make control difficult and when lowered stores neatly into the galley and main cabin and heads all at the same**

■ **NEWS FROM THE DARK SIDE:** Summer has come and gone, and we have had our first cold period of the winter. The various sections seem to be thriving, there was a good entry for the Cod competition and the Frostbite series is well attended.

Brian Gupwell has done us proud in the concreting of a large area of the compound. This will be used for boat storage in the winter and car parking during the summer. Thank you Brian.

We are in the process of negotiating with the Harbour Authority for a lease over the pitching between the slipways, with a view to constructing decking out over the pitching and adjacent water to form a storage area for the dinghies. Whilst this is not cheap, it does effectively give us more ground area, freeing up space for increased parking.

The Pontoon extension plans are well underway, with the first batch of new pontoons already delivered. We anticipate piling to start in January, finishing end February, with a view to having the extended berthing available for the new berthing year starting in April. We currently have a waiting list so the new pontoons will be very welcome. Work has started on electrifying the East Pontoon section, and this should be completed some time in the New Year.

There has been two items that seem to generate great interest on the Club website Forum. The first is the supply of a fuelling facility. This is in progress, and although maybe not as speedily or as cheap as some would like, we hope to have it all in place for the next summer season.

However the subject guaranteed to generate the most debate is smoking. Everyone seems to have a view, quite often strongly held. I believe at least one member will be proposing a motion at the AGM and all those who wish to influence the decision should attend and make their views known. If you are not there you can hardly complain at the result of the debate. We look forward to a large attendance. Roger Dunstan Commodore.

■ **NEVER TRY TO OUTSMART A WOMAN:** A man called home to his wife and said, "Darling I have been asked to go fishing in Ireland with my boss & several of his friends. We're going for a week. This is a good opportunity for me to get that promotion I've been wanting, so could you please pack enough clothes for the week and set out my rod and fishing box? We're leaving from the office & I will call in to pick my things up"... "Oh! Please pack my new blue silk pyjamas." The wife thinks this sounds a bit fishy but being the good wife she is, did exactly what her husband asked.

The following weekend he came home a little tired but otherwise looking good. The wife welcomed him home and asked if he caught many fish? He said, "Yes! Lots of Cod, some Salmon and a few Ray. But why didn't you pack my new blue silk pyjamas like I asked you to do?" The wife replied, "I did. They're in your fishing box....." Supplied by Bryan (Reels) Morgan.

JIBE: Course change which causes the boom to sweep rapidly across the cockpit; also, frequent type of comment made by observers of this maneuver.

LANYARD: A light line attached to a small article so that it can be secured

■ **P.Y. CRUISER PASSAGE RACING:** C.B.Y.C. has recommenced administration of cruiser racing... Do you have a cruiser? And, did you think cruiser racing is only for stripped out racing boats? Then you may be very interested to learn that C.B.Y.C. is to run a series of races especially for you... and, there's no need to remove every last ounce of superfluous equipment, or have your crew hanging half out of the boat trying to keep it upright !!! A series of "passage races" i.e. races with a destination, are planned for next season (Bristol, Watchet, Swansea & etc.). Why not sail in company and sharpen your sailing skills at the same time?

The handicapping system to be used is P.Y. (Portsmouth Yardstick). This is a tried and tested user friendly, well established, handicapping system, administered by the R.Y.A. The P.Y. handicapping system differs to most others, in that handicaps are **performance** generated, unlike other systems which are **measurement** generated, these other systems usually obtain the handicap by taking many measurements from your vessel, at a cost. Another advantage with the P.Y. system is that it is completely open to scrutiny unlike other systems, where the formula for arriving at the handicap is kept secret.

One of the main advantages of the P.Y. system is that not only is there no cost, but it allows any yacht to come to the start line and race. If your vessel just happens to be a popular design, maybe a Centaur, Achilles 24, Contessa 32 or some such, then she will already have an established handicap, known as a "**primary yardstick**". Other vessels in the fleet which are not so popular will be classed as "**secondary yardsticks**", and yachts which are regarded as "one off" designs will be allocated "**club handicaps**". So, whichever yacht you sail, the P.Y. handicapping system will cater for your particular design of craft (even sports boats).

To find the winner in a race, the elapsed time, (i.e. the time taken for a vessel to complete the course), is corrected by dividing the handicap of the vessel and the vessel with the lowest corrected time is declared the winner. Adjustments to handicaps are made at intervals, typically every 6 or so races (but not necessarily, they can be adjusted every race if required) and are calculated by comparing the corrected times with the primary yardstick boats, (hence the name yardstick).

