

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.)

Edition No. 59

April 2006

Cost: priceless.

Available in the Clubhouse monthly.

www.cbyc.co.uk

Posted in February, May, August & November.

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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**

■ **WEATHER FORECASTS... A THOUGHT:** Have you ever thought why marine weather forecasts aren't accessible to mariners at all times, surely it's a fundamental safety requirement for all small craft to have access to weather forecasts continuously, (even a 40 footer is a small craft). Continual weather forecasts have been available in the U.S.A. for years. Apparently the reason we are unable to receive broadcasts continuously in the U.K. is because "The Met Office sells information in this country and government agencies handle it economically"

Probably for the same reason that the Hydrographic Office make profits out of selling charts to Yachtsmen... (i.e. selling a product that already belongs to the taxpayers) once again in the U.S.A. they are available cheaply off the internet. Furthermore why is weather information only broadcast every four hours... and then at different times in different sea areas... wouldn't it be a good idea to have a dedicated channel on the V.H.F. band running continuously in a loop... Not beyond our capabilities in 2006 surely.

We understand that in the future, access to a looped weather forecast by landline is envisaged and shortening the frequency of broadcasting on V.H.F. to every three hours is also proposed... is this good enough? the weather can deteriorate rapidly as we all well know, and a vessel may well be out of mobile telephone range. From Tony Davies.

■ **Please, at all times observe the 5 knot speed limit in the**

■ **WELCOME TO NEW MEMBERS:** On behalf of the Council of Management I would like to extend a warm welcome to the following new members:

Neil and Linda Lock, Philip Osborne, Adrian Rogers, Paul and Helen Griffiths, David Pickford and Sarah Given, Blane and Jacqueline Wilkinson, Ian and Linda Rivers, Haydn and Caroline Dobbins, David and Michelle White, Patrick and Judith Thomas, David and Philippa Robbins, Gareth Day, Mike and Marika Ireland, Stuart Gay and Chloe Dyer, Andrew and Rachel Hughes, Paul Matthews.

Jane Hall, Membership Secretary.

**SHAKE DOWN
CRUISE
To
Gloucester Docks**

**Friday 14 April 2006
Alternatively
For the less adventurous**

**Bristol
Further details call
Tony**

029 2051 5376, Mobile 07816 337904.

■ **NEXT MONTH:** will be the start of a new Club year and I am mindful that I have been producing B.E. for over five years.

I sometimes wonder if members would like to see different content... What would you like to read in your Bear Essentials...

If you have any suggestions or comments I can always be contacted at... tony@designbyrelish.co.uk

Don't be afraid to say what you think, I won't be offended... I hope... Tony Davies Editor.

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

**Bar Opening Hours
October to April.**

**Do come along and
enjoy a drink or two.**

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

?

**Why not visit the club
forum on the free
internet connection in
the bar at:
www.cbyc.co.uk**

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: - 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)

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Bear Essentials is produced in a smoke free environment.

Copy date is strictly the last day of the month.

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.

■ **HEALTH AND SAFETY:** Many of you will have been made aware from local press reports of an unfortunate accident involving a fellow member in the club marina during the early hours of Saturday morning on the 25th of March. It is not appropriate for me to mention the members name or the full details of the incident in these pages as I fear he has experienced sufficient embarrassment already.

However there is lesson for all to learn. Its not acceptable for anyone to try and man handle any kind of vessel in the club marina or moorings on their own during the early hours, whatever the weather conditions or for whatever reasons.

In previous issues of this publication we have advised all members to be careful during the hours of darkness on the clubs moorings and that the use of life jackets and torches are strongly recommended.

Fortunately, on this occasion the person concerned was rescued without too many ill effects and on behalf of the club may I extend thanks to those involved with the rescue. This incident was of course reported to the Harbour Authority and Coast Guard and is now the subject of an enquiry. Consequently the C.O.M. respectfully requests that all members try to exercise a greater degree of responsibility in the future. The last things any of us want are any draconian measures being introduced by the authorities encumbering the freedom of our chosen pastime.

The fresh water in the bay at this time of the year is extremely cold and the effects of immersion can quite often be fatal even if you are wearing a life jacket. In low temperatures hypothermia and heart failure can quickly occur and nothing short of a dry suit or survival clothing will prevent this, so please be careful!!!!

