

# BEAR ESSENTIALS

HANFODION ARTH

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.)



Edition No. 57

February 2006

Cost priceless.

Available in the Clubhouse monthly.

[www.cbyc.co.uk](http://www.cbyc.co.uk)

Posted in February, May, August & November.

Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site [www.cbyc.co.uk](http://www.cbyc.co.uk) e-mail [info@cbyc.co.uk](mailto:info@cbyc.co.uk) Affiliated to the R.Y.A. Web site [www.rya.org](http://www.rya.org) and the B.C.Y.A. Web site [www.bristolchannel.co.uk](http://www.bristolchannel.co.uk)

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

■ **COMMODORES COMMENTS:** We are now hard at work sorting things out for the AGM at the end of March. Ruth and Michelle are collating and stuffing pages and pages of information into envelopes to be sent to each of our 860 members. The paperwork in these is important. It will contain forms enabling you to propose a candidate for the CoM, timings for the AGM, the ability to put forward a motion to be debated, and also Mooring request forms.

In the light of the changes being made for next year, the Berthing form assumes particular importance, as we have three different Pontoon areas, with different pricing and benefits. It is important you get your Berthing request in promptly to ensure that your preferred place is allocated to you. There may be disappointment if, for example, we have 120 applications for the electrified pontoons, as we have only 100 available. Get your request in as soon as possible

Generally things do run smoothly; we get the occasional member who disagrees with what we do, but the criticism is normally gently put to us and we do try, as much as we can, to take account of opinions expressed. The AGM is your chance to have your say on the running of the club, and whilst a low turnout probably indicates a general satisfaction, we would all prefer as many as possible to attend to lend validity to decisions made there. If you can – please – put it in your diary. Thursday the 30<sup>th</sup> March.

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

■ **CLUB YEARBOOK 2006/2007:** It was decided at our January Committee meeting that the Club yearbook is to go out to every member and will be enclosed with the May issue of Bear Essentials. This decision was taken in response to many requests from members. It is an ideal advertising opportunity for large and small businesses alike, and for those of you who do not already contribute to the handbook but would like some more information the costs are as follows:

Full page £110.00    Half page £55.00    Third of a page £30.00 13.5cmx9cm    6.5cmx9cm    5cmx9cm

You do not have to be a member of CBYC nor does your business need to be based around nautical influences. To obtain an application form or if you need any further information please either contact our Admin Office on 029 2066 6627 or myself on 029 2051 4915. The application form can also be printed off our website at [www.cbyc.co.uk](http://www.cbyc.co.uk)

However, time is getting short and all copy, together with payment, should be with our Admin Office no later than the 28<sup>th</sup> February 2006. What would you like to see in the Club Year book? It is, after all, printed for the use and convenience of all of us. If anyone has any strong views or suggestions for the improvement of the handbook please e-mail me on [jh@janie.f9.co.uk](mailto:jh@janie.f9.co.uk) Jane Hall Membership Secretary.

**Look after your gear and it will look after you... oh yes, that really**

Bar  
Opening  
Hours  
October  
To April.

C

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.

**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**

# BEAR ESSENTIALS

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](mailto:tony@designbyrelish.co.uk)

Visit the club web site at: [www.cbyc.co.uk](http://www.cbyc.co.uk)

Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. No responsibility can be accepted by the Cardiff Bay Yacht Club, it's members or officers for any incident however caused arising from errors in this publication. 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.

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](mailto:tony@designbyrelish.co.uk) Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman, Ruth Coles and Ruth Thain. 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). P.Y. 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)

Bear Essentials is produced in a smoke free environment. After use please dispose of it responsibly.

For sale and wanted ads will run for three months, then deleted unless confirmed unsold.

To external recipients... Please would you kindly display Bear Essentials where others may read it.

■ **FLARES:** If you've got old flares (and who hasn't?) the safe way of disposing of them is to take them to the Coastguard. His office is in Compass House (above Cardiff Bay Boat Sales in Penarth Marina), his name is Terry Baldwin and he's the Cardiff Sector Manager. His phone number at work is 029 2071 0961. If you can't get him there, his mobile is 07970 765 460. He'll be pleased to dispose of your old flares. John Guilfoyle.

■ **WAN HUNG LO:** No, not another recipe from a Chinese takeaway, but a cautious reminder about the hazards of boating. I was speaking with a fishing friend in the compound who had just completed a stay in hospital for the repair of a hernia, brought about by lifting heavy objects on to his boat.

