

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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June 2004

Cost priceless

www.cbyc.co.uk

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Always remember... eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment.

MARINE WEATHER FORECASTS

00.40	BBC	FM	Radio Four
01.00	Coastguard	VHF	Channel 84
05.00	Coastguard	VHF	Channel 84
05.55	BBC	FM	Radio Four
09.00	Coastguard	VHF	Channel 84
11.55	BBC	FM	Radio Four
13.00	Coastguard	VHF	Channel 84
17.00	Coastguard	VHF	Channel 84
17.50	BBC	FM	Radio Four
21.00	Coastguard	VHF	Channel 84

TENDERS: Does anyone have, or know of a tender for sale, or maybe to donate to the Club, we are seriously short of tenders to access the fore and aft moorings at the west end of the pontoon. Please contact Alan Savage 029 2051 2534 or Tony Davies. 07816 337904

COUNCIL OF MANAGEMENT: minutes will soon be available on the Club Web site and also on the Club notice board; they will be posted after they have been ratified by the COM ie a month after the actual COM meeting.

ALWAYS.... have respect for your ancestors, because.....
At this moment, you're the whole reason they've existed at all. BM.

NAUTICAL QUOTES Throughout these Bear Essentials you will find Nautical Quotes, some truly nautical, others just expressing the spirit of yachting and the thoughts and feelings that cross your mind as you sit at the wheel or tiller. Please send me suggestions and additions.
T.D.

FOUL: Unfavourable, entangled, contrary. Thus, a foul wind is one against the direction of a ships course; a ships bottom is foul when it is covered with seaweed or barnacles; a harbour or coast is foul when it is rocky, full of shallows or dangerous in other ways; cables are foul(ed) when they are twisted round each other; a ship runs foul of another when it entangles itself in the others rigging.

COMMUNICATION: is the secret to success – pass it on.

SURGERIES: The Commodore will hold a surgery on the last Thursday evening of each month at 20.30 for members who have a query on any aspect of Club business or policy.

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. 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. Club contacts: - Fees - Ruth Coles – (029 2066 6627). Membership – Jane Hall – (029 514 915). Moorings, pontoons, yard, haul-out – Roger Dunstan (029 2089 1451). Cruisers – Andy Higson (01446 713908). Dinghies - Jeremy Taylor – (029 2040 0457). Angling - Bryan Morgan – (029 2021 7910). Catering - (Flotilla). Bar – (029 2022 6575). Social Committee – (to be decided). Sailing School Principal - Nick Sawyer (029 2051 4966). Flag Officers: President – Alan Savage (029 2051 2534). Vice President – Jean Anette (029 2062 0160). Junior Vice President – Roy Evans (029 2070 4696). Commodore - John Jefferies (029 2061 0864). Vice Commodore – Roger Dunstan (029 2089 1451). Rear Commodore – Kevin Rolfe (029 2025 9442). Secretary Helen Phillips (029 2021 5759). Hon. Treasurer – Tony Thomas (029 2075 0224). Hon. Sailing Secretary – Nick Sawyer (029 2051 4966). Management Committee: Tony Davies (029 2051 5376). Steve Cooper (01443 820 574). Paul Simes (01443 205130). Jeremy Taylor (029 2040 0457). Peter pope (01443 208360). Jonathan Crofts-Davies (029 2070 7427).

There is nothing; absolutely nothing; half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter . . . that's the charm of it.. Kenneth Grahame, "The Wind In The Willows"

STEER SMALL: An old fashioned, but highly practical, expression telling the helmsman to keep as close to the ordered course as possible - perhaps in a situation where there is little room for maneuver.

SEA: A single wave, or waves collectively; a swell; or the direction and condition of the waves or swell in relation to the shore. Conditions are regulated by fetch, or the distance the waves travel. A long fetch produces a long sea where there is a long distance between each wave; while a short fetch produces a short sea.

HEADWAY: A vessels forward movement through the water.

WIN: Winning isn't everything. But wanting to win is.

HOUSE: To make secure. Said particularly of lowering an upper mast and securing it to the lower mast in anticipation of bad weather; of bringing an anchor hard up to the hawse pipe; of running a gun back and securing it.

WINE: In wine there is truth...
Pliny The Elder.

FACTS: are stubborn things.

WORDS There is power in words – what you say is what you get.