The P.Y. handicapping system also takes into account other factors, such as crew ability (this includes the skipper) and in effect this allows novices and the experienced sailor to compete on equal terms. The age of the vessel is also taken into account as are the sails carried, i.e. if a spinnaker or, maybe number one genoa is to be declared or not, this will effect the vessels handicap. The type of auxiliary propulsion used, 2 or 3 blade propeller, outboard motor & etc. is also taken into account, meaning that the vessel's handicap will also be adjusted for these factors.

Overall I believe this is a very fair and user friendly system... Please also find on the notice board in the foyer, a form to enable us to evaluate the interest in the above and also, please watch the notice board for details of forthcoming races.

The above is just a précis to whet your appetite, I make no apologies if this all seems a bit simplistic to some of you, my hope is that it will attract new blood into the racing scene as well as rekindle lost interest, for whatever reason from others.

If you require further information or have a query please contact: Tony Davies... "P.Y. Cruiser Passage Racing": 029 2051 5376, Mobile 07816 337904. tony@designbyrelish.co.uk

■ **IMPROVED BEAR ESSENTIALS?**

Some of our more regular readers may have noticed that I've found a few more buttons to press on my keyboard... hence some changes in the layout... hopefully for the best... T.D.

■ **CHRISTMAS PRESENT?**

A wallet size tide table, for 2006, is available **NOW** from C.B.Y.C. it will be distributed free of charge, however, a donation of £1.00 to the R.N.L.I. would be appreciated. Please contact Tony ... tony@designbyrelish.co.uk

■ **PERIODICALS:**

A few periodicals are to be provided for use in the club, to that end if any member has a preference for water sports related titles would they please contact the editor.

■ **VICE COMMODORES COMMENTS:** Usual progress report from the Marina. New pontoons - we have agreed contracts with a piling contractor (not the same one as last time) who will start in January. They expect the new piling to be done in 3-4 weeks so we're still on track to have the last phase of the pontoon system in by March. Work in installing the electricity to the Eastern pontoon section has started. This should be finished by Christmas, so start sorting out the fairy lights now!

Planning and environmental applications have been submitted for the installation of a fuel berth to supply diesel. This is grinding its way along slowly and should be complete by Easter or thereabouts. The concreting of the yard is essentially complete with just some tidying up and the oil separator installation to be done.

Finally, we are looking for a powered travel hoist for the yard, if you come across a used one for sale on your travels, let me know, as they are like rocking horse manure. Kev Vice Commodore.

Christmas Staff Coverage Marina & Admin Staff

Marina Staff are not in attendance from
Midday Friday 23rd December to Monday 2nd January

There will be no Boat Movements from
Thursday 22nd December until Monday 2nd January

In an **Emergency**
the Marina Manager, Barrie Metcalf can be contacted on
07966 930823

The **Admin Office** will be closed from Midday Friday 23rd
December... Re-opening Monday 2nd January.

■ **LOCKS:** when locking... do not be tempted to use the exit ladders... as these are for emergency use only... recently one of our racing sailors was attempting to get from one yacht to another by climbing up one ladder then down into the next lock... he was intercepted and was refused permission to descend into the next lock... under safety grounds... he then had no alternative but to return to C.B.Y.C. via the Cogan bridge over the River Ely on foot which in fact is a no go area as pedestrians are banned.

■ **SOLDIERS WIND:** Said of a wind that was easy to steer by, usually a beam reach... hence a soldier who knew nothing about sailing could steer a ship.

BEAR ESSENTIALS NEEDS YOU I am always hungry for copy; **Editor.**

SAILING: The fine art of getting wet and becoming ill while slowly going

■ **LETTER TO THE EDITOR:** "Dear Sir, Following the **two** items contributed by members last month, regarding smoking within the Clubhouse, perhaps I may be permitted further space to continue this theme".

At last year's A.G.M., the C.O.M. gave the wider membership the opportunity to debate this usually thorny subject. The one constant when "Smoking" is brought forward for debate is that feelings on both sides run very strong. It was something of a relief then to find that C.B.Y.C. members at the A.G.M. were able to discuss the position within our Clubhouse in a civilised and sensible manner. The turnout was, [probably, inevitably!], a compromise, with a "partial ban".

I was present at that A.G.M. and I **thought** the meeting had agreed for a ban across the upstairs areas, leaving the ground floor rooms open to smokers, as they deemed appropriate. But, it seems that C.O.M. saw the result somewhat differently and have only excluded smoking from the immediate bar area. This helps so far as our responsibilities to Club Bar Staff are concerned, but will achieve very little in cleaning up the poisons put into the air and breathed across the Clubroom by all members, smokers or not. I have to say, that in itself is a real disappointment and seems to be a bit of a "cop out" by our elected reps.