This reminded me of the time when I was helping a friend to build a 26' cruiser from ¾ plywood. The cast iron keel needed to be fitted and in order to slide it under to fit the keel bolts the vessel had to be lifted a couple of inches, which I volunteered to do without resorting to mechanical means, just to save time.

This all happened some 40 odd years ago and was my undoing causing my first hernia, I tolerated the discomfort for some 3 years, finishing off wearing a truss. The injury happened while I was living on Vancouver Island, but 3 years later I found myself in Florida, where due to the warmer weather the truss ceased to be a solution and indeed I was told that unless I had an operation to have my hernia repaired I could not be employed in my new job.

I was duly repaired using what looked like 20 lb breaking strain fishing line and spending about 5 days in hospital. All was well for the next 20 years before I needed the starboard side repairing, the cause of which escapes me, but I do remember the operation taking place in a specialized unit in Bridgend requiring only a 24 hour stay.

Incidentally my fishing friend told me that his operation was done in day surgery and was held for less than 12 hours. It seems that those most at risk are non manual workers who think they have more strength than they really have, or do not apply themselves properly to the task. The moral of the story is don't put yourself into a position for someone to stitch you up. JOHN WOOD 01 06.

Hey, Look what I found in my water strainer.

Picture deleted to reduce transmission time.

Brian Israel with 9.75lbs Cod. Taken by Keith Jenkins.

■ **PINGELS TALES:** Should there be anyone out there who had, or still has dreams of gaining their YACHTMASTERS qualification, I have in my possession, in a cardboard box, weighing some 10 lb or more, all the books and paraphernalia needed for this enterprise. Before you all leap to your feet and shout, "He never got his Yachtmasters"! That's true, I didn't get beyond Bill & Ben picture book,

It is however, by courtesy of one John Hayes, now of the Caribbean, whom, while on a Christmas holiday with me for a change, had a clear out of his possessions. No doubt with some idea of educating me sufficiently to give him more confidence when he would say "Take the wheel Brian", on his fifty footer!! Bit of a scary time for him no doubt. However, if you are still with me, apply in the first instance to me on Cardiff 2061 8765 and you will be suitably rewarded. B.P.



BEAR ESSENTIALS NEEDS YOU... YES YOU ! I am always hungry for

## Calendar of events in February 2006

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

■ **KNOW THE COL. REGS:** All craft are required at all times to maintain a proper lookout, proceed at a safe speed and take appropriate actions to avoid a collision.

■ **CRUISING TO FRANCE?** Tony Birchley is planning a trip to France in June 2006 if anyone has a similar trip in mind he would be pleased if members would contact him on [ab@birchleyproducts.co.uk](mailto:ab@birchleyproducts.co.uk) with a mind to sailing in company.

■ **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](mailto: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](mailto:olivercheetham@yahoo.com) or 0034 858 023 279.

■ **BREAKSEA LIGHT FLOAT BRISTOL CHANNEL:** West Country sailors should be aware that Breaksea Light Float, 4 miles SSW of Barry Harbour in the Bristol Channel, will be replaced by a safe water buoy in May 2006. The 25 January 2006 letter from Captain Roger Barker of Trinity House, copied below, gives details.

Trinity House planned station changes, maintained up to date, are shown for all English and Welsh waters are shown at [http://www.trinityhouse.co.uk/aids\\_to\\_navigation/navigation\\_action\\_plan.html](http://www.trinityhouse.co.uk/aids_to_navigation/navigation_action_plan.html)

## Calendar of events in March 2006

Day	Date	Event	Time
Wed	1	<b>Angling night.</b>	
Thu	2	<b>Cruiser night.</b>	Restaurant (evening)
Fri	3		
Sat	4	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	5	Restaurant	(12 till 2 pm)
Mon	6		
Tue	7		
Wed	8	<b>Angling night.</b>	
Thu	9	<b>Cruiser night.</b>	Restaurant (evening)
Fri	10		
Sat	11	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	12	Restaurant	(12 till 2 pm)
Mon	13		
Tue	14		
Wed	15	<b>Angling Section Annual General Meeting</b>	
Thu	16	<b>Cruiser night.</b>	Restaurant (evening)
Fri	17		
Sat	18	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	19	Restaurant	(12 till 2 pm)
Mon	20		
Tue	21		
Wed	22	<b>Angling night.</b>	
Thu	23	<b>Cruiser night.</b>	Restaurant (evening)
Fri	24		
Sat	25	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	26	Restaurant	(12 till 2 pm)
Mon	27		
Tue	28		
Wed	29	<b>Angling night.</b>	
Thu	30	<b>Cruiser night.</b>	Restaurant (evening)
Fri	31		