THANK YOU: A warm thank you to the people who have donated books to the Club library, usually anonymously; your contributions are much appreciated... Tony Davies librarian.

LIGHTHOUSES: We take lighthouses for granted. Although some shore lighthouses are in inaccessible places, it was building the rock lighthouses that required persistence, ingenuity, skill, and sometimes bravery. The first attempt at a light on the Eddystone Rocks was made 300 years ago, with the builders having to row the twelve miles out to the light.

HOME: The situation of an object, either when it makes its full effect, or when it is properly lodged in a secure place. In the first sense, sails are hauled home when their clews (lower corners) are extended right down to the yardarm underneath. In the second sense, goods are home when they are safely stored in the hold: the anchor comes home when it is freed from the ground and hauled in to the ship.

JETTISON: To throw goods or equipment overboard in order to lighten a ship in danger.

FLOTILLA RESTAURANT 'Summer Sailing Menu'

The new opening hours are:

Monday, Tuesday & Wednesday evening	6.30 pm to 9.00 pm
Saturday	12 noon to 3.00 pm
Sunday	12 noon to 3.00 pm

Tuesday sailing evenings will become a special steak night with a selection of T Bone, Fillet and Sirloin. Sunday lunch will continue to be served during the summer months as well as the sailing menu. Anyone who would like any special requirements i.e. buffets or particular meals for events during the daytime hours, please not hesitate to contact me in the kitchen. Thank you, ROBERT EVANS Head Chef

Traditional Food in the Basket

Chicken & Chips	4.75
Scampi & Chips	5.25

8oz Rump Steak, sauté potatoes and red pepper relish	6.50
Minted Lamb Burger, chips and coleslaw	4.95
Lemon and Garlic marinated kebabs with grilled pita bread	4.95
Homemade lasagne, garlic bread and salad	4.75
Salad of crispy pancetta, grilled chicken and parmesan shavings	4.75

Open Sandwich:

➤ Smoked salmon, cream cheese & caper dressing	3.50
➤ Bacon, lettuce and tomato	3.25

Jacket Potatoes:

➤ Chilli con carne	3.50
➤ Cheese	3.25
➤ Tuna mayonnaise	3.25

Garden spring rolls with dipping sauce	2.95
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Bowl of Chips	1.25
Spicy Curly Fries	1.50
Garlic Bread	1.50
Onion Rings	1.50

Children's Menu	
Fish Fingers	}
Sausages	} all served with chips
Chicken Nuggets	}
	2.95

NEAPED: Beneaped. The situation where, if you were unwise enough to go aground at the top of spring tides. You would have to wait a fortnight (during which there were neap tides) before you could get off at the next spring high tide. Getting yourself beneaped at the time of the equinox is of course, the height of foolishness!

OXFORD DICTIONARY: In that splendid book, The Oxford Dictionary of Humorous Quotations, there do not seem to be any referring to sailors or the sea. Surely sailors are not that lacking in a sense of humour - or are their more pithy quotations unrepeatable in polite society

The Flotilla Restaurant would like to inform you that fresh homemade food is now available in the Quarterdeck Bar on Thursday evenings and Saturday and Sunday lunchtimes.

CHARTS: One definition of a chart is: 'a map on which the water is of greater importance than any land, which may be surrounding it. Charts are also described as sailors' road maps – which does not take account of a sailor not only needing to know where he is going, but what the depth will be when he gets there.

SHEEP: An incredible number of everyday expressions have nautical origins. But, apparently, one that does not is: 'spoiling the ship for a ha'p'orth of tar'. It has been suggested that this should be: 'spoiling the sheep'... and refers to applying bitumen or tar to sheep's feet.

SEXTANT: He might be relying on his faithful GPS, but it is a rash sailor who crosses an ocean without a sextant as well.

MORSE CODE: D - Dah Dit Dit (Delta) - Keep clear of me, I am manoeuvring with difficulty.

FOR SALE: 19' 6" LOA Caprice fin keel sloop 'pocket cruiser', GRP hull, plywood decks. Three berths. Battened main, jib, spinnaker and pole, Danforth with chain and cable, 8 fenders, cooker, gas bottle, variety of buoyancy aids. Aluminium mast & boom, oversized S/S standing rigging in excellent condition. Great sailor - handles like a dinghy but incredibly stable and very seaworthy. Valued £2 - £2.5 thousand in 2000 Survey. Selling at low price as now have new boat and the Caprice needs some work. Includes 4-wheel road trailer. Lying ashore Cardiff. Asking, £1,500.00 ONO. 5HP 2000 model Johnson outboard available as extra. Contact Mark Farrall 029 2046 2175.

