

BEAR ESSENTIALS



HANFODION ARTH (Patron: Captain N. Lloyd-Edwards, G.C. St.J., R.D.*, J.P., R.N.R.)

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.)

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May 2006

Cost: priceless.

Available in the Clubhouse monthly.

www.cbyc.co.uk

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e-mail admin@cbyc.co.uk Affiliated to the R.Y.A. Web site www.rya.org and the B.C.Y.A. Web site www.bristolchannel.co.uk

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

CARDIFF BAY YACHT CLUB Restaurant - Sue Jones Catering

From 2 May — Summer Opening Times

Drop into the Quarterdeck bar and meet up with old friends and

September

Lunch

| | |
|-----------|--------------------|
| Monday | Closed |
| Tuesday | 12:00 noon - 14:30 |
| Wednesday | 12:00 noon - 14:30 |
| Thursday | 12:00 noon - 14:30 |
| Friday | 12:00 noon - 14:30 |
| Saturday | 12:00 noon - 14:30 |
| Sunday | 12:00 noon - 15:00 |

Dinner

| |
|-------------|
| 17:30-21:00 |
| 18:00-21:00 |
| 18:00-21:00 |
| 19:00-21:00 |
| Closed |
| Closed |
| Closed |

Relax in a friendly atmosphere, with a beautiful view over the Bay.

Forget the pub, come to the Club!

For laid back lunches, with a menu to tickle your taste buds, or a s... ing.

The Club is the venue in which to

**Quarterdeck Bar
Opening Hours May
- September.**

Do come along and

| | |
|-----------|--------------------|
| Monday | 12.00 to 23.00 |
| Tuesday | 12.00 to 23.00 |
| Wednesday | 12.00 to 23.00 |
| Thursday | 12.00 to 23.00 |
| Friday | 12.00 to 23.00 |
| Saturday | 12.00 to midnight. |
| Sunday | 12.00 to 23.00 |

Why not visit "the forum" on the Club's free internet connection in the bar at

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

Keeping You in Touch

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

Visit the club web site & forum at:
www.cbyc.co.uk

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Contacts: - 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 & Sailing School Principal – Paul Simes (01443 205 120). Membership – Jane Hall (029 20514 915). 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). General Office - Ruth Coles (029 2066 6627). Moorings, pontoons, yard, haul-out – Barrie Metcalf (07966 930 823) - during the weekend working period. i.e. 09.00 – 13.00 Sat. & Sun. use (07773 462769). Chief Coach - Nick Sawyer (029 2051 4966). Cruising – Tony Davies (2051 5376). Dinghy Chairman - Sean Carter (01443 699 262). Ultra-Fast Fleet Captain – Idris Dibble (029 2025 2973). Angling - Bryan Morgan (029 2021 7910). Motorboats - Gareth Davies (029 2086 9167). Catering - Bar – (029 2022 6575).

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smoke free environment.

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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.

■ **WHITS END:** Six weeks after Easter we are into Whitsuntide as I learned in Sunday school all those moons ago. Time then to recall some of those biblical moments at sea. First there was the occasion when I was out sailing a 505 belonging to Bill Price, son of our late WW2 escapologist and club member Jack.

Bill and I were hard pressed on the starboard tack and approaching the east end of Sully Island in a force 5 Northwester, that was, on an ebbing tide, building up the seas. Bill was trapezed when suddenly under the head of the island we fell into a wind shadow, swinging Bill some 15 feet out to starboard where I clearly saw him walk on water regaining the gunnel moments later. The next occasion I was with Colin as a supernumerary crew on a race to Swansea, taking the outside passage. But, missing the tidal gate into the Bay presented us with some rather heavy seas and up came the 2 barley loaves and 5 fishes. Well any, way the sardine sandwiches, so that's how they went round the 5000.

Then there was the case of young Allan in Barry, preparing old Allan's boat for the T.V. race, when he changed oil into water. Allan of Madog had put half a can of diesel on the deck to go ashore but young Allan put it in the water tank instead. It was discovered during the tea break half way round. I discovered the meaning of the term fishers of men sailing in Ireland and getting caught up in the ½ mile of monofilament netting meant for salmon.

It was here too that we were introduced to Father O'FF when an Irishman offered to pilot us up to Dirty Murph's. His boat drew 3 ft ours drew 6ft. We missed the channel by a hundred yards and ended up on a gravel bank. Once again with Colin on a non stop sail to Brest, I found myself deprived of sleep, the cause of my hallucination when I met the devil himself climbing over the bow. It was the bow wave being illuminated by the port hand light on the starboard tack. Again on this trip the lifeboat men crew accompanying us discovered that the boat went faster if they followed the bright star in the east even though it was nearly 90 degrees off our course. Holy mackerel! JOHN WOOD 05 06.

■ **WELCOME TO NEW MEMBERS:** I would like to extend a very warm welcome to the following new members:

Stephen and Jo Copner, John Snyder, Michael and Avril Wilkinson, Darren and Claire Hillman, Chris and Sheree Hodgetts, Andy and Sue Deverson, Jane Davidson and Guy Stoate, Jason and Ceri Urrutia, Mark and Tracey Shale and Mark and Janine Honeyball, Geoffrey and Annetta Viggers. Jane Hall, Membership Secretary.

■ **HELP – Have you ever been awarded the Farmer's Trophy and are willing to own up ? then read on...**

As this year's recipient of the Farmers Union Trophy I have noticed, as I gaze fondly at it on my kitchen window sill when doing the washing up, that many of the recipients names are missing.

The brass plaques with names and dates, having been dislodged over the years. My mission, before it is handed over to the next year's worthy recipient, is to replace all the missing names. However, I can find no record of these illustrious recipients anywhere in the Club.

I know that Jim Hall was the first person to be honoured with this trophy in 1959 and that the trophy was his idea. I don't think it was awarded every year but if anyone out there was a recipient of the Farmer's Trophy please let me know when you were presented with this much sort after award. Please contact me on 02920 514915 or write to me at jh@janie.f9.co.uk Many thanks. Jane Hall, Membership Secretary.