But my main point in picking up the theme of a smoking ban within our Club, at this point is that since we debated it at the last A.G.M., there have been significant developments nationally and regionally from our legislators. **And**, we hear just yesterday that the Chief Medical Officer, [Sir Liam Donaldson], felt so strongly about the National Government's weakness in opting for only a partial ban within England, that he seriously considered resigning. Listening to him on the News, it seems he felt it better "tactics" to stay in post and seek to influence a change of stance by the Government. **So, an informed expert** sees this as a critical subject on which to continue to fight his corner.

I imagine all members are aware that within the Welsh Assembly Government, there is a stated intention to take the "bull by the horns" and impose a full ban. I assume that will encompass Members Clubs like ours.

I could spend time regaling members with the harrowing tale of my much younger sister dying very slowly and painfully from a range of cancers arising from the passive smoking she endured at home from both of my addicted parents [50 a day at their peak etc. etc]. And pile in with the even more distressing detail of my mother who died over a 10 year period from lung cancer plus complications.

But **is this really necessary**, as the medical evidence is totally overwhelming, we **are a sports club** presumably dedicated to the pursuit of pleasure in a healthy sport/environment, and **surely** have a responsibility to protect **all** members [young and old] from what is now seen universally as a poison in the atmosphere we breath?

Will the C.O.M. **themselves**, please put forward a motion at the next AGM to have a total ban on smoking within our Clubhouse, starting next season? This will undoubtedly take leadership and some courage... but that **is** what "goes with the territory", isn't it? Jeff Owen."

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YES.....of Course it DOES!.....of Course it DOES!

■ **ANGLING REPORT:** The last Competition in October was the Annual Christmas Comp. , held on the 27th, but, unfortunately although 30 members and 40 visitors fished, there were no Cod brought to the scales. There were some Cod caught but none over 4lbs, to be eligible to weigh-in! As the pool, (£60) was not won, it will be drawn on Wednesday 21st December, which is the evening all members who fished can collect their chickens. 1930hrs – 2000hrs. There are two Competitions this month, on the 11th and the 18th. The prizes for both of these Comps. will be very worthwhile having, so let's hope we see a good turnout by sending the old year out with a flourish!
All that remains now is for your committee to wish You and also all Club Members.....

"A very Merry Christmas and a Happy and
Prosperous New Year!"

■ **BRASS MONKEYS:** cold weather (the term 'cold enough to freeze the balls off a brass monkey' from the days of fighting sail, when cannon balls, being iron, contracted with the cold so much that they became loose in their brass tracks, 'the monkeys', and so fell off and rolled around the deck. Oh yes they did...

■ **SUMMER ESCAPE 2005:** Where to go for the summer holidays? An important subject that was mulled through the winter of 2004. Trish being from the Isle of Man and, as we'd been West to Ireland in 2004 and South to Falmouth in 2003, left us with just one option. East to Bristol, although good, doesn't warrant 2 ½ weeks holiday!

Our plan was to go to North Wales, Pwelli in particular, as I had learnt to sail there as a child and it was on the way to IOM, should the weather and everything else goes exceptionally well. A few other boats, Green Gini, Moonshadow and Serendipity were also trying to escape the grasp of the Bristol Channel, so were to accompany us to Milford Haven.

As usual, despite planning, the weather conspired against us and the 2 ½ holiday was reduced by one day due to bad weather and threatening a second wasted day, so, we made a run for Swansea. Weather was a bit eventful with the wind being a 4-5 westerly caused the waves to stack up a bit as we left Aberthaw power station and entered the Nash Passage. It was the first time the group had been down the passage, but well worth the effort, as it offered more protection than the longer route and of course saved sea miles. A busy night in Swansea meant we were all split up and several of us moored against the wall in the marina, but at least we were on our way. **continued on next page...**

PORT: 1. Left on a boat. 2. A place you wish you never left on a boat.

BULKHEAD: Discomfort suffered by sailors who drink too

From previous page... Next day's weather was marginally better, still wind on the nose again, so Phebe left Swansea as we had miles to do and were keen to be on our way. A long day sailing into Tenby left Trish so tired that she could only be revived by the offer of a sausage casserole a la tin... one of Asdas mini triumphs! The further west we went, the better the sailing and the weather, sailing into Dale was, as ever, picturesque and nice to be out of the channel.

Green seas and blue skies followed for most of the next few days. Passing through Jack and Ramsey sounds on the same tide without mishaps or drama and stopping in Fishguard for the night. As we rounded Strumble head, dolphins were playing in the overfalls, the first ones that we saw. We later saw them every sailing day, right up until the return home and the last two were at Nash Point. They were even playing in the harbour with one 2m (individual) beast tossing a fish in the air, catching it and repeating the performance. Just showing off! I can't catch a fish that size the once... mind you, he's probably not so good at catching pizza.