NAVIGATION: 'It is most plain, from the confusion all these people are in about how to make good their reckonings, and the disorder they are in, it is by God's Almighty Providence and great chance, that there are not a great many more misfortunes and ill chances in navigation than there are.

STOWAGE: Cabin arrangements are not nearly as important as the provision for the orderly stowage of gear. T Harrison Butler

Andrew Clark, Transport correspondent Tuesday April 27, 2004 The Guardian:

Britain's 120,000 pleasure-craft enthusiasts may have to pay £100 a year tax to help with the upkeep of lighthouses. An independent study for the shipping minister, David Jamieson, backs a compulsory register of small vessels, which have sailed free of regulation.

Owners of craft exceeding eight metres (26.5ft) would need to contribute towards "light dues" - the £73m annual cost of buoys and warning lights around the coast, which is presently borne almost entirely by commercial shipping lines. A coalition of multinational shipping companies, including P&O, Maersk of Denmark and NYK Line of Japan, has lobbied for the change. They pay a fee based on tonnage every time their vessels enter or leave a port, which can be as much as £20,000 for a large, ocean-going ship. But, big vessels make only a few visits to Britain annually they say and small boats make far more use of lighthouses.

The report describes the present regime as "arbitrary and inequitable", and concludes most yacht owners can afford a £100-a-year flat fee. It is unlikely to result in fewer people owning pleasure craft, it adds. Ministers are thought to be attracted to a register as a potential weapon against terrorism and illegal immigration. There have been fears of suicide attacks in boats packed with explosives.

A shipping industry source said: "This could be justified on the basis of security: that they need a register of small boats. That's the argument which is being used privately." Boat owners say it is an unjustified attack on a leisure activity enjoyed by thousands every weekend. The Royal Yachting Association's cruising manager, Stephen Johnson, said boat owners included families on modest incomes, and retired people who had saved to realize their dream of a yacht. (Supplied by David Adams).

DUPES OF HAZARD: We had just left the barrage on a warm sunny afternoon in late April, the wind was force 3 from the Southwest, the sails were set and the outboard disengaged and it was 2 hours before low water. We were approaching the South Cardiff with Farrical running her rail along the surface of a calm sea. The South Cardiff cardinal reminded me of the day a new gin palace sank close by and I recorded the vhf message to Swansea coastguard to give the coordinates of its final resting place.

The story is that the skipper had left the marina, (before the barrage), one evening for a blast round the islands and had hit a submerged object, tearing a hole in the bottom. Making water fast he managed to continue and beach her on Flatholm. The following day a local boatman made a temporary repair and took her under tow back to Cardiff, but approaching the South Cardiff she sank never to be seen again, except by the underwriters divers. Back to our current voyage, we were just past springs and our speed over the ground was 8/9 knots enjoying a beer as you do (no water cops or speed cameras on the S.C. yet but, coming I fear.) Any way, we decided to go past Flatholm to the West inside the Wolves...done it many times. A short debate followed as to where the actual rocks were and we could see an area of disturbed water ahead. Suddenly the tidal flow altered and pushed towards the disturbed water where the Wolves were lurking just below the surface. A quick look at the bottom finder [and I don't mean my dirty old binoculars] showed great towering rocks coming up to meet us. A quick alteration of course to the East just prolonged the agony as our speed slowed; all this after just recovering from a dose of the runs. Escape at last to Complace-on-sea, somewhere we have all been but never seen.

The rest of the cruise went uneventfully, but it did make me think some more about the Wolves and locate its position on the chart with a wreck straddling. On a low spring it stands about one metre above and about 10m in diameter with a smooth top, originally it stood like two canine teeth but the tops were blown off sometime after WW2. Even at the top of the tide the Wolves can present a problem as I found passing over them in a falling tide with wind over tide when in a Mirror dinghy, I fell into a vortex about a metre deep doing a 360 before getting out. JOHN WOOD 05.2004

GRANDEER: Originally a grandier was someone who sold candles.

