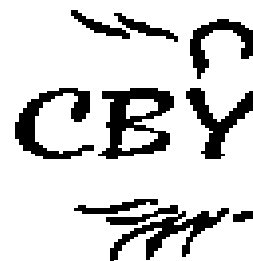


BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



Edition No. 24

www.cbyc.co.uk

April 2003

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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.

CBYC AGM The following Officers and Committee were elected at the AGM on Tuesday 25 March...

Officers

President Peter Annette, Vice President Alan Savage, Junior Vice President John Mead.

Commodore	John Jefferies	20610864
Vice Commodore	Clive Johnson	20843432
Rear Commodore	Les Davies	20762500
Hon. Secretary	Steve Adam	20553783
Hon. Treasurer	Brian Bevan	20494960
Hon. Sailing Sec.	Vacant	
Hon. Membership Sec.	Roy Evans	20704696

Management Committee

John Gittins (2088 2935) Mike Street (2056 9636) Dave Penning (2065 7988) Tony Davies (2051 5376)

Alan Shaft (01446 730654) Mike Walsh (20861460)

Dinghy Chairman	Jeremy Garside	01446 775202
Cruiser Chairman	Les Davies	20762500
Angling Chairman	John Gittins	2088 2935
Social Committee Chairman	Dave Penning	20657988
Sailing School Principal	Nick Sawyer	20514966

FOR SALE wet suite, medium, immaculate condition £25.00 Tel. 07816337904

WANTED - Small and reliable outboard motor suitable for dinghy. Colin Jenkins on 205 94369.

DID YOU KNOW Our Steward and Stewardess Roy and June have been with us for 6 years on the 26 March, (doesn't time go fast when your enjoying yourself), they are the longest serving stewards we have had on this side of the River Ely!

COMMODORE'S REPORT At the start of a new Commodore term may I begin for thanking all members who attended this year's AGM for their confidence in confirming my appointment as Commodore of the Cardiff Bay Yacht Club for the ensuing year, a position I am most honoured to accept.

It is my hope that during my period in office, I will be able to provide the impetus whereby pride in the club traditions and values can once more be a part of membership of the Cardiff Bay Yacht Club.

I would like to believe that being a member of the CBYC should mean more than just having a reasonably priced place to keep one's boat. It should be a place where one looks forward to spending one's time, in pleasant company, pursuing one's chosen pleasure pursuit, boating, in its many forms. Getting involved with club activities such as training, dinghy sailing, angling, cruising in company, novice racing, and of course racing to the standard which has become respected throughout the Bristol Channel. I also hope that there will be a cross pollination of interest among the various sections of the club where the water based and the social occasion, involving members of all sections, will become the norm.

I am also aware that tastes in entertainment are wide and varied but it is my hope that the social committee will be able to cater for ALL tastes, young, old, angler, racer, cruiser, dinghy, whatever.

In short, let's enjoy being members of our **CLUB** - The Cardiff Bay Yacht club. JOHN JEFFERIES Commodore

EDITORIAL Editor - Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Fax 029 2049 2340, Mobile 07816 337904 E-Mail enq@natures-table.co.uk. (Proof reader - Bryan "reels" Morgan). Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Club contacts:- Fees - Ruth Coles - 029 2066 6627. Membership - Roy Evans - 029 2070 4696. Moorings, pontoons, yard, haul-out - Barrie Metcalf - 029 2066 6627. Sailing Secretary - (Vacant) Cruisers - Les Davies - 029 2076 2500, Dinghies - Jeremy Garside - 01446 775202. Angling - Bryan Morgan - 029 2021 7910. Catering - (Vacant). Bar - 029 2022 6575. Social Committee - Dave Penning - 029 2065 7988.

Don't forget Thursday night is Cruiser Night.

ANGLING SECTION The new Committee is now up and running and increased in strength by the addition of a further member, Darren Grant, [Golden Dawn]. Darren has agreed to assist Clive Jones our Weighmaster, especially when, through pressure of work, Clive is unable to attend a Competition weigh-in. The Committee is sure that Darren will be a valuable asset and wish him well.

The new season's subscriptions are now due. You can save £5 by paying-up, by joining, before the end of May. Application forms are available from the Section Notice Board.

The details of this year's Competitions are on the Notice Board and the new Section Specimen Fish Pool details will be posted shortly. The Section has recently ratified a number of Objectives for the Section and they appear below:-

OBJECTIVES OF THE Angling Section 2003/2004.