■ **ANGLING AGM:** The Section Annual General Meeting date has been fixed for Wednesday 15<sup>th</sup> March @ 20.30hrs. As I have only 37 addresses for e-mails and we have 64 members.

I cannot e-mail everybody. Although a notice will go onto the notice board, if you could pass the word, we'd appreciate it, as we would like to see a full house. Thank You. BGM.

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

■ **UNUSED TRAILERS:** Please remember that trailers, launching trolleys, cradles and tenders must be removed from the premises when not in use.

■ **TROLLEYS:** Please return your trolley to the area near the skip when you have finished with it.

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

# ■ PONTOON: Harbour landing place that goes crack,

■ **MARINA NEWS:** As you've probably seen, if you've been around the club lately, the contractors arrived at the end of January and have started driving the piles for the remaining section of the pontoon system. They are getting along at quite a rate and may well be finished by the time you are reading this. In fact they were quoted last week", As being a bit worried that they were 2 hours behind schedule"!

The pontoons have arrived already and many are assembled and already afloat and will be connected up as soon as possible. Once this section is completed, our pontoon system will have just over 400 berths and will be essentially completed. With this new section, and the provision of electricity on the eastern section we have decided to introduce 3 different tariffs, with the eastern section, with the best facilities and closest to the club being the most expensive, and the new section further up river being the cheapest.

This gives our members more choice in their berthing arrangements. In response to a request from the membership I have been looking into building a fuel berth to supply red diesel direct to members. This is still in hand but we are waiting for environmental and planning approval, which has been delayed slightly. The estimates we have for cost are much higher than had been expected, but work is still progressing on this and no decision has been taken yet.

Following the concreting of the upper part of the compound we have lost some of the facilities such as power and water that we used to have in the yard. I'll be looking at improving these during the coming year. All in all, lots done, lots still to do, but progress on all fronts! Kevin Rolfe.

■ **STOVE:** Put on the headphones from your stereo (don't plug them in). Go and stand in front of your stove. Say (to nobody in particular) "Stove manned and ready" stand there for three or four hours. Say (once again to nobody in particular) "Stove secured" Roll up the headphone cord and put them away.

