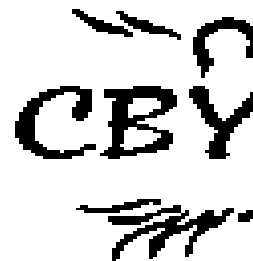


# BEAR ESSENTIALS

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**ALL AT SEA** Complimentary copies of All At Sea. For technical reasons it became necessary to combine the October and November editions and supplies are now available from the bin in the club. The January edition will be a bumper one with a preview of the Boat Show and will be distributed a few days before Xmas. Seasons greetings and happy reading! Maurice Eason, Bristol Channel Agent for AAS Ltd.

**E-MAIL ADDRESSES** Do I have your e-mail address? Please send it to:- [eng@natures-table.co.uk](mailto:eng@natures-table.co.uk) Editor.

**CARDIFF BAY CHANNEL FLEETS** Present - IRC and Sportsboat Racing THE FROSTBITE 2002 SERIES 6 October to 15 December.

December

Sun 01 16.40 13.00  
Sun 08 09.40 14.00 Bay  
Sat 14 15.15 12.00  
Sun 15 16.05 13.00

Fri 20 at 20.00 Xmas Social & Prizes.

60% of completed races to count. Starts will be PYC line or Bay. Race Officer: Lt. Col. Syd Thomas 01656 661180 Race Fees - £25.00. Cheque payable to 'Cardiff Bay Channel Fleets' sent to:- Lt. Col. S Thomas 4 Hawthorn Drive, Coychurch, Bridgend. CF35 SER.

**MERRY CHRISTMAS CAKE RECIPE** Ingredients... 1 cup water, 1 tsp baking soda, 1 cup sugar, 1 tsp salt, 1 cup brown sugar, 4 large eggs, nuts, 1 bottle vodka, 2 cups dried fruit, Method... sample the vodka to check quality. Take a large bowl. Check the vodka again. To be sure that it is of the highest quality, pour one level cupful and drink. Repeat. Turn on the electric mixer. Beat one cup of butter in a large fluffy bowl. Add one teaspoon of sugar. Beat again. Make sure the vodka is still O.K. Try another cup. Turn off the mixer. Break 2 eggs and add the bowl and chuck in a cup of dried fruit. Mix on the turner. If the fried fruit gets stuck in the beaters pry it loose with a drowsciver. Sample the vodka to check the consistency. Next, shift two cups salt. Or something. Check the vodka. Now sift the lemon juice and strain your nuts. Add one table. Grease the ovens and pish in the fridge. Turn the cake tin 350 defrees. Don't forget to beat off the turner. Throw the bowl through the window. Check the vodka & go to bed.

**ANGLING SECTION** The last two competitions could have been better supported but here are the results anyway. The Christmas Comp. Nov 10<sup>th</sup>: The first four winners [Turkeys] were; 1<sup>st</sup>, Glynne 'Oggy' Hopkins, Cod 8lb 10oz-- 2<sup>nd</sup>, John Gittins Cod 7lb 10oz--3<sup>rd</sup>, Chris Coombes, Cod 6lb 8oz. The next seven heaviest fish won a Large Capon Chicken. All other entrants will receive a Chicken. In all there were only 30 entrants. All the Poultry prizes etc can be collected from the clubhouse on Wednesday 18<sup>th</sup> December, between 7-9pm. The next Comp. was held on the 24<sup>th</sup> Nov and 1<sup>st</sup> was Phil Dominy with a magnificent 21lb 4oz Blonde Ray. 2<sup>nd</sup> Kelvin Ledley, 20lb 2oz Conger and 3<sup>rd</sup>, John Gittins 18lb 5oz Conger. The next Comps. are on the 8<sup>th</sup> and 22<sup>nd</sup> of December, so weather permitting we hope to see a lot more entrants. Full details of these two Comps. will be on the Notice Board. Remember, if a Comp. is cancelled a 'Black Ball will be hoisted on the mast at the top of the main slipway, prior to the Comp. Start Time. A New Comps. List for January and February has been compiled and copies are available on the section notice board.

Paul Deans of the Angling Section Committee is arranging a Charter Fishing weekend on the South Coast, which will take place April/May next year. The trip is still being costed, but meanwhile, if you are interested, you can add your details onto the list on the Section Notice Board. All are welcome.

**We do want to see more members participating in Comps. throughout the coming months. Please remember to accurately complete the competition registration form, on the notice board, before sailing, as failure to do so will result in your being ineliable to weiah-in.**

**FOR SALE** Foxterrier, 22ft fast and comfortable cruiser, lifting keel, double axle trailer, new Mariner outboard, £5000 John Taylor 029 2089 0885

**SOCIAL COMMITTEE** Dec 7th is the Carribean evening free entry and entertainment, meals about £8. Dec 14th is the Frostbite Series Presentation night with band and meal by ticket entry (About £8-Nick Sawyer to arrange) Dec 21st is the Christmas Disco and fun night, free entry, bar meals available. Dec 24th Christmas Eve Mince pies and singing. Dec 31st New Years Eve Band and Buffet. Ticket entry £15. Jan 1st Pursuit Race around Bay and snacks in Bar.