Subsequent to Trevor Parker's comments, as the outgoing Section Chairman, at the Angling Section AGM, the new committee, under the Chairmanship of John Gittins, have resolved that the Section's Objectives should be as follows:-

1/. To promote more positive Inter-Section Co-operation and collaboration.

2/. To promote the increase of Section membership by encouraging those boat owners with vessels that are not characteristically recognisable as "Fishing Boats", to join the Section and sample not only the good fishing and Competitions, but, also the camaraderie that exists in the Section.

3/. The Section Committee has long felt that there has existed a "Them and Us" situation between Sections. Perhaps, both sides are to blame somewhat for this attitude.

Nevertheless, it's felt that it's important to the Club in general, that we all endeavour to cultivate more togetherness between Sections.

To this end, the Angling Section Committee will welcome approaches from other Sections in order to arrange Inter-Section Fishing Competitions, or suchlike, and/or arrange to "take 'em Fishing". You're never too old to learn something new!

4/. Angling Section Get-Together Social Events.

The Committee will endeavour to arrange more social events; viz., Fishermen's Night, quiz Nights, Barbecues etc which will be open to all Section Members.

5/. The membership fee has been kept to £5.00 for yet another year, [Good Value!]. Membership application forms are available on the Section Notice Board. [Membership Sec: Mike Street, 029 2061 4888]

6/. As further ideas are formulated and decided upon, they will be published in the Bear Essentials newsletter. Meanwhile, naturally we shall welcome any constructive suggestions or ideas. Please contact either John Gittins, myself, or, any other Committee member.

Thank You.
BGM. [Reels].

A TALE OF BEGINNERS Way back in the early sixties, the only sailing I thought existed was racing a GP14 around the VERY tidal waters of the bay, from the Penarth Custom House, our Club premises. It was assumed to be normal practice for our wives and crew to help break the ice on the canvas covers during the frostbite series, before the up to the waist launch. Winter clothing would consist of a jersey or two covered by a Peacock's type waterproof, or a Millets model if one was a bit more affluent. A pair of your oldest trousers would complete the picture and feet would have to make do with a pair of daps. But, one day, a certain Bryan Harris showed me something completely different. Hanging from the inside ceiling of his fireplace workshop was a set of, as he put it, oak, shaped profiles. This was obviously a very large vessel, looking to me like the skeleton of a dinosaur. These he said had been given to him and he was going to set about the task of completing this thing, which looked so huge. It was he informed called A Folk Boat. He intended to build it by the carvel method for greater speed as apposed to the normal clinker----which meant nothing to me. Whilst the construction was under way, he obtained his offshore and ocean tickets. Plus his wife presented him with a fine sextant, apparently essential if one lost site of land. The years rolled by, I continued to beat up to the Sticks, which was then the westerly windward mark, followed by a jibe or free off to the low water pier mark, accompanied by at least forty other dinghies of the day--great days. These exciting times were shared with such names as Peter Setchfield, Colin Lyons, Peter Mills and even Mike Dunstan, father of Roger. But, suddenly after five years, a launch date was announced of the Folk Boat !! It was a few days before something called Barry Cock o' the Channel around Lundy. It was to be named Magic Dragon and the crew to be me, plus an old sea dog that Bryan had found and was bringing along, " just in case". There were at least thirty entries and the weather set to fair, a course was set, totally different to the rest who by tradition made for the Somerset coast ready to anchor when the tide returned. We found ourselves in mid-channel but strangely still making over the tide. As dusk fell we rounded Lundy with only Barrie Simpson-Wells to be seen, and then on to find St. Govans in complete darkness, our first real test. The thrill of that close reach at night with the rushing sea inches from my elbow still lives on and after many hours, we saw the welcoming light of St. Govans. We had made it, our first bit of real navigation. It was now a case of every thing up and a charge up channel. After two days it was a weary crew who arrived off Barry to find our wives waving from the wall, (they did that in those days) to find later to our utter amazement we had been awarded the first place. Pingles Tales.

I am the beginning of the end, you can see me twice in a week but not in a day, once in a year but twice in a decade, what am I? The answer can be found thee times in Bear Essentials.