■ The AGM has come and gone once again, and as I write this summer is upon us. I hear of several boating projects and many of our members are preparing to scatter themselves around Northern Europe

Our Winter upheaval has mostly run it's course; the introduction of the banded charging system has had a few hiccups, but seems to be settling down. The extensions to the pontoons are not quite finished as we await Cambrian Marine's relocation of their new pontoon system before we put in place our last few legs. This is planned for June this year.

The Eagles Nest – our new smoking room nears completion – it certainly has the best views in the club. We hope it helps the club cater for all requirements.

Those more vigilant members will have noted that those making cruel comments about my new car have had the required effect. I have now removed it from club premises and will revert to my normal transport, which will now be parked in an obscure corner of the car park. In the mean time the Parking Place is being converted to a Disabled Space. Apologies to Roy and June for denying them their accustomed privilege parking. Regards Roger.

Calendar of events in May

| | | | |
|-----|----|-----------------------------------|---------------------------|
| Mon | 1 | | |
| Tue | 2 | | |
| Wed | 3 | Angling night. | |
| Thu | 4 | Cruiser night. | Restaurant (evening) |
| Fri | 5 | | |
| Sat | 6 | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 7 | Restaurant | (12 till 2 pm) |
| Mon | 8 | | |
| Tue | 9 | | |
| Wed | 10 | Angling night. | |
| Thu | 11 | Cruiser night. | Restaurant (evening) |
| Fri | 12 | | |
| Sat | 13 | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 14 | Angling Competition | Restaurant (12 till 2 pm) |
| Mon | 15 | | |
| Tue | 16 | | |
| Wed | 17 | Angling night. | |
| Thu | 18 | Cruiser night. | Restaurant (evening) |
| Fri | 19 | | |
| Sat | 20 | Angling Presentation Night | |
| | | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 21 | Restaurant | (12 till 2 pm) |
| Mon | 22 | | |
| Tue | 23 | | |
| Wed | 24 | Angling night. | |
| Thu | 25 | Cruiser night. | Restaurant (evening) |
| Fri | 26 | | |
| Sat | 27 | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 28 | Angling Comp | |
| | | Restaurant 12 till 2 pm) | |
| Mon | 29 | | |
| Tue | 30 | | |
| Wed | 31 | Angling night. | |

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

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

■ It is with great pleasure that I note that we have a grand new T.V. at our Clubhouse. Roy and June Ackerman have donated it to us. As usual these two people have helped us again, so on behalf of all the Club members **THANK YOU BOTH** it is much appreciated. Colin Lyons.

■ **LIFE BLOOD AND YOU:** Any publication no matter how large and glossy, or small in size, relies heavily for its existence, on the news that it obtains from outside sources.

In the case of "in-house" magazines or newsletters such as this one, information has to a large extent to be found from within the club.

Every club member has a boating story to tell, such as an unusual, very happy, or disastrous trip. How about the problems with your boat. hull or engine? Did you go to a boating event, boat jumble, boat show or whatever.

YOU ALL MUST HAVE A STORY TO

So, come on you dormant authors, sally forth and send me some copy, soon. Editor.

Calendar of events in June

| | | | |
|-----|----|---------------------|---------------------------|
| Thu | 1 | Cruiser night. | Restaurant (evening) |
| Fri | 2 | | |
| Sat | 3 | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 4 | Restaurant | (12 till 2 pm) |
| Mon | 5 | | |
| Tue | 6 | | |
| Wed | 7 | Angling night. | |
| Thu | 8 | Cruiser night. | Restaurant (evening) |
| Fri | 9 | | |
| Sat | 10 | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 11 | Angling Competition | Restaurant (12 till 2 pm) |
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| Sun | 18 | Restaurant | (12 till 2 pm) |
| Mon | 19 | | |
| Tue | 20 | | |
| Wed | 21 | Angling night. | |
| Thu | 22 | Cruiser night. | Restaurant (evening) |
| Fri | 23 | | |
| Sat | 24 | (* C. in C.) | Restaurant (12 till 2 pm) |
| Sun | 25 | Angling Competition | Restaurant (12 till 2 pm) |
| Mon | 26 | | |
| Tue | 27 | | |
| Wed | 28 | Angling night. | |
| Thu | 29 | Cruiser night. | Restaurant (evening) |
| Fri | 30 | | |

The Angling Section's Fisherman's Presentation Night

Presentations will be made to the Best Angler and Best Boat Trophies Winners and also the

Specimen Fish, for the 2005-2006 Season.

Saturday 20th May @ 2000hrs
In the

Quarterdeck Lounge

A Highly Recommended Cabaret Artist,

Steve Saint,

has been booked for your enjoyment.

This is a very good act and MUST NOT be missed!

Tickets @ £6.00 include an Open Buffet!

There will also be the usual raffle with good prizes.

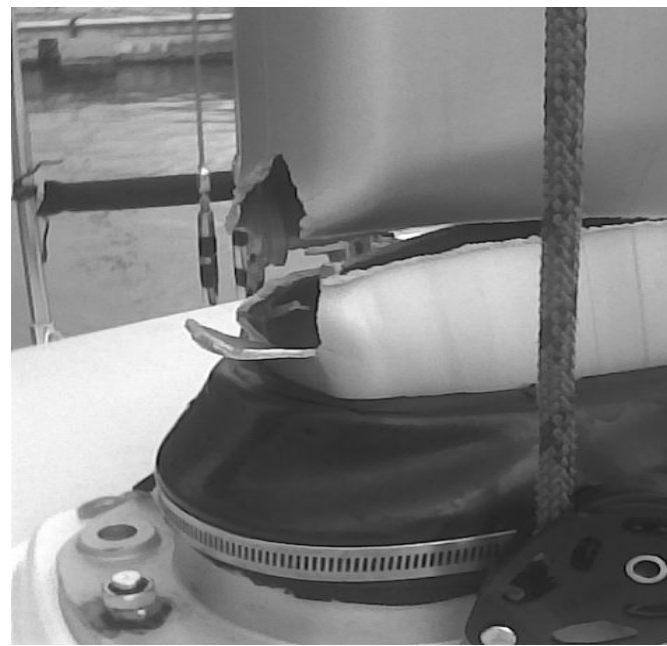
■ Why not visit the Club forum at www.cbyc.co.uk you'll be amazed,

■ **J 109:** The picture below shows a catastrophic failure, of the mast tube, of a one year old J 109. We still await the verdict from the surveyor, however, Remi Gerbeaud the MD of Sparcraft masts, says that in his view, the damage is a result of massive compression caused by insufficient backstay tension, when sailing downwind in a gale.