Finally I would like to remind all members and users of the clubs mooring facilities that there are rescue ladders for emergency use situated at the base of all the large vertical piles in the marina.

Steve Cooper C.O.M. Health and Safety.

■ **GUGLIELMO MARCONI:** In May 1897, Guglielmo Marconi came to the Bristol Channel area with his assistant George Kemp, to continue his experiments in wireless communication. Having failed to interest the Italian Government, the twenty-two year old inventor brought his telegraphy system, using Hertzian waves as a basis for communication without wires, to England.

On arrival he filed the world's first patent, and successfully demonstrated the apparatus on Salisbury Plain. Befriended by William Reece, Chief of the Engineering Department of the General Post Office, Marconi came to the Bristol Channel. The location was chosen, not only because it provided a suitable site for testing transmission over water, but also because Preece had been experimenting with inductive methods in the area, for a number of years. Comparison left no doubt as to the superiority of Marconi's system.

Before these official Post Office trials commenced a pair of masts about 110 feet high were erected, at Lavernock Point and on Flat Holm. Early in May 1897 Marconi successfully transmitted the first ever wireless message to go over the sea, from Flat Holm to Lavernock Point where it was received by his assistant, George Kemp. The Morse slip, "Are you ready?" signed by Signor Marconi and George Kemp, is now in the National Museum of Wales.

Later in the same month Marconi's system set a new record of almost nine miles across the Bristol Channel. From these small beginnings stemmed the world of radio communication and television which now dominate our lives. As a commemoration to Marconi a sculpture has been erected on the island, designed to represent the significance of Marconi's achievements and the new technological era he pioneered. (Courtesy of S. Glam C.C.) Supplied by T.D.

■ **BOAT JUMBLE:** Sunday 23 April Beaulieu: (10AM) The National Motor Museum. Beaulieu, Hants. Junc. 2 M27. A326, B3054. R.A.C. Signs. Indoor/Outdoor Event. Stands: 01590 614614 Advance Tickets; 01590 612888.

■ **FOR SALE:** Reaching spinnaker by Jeckells... Luff 31feet, Leech 31feet, foot 18 feet 9 inches. 1.5 oz nylon, Large bears head motif... Brand new never used (boat sold) worth £860.00 sensible offers please to R. Begg. Tel. 029 20 512492.

■ **FOR SALE:** Aluminum boom for a cruiser, very good condition 10 foot 6 inches. £20.00 tel 07967 848862.

■ **WANTED:** Genoa for an Achilles 24 masthead Bermudan sloop with roller reefing. 07970889341 or 029 2065 1661.

■ **SEA ROOM:** At a sufficient distance from the land, rocks or shoals so that a ship may drive or scud without danger.

Calendar of events in April 2006

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

■ **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.

■ **MOTOR SAILING IS MOTORING:** Use your motoring cone; only then will other vessels know how to apply the Colregs. If the approaching vessel thinks you are sailing so gives way and at the same time you give way because you know you are under power, the potential for a collision increases. Remember not to use your tri-colour when you are motoring at night.

■ **NEW FOR 2006... PASSAGE RACING & CRUISING:**

This year we are planning a number of combined weekend cruises / 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!

If you would like to compete in a passage race please see (#) on the Bristol Channel Sailing Programme 2006.

Calendar of events in May 2006

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	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	21	Restaurant	(12 till 2 pm)
• Mon	22		
Tue	23		
Wed	24		
Thu	25	Cruiser night.	Restaurant (evening)
Fri	26		
Sat	27		
Sun	28		
Mon	29		
Tue	30		
Wed	31	Angling night.	

■ **C.B.Y.C. WEB SITE FORUM:** Have you ever visited the club forum on the website? You will be truly amazed at the topics discussed there, and it's so easy to use...

Just follow the instructions and away you go... Comment on an existing thread or open up your own topic... it's wonderful... why not give it a try?

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

■ **FOR SALE:** Bombard 501 rib (3.1m 2 years old) £550.00 + Suzuki 4 hp, 4 stroke standard length outboard motor (brand new, unused) £450.00.