ANSWERS TO THE QUIZ

- 1) How long did the Hundred Years War last? *116 years
- 2) Which country makes Panama hats? *Ecuador
- 3) From which animal do we get cat gut? *Sheep and Horses
- 4) In which month is the October Revolution? *November
- 5) What is a camel's hair brush made of? *Squirrel fur
- 6) The Canary Islands in the Pacific are named after what animal? *Dogs
- 7) What was King George VI's first name? *Albert
- 8) What Color is a purple finch? *Crimson
- 9) Where are Chinese gooseberries from? *New Zealand
- 10) What is the Colour of the black box? *Orange, of course.

What do you mean you failed?

A THOUGHT "You know the world is going crazy when the best Rapper is a white guy, the best golfer is black, the Swiss hold the America's Cup, France is accusing the Americans of arrogance and Germany doesn't want to go to War".
BGM [Reels]

FOR SALE G.Map for Garmin plotter E. Scotland, Hydraulic pump/motor Sundstrand 18 series, tanded pump (c.p.v.pv) Pulsar v.e.5000 visual display echo sounder, Euromarine digital echo sounder new, Prop 14x10 r/h for Enfield leg. Deep sea seal type em 35-41 new Tel 029 2079 3151 or 07941 203

VARNISHING starting haul out/layup season. Along with buttoning the boat up for the winter, many let winter double as project time. A good winter project is to take varnished items such as floor boards and drawers home. Working with wood and varnishing is part science, part black art. There are many variables including environment, humidity etc. See below for some basics. Once home, be prepared to spend more time preparing the surface to be varnished than you spend on applying the varnish. The quality of the varnish job depends on the preparation! Starting from bare wood use #320 sand paper to get a smooth surface. Sand parallel to the grain. From old varnish, in good condition 220 should do the job. Make sure that there is NO shine left from the old varnish. Brushes depend on personal preference. Choices include bristle and foam brushes. I've had great success using Interlux #333 brushing liquid applied before each coat as directed on the can. Starting from bare wood I use varnish thinned 50% for the first coat. My varnish work has been with oil varnish though poly varnish gives good results. How many coats? From bare wood five coats gives good depth. When doing an annual varnish job, I find that one coat does it for us in our northern environment. Maybe a second coat in the sunny south with a longer sailing season. Two coats on steps and other areas, such as companion way steps that are worn down by heavy use. Almost essential is a work space that can be kept dust free. Also avoid varnishing in warm bright sun. That last can cause some big deep puckers that take lots of elbow to sand out. Enjoy your sanding/varnishing!

EARLEY BIRDS Presentation Dinner & Dance Saturday 12th April 8.00pm
Entertainment from Mike Japp & the Yard Dogs plus Darren's Disco.
Open to all members. Tickets available at £12 from the Bar until Wed 9th April.

CBYC CRUISE IN COMPANY Easter trip to Gloucester. Sail to Portishead Marina Thurs 17th April. Join Portishead boats leaving there Friday am. early to sail to Sharpness and by canal to Gloucester. Marina Cost approx £10.00 and £15.00 for the canal passage. lease inform Tony Davies if you intend to go.
Further details can be obtained from notice boards at the club.

RULES ON HOW TO COMBINE A SUCCESSFUL DIET WITH LIFE AS A NORMAL HUMAN BEING! If you eat something and no one sees you, then the food has no calories. When you eat with someone else, the calories do not count if they eat more than you do. If you drink diet cola with a chocolate bar, the diet cola cancels the calories in the chocolate. Broken biscuits contain no calories – the process of breaking causes calorie leakage. Food used for medicinal purposes never counts; e.g. hot chocolate for relaxation; brandy for fortification; toast and cheesecake as anti-depressants. It is recommended that you fatten up everyone around you so that you appear slimmer. Food licked off cutlery, or, out of a bowl has no calories if you are following a recipe, e.g. butter icing on a cake; the remains of scone mixture; cream for the top of a trifle. T.V. and cinema food contain no calories, as they are part of the whole entertainment package. Foods of the same colour have the same number of calories, e.g. spinach and mint ice cream; mushrooms and white chocolate; water and a large gin and tonic. Athletes eat huge amounts of pasta before races like the marathon. It's a myth that you have to run 26 miles to work it off. One brisk trot round the settee is quite sufficient to wipe out a bowl of spaghetti. Twice round the living room, will use up so much energy, that a chocolate bar is required to supplement your sugar level and rebuild your strength. Good luck.