Normal practice on conventional boats, with their relatively modest spinnaker areas, is to ease the backstay right off, when sailing downwind. J Boats with large asymmetric spinnakers should have their backstays eased rather less. The rule that we apply and that has stood us in good stead over 12 seasons, is, "If the forestay ever starts flapping whilst sailing downwind under spinnaker, pump (or pull in a smaller boat) enough backstay tension on to stop the flap".

The J 109 that suffered the damage last weekend, was sailing downwind in 35 knots of wind, under full main and # 4 Genoa. When the forestay is under tension from a genoa, it is much harder to see how slack it is, as even when slack it will not flap, the luff just sags to leeward. The recommendation here, would be to ease off a quarter of the backstay tension that you were using upwind, then have a knowledgeable crew member sight up the mast, to ensure that it not inverted i.e. bending forward instead of aft.

In very strong winds with large sail area, there is a massive load pushing the rig forward. If the backstay is not helping to resist this load, the complete load is taken by the shrouds and chain plates. These are immensely strong and will not break; the force then ends up as compression of the forward face of the mast.



■ **DID YOU KNOW?** Each king, in a deck of playing cards, represents a great king from history: Spades - King David... Hearts - Charlemagne... Clubs - Alexander the Great... Diamonds - Julius Caesar.

Here lies the body of Captain O'Day, who died maintaining his right of way.

He was dead in the right as he sailed along, but

■ **Anchor - The thing rotting in the bilge of every racing yacht.**

■ **C.B.Y.C. CRUISER SECTION:** Cruises are scheduled for most weekends; loosely in line with Bristol Channel sailing calendar. (see # below).

Everyone is invited; Cruiser Class, Racing Class, Motor Yachts.

| MONTH | DATE | CLUB | EVENT | |
|----------|----------|-------------------|-----------------------------|------------------------|
| 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 | |
| | 13/05/06 | CBYC # | CRUISE / RACE TO WATCHET | |
| | 20/05/06 | NUSC # | CRUISER RALLY | |
| | 21/05/06 | NUSC # | CRUISER RALLY | |
| | 28/05/06 | ILFRACOMBE YC | ROUND LUNDY RACE | |
| | 28/05/06 | CARDIFF H. A. | HARBOUR REGATTA | |
| | 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 OPEN | |
| 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 | |
| 23/06/06 | | CBYC # | CRUISE / RACE TO WATERMOUTH | |
| 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 | P YC | REGATTA | |
| | 09/07/06 | P 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 | |
| | 28/07/06 | CBYC # | CRUISE / RACE TO BRISTOL | |
| | 29/07/06 | CBYC | ROUND THE ISLAND RACE. | |
| | 29/07/06 | BRISTOL HARBOUR # | FESTIVAL | |
| | 30/07/06 | BRISTOL HARBOUR # | FESTIVAL | |
| | AUGUST | 11/08/06 | CBYC | 2 HANDED AROUND LUNDY |
| | | 25/08/06 | CBYC # | CRUISE / RACE TO TENBY |
| SEPT | 10/09/06 | CBYC | SHANGHAI CUP (BAY RACE) | |
| | 16/09/06 | CBYC | WELSH GAMES | |
| | 17/09/06 | CBYC | WELSH GAMES | |
| | 16/09/06 | CBYC | SHANGHAI CUP (CHANNEL RACE) | |
| | 17/09/06 | CBYC | SHANGHAI CUP (CHANNEL RACE) | |
| | 16/09/06 | NUSC # | REGATTA | |
| | 17/09/06 | NUSC # | REGATTA | |
| | 23/09/06 | PCC | HOLMS RACE | |
| | 23/09/06 | CBYC | SHANGHAI CUP (CHANNEL RACE) | |
| | 24/09/06 | CBYC | SHANGHAI CUP (CHANNEL RACE) | |
| | 24/09/06 | BARRY YC # | BRAINS RACE | |
| | 30/09/06 | CBYC | SHANGHAI CUP (LOW WATER) | |
| | OCT | 15/10/06 | PENARTH YC | CRUISER CHANNEL RACE |
| 15/10/06 | | PORTISHEAD YSC | LLOYD CRYER MEMORIAL RACE | |

We look forward to seeing new and old members.

■ **CELTIC GOODWILL RAID:** Wales-Cornwall-Brittany... There's no time like the present to get aboard the Celtic Goodwill Raid 2006 – the colourful flotilla that will "raid" the rugged coastlines of Wales and Brittany via Cornwall from 23 June to 15 August 2006.

If you're hankering to increase your sailing experience and make new friends, or yearn to sail further than you've dared before, this fun-packed nautical adventure is definitely for you!

For further details visit www.goodwillraid.com

■ Sewerman - A sailor that has a fetish for wet soggy nylon.

AN EVENTFUL WEEKEND: Over the bank holiday weekend, Zulu entered the Mumbles to Padstow race, as we have done for the last 3 years. Having won it in 2004 we were keen to get 'our' trophy back. Some frantic efforts over a couple of evenings finished on Thursday with the cooker, the cushions, all the offshore safety gear and paraphernalia not required for local racing, stowed. So, I thought, "being in all respects, ready for sea, I'm going for a pint". After locking out at 07.30 on Friday I had one of the best sails I've had for ages. With sunshine and a 15 knot breeze from the northeast, meant I could hold the spinnaker as far as Rhoose, then headed up through the Nash passage to arrive at low water in Swansea, where I parked on the mud to drink tea and wait for the Tawe lock to open. The trip was only slightly upset by breaking the shear pin on the outboard propeller just outside the lock.

