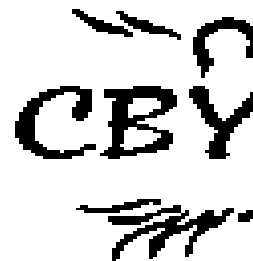


BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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Dinghy Social Evening, first Wednesday of every month. All welcome

FOR SALE 'TOPSY 2' - 19ft, 4-berth, bilge-keeled sailing boat. Fully rigged, 4hp Mercury outboard, VHF, etc. View at CBYC, nearest mooring to clubhouse. £2500 or reasonable offer for quick sale. Contact Jeff Dyas 07775774418.

"Ffalstaff" Flying Fifteen, £500.00 o.n.o. Peter Pope/ Pat Tucker. on 02920 734803 or 07817108168, Peter on 01443 224507 or 0705 0035948, Pat on 02920 499611. PAGAN is also for sail to anyone with a spare £25.000.

NAVIGATION TIP Before you begin a passage, find the lat and long of the exact centre of the nearest compass rose on your chart. Programme that in as a waypoint. When you want to plot your current position on the chart, tell your GPS to GOTO that waypoint. It will display your distance off and true bearing from the centre of the compass rose. All you then have to do is place your ruler on the compass rose and mark off the distance with dividers.

FLYING FIFTEENS Fleet Captain Stuart Jones and wife Jenn, (FF1155), finished 2nd at the Poole Classic on 14th/15th Sept. This was a well-run event at the Royal Motor Yacht Club and a chance to see how the other half live! In finishing second, this moves Stuart and Jenn into second place for the Classic Traveller's series – the Arrowed Trophy. Poole Harbour is a much larger version of Cardiff Bay and racing takes place amongst a swarm of moored boats, yachts, powerboats and jet skis. With tides, sandbanks and even the Brittany ferry to watch out for it certainly makes for exiting sailing.

Back at the club in the late Summer series the fleet has seen a maximum of 6 boats racing at any one time. Wins have gone to Brian Marchant (FF 2525), Julian Beere (FF 2655) and Stuart Jones. It's been good to see some new faces on the water with Alex and Roselle Farr, and Irwin Wright and Adrian Foss competing.

Off the water there has been a lot of activity within the new dinghy committee, sorting out next year's events, the open meeting and rescue boats etc. If you have any queries or comments please pass them to Stuart. In order for Stuart to disseminate information as effectively as possible, please can all Fifteen owners pass on their e.mail addresses to Stuart. or write them on the noticeboard.

ANGLING SECTION Clive Jones, Weighmaster, has reported that the Competition held on the 22nd September was well attended by approx. 9 boats with 25-28 Anglers. 1st: 22lb Conger.[Keiron Lacey on Hustler]. 2nd: 11_lb Ray,[Bob Ward on Cyclone]. The next Comp. is on **Sunday 6th October**, [This is the Inter-Club COD ONLY Competition, between C.B.Y.C. and RRC]. Further details are on the section notice board. **We hope 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 ineligible to weigh-in.** The Annual Open Cod Competition has been arranged for October 20th and there will be £1,500 in cash and other prizes. The section is supporting two children's charities with this Competition, The NOAH'S ARK Children's Hospital Appeal and TY HAFAN, The Children's Hospice in Wales and will be making a donation to both, during the prize-giving after the Competition. **SO. PLEASE COME AND FISH THIS COMPETITION AND HELP US TO HELP OTHERS**

SAILING TODAY An appeal for help from BCYC clubs and members. As well as being a member of the PBASC (Port of Bristol Authority Sailing Club) and the Cruising Boat Classes rep on the RYA Cruising Committee, I take over the Bristol Channel Sea Areas column in Sailing Today from the next edition (June, published 10 May). In the latter hat I have to produce up to 1000 words (with pictures) each month on events and stories of interest to cruising sailors around the Bristol Channel. To achieve that, I keep tabs on the papers, Internet and local news. I also try to phone as many people and organisations as I can (harbour and marina managers, lifeboat stations, coastguards etc), at least once every couple of months. I would like, if possible, to put out an appeal - via your newsletter and website - asking any of your clubs or individuals to pass on any leads that I may be able to follow up. Apart from anything else, this could provide an opportunity for clubs to get a bit of free publicity, via the national sailing press. I would need to get the information at least 6 - 8 weeks ahead of the events concerned to meet my publishing deadlines. My contact details are at the foot of this mail. Many thanks in advance. Regards Shaun Smith 48 Northfield Road Tetbury Gloucs GL8 8HE Tel: 01666 505829 (eve) Mob: 07771 604582 Fax: 0870 1376065e-mail1:spikesmith@clara.net e-mail2: mail@spikesmith.org.uk