Two folding bicycles (bagged) – exc condition £100.00 each.

Chart case together with 40 + Admiralty charts, ranging from the Bristol Channel - Lands End – Scilly Isles - South Coast – Ireland to Kenmare River – East Coast Ireland (Dated mostly 1997 – 2002). £100.00 the lot. Hand held Magellan GPS £60.00. Please tel. 029 2070 2704. Will haggle on all. Charles Wallacott.

■ **BIN:** Great suffering and sin... please take your rubbish to the bin... after working on your craft.

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

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

■ **SECURITE, SECURITE:** How often have we heard the coastguard call out this alert while at sea and we struggle to remember the coordinates to see if we in any way might be affected. It could be that a container holding some several thousand crates of Guinness has been lost overboard and we have to make a decision on whether to intercept it or continue to race round Lundy.

Securite is a French word and it was the English that added the Why, which brings me to the main theme of this story. Back fifty years ago I was a mere apprentice working in the Marine Engine Drawing Office of my hometown shipyard.

On the books at the time were two vessels which were to be launched within two weeks of each other. One was the Oriana in case we had peace and the other was the Dreadnought in case we had war.

Dreadnought's hull was to be designed by our own Naval architects department using the shape of a sperm whale as a model but the nuclear power plant was to be designed by the Electric Boat company of the U.S. of A., with drawings supplied by them. This was a company we had done business with since the very first submarine H.M.S. Holland was launched in 1901.

Now, our drawing office was situated on the third floor of a dockside building using natural light from three sides. Manned by thirty odd draftsmen all beaver away on eight foot drawing boards making scale drawings of ships machinery spaces to the scale of 3/8" to the foot.

Sometime before the working drawings arrived from the U.S. we were visited by a security expert [C.I.A.?] who decided that our security was not good enough and that we might be infiltrated by unidentifiable spies from the Soviet Union.

This was preposterous of course as we all knew each other, grew up together, members of the scouts went to school together and indeed our grandfathers had done it all before us, we didn't even have an Orangeman in our midst. There was to be no argument the Americans said, we were to tighten up on security and come up with a satisfactory solution.

The carpenters and glaziers were duly brought in and they partitioned off part of the office using clear glass screens framed in mahogany to a height of six feet accessible through matching glass doors with no locks. Job done.

Dreadnought was built as a killer submarine and launched by the Queen before a crowd of several thousand Barrovians, who had been let through the gates to witness the occasion however no photographs were allowed to be taken on the 21 October 1960.

On the 4 November I emigrated to Canada aboard another Vickers ship the Empress of Britain, secreted about my person was a photo of the Queen smashing a bottle and uttering the words "God Bless All Who Sail in Her."

I wonder if Dreadnought is still rotting away in Rosyth with her 50 tons of asbestos and enough nuclear waste to make a dirty bum, as they would say in Alo Alo. JOHN WOOD 02 06.

■ **BE CONSIDERATE:** Cut your speed; watch your wash; give sea room... "Give-and-take and have consideration for fellow users", is the core of the Sea Sense message.

Even if a powerboat is not generating excessive wash, its speed and the effect it has on the wind in a yacht's sails can still be frightening.

The helm may be enjoying an exhilarating ride, but he may not realize how it feels to have a fast boat passing close and without warning.

■ 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.

We look forward to seeing new and old members.

MONTH	DATE	CLUB	EVENT
APRIL	01/04/06	CBYC	SPRING REGATTA
	14/04/06	PCC #	CRUISE IN COMPANY TO GLOUCESTER DOCKS
	15/04/06	PCC #	AND BACK TO PORTISHEAD
	16/04/06	PCC #	SWANSEA PADSTOW & LUNDY
	28/04/06	CBYC #	
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

■ **GROGGY:** Derived from program, a coarse silken fabric and one particularly favoured by Admiral Vernon who had a boat cloak, and, some say, trousers made from it. It resulted in his nickname "Old Grog". Vernon's great ambition was to instill a greater degree of sobriety amongst his sailors, many of whom quite regularly consumed a pint of rum per day.