The race started off Mumbles at 7pm, with a short, tight reach to the first mark in Swansea bay. We tried the spinnaker, but couldn't go high enough and had to drop to make it to the buoy. We were still third or fourth round the mark and rehoisted for the run to Padstow in a strengthening northerly. For the first couple of hours things looked good as we just about held our own with the lead group of faster boats breaking away from the fleet, until about midnight when the wind dropped. Diving down into Barnstaple Bay to try to avoid the tide proved a mistake, with more light airs dropping us out of the running. A very close, and only slightly nerve-racking rounding off Hartland in the dark, brought us back into the breeze. The spinnaker went back up again and we flew down to Padstow, catching the rest of the fleet just off Newlands.

The race finish was off Stepper Point, and we shot across the line at about 9 knots with the kite up. Padstow Harbourmaster told us on the radio that the gate was closing at 9am, it was twenty to! Some rapid navigation suggested we'd be OK over the bar, so we headed straight up the estuary at full speed, dropped the spinnaker at the pool, dropped the mainsail in the outer harbour and the gate closed behind us almost as soon as we were in. Phew!

After a rest, some food, and some light precision engineering (making new shear pins out of M4 bolts) we spent a restful evening having a few lemonades around the Harbour.

On Sunday morning there was a fun race/cruise in company up to Lundy. As we were leaving, we fancied a cup of tea. This reminded me that I had put the kettle on about half an hour earlier! Yes, we'd run out of gas. Now, Padstow's a very trendy place these days and you can buy all sorts of things, fancy clothes, jewellery, art and crafts, but gas? on a Sunday morning? of course not! A couple of the crew went off to try to scrounge some cups of tea from Blue Jay, who were at the diesel berth, whilst I motored off expecting Blue Jay to catch us up soon. As we motored up there was a nice stiff westerly blowing straight across the channel, so the egg-whisk decided it was time to chew up another shear pin, and we lost drive. I put some sail up but not really quick enough, and was drifting rapidly towards the sands when Blue Jay arrived just in time to pass us a tow, then 2 crew members, then cups of tea!

The trip up to Lundy was exciting, but fairly uneventful, the sun was out, and so was the toolbox, so the thing on the back was restored to rude health by the time we arrived, but we didn't risk it and dropped the anchor under sail. The anchor then decided to come out in sympathy with the outboard, and dragged. Several attempts to reset it failed miserably and we ended up borrowing Foxtrot's kedge, which was twice the size of my main anchor! That held nicely and we thumbed a lift ashore, not having our own dinghy. We had a fine night in the Marisco Tavern, with very little reprehensible behaviour this year. If you haven't been there, you're missing one of the best destinations for miles around.

We left Lundy at 6am, ransoming Foxtrot's anchor for some cups of tea and a thermos of hot water! It was a very clear, sunny morning, and the wind was North Westerly and quite strong. I think we were all still slightly asleep, as the mess we made of hoisting the spinnaker resulted in a broken pole. Initially we made good speed without it, but later the wind eased and I began to regret our mistake. Perhaps the pole was in league with the anchor and the outboard! Later in the morning I was back in the workshop (sitting on the floor of the cockpit!) sawing the buckled piece off the end of the pole with a junior hacksaw. Some lashings and duct tape produced a short but serviceable pole, and this time the spinnaker went up without any fuss. The wind now swung westerly and strengthened and Zulu began to plane at 12 and 13 knots. Wet, but fun.

We made really good time, even though we were punching the ebb by now, and kept the spinnaker up until none of us were able to keep up the required concentration on the helm any more. We still arrived off Penarth about 3pm, at low water. It was all too good to last, as the machines fought back and the pull cord broke on the outboard! This time there was no precision engineering but some fairly straightforward mechanical butchery got it going again. Anybody want to buy a nice 3.5hp Tohatsu? One careless owner!

All in all, a great weekend. If you'd like to join us next time there are a few more weekends away planned, with both racing classes and a cruise in company if you prefer. Dates are in the cruiser racing section of the club web site. Maybe we'll get through one of these trips without breaking something! Kev.

C.B.Y.C. SMOKING BAN COMES INTO FORCE FROM 1 JUNE 2006: Earlier this year the COM agreed to ban smoking in the clubhouse once we had established an area for members to smoke in peace without disrupting other non-smoking members. After looking at several alternatives we decided to use the second floor area and after much building work this is now almost complete. It needs carpeting, which I am promised will be fitted in the next few days and some furniture, which I have in hand and it will be ready for use, probably by the end of next week, the second weekend of May.