## Restaurant Opening Times

**1st October 2005 to 30th April 2006**

**Weekday Lunches\_Friday only  
From 12 noon to 2pm**

**Saturday Lunch  
12 noon to 2.30pm**

**Sunday Lunch  
12 noon to 3pm**

**Thursday (Gourmet Night) 7pm to 11**

**The Restaurant is closed on  
Monday, Tuesday and**

## ■ BRISTOL CHANNEL SAILING PROGRAMME 2006 (Provisional)

MONTH	DATE	CLUB	EVENT
FEB	03/02/06	CBYC	REGIONAL TUNING & SAILS
	04/02/06	CBYC	OPTIMIST NATIONAL SQUAD
	11/102/06	CBYC	OPTIMIST SILVER REGIONAL
	18/02/06	CBYC	OPTIMIST SILVER REGIONAL
APRIL	14/03/06	PCC	CRUISE IN COMPANY TO
	15/03/06	PCC #	GLOUCESTER DOCKS
	16/03/06	PCC #	AND BACK TO PORTISHEAD
	28/03/06	CBYC #	SWANSEA PADSTOW & LUNDY
MAY	06/05/06	PENARTH YC	OPEN MEETING
	07/05/06	PENARTH YC	OPEN MEETING
	06/05/06	PORTISHEAD YSC	REGATTA & FIREBALL OPEN
	07/05/06	PORTISHEAD YSC	REGATTA & FIREBALL OPEN
	20/05/06	NUSC #	CRUISER RALLY
	21/05/06	NUSC #	CRUISER RALLY
	28/05/06	ILFRACOMBE YC	ROUND LUNDY RACE
JUNE	03/06/06	CBYC	ENTERPRISE OPEN
	03/06/06	CBYC	FLYING FIFTEEN CLASSIC
	03/06/06	LYDNEY YC	DINGHY OPEN
	04/06/06	LYDNEY YC	DINGHY OPEN
	09/06/06	PCC	PORTISHEAD DOCKS RALLY
	10/06/06	CBYC	SPRINT 15 OPE
	10/06/06	PCC #	PORTISHEAD DOCKS RALLY
	11/06/06	PCC #	PORTISHEAD DOCKS RALLY
	17/07/06	CBYC	REGATTA
	17/06/06	BARRY YC	REGATTA
	18/06/06	BARRY YC	REGATTA
	17/06/06	THORNBURY SC #	REGATTA & FIREBALL OPEN
18/06/06	THORNBURY SC #	REGATTA & FIREBALL OPEN	
JULY	01/07/06	CBYC	J80 NATIONALS
	01/07/06	BURNHAM MB&SC #	REGATTA
	02/07/06	BURNHAM MB&SC #	REGATTA
	01/07/06	CARDIFF YC #	REGATTA
	02/07/06	CARDIFF YC #	REGATTA
	08/07/06	WESTON BAY YC #	REGATTA
	09/07/06	WESTON BAY YC #	REGATTA
	08/07/06	PORTISHEAD YSC	PILL RACE
	09/07/06	PORTISHEAD YSC	BCYA TEAM RACE CHALLENGE
	15/07/06	CBYC	LASER 2000 OPEN
	15/07/06	LYDNEY YC #	RALLY
	16/07/06	LYDNEY YC #	RALLY
	22/07/06	PENARTH YC	REGATTA
	23/07/06	PENARTH YC	REGATTA
29/07/06	BRISTOL HARBOUR #	FESTIVAL	
30/07/06	BRISTOL HARBOUR #	FESTIVAL	
SEPT	01/09/06	CBYC	SHANGHAI CUP
	16/09/06	NUSC	REGATTA
	17/09/06	NUSC	REGATTA
	23/09/06	PCC	HOLMS RACE
	24/09/06	BARRY YC	BRAINS RACE
OCT	15/10/06	PENARTH YC	CRUISER CHANNEL RACE
	15/10/06	PORTISHEAD YSC	LLOYD CRYER MEMORIAL RACE

■ **PASSAGE RACING & CRUISING 2006:** Combined events for "cruising cruisers" and "racing cruisers" are envisaged to the same destinations this year... so if you would like to compete in a passage race please see above # (provisional).

Out of season cruises are very dependent on weather conditions. Cruises will be advertised on the Club web site, notice board, and in the Bear Essentials.

For confirmation of the destination and weather conditions, please call Tony Davies on 07816 337904, the day before the cruise. Updates will be sent by text or e-mailed and also posted on the Club notice board. Everyone is invited, motor yachts included. We look forward to seeing new and old members, do come and join in.

■ **BERTHING / STORAGE FORMS:** A Berthing/Storage form **MUST** be completed at the beginning of each Club year by all members who own and keep a boat at the club. This year's forms will be going out to all members at the beginning of February and **MUST** be returned by the 6th March 2006. If you do not receive your forms by 16th February please contact the Office.

■ **HATCH:** An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

■ **TIDES**: The rise and fall of ocean waters. There are two tides of interest to mariners: the ebb tide sailors encounter as they attempt to enter port and the flood tide they experience as they try to leave.

What ever have I done to deserve this?

Picture deleted to reduce transmission time.

**Blue Star starting off to her new home in Lowestoft, Liam Creaven.**

■ **RIVER SEVERN CONDUCT OF SMALL CRAFT WITHIN NARROW CHANNELS:** 19 January 2006: Dear Sirs, A recent collision between a commercial ship and a small sailing craft at night, in the River Severn, gives us considerable concern that insufficient heed is given by leisure users, not only to the status of the main navigation channel, but also to basic safety and reporting measures. On the night in question, a cargo ship which had departed from Sharpness, encountered a small sailing craft which had anchored directly in line with a pair of leading lights which indicate the deep-water channel.

It was a dark night. Although an all-round masthead light was lit, it was lost among street and vehicle lighting ashore. No additional lighting was provided to illuminate the vessel (e.g. deck lighting) as suggested in Rule 30(c) of the International Regulations for the Prevention of Collisions at Sea. The sailing vessel did not present a conspicuous radar target to either the shore-based radar or the ship's own radar.