On his insistence, the daily ration of rum was diluted to the proportion of one part rum to three parts water and thereafter watered-down rum was always known as grog. Still however 50% proof and enough to make anyone feel groggy. Salty Sayings are taken from "Salty Dog Talk" by Bill Beavis and Richard Mc Closkey which is published by A. & C. Black.

■ When the Winds from the East... it usually lasts ten days

■ When halo rings the moon or sun rain's approaching on

■ **100 YEARS AGO:** OWNERS MESSAGE... Lundy Lights and Leads... LUNDY REVIEW ISSUE No. 1, SPRING 1957... Stanley Smith has asked me to write a few words for this first issue of his paper, and it is a great pleasure to do so. To produce such a paper on Lundy seems to me a worthy task to tackle and one that could give a great deal of pleasure both to those who know the Island well and to some who have never yet had the chance to visit it.

The permanent community on Lundy is no larger at present than would go to make just a hamlet in other places. So, there is not a lot to be written about the Islanders themselves. But about Lundy, its history, the people who lived there in the past and what they did about storms and wrecks and countless other things, a wealth of writing could be done, all of interest and very well worth recording.

I have suggested to Stanley that his paper should not claim to be issued at any stated times or intervals, for that is the only way I know for a small publication never to be late with an issue. But I wish him the very best of good fortune with the venture, and believe that if those many who can provide interesting material for his paper, back him up by doing so, then this will be the first of very many issues which will bring pleasure to a lot of people. ALBION P. HARMAN.

THE WRECK OF THE "MONTAGU" BY JOHN DYKE: The following is taken from *The Lundy Review Issue No1 Spring 1957*. Fifty years ago, on May 30th, 1906, an event took place which focused world-wide attention on Lundy. H.M.S. "MONTAGU", one of the most recently commissioned battleships, and pride of the Channel fleet, surrendered her massive armour-plate to the treacherous shutter rock at the south-western corner of the Island. Here she was doomed to end her days despite every device known to salvage experts. The "Montagu" was a first-class twin screw battleship of 14,000 tons with a complement of 750 officers and men. Launched at Devonport in 1901, she carried 16 guns; had a speed of 19 knots and 18,000 horsepower.

The battleship had been assigned an important part in manoeuvres, and on the day previous to grounding was patrolling the entrance to the Bristol Channel on the open side of Lundy. Captain Adair had been carrying out wireless signaling trials with the Scilly Isles. The signals proving unsatisfactory owing to the distance, it was decided to move in closer to obtain better results. Visibility was poor and during the night dense fog developed. To add to the difficulties, a strong prevailing current drove the "Montagu" off her course. Soundings were taken at frequent intervals, and at 1.7 a.m. showed 70 fathoms - at 2 a.m. 19 fathoms, and just before 2.12 a.m. Lundy loomed up with startling suddenness.

The ship grounded before any evasive action could be taken. Although the "Montagu" was steaming very slowly the impact was so great that several of the crew sustained injuries. The Captain tried going astern, but without success, as there was no room to manoeuvre. He stopped - then tried to go ahead - but both propellers failed - no wonder, for they were both carried away. The "Montagu" lay firmly across a ledge of rock, with a large hole in her starboard bottom and a heavy list to starboard, water rising above her torpedo nets. The engine room, boiler room, and stokehold were badly flooded - wireless telegraphy was also badly damaged. Fortunately the sea remained relatively calm and there was no loss of life. Immediately on striking, distress signals were fired, and minute guns continued until 6 cases of ammunition had been expended.

In the meantime, Lieutenant S.P.B. Russell and a junior officer left the vessel in a gig and pulled under the lee of the Island, in the direction of the North Light, the approximate position of which was indicated by continuous fog signals. In this manner, the two officers proceeded for about two and a half miles along the western coastline. Then, scrambling ashore, they clambered up the face of the cliffs, a difficult matter on such a dark night, to the summit of the Island.

They presented themselves at the North Light at 5.40 a.m., 3 1/2 hours after the "Montagu" struck, and were very surprised to hear they were on Lundy, being quite convinced in their own minds that they had struck Hartland Point. This, of course, was the first intimation on Lundy of the mishap. As soon as the news reached the mainland, tugs and salvage vessels literally swarmed to the scene and the battleships "Duncan", "Dido" and "Albermarle", speeded to assistance. At first the Admiralty had great hopes of saving the "Montagu", and ordered a floating dock to be towed across the Atlantic from Bermuda.