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Why not visit the NEW Club web site at www.cbyc.co.uk

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)The Marine Hotel was in existence, being the end building in the blocks of flats running parallel with our existing Dinghy Compound, and indeed the house where Jack Vincent lived until recently. This was the rendezvous of these early members of the Club and the unofficial headquarters.

The end of the club's first season of 1953 was celebrated that winter, and in the spring of 1954 the first official programme was prepared for the coming sailing season and distributed to the active members, who at that time numbered about 24. It covered several motor boat races for conversions, this type of craft at that time being the 'adopted' class. A few sailing events were included and a couple of cruises.

The season started with the first cruise, which was to Clevedon. Three or four craft participated and they moored in a gut, which runs for a half a mile inland on the western side of Clevedon. Unfortunately a strong westerly wind came up when they were due to return to Penarth whipping up seas, which were to prove too tough for the boats involved. The delay caused concern in two ways. Firstly supplies had run out and after a whip round the magnificent sum of 4 pence was found which was enough to buy a limited quantity of stale cakes left over from the holiday period. Secondly, there was a young eighteen year old girl aboard one of the boats and there was a certain amount of scandal on their return about her having to stay on board overnight before the fleet was able eventually to head back for Penarth.

The next morning the 12 members on the trip successfully negotiated a trip back on the Ravenswood with the idea of paying at the far end. When they did finally get back they were met by extremely anxious parents and the news that Captain Jones had resigned as Commodore, irate after spending many hours at sea searching for the voyagers about 'Nanook'. This was the first Club crisis with now no Commodore. Captain Jones advised Ray Hope to get out before somebody was drowned. Fortunately he did not agree with Captain Jones's philosophy and after some persuasion Dredger Skipper Jim Huett was promoted from Captain to Commodore.

At this time, Ray Hope, was one of the converted lifeboat boys. He formed a syndicate with his brother Jack and others and obtained a 26ft Lifeboat at Barry Dock put ashore from a craft called Cefn y Bryn. This cost £1. Delivered to Penarth and a Morris Coviley 11.9 engine was purchased for £5. Timbers for engine bearers and cabin beams were obtained from Jetty planks cut out by hand. The cabin was matchboarded out, settees were upholstered. Anchor, chain ropes, bilge pump, steering wheel, tail end shaft, propeller, handrails, portholes were obtained and the lot came to a total of £33.00

The first trip took place in 1934 to Minehead. No one aboard had much idea where Minehead was except that it was somewhere the other side of the Channel. For five years Ray cruised to all familiar places and the original diplomatic contact was made with the other Clubs that were gradually springing up on both sides of the Channel. This craft was sold to L. Tydeman who took her to Barry where she foundered in a Southerly gale in the North East corner of Barry Harbour.

The programme continued as planned and proved of interest to several conversions from Cardiff. This brought Reg Goodman with his boat *the Wanderer* and his brother Bill and boat called Norma (a steel craft), Bill Lewis and his wife Dorothy and Skipper Jim Linskey with their 26ft conversion Doreen that was fitted with a model T Ford engine. Also there were Pilot Bill Harris and his son Reg, who was later Vice Commodore, owning a craft called "Sunbeam" which is still on the register. In this way the club membership increased and with a bit of influence the first "Clubhouse" was leased for a song from the G.W.R. whose offices were in the rooms where we now have our bar at the Anchorage. Unfortunately our occupation of the hut clubhouse was very short lived. It was situated roughly where our Dinghy Compound is today and residents in the flats complained about the noise of members singing late in the evening, describing Ginger Martins voice as falsetto and very penetrating.

The headquarters for the next few years was at the Pilot Hotel. There was only one item on the winter programme in those days, namely a smoking concert which got rather lively towards the end of the evening, imported entertainers being drowned by the vocal efforts of the members - understandable enough with beer at 6d per pint and Woodbines 4d for 10!