Although the sailing vessel had contacted the Coastguard to advise the location in which it was anchored, no call was made to the Harbour Authority to advise that it was at anchor in the main shipping channel, nor was similar advice received from the Coastguard.

A combination of the above factors resulted in a collision between the two vessels. Were it not for the last-minute avoiding action taken by the outbound ship, there is little doubt that the outcome would have been severe or fatal injury to the occupier(s) rather than the superficial damage caused to the anchored sailing boat as the ship scraped along the side of it.

The Trustees take the matter of safety very seriously, and regularly review what can be done to keep river users advised of the regulations and guidance which affect them. The official publications make reference to the status of the main navigation channel in this area. The International Regulations for the Prevention of Collisions at Sea are quite clear on the subject and the Trustees have also published byelaws to similar effect.

We should therefore be grateful if you would bring the potential consequences of further incidents of this nature to the attention of your members and of those who may use your facilities.

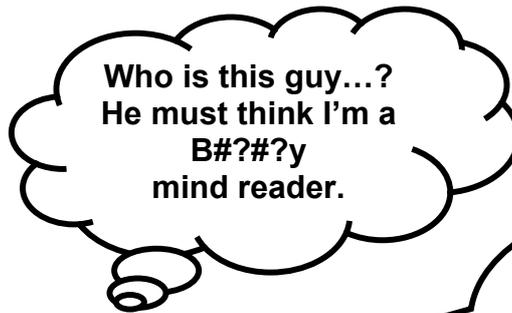
Points which might be reasonably made include:

- Do not anchor in the main navigation channel. If this is unavoidable (due to an emergency, for example) you should contact the Harbour Authority immediately, advising position and type of vessel. Sharpness Pierhead (call "Sharpness Radio") may be contacted either by VHF (channel 13) or by telephone (01453 511968) from 5 hours before HW Sharpness to 1 hour after. An answering machine is provided.
- Do study the relevant, corrected and up-to-date chart of the area (BA1166),
- Do ensure that your vessel is adequately lit, taking into account levels of background lighting and other prevailing conditions,
- Do ensure that your vessel presents an adequate radar target by hoisting (or permanently fixing) a suitable radar reflector and
- Keep a good lookout and maintain a listening watch on VHF channel 13 throughout.

For the guidance of your members, relevant extracts from the Gloucester Harbour Byelaws, the Admiralty Sailing Directions and the International Collision Regulations are attached. Yours faithfully M Johnson Marine Officer

■ **RADAR**: Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with "blips" which represent other sailboats, large container ships and oil tankers.

# ■ Heave to: Newcomers quite often find themselves heaving



Picture deleted to reduce transmission time.

## Overtaking: Don't forget that a sailing vessel overtaking a power

### C.B.Y.C. Early Bird Series For IRC, Sports boat and PY Classes February 5<sup>th</sup> to March 26<sup>th</sup>

Date	H.W.	Line	Time
5 Feb	11.02	PYC	09.00
12 Feb	06.34	Bay	14.00
19 Feb	10.21	PYC	09.00
26 Feb	18.06	PYC	09.30
5 March	10.35	PYC	08.30
12 March	18.15	Bay	14.00
19 March	09.22	PYC	14.00

**Entry Fee:** £20 (or £90 for this series, the Spring Series, the two Tuesday evening Series and the Autumn Series paid in advance). Pay by cheque, payable to 'Cardiff Bay Yacht Club', Credit Card or Cash direct to the Yacht Club Office For further information contact Richard Southwell at [RSouthUsk@aol.com](mailto:RSouthUsk@aol.com)

6 Hour low water race.

Low water race.

#### Discards.

3 races sailed – all to count  
4-7 races sailed – 1 discard  
8 races sailed – 2 discards

■ **BOAT JUMBLES: SUNDAY 5 FEBRUARY WEST MIDLANDS SPRING** (10AM) Three Counties Showground. Malvern, Worcester. Jct.8/M5. Indoor/Outdoor Event. Adults £3.Child/Parking Free. [events@compassmarine.co.uk](mailto:events@compassmarine.co.uk) 01803835915...

■ **SUNDAY 5 MARCH CARDIFF.** (10AM) Jct. 33 off M4. Follow RAC signs to South Glamorgan County Hall, Cardiff Bay. On hard standing Adult Entry £3. Children Free. [bob.lang@bigfcM3t.com](mailto:bob.lang@bigfcM3t.com) 02920531130...