PHOTIC: The thing with high-tee is that you always end up using scissors. David Hockney (Artist)

COMING ALONGSIDE: You can never come along side too slowly.

HANDBOOK: Member's addresses are no longer put in the handbook due to the data protection act.

MEMBERSHIP BLOCK LIFTED: At a recent Committee meeting it was decided to lift the block on membership, much to my relief I may add as I wasn't sure what other job would be allocated to me – the role car park attendant had been mentioned! However, until the pontoons have been sorted out only Launch, Recovery and Take Away will be offered to any prospective new members. I am hoping that by the time the next issue of Bear Essentials is out we will be able to welcome some new faces to the Club.

For those of you who don't know me I became a member not long after PMC moved to this site. We had voluntary work parties then and all had to take our turn in running the bar! Great for occasional late night drinking – if it wasn't your turn for the bar that is! Things are rather different now – we have good bar and catering facilities that are not being used to their full potential. Let's hope you will all lend your support to the annual Club Regatta and Summer Ball on the 12th and 13th June and continue that support throughout the year. We have a Yacht Club in an ideal position – let's use it!!

PRAYERS: A well known naval prayer book which had been used by the Captain when conducting prayers on board, included several prayers for families, One of these contained the line "And bring us back to them in thine good time" The last few words had been firmly deleted and "soon" pencilled in.

DETERIORATING: Boats are like people; it isn't work that bears them quickly to the grave, but idleness. When a boat is being used she is being looked after; when she is laid up or spends week after week swinging to her mooring, she is deteriorating.
Frank Mulally "Dear Dolphin"

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

COFFIN SHIPS: Ships which through serious defects or overloading were unseaworthy. A term now obsolete after safety measures were enforced by legislation.

SEA PIE: is a traditional dainty in the old sailing ships, it was a stew made up of anything the cook could find; from salt beef cask to the unswept floor of the galley. To crown it all, he floated a heavy pastry on the top to simmer in the boiling fluid.
William Turton.

CLUBHOUSE RESTAURANT: Remember that now the summer is here the quarterdeck bar is open from 12 noon every day, and that the restaurant is open Monday, Tuesday and Wednesday evenings and Saturday and Sunday lunchtimes. This time of year there's something going on in the club or on the bay almost every evening - Mondays is sail training, Tuesdays is cruiser racing, Wednesdays dinghy racing and race training.

Why not while away a summer evening with a meal and a quiet drink watching the action on the bay? Thursday evenings restaurant night will be starting again soon. Watch this space for the new menu, high quality food without Gordon Ramsay effing and blinding in the kitchen!

CLARET: Why is Claret wine called claret? Answer is because of its clarity.

NAUTICAL FACT: It is a fact that the man on the dock who says that: "There is plenty of water over there", never asks how much you draw!

TIME AND TIDE: wait for no man Which is why, for anyone going afloat it is essential to know – almost instinctively – what the tide is doing and if it is springs or neaps or somewhere in between

TOAST: And the standing toast that pleases the most was-"The wind that blows, the ship that goes and the Lass that loves a Sailor"

KIPPAGE: Old term for equipment- or equipage- of a ship, which included the personnel aboard.

SLUG OR SLUGG: Term used in the seventeenth century for a slow sailing ship.

JOHN PAUL GETTY I'd rather have 1% of 100 people's effort than 100% of my own.

Half-Seas-Over: Half drunk.

FOR SALE: Korina, 20 foot Bermudan sloop, fin keel outboard engine, £2,705.00 plus cradle & trailer £950.00 tel. 01443 822548 Topper # 35418. Good all-round condition, race pack, full cover, trolley. £550.00. Contact Jeremy Taylor, tel - 029 2040 0457 e-mail taylorbuild@yahoo.co.uk

ORGANIST WANTED: A nice sized electronic organ has been donated to the club by Alan Savage our Vice President, unfortunately we have no one to "drive it" if you are able to give it a try please come along and have a go... contact Roy Evans 029 2070 4696.

THIRST: I would rather die of thirst, ten miles off the headlands in a brazen calm, having lost my dinghy in the previous storm, than have on board what today is monstrously called an auxiliary Hilaire Belloc This should be taken as the remarks of a much-revered literary eccentric, rather than advice to the modern yachtsman.