Then it was thought it would be possible, to refloat her in July, when the tides would be at their highest for the year. After a while it was obvious that Lundy would become her grave, and work was put in hand, under the direction of Admiral Wilson, to remove guns, arms, torpedoes, and all possible stores, which were transferred to lighters and government vessels, using Lundy roads as their anchorage. The salvage operations proved a great attraction for sightseers; passenger-carrying craft from the coastal resorts did considerable business, and it must have been an impressive concentration of shipping, with the warships "Cornwallis" "Duncan", and "Mars" in attendance, and numerous salvage craft in support.

The Court-martial opened at 10 o'clock on Wednesday morning, August 15th 1906, aboard the "Victor" - Rear-Admiral Charles Cross presiding. The officers put on trial were Captain Adair and the navigating officer Lieutenant Dathan. There were two charges against the prisoners, the first alleging that the prisoners, being persons subject to Naval discipline, on the 30th May, 1906, did negligently, or by default, hazard, strand, or lose, H.M.S. "Montagu", and second, that on the same date, the prisoners negligently, or by default, suffered said ship to be hazarded, stranded, or lost. The report from the Captain to the Admiralty was read, and other officers gave evidence as to the movement of the "Montagu" during the six hours preceding the disaster. All witnesses agreed that there was no reason to think she was off her course. No fog signals were heard from Lundy or Hartland Point, though the Officer of the Watch was listening for them in between the intervals of sounding the "Montagu's" own siren.

Following further evidence, Commander G.E.S. Petch said he turned out of his bunk when the ship grounded and was on deck 5 minutes later. Immediately after striking, the bower anchor was got out and the capstan manned by hand, as the compartment working the steam engine was flooded. The behavior of the crew was excellent in all respects - in fact the grounding might have been all part of the daily routine. When Captain Adair was asked if any officers and men had especially distinguished themselves, he replied, "I do not wish to make distinction, where all did so well. The conduct of artificer Eng. Marchant, who was the Officer of the watch in the engine room, was admirable, but I do not consider it necessary to mention anyone else in particular. The behavior of the officers and crew was in all respects what it ought, to be".

During the course of cross-examination, the Navigating Officer, Lieutenant Dathan, admitted that he was several miles out in his reckoning. **The above is a letter from the owner of Lundy Island to the editor of the Island magazine (Lundy Review) wishing it success... and an article for the 1st edition. I wonder if the magazine is still in print Ed.... Article Supplied by Dick Begg.**

■ The winds of the daytime wrestle and fight Longer and stronger than those

■ A backing wind means storms are nigh, veering winds will

■ WORLD'S EASIEST QUIZ:

- 1) How long did the Hundred Years' War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get catgut?
- 4) Russians celebrate October Revolution when?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands are named after what animal?
- 7) What was King George VI's first name?
- 8) What colour is a purple finch?
- 9) Where are Chinese gooseberries from?
- 10) What is the colour of the black box in a airplane?

Remember, you need 4 correct answers to pass.

ANSWERS TO THE QUIZ

- | | |
|---|------------------|
| 1) How long did the Hundred Years War last? | 116 years |
| 2) Which country makes Panama hats? | Ecuador |
| 3) From which animal do we get cat gut? | Sheep and Horses |
| 4) Which month is the October Revolution celebrated? | November |
| 5) What is a camel's hair brush made of? | Squirrel fur |
| 6) The Canary Islands are named after what animal? | Dogs |
| 7) What was King George VI's first name? | Albert |
| 8) What colour is a purple finch? | Crimson |
| 9) Where are Chinese gooseberries from? | New Zealand |
| 10) What is the colour of the black box in an airplane? | Orange |

What do you mean, you failed? Me, too.

■ **ANCHORED:** Keep clear Give anchored craft a wide berth. If you are navigating in an area where boats are likely to be at anchor, keep well clear when you see the black ball, and don't drop your own ground tackle close by.