■ **SUNDAY 2 APRIL GLOUCESTER** (10AM) The National Waterways Museum, Gloucester Docks, Gloucester GL1 2EH Adults £3-50. Includes Museum. Children/Parking Free On hard standing. [www.nwm.org.uk](http://www.nwm.org.uk) (friends' page) 01452/318200...

■ **SUNDAY 23 APRIL BEAULIEU.** (10AM) The National Motor Museum. Beaulieu, Hants. Junc. 2 M27. A326, B3054. RAC Signs. Indoor/Outdoor Event. Stands: 01590 614614 Advance Tickets; 01590 612888.

■ **COMBINED OFFSHORE RACES & CRUISE IN COMPANY:** This year we are planning a number of weekend races which will have Friday evening starts (around high water), an overnight trip, intending to arrive at a destination on Saturday afternoon for a night out and a cruise back to Cardiff on Sunday. These will include both a racing class for those of us mad enough to do it, and a PY cruiser class for those who appreciate their sleep more! The first of these will be the Swansea Yacht & Sub aqua Club Padstow Race, which starts from Mumbles on Friday the 28th of April, with an Irc racing class and very well attended PY Cruiser Class. This is an excellent weekend with Saturday night in Padstow, A Sunday fun race to Lundy, Sunday night in the Marisco Tavern and back home on the bank holiday Monday, or stay in Padstow for the Carnival if you prefer. Zulu will be back for the 3rd year running, why don't you join us for some fun? Kevin Rolfe.

## ■ SINGLE HANDED SAILING: The only situation in which the skipper does not immediately blame the crew for every single thing

## ■ REGATTA: Organized sailing competition that pits your skills against your

■ CARIBBEAN ADVENTURE: This is a Christmas letter from us both. As you can probably tell we are back in Cardiff, fit and well but with the boat a little worse for wear and looking quite sorry for itself. We were away for a year and a week, sailing more than 13,000 miles. We had 6 storms, one of which lasted 5 days, ripped the mainsail and made the boat very wet and miserable. Once seawater gets onto clothing, bedding etc it never actually dries out until you wash the salt out - miserable times.

The worst sea conditions were in the Bristol Channel on the way back with 35 knots of wind which was against the tide. It took 28 days to cross the Atlantic from The Canaries to Barbados, where we arrived just before Christmas. Michael came out to join us for the holiday. We celebrated Christmas on the beach at the yacht club which though closed, allowed us to use their facilities and provided us with glasses and ice. We had a 'pot luck' lunch with about 20 other Yachties in the warm sun on the beach on Christmas Day, this being repeated for New Year's Eve. Later we saw the New Year in at Independence Square, formerly known as Trafalgar Sq. with one other person; he was a Barbadian teacher, who was trained in U.K. and who was there waiting for his wife to come out of Mass - very different from the festivities in London!! We visited 12 other island in the Caribbean; our favourite was probably Dominica as it was the least spoiled by tourism and therefore quite poor. The scenery is stunning and locals very friendly. The poorest island was the Dominican Republic, an island shared with Haiti.

The sea in the Turks and Caicos Islands was the clearest - you could see the anchor in the white sand 14 metres below. The colour of the sea was turquoise, which was so bright that the white Tropic birds with their long tails looked turquoise from the reflection of the sea. We sadly left the Turks and Caicos Islands at the beginning of May to be out of the Caribbean for the hurricane season. 19 days later and 1800 miles later we arrived in Bermuda, a lovely, well-ordered, friendly but expensive island, mainly populated by Americans. We stayed for a fortnight and then sailed for the Azores which took nearly as long, 23 days, as it did to cross the Atlantic due to storms and becalmings on the way. We had been told to allow extra time for the Azores, and how right they were!!!

The islands are worth visiting in their own right. The scenery is beautiful; plenty of walking with 3000ft. peaks which are snow capped in winter, volcanic craters with their own eco-systems, wildlife and flowers and dolphin and whale watching. The Azores produce most of their own fruit and veg including tea, some very nice wine, excellent cheeses and the sweetest tasting pineapples we have ever tasted. Needless to say, we sampled them all to the full. It was a very exciting year, albeit quite a hard life. We have learned a lot about ourselves and each other and both feel that we have 'grown' for the better. We called upon feats of strength, determination and stamina that we didn't realise we had. We can also say that our sense of humour developed considerably, allowing us to cope with all manner of situations which were thrown our way.