**FLYING FIFTEENS** Following a rather slow start to the Autumn Series, which included racing cancelled due to high winds, lack of wind and lack of a rescue boat the series has eventually kicked off. On the second competitive Sunday of the series, on the 24<sup>th</sup> November, there were 8 of our Fifteens out on the water. Two excellent races were held with Mike Jones (FF 2514) winning and Julian Beere (FF2655) second on both occasions. Welcome to Duncan Baird who has rescued FF1297 and joined the fleet, and welcome back to Terry Reynolds (FF2177). The last official racing of the series will be on Sun 1<sup>st</sup> Dec when we are hoping for an even bigger fleet to turn out.

Notes from the BIFFA fleet captain's meeting held recently at the Inlands at Draycote are posted on the noticeboard and the new club website. In order to aid in communicating info to fleet members would Fifteen owners with an e.mail address please pass it on to Stuart Jones (FF1155) so that information can be passed via this means. Merry Christmas, Stu and Jenn.

**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 [eng@natures-table.co.uk](mailto:eng@natures-table.co.uk). 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 - Les Davies - 029 2076 2500. Moorings, pontoons, yard, haul-out - Barrie Metcalf - 029 2066 6627. Sailing Secretary - Jeremy Garside - 01446 775202. Cruisers - Les Davies - 029 2076 2500, Dinghies - Jeremy Garside - 01446 775202. Angling - Bryan Morgan - 029 2021 7910. Catering - Sue Jones - 029 2061 8043 or Mob. 07779 315609. Bar - 029 2022 6575. Social Committee - Dave Penning - 029 2061 7910.

**Why not visit the NEW Club web site at [www.cbyc.co.uk](http://www.cbyc.co.uk)**

# January 11 2003 Dinghy Section Annual Dinner

## For further Information Contact Beth Pocock on 029 2089 0951

**EXPENSIVE WRITING** When NASA first started sending up astronauts, they quickly discovered that ballpoint pens would not function in Zero Gravity. To counter the problem, NASA scientists spent a decade and \$1 Billion to develop a pen that writes in Zero Gravity, upside down, underwater on almost any surface including glass and at temperatures ranging from below freezing to 300C. The Russians used a **PENCIL !**

**CBYC CRUISER SECTION DECEMBER PROGRAMME**  
 5th December Tour of Cardiff Barrage  
 12th December Christmas Bucket Quiz - John Jefferies  
 19th December Christmas Social Live Entertainment (Ross Carlton) and Curry Meal £2 per head (members & guests only) Tickets available from Cruiser Committee.

**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 203 865

**CAPSIZING** In my early days of sailing, it seemed as though I was as much on the outside of the hull as the inside, until I learnt all the things which caused me to finish up in the drink. Failing to release the main sheet in time would be the main cause, but broken toe straps, broken rudder and centreboard were also causes. Hiking out was also a cause when on a plane and running ahead of the wind. I was once helming for a friend in a 505, he was on the trapeze when we overshot a wave with a near capsize to windward with him walking on water. Shifting to cruisers, I had a 30 ft Jaguar in the Eighties and with 4 mates, was returning from Padstow. On rounding Bull Point we found ourselves in the overfalls with a strong westerly against an outgoing tide. The seas were short and three metres high, we had a full set of sails up and surfing at times when suddenly the transom lifted giving no helm, we plunged headlong down the face of wave causing us to broach and putting the vessel on port side at 90 degrees, fortunately we all remained in the cockpit, saved mainly by the steering wheel. We returned to an even keel, took down the main, started the engine and deployed a drogue, reaching Ilfracombe in an hour. I've had two capsize in my Farr 727, the first during a TV race when, with a full crew, we came round the jibe mark at the East Nash and she went over 90 degrees. It seemed as though it all happened in slow motion both the going and the returning to an even keel. The second capsize occurred when I was returning from Porlock Weir. We were flying the spinnaker and towing a dingy and the dingy broke loose off Barry and by the time we had taken down the spinnaker and recovered the dinghy the tide had turned building up a big sea on the Rannie. We approached goose winged with the foresail boomed out, we were caught the wrong side of a steep wave and over she went shipping about 10 gallons down the port locker, which was open at the time, but fortunately she came up O.K. and with the aid of motor and sail made it back to Cardiff. The last but not least I was involved in a total inversion i.e. 180 degree capsized, J class during a race and then with a spinnaker flying the skipper turned hard to Port to avoid an outgoing coaster leaving Cardiff docks. She first went over 90 degrees throwing half the crew in the water the remainder trying to avoid a ducking climbing up on the high side thus aiding to turn turtle the vessel fortunately in deep water. Rescue came from other J's and P.Y.C. safety boat and boat recovery from the R.N.L.I. Lessons learned from all of this, with dinghies, be alert and ready to let go the sheet, experience in keeping the right boat trim. Cruisers, first make sure there is no way water can get beyond the cockpit which should be self draining. Shorten sail in good time, stay away from overfalls, and don't be afraid to start the motor or anchor. Keep a good look out for other vessels and take early evasive action. Have a sound boat. Safe Boating John Wood.