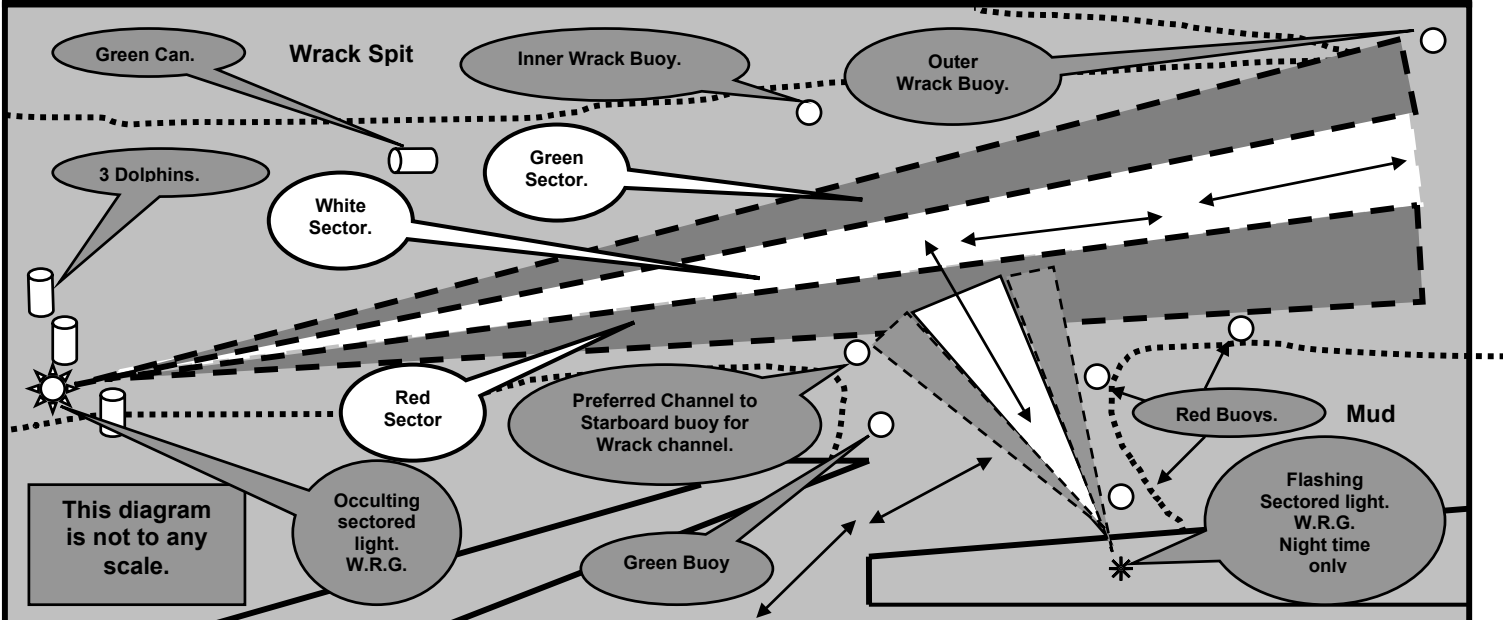
Even though at the last COM, we agreed to ban smoking in the other parts of the club from the 1st June, we would be grateful if those members wishing to smoke could start to use the second floor area - you'll have a super view!!

In the meantime, if anyone has a van or reasonable size pickup that we could transport the furniture in I would be grateful if they could contact me!

Many thanks to all for putting up with the disruption whilst the work has been carried out, we hope the room will be pleasant for those who do smoke and improve the club for those who have objected to them in the past!! Regards Jon Crofts Davies

■ Lazy Guy - Most Yacht Racers when they're not Racing.

Have you seen the lights? or how not to run aground when approaching the



When inward bound, stay in the white sectors... If the sectored lights are red you're too far to the left (Port) if the light is green then you too far to the right (Starboard). Always stay in the white sector, you will then be in the deepest water. The reverse applies when outward bound... This diagram is not to any scale and must not be used for navigation, always use current Admiralty publications.

CARDIFF BARRAGE - USER NOTES

VHF-CHANNEL 18 CALL SIGN "BARRAGE CONTROL" TEL: 029 2070 0234.

LOCK BOOKING AND PROCEDURE – SEAWARD (OUTBOUND): Lock booking is not necessary. If it becomes necessary to restrict traffic, lock allocation will be granted in order of contact **DO NOT ENTER WITHOUT PERMISSION FROM BARRAGE CONTROL.** Request passage through the locks via VHF radio channel 18, or by telephone. Outbound locks will run on the hour and half hour. Inbound locks will run quarter to and quarter past the hour. Prepare your vessel for locking using appropriate lines and fenders. Brief your crew. Listen on VHF Ch 18 for instruction to enter lock. Observe and comply with the light signals displayed. Enter the lock and moor as far forward as possible using appropriate fenders and mooring lines. You may be required to raft up alongside another vessel and for this reason it would be beneficial to rig lines and fenders on both sides of your boat. Switch your engine off. If you intend to access the pontoons in the lock, you must wear a lifejacket. Exit the lock only when the gates are fully open.

LOCK BOOKING AND PROCEDURE - BAYSIDE (INBOUND): Lock booking is not necessary, if restrictions occur allocation will be on a first come first served basis. locks operate at a quarter to and a quarter past the hour. Request passage into the outer harbour via VHF radio channel 18, or by telephone. Observe the light signals on the breakwater. You will be instructed to use one of three locks which are clearly identified. Once instructed ... enter the lock and moor as far forward as possible, switch off your engine. If you intend to access the pontoons in the lock you must wear a lifejacket. Wait until the gates are fully open before moving off. There may be a strong flow into the locks for some time after the gates have reached their open position. Skippers are reminded to keep to starboard, passing port to port in accordance with the International regulations for preventing collisions at sea.

THE SAFETY OF ALL BARRAGE USERS IS OF PRIMARY IMPORTANCE... FOR YOUR OWN SAFETY PLEASE FOLLOW THESE GUIDELINES: Listen to and follow instructions given to you by Barrage Staff. Maintain a listening watch on VHF Ch 18 until clear of the Barrage. Moor your vessel securely in the locks. Keep clear of all sluices at all times. Keep clear of commercial shipping in Cardiff Roads. These ships have right of way! Monitor VHF Ch 14 when in Cardiff Roads. In the event of an emergency contact 'Barrage Control' immediately. The lock ladders are for emergency and staff use only. The safety of a vessel and its crew is the responsibility of the vessel's Skipper.

ACCESS: Under normal circumstances, for vessels having a draught of less than 1.5m, full tidal access is possible. However, occasions will arise when, for operational reasons, access will be restricted. In these circumstances relevant information will be passed on by 'Barrage Control'. Tide gauges are situated adjacent to the entrance of each lock and indicate the depth of water over the outer lock cills.

QUEUE JUMPING: It should not be necessary to queue due to the capacity of the locks. However, if queuing becomes necessary, under no circumstances attempt to enter the locks until instructed to do so. Barrage staff will be working hard to ensure delays are kept to a minimum. Queue jumping contravenes byelaws and offenders may be prosecuted. **Caution:** The Outer Harbour may be dry at low water.

■ Round Up - Easiest way to get the oncoming watch on deck.