19TH CENTURY PROVERB: A yachting magazine says: 'As sails age they change shape and lose some of their efficiency.' Regrettably this may also apply to sailors! Worse things happen at sea

SOLDIERS WIND: Used to be the unflattering term for a wind coming from the beam, which makes for the easiest sailing. In fairness, it derives from the same era between the two wars when it was said that: 'The three most useless things in a yacht are a step ladder, a wheelbarrow, and a naval officer.'

Safety of navigation in the harbour approaches to the Port of Cardiff:

CARDIFF BAY – Approaches and Entrance: The following notes have been prepared by the Dock and Harbour Master of Associated British Ports (Cardiff)

The harbour limits of the Port of Cardiff, defined formally in the British Docks act 1972, encompasses an area bounded, in general terms, by a line drawn along the coastline between the port and Lavernock Point, South Easterly to Flatholm, North Easterly to Monkstone Light and North Westerly to the Eastern end of the Dock's foreshore (see Admiralty Chart 1182).

Within this area Associated British Ports (ABP), the owner of the Port of Cardiff, is the statutory Harbour Authority, the Competent Harbour Authority and the Local Lighthouse Authority with responsibility, respectively, for safety of navigation, pilotage and fixed and floating aids to navigation.

From 1 May 2004 the harbour area will be under 24 hour radar surveillance from a new marine control centre, to be known by the call sign "Severn VTS" (VTS stands for Vessel Traffic Service), located on the top floor of the Port of Cardiff's port office.

The officers manning Severn VTS, all experienced mariners, will communicate with commercial vessels in the harbour and its approaches on VHF Channel 69 to ensure that essential information becomes available in time for on-board navigational decision making. This may take the form of reports on the position, identity and intentions of other traffic; waterway conditions; weather; navigational hazards; and any other factors that may influence the vessel's transit.

With over two thousand shipping movements recorded annually, it is essential that commercial and leisure interests coexist within the harbour in absolute safety. To achieve this objective, in addition to statutory requirements of the International Regulations for Preventing Collisions at sea 1972 (as amended), the Port of Cardiff Bylaws 2003, and all applicable maritime legislation, the following guidance is given to persons with specific responsibility for small vessels;

Maintain, as far as practicable, a listening watch on VHF Channel 69 when within the harbour limits and on the approaches to the harbour. If it is necessary to change to another VHF channel, for example to call Cardiff Bay Barrage Control, return to Channel 69 as soon as the communication ends.

Keep clear of the main shipping channel (delineated approximately by the sector created by a line joining the Rannie buoy and South Cardiff buoy, to the Cardiff Bay barrage Sector light) when commercial vessels approach or depart from the Wrach Channel.

Keep to the edge and avoid navigating in the deep water in the centre of the Wrach Channel. If it is necessary to cross the Wrach Channel, do so as quickly as possible and at a right angle.

Do not anchor or wait (underway but not making way) in the Wrach Channel or the main shipping channel to the Wrach Channel. This requirement is of particular relevance to small vessels waiting to enter Cardiff Bay Barrage Outer harbour.

Avoid approaching too close to commercial vessels. A ship's master on the bridge wing on one side of a large ship can quickly lose sight of a small vessel passing down the ship's opposite side. Even on a relatively small commercial vessel a master will be unable to see a small vessel crossing his bow at a distance of less than 500 metres.

Be aware that the tidal streams within the harbour can be extreme. The Port of Cardiff has one of the highest tidal ranges in the world.

Be aware that commercial vessels may have attendant tugs working some distance from the vessel, and that tugs can and frequently do, travel sideways as well as ahead and astern.

Notify Severn VTS of any incident, close quarters situation or accident observed or experienced within the harbour and any defective aid to navigation. Severn VTS may be contacted on VHF Channel 69 or by telephone 0845 6108870

Be aware of the content of all local Notices to Mariners promulgated by ABP by checking club notice boards and, later in 2004, Severn VTS's own website.

Dock and Harbour Master, Associated British Ports, Queen Alexandra House, Cargo Rd, Cardiff, CF10 4LY. Telephone; 029 20835000, Fax: 029 20 835006, E-Mail: cardiff@abports.co.uk

INFORMATION: contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications.