A short stroll down into Lower Fishguard, a very pretty village and a beer in the Ship Inn, a friendly boaty pub where the landlord had caught so many fish that day he was giving them away to customers. After we returned from town, we could see the regulars from the Ship, as they were the ones with strange rolled up newspapers under their arms. Another dawn start and we're on our way to Aberystwyth, a bad day forecast for the day after, so a better place to be holed up than Fishguard. The winds had become very light so we motored, only to sail for last few hours. After hours of trawling feathers, we caught two mackerel, not sure if they were excessively suicidal or the dolphins had put them there, either way they became tea. Several pods of dolphins passed us, happy to play under the bows for quite a while, so close you could almost touch them.....

Aberystwyth provided us with a day's entertainment, the funicular railway and camera obscura being a good spot to while away a few hours, spectacular views and white horses on the bright blue sea made me want to get out again. It's nice to have a day off, but it's great to be under way again

Off to Pwhelli, passing the end of St Patrick's causeway and then heading north, a few rolls in the genoa and we were soon having a good sail. Quickly the mountains of North Wales came into view. Mountains that I have climbed seem so different from the sea, still recognisable but more condensed somehow. On our journey back we could still see the Snowdon massif some 70 odd miles away from Fishguard.

St Tudwll's and Ramsey came into view shortly followed by Pwhelli as we rounded to the North, sailing freer and a quick run to the marina just as the entrance became viable. We met up with Mike, Nathan and Richard from Silver Dual as we had planned and settled for a few days of doing the tourist thing.

Festiniog Slate mines via the steam railway and Port Merion was very good, but itchy feet and time limits meant we had to be on our way home shortly. Leaving Silver Dual behind we left the marina just before the cloud of over 400 Optimists also left. Glad we got out first otherwise we'd have still been untangling them.

A relaxing sail via Porthmadog, Harlech and then out to the causeway where we hove too for a few hours waiting for the tide to be right to get into Barmouth.

The harbourmaster and the almanac warned us of the strong tides and as we felt our way in, it was obvious that despite low water speed we were making quick progress. It wasn't until we picked up the mooring buoy in the middle of the river that we realised we had 3-4 knots under the keel. There was a spectacular sunset and due to the strong currents we stayed aboard watching the phosphorescence from the buoy and the sparkling stars. The mountains were also spectacular changing through oranges to red as we made our entrance.

Another day and more dolphins. While we didn't see the leatherback turtle reported in the area, we did see more than our fair share of dolphins. A short day and we were back in Fishguard. Enjoying a meal aboard and watching the sun go down closed another great day

The timing had to be right to get through the Ramsay and Jack sounds as from the North they can't be completed in the same tide, so we diverted to Solva for a quick exploratory trip. Leaving Phebe anchored in the bay outside, a quick ride in the tender, but with a long carry, took us to the yacht club and hot showers. A very pretty little inlet easily missed without charts or prior knowledge, but well worth a visit.

The plan was to spend the night in the north anchorage at Skomer, as we got there we found that it was not available for overnight visitors so we plugged against the tide around the south of the island, being entertained by more dolphins and some puffins pretending to ignore us. The sun went down as we crept against the strong tide with Nigel (the autohelm) maintaining course; we had time for a meal en route and in comfort. Soon the Dakotian buoy was in view and back to Dale, which now feels like home!

Breakfast and a shower in Dale then off up river to explore. It's such a well protected inlet with miles and miles of river. Shame we didn't have time to see more but, as the tide was favourable we then went onto Tenby. Not so many miles in a straight line to Tenby, but considerable more by sea. We went past the ranges, which were no longer in action, with a glassy sea and not enough wind to sail. Still, we were soon in Tenby, such a short yet spectacular run in some of the best scenery we have to offer, shame it wasn't under sail.

Another day off picking up some friends and taking them out for a sail for an hour or so and then home run to Swansea with another busy day at the marina, once again mooring against the wall. Meeting some friends on Norsa, Norman and Sara had been on the same Yacht master course as I had last year.

Another early start with Norsa and Moonshadow and we were once again beating against the wind and grateful for the Nash passage. The wind, although strong was soon behind us and, what only a few hours before had hindered our progress, now powered us against the foul tide and past the Ranney. Two reefs in the main and a scrap of Genoa left us with plenty of power as the wind climbed into the 20's. Moonshadow powered along and soon was in the protection of the Penarth headland. The racing boys were out, spinnakers as well, not long though, as one of them that tried soon broached and gave it up as a bad job.

All too soon we were moored up and dreaming of trips past. Where next? Maybe the Isles of Scilly next year. Neil Lambden "Phebe"

Boom: Laterally mounted spar to which a sail is fastened, used during jibing to shift crew members to a horizontal position.