Sheet – A rope that cuts your hands and wraps around anything

YOUNG EBBS AND OLD FLOODS: Having spent Thursday evening preparing “Bones” for the passage, Friday morning at 06.30 found us in number three lock, waiting to catch the young ebb for a passage to Padstow for the Mayday celebrations... The wind was forecast from N.W. just right for a close reach down channel and a comfortable night anchored in Lundy... unfortunately, as the day wore on the wind veered further to the North, causing us to suspect the anchorage would probably be untenable... We arrived in Lundy roads at 14.30... two hours into the next flood... and yes it was very lively, so, there was nothing for us to do but put the helm down, tack, and continue our journey on to Padstow. The wind was well aft, propelling us at a generous 4 to 5 knots over the ground.

It was nearly dark when we rounded Pentire Point, which is the Easterly arm to the entrance of the Camel River, we crossed the Bar about half tide, with 3 metres under the keel, and with very lively over-falls everywhere as we approached the port hand navigation buoy, these were caused by the strong ebb with the wind against it... but we had done our calculations and were confident there would be sufficient depth. Nevertheless, I must admit we were more than a little apprehensive... but it all went ok, as it usually does (failing to prepare, is to prepare to fail)... Clearing the bar we picked up a vacant mooring buoy in the Padstow pool with 3 meters under the keel, deep enough to allow us to remain afloat over the remainder of the ebb.

However, the Spring tide was still running strongly and with the wind blowing fresh against it, caused us to override the rather nobly mooring barrel. So, we trailed two buckets over the stern to increase the drag on our vessel, this thankfully was successful in keeping us from bumping the mooring buoy. We had a very comfortable night and in the morning found ourselves in company with “Mist”, a Sadler 34 owned by Derek Irish of Barry Y.C.

Locking into Padstow harbour at 07.30 on Saturday morning, we spent a very pleasant day cleaning up our vessel and socialising with our fellow travellers. We were the third boat out in a raft of six, all of whom had come across from the Milford Haven. We had planned to take the pensioners free bus to Tesco to replenish supplies, but it didn't turn up, so we ended up walking. We bought beer and some food... then later partook of a few pints of Brains beer in the Ship Pub, (the landlord is a Cardiffian), and also had a game or two of Cribbage... all very convivial.

The harbour was pretty full... about 80 boats, so I was told... the racing boats came in on Saturday and then went to Lundy on Sunday morning... so they didn't get to see the “Oss” and all the jollifications... (The “Oss” by the way is a very strange creature made of a circular disk with a black skirt and pointed hat and a tail). We spent Sunday chilling out and pottering as you do, with a few beers & etc. All very pleasant and relaxed with friends old and new, moored in the harbour... all in all a very nice atmosphere indeed.

We were awakened on Monday morning to the sound of the rhythmic banging of the Osse's drums. Then, about 09.30 the junior Oss came along down the quay where we were moored, attended by a retinue of hundreds of supporters all dressed in white with red sashes and drummers banging their drums with about a dozen accordions accompanying them, it was a grand sight with flags and bunting a plenty... it was a fabulous sunny morning... in fact it stayed like it all day... lucky as the day before was overcast and in the previous night it had pelted down accompanied by some vicious line squalls from the North West. Anyway Roger, my crew was amazed by it all and I must admit so was I... it was a bit like the feeling you get when you sing the Welsh National Anthem... it was absolutely wonderful and gratifying that such a small community could organise such a powerful event.

In the late morning the Red Oss came out of it's stable in the Golden Lion, (I should explain... there are two Osse's, Red for the indigenous people of Padstow and blue for the friends of Padstow, but there is absolutely no rivalry... its all very friendly), also accompanied by it's retinue and 30 or 40 accordions and dozens of drummers. It was quite a sight, I can tell you and we were lucky and got a good place to watch... the whole town was throbbing... there were thousands and thousands of people all milling around... they had even stripped all the furniture out of the pubs... tables and chairs & etc. including the ornaments off the walls.

Roger couldn't believe his eyes, he was completely blown away by it all... and he took loads of mobile phone photos... anyway a few more pints were consumed in the afternoon, then when the lock re-opened at 18.30 or so we went back out to moor in the river, to await the low water the next day, which occurred at 04.30 so we were up and at it before dawn, wanting to take the young flood and crossing the Doom bar with 1.3 meters under the keel and this time with a flat sea, as the wind was in the same direction as the last of the ebb. The forecast was for 6 knots, Southerly, which suited us well. As the morning wore on, the wind increased, so we set some sail... a working jib with a double reefed main. This sufficed for about an hour or so, but eventually we had to take in another slab as the wind had increased, gusting to 30 knots... so much for the 6 knot forecast.

We bowled along at six and seven knots over the ground, passing Hartland point on the half flood, so you can tell we were doing a good “ol lick”. We crossed Bideford Bay and by the time we fetched Bull Point, the young ebb had set in and we resigned ourselves to slower progress for the next 6 hours. At this time the wind went lighter so we reluctantly started the mixer and motor sailed the rest of the way wanting to keep maximum speed on. The wind was very gusty the whole day, varying from 10 knots to 26 -30 in the gusts... anyway this behoved us as we rounded the Rannie Point on the half flood, putting us into Cardiff Bay number two lock at 19.30. It was a wonderful trip and the weather treated us well... how lucky can you be. Tony Davies “Barebones”.

<<(((°>:~:~>(((°<:~:~>(((°> ANGLING MATTERS >(((°<:~:~>(((°>

Competitions: Just two boats went out for the first Comp of the season on 16th April, but no fish were weighed-in! Let's hope attendance and results improve. **“New Style” Comps.** As a result of suggestions made at the recent Open Forum, it has been decided that all Comps. October to March will be firstly Cod Comps. and other species will only be eligible after any Cod are weighed-in. Similarly, at intervals during the season other species will be selected as the day's predominant species and other species will again only be eligible once the selected day's species have all been weighed-in. There are examples of weigh-ins on the notice board. **Next Competition:** Sunday 14th May Start @ 0700hrs, Finish @ 1900, last weigh-in 1915hrs. This Comp will be “New Style” with Thornback Ray being the first species. Also, this will be the first “Roll-over” Comp of the season!