Racing Rules! Where possible it is considerate to give way to people who are racing. But this is not always practical and racing boats are not exempt from the Colregs. We must all learn to tolerate other water users.

The RYA is determined to retain the principle of education, not legislation. Our case will be that much stronger if we show we know how to behave on the water.

■ The sharper the blast, the sooner 'tis past.

■ **NEWS FROM THE DINGHY SECTION COMMITTEE:** The new season will hopefully bring new delights to all dinghy sailors with major improvements to the dinghy slipway and the adjacent pitchings, and the introduction of numbered storage spaces for dinghies. The Dinghy Section Committee has spent a lot of time and effort over the winter months devising a transparent and fair system for berths which hopefully will introduce some structure into the previous rather chaotic storage arrangements.

We are very grateful to all those members who removed their boats from the Club for the month of March as requested and, in allocating spaces for 2006/7, we have tried to be as consistent and fair as possible to everyone taking into account known boat usage, general support for the Dinghy Section's activities etc. Inevitably, change is not readily accepted by everyone but, with the finite space available, some positive action was required and the initiative has been generally welcomed and supported. The initial allocations have been made by the Committee with the best of intentions but, in the light of experience, it may be necessary to reposition some of the boats at a later stage. We hope that you will understand the need for this and will co-operate fully.

The allocation of numbered spaces is the first stage of the introduction of a formal 'use it or lose it' policy. The current berth allocation exercise has indicated that the space for dinghies is fully utilised and there is a waiting list of people wishing to bring their boats to the Club. We want to encourage active sailors onto the water, be they cruisers or racers, and those people who do not use their boats regularly during the current season will not be eligible to apply for a berth next year. Details of the 'use it or lose it' policy have been sent to all members who have been allocated a berth for 2006/7 and the Dinghy Section Committee will be following it up in March 2007.

The exercise has also revealed a significant number of unidentifiable boats on the premises. The following boats have no record of ownership so if there is anyone out there who thinks these boats may belong to them, please get in touch with the General Office as soon as possible otherwise they will be disposed of in accordance with Club rules:

3 x Wayfarer (one orange/one yellow/one light blue and all with blue covers and launching trolleys);
Laser (white with blue cover and combi-trolley);
Mirror (white with blue cover and launching trolley);
Mirror (navy blue with blue cover and road/launching trolley);
Topper (light blue with grey cover and launching trolley).

There are also miscellaneous launching and road trolleys. All of the above items will be disposed of in accordance with Club rules but, at the moment, they are being stored in the area previously reserved for catamarans. This may cause some inconvenience for sailors who have been allocated spaces in this area but it will only be for a limited period and we hope that you will bear with us.

On other matters, the Committee has agreed that, in order to improve the quality of racing in the longer-term, steps should be taken to promote the following specific classes amongst existing and new members:

Optimist/Topper/Laser/Dart 15/Classic Flying Fifteen/Laser 2000.

The race fees for 2006 have been set at £20 per boat (payable in advance to Sean Carter) and there will be no exceptions to this rule other than free entry to under 17s.

■ Mare's tails and mackerel scales mean strong winds and full sails.

■ When the rain's before the wind, topsail halyards you must mind; When the wind's before the rain, hoist your topsails up again.

■ CRUISING THE ELY (IN GOOD WEATHER) Shallow draught boat, binoculars and a flask of coffee recommended.

Big boys steer clear, but for those able to navigate this shallow winding river there awaits a passage of delight. Forget the 5knot speed limit and set the throttle for 3 knots, equivalent to a quiet stroll. Head upstream, ignoring the ominous circular stirrings of the surface, not a sign of deep sea monsters but an aerating scheme provided to keep the slow moving water oxygenated; look up at the desirable, but always deserted balconies on the port side and a little further on, the widely used Tesco store. But the starboard side is more interesting as we have the opportunity of viewing the layout of the Cambrian Boat Club and the remains of a wood coal hoist once used by Taff Vale and GW Railway companies. (A second - world war German mine dropped here destroyed a loaded collier with terrible loss of life)

The steel framing of yet another block of apartments has been erected close to the link road, while on the opposite bank yet another building site is being prepared; it has been given the eye-catching title of "The Moorings". Under the link road to find more apartments built on the site of the earlier oil-handling berth. Do not venture to starboard; this short inlet was, up to the 1970s, the route of the Ely River before straightening.