Bear Essentials: is the newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by members, Thanks go to the members who supply regular copy, it would be impossible to produce without your contributions. My ultimate goal is to obtain monthly copy from every section of the Club. The deadline is strictly the end of each month, if you have an article, anecdote, item for sale or wanted etc. please e-mail it to the editor... Tony Davies: tony@designbyrelish.co.uk



ANGLING SECTION The competition last month went off quite well, but just six boats were entered and although a good number of fish were caught, just four were weighed-in. They were, 1st Brian O'Connell, Thornback Ray, 14lbs 11oz: 2nd Mike Morgan, Thornback Ray, 12lbs 3oz: 3rd Simon Demanuel, Thornback Ray, 12lbs 1oz: & 4th Rob Lewis, Cod, 9lbs 6oz .

The new method of weighing-in went well, but will possibly take a bit more getting used to, so, lets all remember to be patient. Keith Jenkins will be doing his best to make all weigh-in's hassle-free.

A new list of Fish Minimum Weights is now on the Notice Board and the eligible fish now total 14. Also available is a printed guide for use on board to make it easier to see if a fish is worth keeping for the weigh-in.

The New Comps list etc. has now been posted on the Notice Board.
Also on the Notice Board is the "Chart" showing the limits of the Fishing Area for all future Comps.

Two Inter-Club Comps with Cardiff Yacht Club have now been arranged. The first on June 20th will operate from their Club and will be fished according to their rules. I.e. using their points system for weighing-in. The winning Club will be decided by the Member with the highest points for a single fish. There will be prize money of £100, £60 & £40 for the first three highest points scorers. The first placed angler in this Comp. will also be the first person ever, to receive The "GRAND COGNAC" Challenge Cup, kindly donated to the Angling Section by Gareth Davies. Well done Gareth and thanks a million!

The second Comp on 26th September, will operate from CBYC and will be fished and weighed-in using our percentage method. The same winning rules will apply and there will be another £200 in prize money. Prizes and trophies will be awarded at two Presentation Nights, C.Y.C. Angling Section on 17th July and C.B.Y.C. on 9th October. Further details will be posted on the Section Notice Board.

Our new season commenced on 1st April and Section Membership subscriptions are now due! If you 'Cough-up' before 31st May, it's £10 for the year. From 1st June it will cost you £20, So be quick!

For this month's "First Wednesday" Fisherman's Night on June 2nd there will be a talk given by Captain Malcolm Staddon, who is the Assistant Harbour Master for all of the south Wales ports. They have recently updated the ports by-laws, which will necessarily have a knock on effect on people such as us and he will be explaining all on the night. It is NOT their intention that they will seek to curtail our activities, merely that they have a duty of care to ensure that anybody using their waters does so in a safe manner and having regard to all the others who may also be using the area at the same time. He will also be outlining the details of V.T.S. [Vessel Traffic Services], a new innovation, shortly to come into use. **There will be a free buffet available and also the usual good raffle.**



GUN SALUTES: were first fired as an act of good faith. In the days when it took so long to reload a gun, it was a proof of friendly intention when the ship's cannon were discharged upon entering port.

BROADSIDE: Side of a vessel above the water-line, as distinguished from her bow or stern. Also, the simultaneous firing of all guns on one side of a warship.

Council Of Management 2004

President	Alan Savage	029 2051 2534	077968047367	alan@alansavage.go-plus.net
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Council Member	Jonathan Croft-Davies	029 2070 7427	07768014840	jcroftsdavies@ukonline.co.uk

PUNCTUALITY: Some people are punctual by nature, some are not, but being late coming on watch is something that sailors do not forgive - in any vessel. Better to be a few minutes early.

TO SAIL OR NOT TO SAIL: Don't be deterred by the wind in the harbour, It is seldom as bad outside as it sounds. At least go out and look at it John Irving " The Yachtsman's weekend Book".

CRUISING LOG: Our Trip to Newport On Saturday 8th May; we set sail for the Newport and Uskmouth Sailing club and were to attend their annual open house, to be celebrated with a Hog Roast and Music and dancing. (I took my guitar should the need arise)

Three boats set out, RacE Lady, skippered by Trevor Laidlaw, Bare Bones skippered by Tony Davies, and myself Panache with one of the most competent crew member in the whole of the Bristol Channel by the name of Stealth (a.k.a. Robert Wharton) . We all locked out together through number three lock, at 08:00 hrs.

There sea state was moderate, with a slight NW wind, variable, so some of the way we motored. Being new to sailing, I did not know what to expect, our club being so large and "Sophisticated" I expected a similar format from NUSC.