OUR PRESENTATION NIGHT has been arranged for Saturday 20th May, @ 1900hrs, in the Quarterdeck Lounge. Steve Saint, a highly recommended Cabaret Artist, has been booked and Tickets are £6.00 each and include an open Buffet. Tickets are available from over the bar or from any AS committee member. All Angling Section Members, Club Members and Visitors are welcome!

■ Interior - A term not used in conjunction with racing yachts.

■ Bow - The part of the boat that no one should have to work on.

■ **PLOTTER:** In today's comfortable navigation stations, bristling with toys, there is even more temptation to sit below watching them than there was in the good old days of pencil and plotter. But resist them like the jades they are. Look outside where the action is. The rocks, the boats, and the squalls are all there in a richer, more colourful world. Courtesy of Tom Cunliffe 'Yachting Monthly'

■ **Have you been to "The Forum"? Did you know CBYC has a "Forum"?** In recent years our C.O.M. and Flag Officer team have steadily improved their approach to "engaging" with the broader membership, keeping us better aware of what projects are planned / progressing, gently encouraging the members – in turn – to take more interest in the conduct of our Club's affairs. The recent move to sending "Bear Essentials" out to **every member, by post**, a number of times a year, was the latest step in this evolution towards a C.B.Y.C. "communications policy".

Back in early 2004 David Cairncross made what might be seen as a *revolutionary* move into the electronic communications era by adding into the C.B.Y.C. website "The Forum"- at a stroke enabling **every member** to debate with **every other member** any issue relevant to Club affairs. **And** to draw those issues to the attention of the C.O.M. / Flag Officer team. All from the comfort of their own home, at a time to suit them with response being posted by other members, and the C.O.M. and the Flag Officers for everyone else to see and consider.

- In its' first year The Forum attracted around 1500 visits.
- The second year [2005] there were some 6000 hits.
- During 2006 – the first three months up to 31st. March – there have already been 4474 visits, *including one avid enthusiast who has logged on a staggering 583 times.....[we are a boating club, aren't we?]*.
- There are now 283 registered users – approximately just **one third** of the Club membership – but **only around 50 regular visitors**.
- There are around 60 to 80 hits a day, this year.
- 6 members of C.O.M. are registered users / regular visitors, with the Flag Officers very active in responding to particular threads / comments.
- There have been 155 "threads" or "subjects" discussed to date.

Those "threads" have ranged from the "technical" (the problem of which anode is right for our boats going from fresh water into salt and back again into fresh); to a current exploration of what may be the Commodore's "New Car" (the skip sitting in the space allocated for the Commodore.....); to the issue of car parking as we steadily grow our numbers, and levels of Club activity [including the extra problem of allocated spaces for disabled members].

Members are normally the drivers of what subjects are raised for discussion, but on occasions C.O.M. / Flag Officers post questions / ideas to enable us all to comment before decisions are explored at Management level. And comment ranges from the jocular, to the constructive, to the tart, to the combative, and to the sharp and cutting. In other words – "highly entertaining"!

To access The Forum you go to the CBYC website, click on the link in the menu on the left hand side, which will bring up the facing page of The Forum. New users **will** need to register, and will be allotted a password by David Cairncross. Very simple, and once past these small formalities, you can either actively participate or simply "lurk" [see the thread that ran before Christmas for an insight into this "in joke"!] and be variously informed, amused or annoyed Jeff Owen. "Arian" / "Waterloo".