STARTING STUBBORN DIESEL ENGINES Nearly every week customers post inquiries to the Torresen Marine Diesel Direct forum asking about how to overcome starting difficulties with their diesel engine. Nearly as often, the subject of starting fluids and ether, accompanies the conversation. It appears that we all want a quick fix. Instead of getting to the root of the problem, we look for a magic potion that will solve the problem in a spray form. Not only does the use of ether not solve the problem, it also is liable to shorten the life of the engine by causing serious damage. The damage could include cracked piston ring grooves, or, the rings and pistons themselves. When a cylinder fires from normal injection, the fuel burns for the entire stroke of the piston. Ether explodes when the compression gets it hot enough and that could be well before the piston is at the top of its compression stroke and the forces exerted are well beyond the design of the engine. Our recommendation is simple. Stay away from ether. There are a number of things that must be right to start any engine, especially on the first try of the day.

Here is a summary list you should consider (not in any specific order): 1 - Valves should be properly adjusted 2 - Starter motor must be in good condition - after years of service, it is not unlikely that there is wear in the starter motor that slows its speed. Slow speed can be critical to cold starts. 3 - Battery - if it is nearing the end of its life or wasn't rated properly to begin with, it could be the cause of slower starter motor speed. Batteries must be of good quality and fully charged. 4 - Battery cables must be properly sized and in good condition.

All connectors should be clean. A tight connection does not always mean a good connection. Failing wires and/or the connections could result in reduced power to the starter motor. 5 - Lubricating oil should be to specification. 6 - Fuel octane level should be 45 or higher. A good quality fuel is an important part of running your diesel engine. 7 - The end of the fuel return line should be submerged in fuel. 8 - Injection timing - very critical and the most difficult to correct. This should be the last thing to evaluate and correct. If evaluation and correction of the above doesn't give the results you want, the symptoms are those of lowered compression. A compression test, made with the proper tester, can confirm this. You may even want to do this before trying to set the injection timing. In the mean time - if you have access to electrical power, try putting the output of a hair dryer into the air inlet on the engine for a few minutes before the first start of the day. It can work wonders, but it won't correct your problems. Hard starting can be attributed to a number of reasons, including compression, HP fuel pump, fuel, air intake, injector or injection timing, etc. If you have used ether, there is a good chance that you have broken a piston or possibly a piston ring. Try taking the compression with your rubber nosed compression tester. If you can hold it in the hole, your compression is too low. You are looking for pressures that approach 400PSIG and it takes a pretty sophisticated set-up to read it.

Why not write an article for Bear Essentials

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BCYC-subscribe@yahoogroups.com

FOG It's difficult to imagine how the ancient mariners coped with just a foghorn, a crows-nest and a lead swinger. Of course, there were many who did not, Admiral Shovell in the Scillies for one. On a visit to The Scillies many years ago accompanied by another boat we thought of defying the odds by sailing outside the islands in foggy conditions using Decca. Our intention was to return to St Mary's up Tresco sound, but, our accompanying boat turned too early and finished up in Hell bay. So much for bravado! Returning to the channel, we had passed Hartland Point and altered our course towards Bull Point to call in at Ilfracombe, when after an hours sailing across Bideford Bay, fog rolled in obscuring any landmarks. We continued on a dead reckon compass course until we thought we were closing with Baggy Point, so we called up Swansea C.G. and asked for a radio fix. They tried for about 15 mins, but were unsuccessful. Fortunately, the fog lifted sufficiently for us to identify a landmark and make a safe arrival. I visited Swansea C.G.. this week and they told me that they now have a D.F. station at Hartland Pt. Fortunately, G.P.S. has made life much easier, in fog, at least you know where you are even if its not where you want to be, as happened to me last year crossing to Watchet. Because of wind and tide, finished up 2 miles west of Hinkley Pt and having to motor the 6 miles to Watchet. I recall returning from a trip to Porlock Weir and being caught in a pea soup'er somewhere to the S.W. of Breaksea on a rising tide. Visibility was down to 100m and the wind was still blowing S.W 3-4. On that occasion I was afraid of hitting an anchored ship somewhere in Barry Roads. We could hear the Breaksea and in the far distance the "callump" of Flatholm. We took down the headsail for better vision and to slow the boat and posted a lookout in the pulpit. Our speed over the ground was still 8knts. We had a foghorn, but were more intent listening for any ships. I decided to call up the pilot cutter on channel 16 to see if there were any ship movements at this time. He said there was nothing expected for a couple of hours, but he was not able to tell me what was at anchor. Fortunately, we made it across without incident and turned left at the Rannie, recognizing it mainly by wave pattern. The ultimate aid when it comes to fog is of course Radar, which I only have the pleasure of when using our family boat Mariane. On our crossing from Cherbourg to Poole in 2001, we left in nil visibility at 18knts and were able to see the W to E shipping and eventually Studlands However I have found it almost impossible to pick up a signal from a yacht under sail without a reflector, a small boat with an outboard motor is easily seen. On the 11/12 this year we had a weather forecast for Cardiff which promised two sunny days in a high pressure system, so we decided to have a night out in Bristol locking out at 10.30am. The weather looked promising with breaks in the cloud. It was a neap tide and we headed for the N. Cardiff. Once there, we set an easterly course to the English & Welsh at 12kn. Within 10 mins of leaving the N.C. we were in fog down to 250m. The Radar was switched on and we picked up the racon at 4M, it was quite eerie to see this tall buoy loom out on our starboard bow. Soon after, visibility dropped even further and an accurate compass course became vital. A call was made to Avon signals on 12 to check for ship movements. The message was that a ship would leave at 12.45. This should give us ample time to get up the river, as it happened we arrived just as a large tug came out at 12kn. We had fog days, extreme cold and no sun, completely different to Cardiff weather. Radar for this passage I think was essential and next time I'll wait for the spring and look at the Bristol forecast. JOHN WOOD.