After about two hours we entered the mouth of the Usk, Dropped our sails and gently motored up channel. We were soon preparing to tie up and the Commodore of the club was there to greet us. Trevor was directed to a pontoon in the channel whilst Tony and I were directed to the Pill. We would dry out in the mud. A very approachable chap was the Commodore who to Stealth's delight possesses a trimaran and was also a "BIKER" .The Biker bit was the crunch. Although I think the "Cat" whilst very new and very ship-shape and shiny did not match up to "Myfanwy" in character and ambiance!!

We completed the fixing of our lines and proceeded to the club house, a wooden building perched in very green surroundings with a view out to sea. There were about thirty club members milling around, all waiting in anticipation of being served with breakfast. Our party joined the queue and secured a full English breakfast with a mug of tea, and a buttered bun for the cost of £2.00. Stealth was sc impressed that he had two. We all munched on our vitals and again the Commodore came over and chatted to us, expressing his pleasure in seeing us, and outlining the day's activities.

There was racing if we would like to participate, or there was a bar which would aid us in the enjoyable task of watching the other boats if we didn't. But, but he apologised that the Club had had to increase the price of beer to £1.20 per pint. Shock! Horror! So we elected the latter, blow the expense. Lunchtime came quickly. The selection was good, and again a three-course lunch came to £2.00.

After retiring to the bar, for a sample of the £1.20 brew, we went back to our boats for a nap. We returned to the club house at 7pm where we were greeted by the smell of cooking Pig, with tables of vegetables, and choices of 5 different sweets. The whole meal was £7.00, and for that you could have as much as you could eat, some of our party (with hollow legs had three servings) as well as three different sweets.

After the meal, the band played (although to my sadness did not play Waltzing Matilda); However, The music was well selected and played, and interspersed with square dancing. Most of our company took advantage of the square dancing. I think Stealth put a new spin on the dozy doe, and Trevor balked when he had to hold a man's hand!! (After all, we are all sailors together), and Tony danced with a rock and roll edge.

Sadly the evening came to a close, and we said our good nights, and retired to our boats. On Sunday we rose at 8pm, had another £2.00 worth of Breakfast, and cast off for the trip home to Cardiff Bay. The weather was still good, although there was next to no wind; we all arrived back at CBYC at 14.30. I would like to comment that that whole experience visiting of the NUSC, for me was as pleasurable as it could ever get.

We were welcomed, fed, and entertained with a warmth that will remain in my memory for many years to come. Sometimes small is Beautiful. I wonder could we learn anything from this attitude. Nigel Hutton.

PENARTH PIER: The fisheries and agricultural division of the Penarth Urban District Council have conceived a plan to develop the outer end of Penarth pier. It will be converted into a drilling rig and towed into deep water, where it will search for high-speed gas. The pier in its new guise will maintain full facilities for the public, fun palace, blue cinema, and bars. Being outside the 3-mile limit and out of government control whist drives will be held each Friday.

To simplify access, Wimpy are constructing a ten mile gang plank to the shore and South Wales Electricity Board have agreed to supply fairy lights for it's entire length. The lights will be switched on as part of a massive opening ceremony by a true blue Bristol Channel, full breasted non-polluted mermaid, namely Jack Taylor, in disguise of course. William Turton.

LOST KNIFE: Missing - "Leatherman" knife, lost near the slipway one Saturday night whilst I was taking off my boiler suit in the dark and it fell out. The Knife has very great sentimental value to me as it was given to me for "Services rendered" by a member of the armed forces in America. I would like it back if at all possible and It is possible that somebody has popped it in their pocket and forgotten to hand it in to the bar. (me being ever hopeful of mankind's honesty and integrity)... a reward would be given. Jim Hewitt.

LIFESPAN: God does not deduct from our allotted life span the time spent sailing!

WINCHES: Two Lewmar twin speed sheet winches (25s). Any fair offer accepted, but prefer to see them go to a good home: Jon Crofts Davies 07768 014840

FOR SALE: 6 kg folding anchor £15.00 12lb folding anchor £9.00. 3 oval brass portholes 7.5 x 13, £90.00. Teleflex steering cable approx. 18ft heavy duty £15.00 Tel:- 029 2086 8835 or 029 2088 2935 John Gittins.