■ Rowing harder doesn't help if the boat is headed in the wrong

| May 2006. | | | | Time Zone B.S.T. | | | | June 2006. | | | | Time Zone B.S.T. | | | | July 2006. | | | | Time Zone B.S.T. | | | |
|-----------|-----|-------|-------|------------------|-------|----|-----|------------|-------|-------|-------|------------------|-----|-------|-------|------------|-------|--|--|------------------|--|--|--|
| 1 | Mon | 10.05 | 11.7m | 22.23 | 11.6m | 1 | Thu | 11.07 | 10.0m | 23.28 | 10.1m | 1 | Sat | 11.27 | 10.1m | 23.45 | 10.3m | | | | | | |
| 2 | Tue | 10.43 | 10.9m | 23.03 | 10.7m | 2 | Fri | 11.52 | 9.5m | ***** | ***** | 2 | Sun | 12.06 | 9.8m | ***** | ***** | | | | | | |
| 3 | Wed | 11.24 | 10.0m | 23.45 | 9.8m | 3 | Sat | 00.16 | 9.5m | 12.44 | 9.0m | 3 | Mon | 00.26 | 9.9m | 12.50 | 9.4m | | | | | | |
| 4 | Thu | 12.10 | 9.1m | ***** | ***** | 4 | Sun | 01.09 | 9.1m | 13.41 | 8.7m | 4 | Tue | 01.12 | 9.5m | 13.38 | 9.1m | | | | | | |
| 5 | Fri | 00.37 | 9.0m | 13.11 | 8.4m | 5 | Mon | 02.09 | 8.9m | 14.45 | 8.6m | 5 | Wed | 02.02 | 9.2m | 14.33 | 8.9m | | | | | | |
| 6 | Sat | 01.46 | 8.5m | 14.34 | 8.1m | 6 | Tue | 03.14 | 8.9m | 15.49 | 8.8m | 6 | Thu | 03.02 | 9.0m | 15.37 | 8.9m | | | | | | |
| 7 | Sun | 03.13 | 8.4m | 15.57 | 8.3m | 7 | Wed | 04.16 | 9.1m | 16.46 | 9.2m | 7 | Fri | 04.09 | 9.0m | 16.43 | 9.2m | | | | | | |
| 8 | Mon | 04.26 | 8.7m | 17.00 | 8.8m | 8 | Thu | 05.10 | 9.5m | 17.37 | 9.7m | 8 | Sat | 05.13 | 9.4m | 17.45 | 9.7m | | | | | | |
| 9 | Tue | 05.22 | 9.3m | 17.48 | 9.4m | 9 | Fri | 05.58 | 10.0m | 18.22 | 10.2m | 9 | Sun | 06.14 | 9.9m | 18.41 | 10.4m | | | | | | |
| 10 | Wed | 06.06 | 9.9m | 18.26 | 10.1m | 10 | Sat | 06.43 | 10.4m | 19.05 | 10.8m | 10 | Mon | 07.06 | 10.5m | 19.30 | 11.1m | | | | | | |
| 11 | Thu | 06.43 | 10.5m | 19.02 | 10.7m | 11 | Sun | 07.26 | 10.9m | 19.48 | 11.3m | 11 | Tue | 07.55 | 11.1m | 20.19 | 11.7m | | | | | | |
| 12 | Fri | 07.19 | 11.0m | 19.37 | 11.3m | 12 | Mon | 08.09 | 11.2m | 20.30 | 11.6m | 12 | Wed | 08.42 | 11.6m | 21.04 | 12.2m | | | | | | |
| 13 | Sat | 07.54 | 11.4m | 20.12 | 11.6m | 13 | Tue | 08.52 | 11.4m | 21.13 | 11.8m | 13 | Thu | 09.27 | 12.0m | 21.49 | 12.5m | | | | | | |
| 14 | Sun | 08.29 | 11.6m | 20.47 | 11.8m | 14 | Wed | 09.36 | 11.5m | 21.57 | 11.8m | 14 | Fri | 10.12 | 12.1m | 22.34 | 12.5m | | | | | | |
| 15 | Mon | 09.05 | 11.6m | 21.23 | 11.8m | 15 | Thu | 10.21 | 11.3m | 22.44 | 11.6m | 15 | Sat | 10.58 | 11.9m | 23.21 | 12.1m | | | | | | |
| 16 | Tue | 09.43 | 11.4m | 22.03 | 11.6m | 16 | Fri | 11.10 | 11.1m | 23.34 | 11.3m | 16 | Sun | 11.45 | 11.6m | ***** | ***** | | | | | | |
| 17 | Wed | 10.24 | 11.1m | 22.46 | 11.2m | 17 | Sat | ***** | ***** | 12.01 | 10.7m | 17 | Mon | 00.09 | 11.6m | 12.33 | 11.0m | | | | | | |
| 18 | Thu | 11.10 | 10.6m | 23.35 | 10.7m | 18 | Sun | 00.26 | 10.9m | 12.57 | 10.3m | 18 | Tue | 00.58 | 10.9m | 13.26 | 10.4m | | | | | | |
| 19 | Fri | 12.04 | 10.0m | ***** | ***** | 19 | Mon | 01.27 | 10.5m | 14.00 | 10.0m | 19 | Wed | 01.54 | 10.2m | 14.27 | 9.8m | | | | | | |
| 20 | Sat | 00.34 | 10.1m | 13.10 | 9.6m | 20 | Tue | 02.31 | 10.1m | 15.07 | 9.9m | 20 | Thu | 03.01 | 9.6m | 15.37 | 9.4m | | | | | | |
| 21 | Sun | 01.45 | 9.8m | 14.26 | 9.4m | 21 | Wed | 03.39 | 10.0m | 16.14 | 9.9m | 21 | Fri | 04.15 | 9.3m | 16.53 | 9.4m | | | | | | |
| 22 | Mon | 03.02 | 9.8m | 15.43 | 9.7m | 22 | Thu | 04.46 | 10.1m | 17.18 | 10.2m | 22 | Sat | 05.28 | 9.3m | 18.01 | 9.7m | | | | | | |
| 23 | Tue | 04.16 | 10.2m | 16.51 | 10.2m | 23 | Fri | 05.47 | 10.3m | 18.15 | 10.5m | 23 | Sun | 06.30 | 9.6m | 18.55 | 10.1m | | | | | | |
| 24 | Wed | 05.19 | 10.7m | 17.49 | 10.8m | 24 | Sat | 06.40 | 10.5m | 19.04 | 10.8m | 24 | Mon | 07.20 | 10.1m | 19.42 | 10.5m | | | | | | |
| 25 | Thu | 06.14 | 11.2m | 18.38 | 11.4m | 25 | Sun | 07.28 | 10.7m | 19.51 | 11.1m | 25 | Tue | 08.04 | 10.5m | 20.22 | 11.0m | | | | | | |
| 26 | Fri | 07.01 | 11.6m | 19.24 | 11.8m | 26 | Mon | 08.18 | 10.9m | 20.33 | 11.2m | 26 | Wed | 08.42 | 10.8m | 20.59 | 11.3m | | | | | | |
| 27 | Sat | 07.46 | 11.8m | 20.07 | 12.0m | 27 | Tue | 08.55 | 10.9m | 21.14 | 11.3m | 27 | Thu | 09.18 | 11.0m | 21.34 | 11.4m | | | | | | |
| 28 | Sun | 08.28 | 11.8m | 20.47 | 11.9m | 28 | Wed | 09.34 | 10.9m | 21.52 | 11.1m | 28 | Fri | 09.51 | 11.1m | 22.07 | 11.4m | | | | | | |
| 29 | Mon | 09.08 | 11.5m | 21.27 | 11.6m | 29 | Thu | 10.12 | 10.7m | 22.30 | 10.9m | 29 | Sat | 10.23 | 11.0m | 22.38 | 11.2m | | | | | | |
| 30 | Tue | 09.47 | 11.1m | 22.07 | 11.2m | 30 | Fri | 10.49 | 10.5m | 23.07 | 10.6m | 30 | Sun | 10.55 | 10.8m | 23.10 | 10.9m | | | | | | |
| 31 | Wed | 10.27 | 10.6m | 22.45 | 10.7m | | | | | | | 31 | Mon | 11.27 | 10.5m | 23.43 | 10.5m | | | | | | |

■ Bunk - A small uncomfortable area for wet sailors to attempt sleep.