THE CONTINUING STORY OF THE PENARTH MOTORBOAT AND SAILING CLUB Now renamed the Cardiff Bay Yacht Club - (Don't forget that this was written in 1965 by Ron Alexander) Chapter IIII The Glebe St. Era.

A notable occasion of this era was a dinner called by Mr. Cecil Bonner on the arrival at Penarth, of his brand new cutter "Ocean Lady". This will bring back memories to many of our present members. In 1950 after the repayment of the loan, the Committee decided to employ a person to clean the premises and dispense drinks in the evenings of Wednesday, Friday, Saturday and Sunday, which were the days when the Club was open. Mrs Clargo of Cardiff started, but travel difficulty caused her to finish after a short stay. Mrs. Jones of Penarth took her place in 1952, and she remained in our employ until 1956. Her place was taken by Mrs. Betty Cadsby who stayed with the Club as Stewardess until 1958. Her charming disposition and conscientious service did much in making old and new Members feel welcome. Betty also assisted in keeping the register up to date, typing and other clerical duties. Mrs. Ivy Davies followed as Stewardess in 1958 and came with us to Marine Buildings, during which time she has sustained a difficult job, with big Club expansion, in an unassuming manner. We are pleased to say that Ivy is still with us in 1965. The 81 Glebe Street era was a happy and successful one, when that fraternity got together they went to town. They used to form schools and the resident drink was rum and orange, of which several bottles would be disposed during the evening. Also after a prize presentation, the cups were really filled, it was the done thing. 'loyune" won a large cup for owner Mickey Webb. This cup was filled with a bottle of Whisky, Rum and Gin and augmented with drinks all round, what a job getting them off the premises! After locking up the Club, the full party retired to a Flag-Officer's house, where they continued until the first blackbird was heard in the morning. After such a rum session, two high-ranking officers set sail on sudden impulse in strong easterly conditions and landed up on the beach. Both had rather red faces in the morning but there was fortunately little damage.

FLYING FIFTEENS The Winter 2003 series was completed in controversial circumstances on 30th March. With the series going down to the wire, the races on Sunday were won by Brian Marchant's fifteen, but without Brian at the helm. Therefore the overall winners were Steve Clark and Phil Gray sailing FF 2162. Brian Marchant (2525) was second and Bill Turton (2492) third. It has been an excellent series with uncharacteristically good weather and a total of 9 different Fifteens competing. Racing will recommence on the 13th April, with the Stradform Series. It is hoped that we can get even more boats out on the water for this series to get some good racing in, before the open meeting circuit really gets under way. Race cards are available from behind the bar and all fleet members are reminded to complete the race declaration before commencing the series.

QUIZ

- 1) How long did the Hundred Years War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get catgut?
- 4) In which month is the October Revolution?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands are named after what ?
- 7) What was King George VI's first name?
- 8) What Color is a purple finch?
- 9) Where are Chinese gooseberries from?
- 10) What is the Colour of the black box in a airplane? Answers are on the back page!

The deadline for Bear Essentials is the last day of the month, please e-mail your copy to:- enq@natures-table.co.uk