We experienced some extraordinary sights -stunning scenery, the beauty of the sea and sky, remarkable sunsets and sunrises, a moon bow (!!), a circular rainbow around the sun, the 'green flash' (appears as the sun is just setting over the sea), a whole host of tropical fish and birds, whales, jellyfish, turtles, dolphins, snakes, monkeys, iguanas, mink.

We experienced things that can hardly be described so they were so wonderful - watching land crabs hurtling themselves down the side of a volcano in St. Eustatius on their journey back to the sea to find larger shells to live in (why on earth they don't live close to the sea beats me!!); dolphins coming to the boat at night covered in phosphorescence making them look like torpedoes launched from a submarine, snorkelling/diving and seeing the myriads of brightly-coloured fish, corals, wrecks and even a shark. We came face to face with a Barracuda - when he grinned at us we got out!

The crystal clear, warm seas were a contrast to the freezing waters of the Azores, we still swam though; having a huge spotted eagle ray swimming beneath me (Aline) whilst I was snorkelling to check the anchor was bedded in was awesome; the wonderfully friendly people we met - locals and the yachting fraternity alike, the memories of hitching lifts from a range of people - a vulcanologist on Montserrat, a group of workers complete with cutlasses in St. Vincent, a fire-fighter who had attended the 9/11 tragedy in USA, a Rastafarian, locals, a soldier and a young lad who had just had his wallet stolen. We experienced no crime at all and were only hassled once by a beggar and even he was told by the locals to leave us alone. Saying that though, we looked very poor specimens ourselves!! The locals were very trusting and honest - people left cars open, windows down with bags, purses, telephones in view safe in the knowledge that they wouldn't be stolen.

We had a whale of a time so it was with heavy hearts that we prepared for our final passage - The Azores to Cardiff. We waited for a 'weather window' and set off. However 6 days out the auto-pilot packed up ( this was the reserve , the first one had also died on us), which meant that we had to hand steer. It was very arduous and could only manage 2 hours at a time. This meant that the person off watch had to eat, sleep and do all the jobs, i.e. plot course, listen to the radio, check the boat, all in 2 hours, before going back on watch. We assured ourselves that this was 'character building'!!

This arrangement took us 10 days later into the Bristol Channel - the home run!!! (so we thought). We timed our arrival in the channel beautifully taking into account the tide, the weather etc, By this time we were exhausted. But there was one more surprise in store for us - the storm as mentioned in the beginning of this letter, it was a nightmare. Anyway, on the 6th of August we arrived back into Cardiff Bay, an emotional homecoming with lots of friends and family waiting to greet us.

We have found it a huge adjustment settling back down in 'the real world' (or is it?) and definitely still have itchy feet. I doubt if we will cross oceans again - it was a long time to be at sea, and a game of 'I Spy' doesn't last very long!! We do have a few plans in the pipeline and no doubt you will learn of these in due course.

We've had a fantastic year and appreciate how very, very fortunate we have been. We've seen and done things that we didn't even know existed, it makes us wonder what else is out there waiting to be discovered.

A Happy, Holy Christmas to you and a Prosperous New Year. Love Aline and Hugh (Sailing Bi) PS - there are still deserted islands out there!!!!!! December 2005.

■ Foreguy - First guy to the bar... After guy - Last guy out of

## ■ Keel: A very heavy depth sounder only used on

■ **THE LASER 4000:** The Laser 4000 is sailed by two of our members in the ultra fast fleet ( Mark Watts / Andy Devonport ) The Laser 4000 is a very fast (PY 906) double handed single trapeze boat with racks and asymmetric spinnaker and is an exciting boat to sail! The 4000 is defiantly a boat for the experienced helm and crew, However the rewards will be great. Swimming certificates however are defiantly the order of the day in windy weather.

The Laser 4000 class, has a well-earned reputation for its 'welcoming' atmosphere and outstanding events. Audi are the highly interactive sponsor and their enthusiasm and commitment is appreciated as much as their investment. With Laser reporting full order books for the 4000, the already popular class is still growing fast....

I wish our section would publish their minutes in Bear Essentials, like the Cruisers.