Around about 1955 Hylton Coward, a present member and a former Treasurer of the Club, joined the fold and had a smart little sloop called "Primrose". With him came Bill and Frank Price and several others from the Grangetown mooring site. Ted Jones converted a new boat called 'Bavano', and Harold Dunleavies came in with a new launch. Our present Angling Secretary, Tom Mules, was there at that time. Our membership increased up to about the hundred mark and the subscriptions went up by 100 per cent to 5s.0d. per annum but with still no entrance fee.

Harold Salvidge joined with a 20ft boat appropriately called "Pig". She had a bluff bow and two large portholes near the stem post that looked like eyes. Harold and Norman Farnell came in with "Iona" later selling to Penarth Councillor H. Bluemel and later acquiring "Daisy".

The Club was now really being established, administrative spadework being carried out and the first Club rules prepared. Other Bristol Channel Clubs now recognised this Club, and the solid membership and organisation were being treated with respect. A system of handicapping was arranged and at various Regattas organisers were amazed at the accuracy of these handicaps, on one occasion at B.Y.C. Regatta 20 boats crossing the line within two minutes of corrected time.

A race to Weston was initiated to line up with the Regatta of the Weston Bay Y.C., whose Commodore at that time was Cliff Smith, who now runs a Marine School at Weston. Back in Penarth a notable character in the Club was Fred Ball. In a shed, he built himself a "Flying Flea" which was a type of light aeroplane which unfortunately had a disastrous ending. When he had completed it he turned the engine over too successfully and the plane went berserk inside the shed outwardly wrecking both! Not content with this exercise he then fitted a model T Ford engine into a 10ft dinghy which he had knocked up out of plywood. It is reckoned that he reached about 10 knots. With a terrible noise and with only about an inch freeboard aft -he was very lucky not to lose his life in it. It is interesting to note that it was Fred Ball who was instrumental in introducing our present Commodore Jim Hall as a new member. To be continued.

FENDERS Proper Inflation. Fenders can be re inflated with a bicycle type air pump. If no air gauge aim for a moderately firm fender with some give to it. Extras when cruising It's a always a good idea to allocate storage space for fenders when taking a cruise. You can't predict your docking configuration and plenty of fenders and a fender board will allow proper docking. Types A. Round, Made of PVC. Generally have 2 eyes so fenders can be hung horizontally or vertically. B. Flat - Puncture proof less likely to roll out of place. Other uses such as cushions, knee pads when working etc. Fender Size Guide Round Buoys to 25 feet 9" diameter 20-35 11.5" 30-45 15.5" 40-55 18.5" Hole Through the Middle Fenders 20-30 Feet HTM 1 or 6" diameter 25-40 Feet HTM 2 or 8" diameter 30-45 Feet HTM 2 or 8" diameter 40-60 Feet HTM 3 or 10" Diameter Securing Fenders: Use stanchion base, deck cleat or toe rail. Don't use lifelines as this will break lifelines. # of Fenders: Minimum of 3. 1 at the point of maximum beam, 1 fore and 1 aft. Rafting- Place your fenders at point of greatest contact which is generally the point of max beam. Bunch 3 fenders at maximum beam, the 1 fore and 1 aft for further protection. Fender boards are of particular use when you are tying up to pilings. A horizontal or vertical tie may not work. A fender board bridges the gap and keeps the fenders in place.

LIFE JACKETS We know from the many messages on our forums that the season is picking up across Europe, and we hope that you will be enjoying your time out on the water this weekend. But will you be wearing a lifejacket? Last weekend was the annual Block Island Race in Long Island Sound. An experienced and professional sailor, Jamie Boeckel, 34, bowman onboard the 66ft ocean-racing sloop, Blue Yankee, was making a routine sail change on the foredeck, when the spinnaker pole broke in two. Thrown from the bow, the last the crew saw of Jamie was as he drifted face down past the boat. This incident has sparked a huge debate within the professional sailing fraternity, largely because Jamie was not wearing a lifejacket, something that may have saved his life. Wearing a Personal Floatation Device (PFD) is not always compulsory within the race rules and regulations, it is often down to the skipper or individual to dictate in which circumstances lifejackets should be worn. In reality, there is little excuse for not wearing a lifejacket at all times. However, when you are alone on deck, sailing at night. or the conditions exceed a predetermined level, lifejackets should be an absolute must. And don't forget the old adage – "One hand for the boat, and one hand for yourself". We wish you safe sailing.

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