**IT MUST BE HELL OUT THERE JOHN** Aristocat is a 48' Privilege Sailing Catamaran built in France in 1991. She is 26' wide with lots of deck space along with two trampolines upfront. She has a large cockpit with sun awning that allows you plenty of shade from the warm Caribbean sun. Captain John and Sandra have been together since 1968. They have two children and two grandchildren. John is a Yacht master Offshore Commercially licensed. John and Sandra have been sailing together since 1973. In 1994 they left their home in South Wales and set sail for the Caribbean in a 30' catamaran via the French Canal System and the Mediterranean Sea. They discovered the British Virgin Islands while cruising the Caribbean and have been here ever since. In an earlier life John worked as builder in the Industrial Building Industry. Sandra ran their small hotel while the two of them raised their two children. John and Sandra purchased "Aristocat" in 1996 and it is now their home. Although Aristocat is a sailing vessel, she is equipped with two Volvo engines for when the wind drops so we can continue. The boat is equipped with all the life saving equipment, including Life Jackets, Ship to Shore radio, Flares, Raft and so much more. Aristocat offers limited numbers on normal cruises to only 30 people so there is never any over crowding for a more personal approach. Our private charters are limited to 30 passengers. The itinerary of Private Charters can be tailored to suit your party. Alternative pick up and drop off locations can be arranged. Also, lunch menus can be varied to your tastes. We will also supply Champagne should you desire. We take from two to thirty persons on a Private Charter at \$85.00 per person with a minimum charge of \$650.00 If it is a wedding that you may be thinking of, there's no problem. 0930- Leave West End, sail up Sir Francis Drake Channel to "Pelican" Island, snorkel the famous "Indians" 1130- Sail to "Peter" Island to swim and visit the glorious beaches of White Bay. 1300- Lunch is served, vegetarian and non-vegetarian meals. Our delicious Rum Punch is a must. 1400- Sail to "Norman" Island to snorkel the Caves where you swim amongst shoals of tropical fish. 1600- Leisurely sail back to west End, arriving back at approximately 1700 hours. John Hayes Tortola B.V.I.

**THE CONTINUING STORY OF THE PENARTH MOTORBOAT AND SAILING CLUB CHAPTER II. THE PRE-WAR BUILD UP. (DON'T FORGET, THIS WAS WRITTEN IN 1965 BY RON ALEXANDER)** Shore moorings were being developed and in 1936/7 a new Dock Master, Captain Pike, was appointed, who showed great interest in the club and helped to give the Club administration of the river bank above what is now the cruiser slipway. It was then fairly deep water with the rise and fall hazard but arrangements were made for 16 craft to be moored there paying IOs.Od. per year to the Dock Company. The "Valda 1" Bill Lewis's second vessel was moored here in the charge of Tom Hunt who had come on the scene as Bill's Skipper. Tom himself had a long narrow boat about 25 feet in length called the "Wasp" which used to win most of the motorboat races at that time - it was always a matter of dispute amongst members as to whether he kept fixed throttle during these races. Ray Hope wins one of the races and a Cup which he Apologies - "Stormy". At a competitive vote at an annual General Meeting Bill Lewis was voted Commodore with his wife as Treasurer, but Ray kept the position of Secretary as there were no runners-up for that job. Meetings at that time were fairly noisy affairs not holding too much to a fixed programme. Incomes to the club were from subscriptions and raffles and the outgoing payments were for Cups and Prizes for races and Regattas, together with the costs of the annual Smoking Concert. The year generally ended with the club barely solvent. Regattas started about 1936 and in addition to the normal racing, inshore entertaining events were organised including, of course, the inevitable greasy pole, which was of great entertainment to the general public who were there in much greater numbers than is the case today. Course and general race instructions were prepared and are the foundation of what is used today. Racing and Regatta programmes increased, as did the general support and membership of the Club. The room at the Royal Hotel was becoming unsuitable for this increased membership and towards the end of the thirties the very active Committee were looking around for alternative accommodation. Penarth Dock offices closed and Ray Hope was one of those who supported an attempt to obtain these premises for club purposes but was unsuccessful with the negotiations with the G.W.R. However, probably this was just as well because with the outbreak of war, club activity practically ceased with members joining the forces or otherwise heavily engaged, and in 1940 the club was wound up. Unfortunately the old club Minute Books and other documents of this era found their way into the waste paper recovery yards and therefore a detailed and accurate history is not readily available. The only part of the pre-war Club retained were the memories and a cash balance brought forward of £2 7s 7d

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