Picture deleted to reduce transmission time.

I agree; and I know the editor is always looking for current copy. You can contact him at [tony@designbyrelish.co.uk](mailto:tony@designbyrelish.co.uk)

...Well backed up by the Laser organisation, the class has an active race circuit and unusually a strong winter training programme. With what might be described as the second generation of 'now' designs now fully established, the 4000 looks set to be the definitive single - trapeze race boat on the UK race scene for a long time to come .

As ever, if you would like a ride on the "Wild Side", I can usually arrange a test sail in any of the boats in the Ultra Fast Fleet. Other boats in the Ultra Fast Fleet are Sprint 15's / Dart 18 cats. For more information contact Idris Dibble Fleet Captain: tel: 029 20252973.

## ><(((°> .~ .><(((°< .~ .><(((°> ANGLING MATTERS ><(((°< .~ .><(((°< .~ .><(((°>

■ Unfortunately, the two competitions scheduled for January turned out to be disappointing. The Comp on the 15<sup>th</sup> only attracted two boats with just three anglers. This was because the weather was very doubtful and most of the regulars stayed away. To make matters worse, there were no fish weighed-in! The 29<sup>th</sup> Comp was called off, once again, due to bad weather.

In view of all these disappointments, Keith Jenkins was asked if more Comps could be scheduled and to this end an extra Comp has been arranged during February. So, there are now three Comps for February, the 12<sup>th</sup>, 19<sup>th</sup> and the 26<sup>th</sup>. Keep an eye on the notice board for further information.

**The date for the Section Annual General Meeting has been arranged for 15 March, 2030hrs. Any Proposals or Notices of Motion must be received by the Secretary no later than Wednesday 1<sup>st</sup> March.**

We have 64 Members in the Section and would like to see everybody there! So, please pass the word around, thank you!

■ **C.B.Y.C. Cruiser Racer Inaugural Committee Meeting 11<sup>th</sup> January 2006 Present:-** Steve Cooper, David Cairncross, Richard Southwell, Tony Davies, Colin Lyons, Jonathan Crofts Davies, Kevin Rolfe, Syd Thomas, Iwan Basten.

**Acting Chairman's Address** Steve Cooper thanked all those who attended and hoped that this committee could build on what had gone before them.

**Race officers report.** David Cairncross and others on the committee felt that it was wise to keep the impetus going and begin an Early Bird Series as soon as possible. This was agreed and dates were discussed under action plans.

**Election of officers** Chairman; Steve Cooper, Principal Race Officer; David Cairncross, Secretary; Richard Southwell, Treasurer(acting); Richard Southwell. The post of training officer will be held by Nick Sawyer after being proposed in his absence by Iwan Basten and agreed by the rest of the committee.

**Fleet representatives:** Colin Lyons; I.R.C, Jonathan-Crofts Davies; P.Y. Tony Davies; Cruisers, Iwan Basten; Sports boats, Kevin Rolfe; Offshore.

**April Spring Starter** It was decided to hold a regatta over Saturday 1<sup>st</sup> and Sunday 2<sup>nd</sup> with a series of outside and inside races.

**Communication** Cruiser race information to be collated by Dave Cairncross and posted on the club web-site. Boat registration form to be drawn up by Dave and Syd. Sailing instructions to be posted on the web-site. Advertising in the form of stickers, banners, leaflets, etc. to be produced to encourage racing at C.B.Y.C.

**Race Fees** Kevin Rolfe suggested that a season's fees could be paid as a lump sum which would generate a 10% discount. This was agreed by all those present. The figures agreed were:- £25 for a long series i.e. Spring £20 for the shorter i.e. Early Bird £15 for an evening series. The question of discards received a healthy airing and it was finally decided that a series with :- 1-3 races would have no discards 4-7 races 1 discard 8+ races 2 discards.

**Equipment and resources** It was felt that we had sufficient to continue, but it was felt that there might be a need to seek sponsorship or raise funds in other ways in the future. For the time being we will rely on race fees.

**Training and Coaching.** Iwan Basten gave some interesting input on some forth coming events which would include a talk on rig tuning, he agreed to post a list of events in the clubhouse **Social Events.** Prize giving and a dinner at the end of the series. **Future Meetings.** To be held on the second Wed of the month, or when necessary.

## ■ Helmsman: The nut attached to the rudder through a steering mechanism