Older members will remember how that tidal river snaked around leaving vast tracts of mud at low tide. The new cut follows the railway line where trains run between Penarth, Barry and Cardiff with an occasional coal train serving Aberthaw Power Station. Turning hard to port we cross under the railway and can see the stone supporting buttresses of the old girder bridge that was a landmark in earlier days. Another swing to port takes us again alongside the railway as we approach the disused sewage works, where there still remains the massive gates which opened to discharge largely raw sewage into the river on a falling tide to run into the Bristol Channel and join similar outputs from Newport before landing on Barry Island beach.

Steer under the crescent pipes and the Penarth Road bridge, where in earlier days a toll gate helped the Bute coffers. We are now entering near private waters, calm waters certainly, but two perils await the unwary. The first is the problem of weed which can clog propellers and necessitates a cleaning operation on the blades. Try to navigate through clear water - easier when a breeze has pushed surface growth to one side. But another danger lurks as swans consider this stretch to be their own domain, more particularly when cygnets are to be guarded. Keep fingers clear, steer wide but keep a close lookout for weed as this is not a good place to come to a stop!

Once out of swan territory the tree-lined river runs straight and true under the side of Leckwith Heights. Leckwith Road Bridge gives a wide passage, but in its shadows is a second crossing, a drovers' bridge used when sheep and cattle were driven to markets as far away as Gloucester and Hereford. The bridge can be glimpsed from a car coming down Leckwith hill but only the passenger should look out for it. On again with the link road heard but not seen, until the river swings away to starboard crossing under that well-used road and heads towards the site of the one-time Sanatorium; high vegetation on the riverbanks prevents any possibility of seeing the more distant scenery.

Another half a mile and the bows of our small vessel gently run onto a shingle bottom and the crystal clear water shows it to be just 12 inches below. Cut the power, hinge up the engine and relax in peaceful tranquility. The weir, long hidden behind Ely Paper Mills, remains stubbornly out of sight around another bend but the noise of falling water can easily be imagined. Time for a coffee and perhaps a "Hamlet " moment; time to relax and perhaps imagine the location to be a lush tributary of the Amazon or the Orinoco. But rivers don't stand still and presently you will notice that the boat has been freed and is drifting downstream on a half-knot current. Start the engine and cruise gently back to our Club after enjoying the real pleasures offered by an Ely cruise. Peter Kearon (Saphphire IX).

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

■ **Competitions Results:** Yet again, the Comp on the 12th of March was cancelled due to unkind weather and that makes four out of five Comps cancelled since 15th January. Let's hope the new season proves to be better. The first Comp is on Sunday 16th April, so we look forward to a good turn-out and reasonable weather. The Section AGM, was held on the 15th March and the attendance was disappointing. However, there were two changes voted through; a further seven species added to the Eligible Fish List and Simon Watts's proposal that prize monies be allowed to "Roll-over". Keith Jenkins was confirmed as the new Vice Chairman, replacing Trevor Parker, who has retired from the committee. Also, Bob Ward was nominated and elected onto the committee.

As was promised at the AGM, we shall be holding regular Open Forums and the first will be held in the QUAY LOUNGE on Wednesday 19th April at 20.30hrs. ALL CLUB MEMBERS ARE WELCOME TO ATTEND!!

As the new season commences this month, Member's Subs are now due and it's still only £10 for the full year. (£15 after 1st July). Where will you get better value than that?

A NEW ANNUAL FOUR FISH COMPETITION HAS BEEN ESTABLISHED FOR THIS SEASON. THE PERSONS, including visitors, LANDING THE HEAVIEST COD, CONGER, BASS & THORNBACK RAY DURING THE SEASON, WILL EACH RECEIVE A PRIZE OF £50 (MINIMUM). (This prize fund has been donated anonymously, by two Section Committee Members).

■ Of barometer... Fast rise after low. foretells a

■ Long foretold, long last, short notice, soon past.

■ **JUST A WEE JOKE:** A Scotsman goes to the dentist and asks how much it is for a tooth extraction. "£95 for an extraction sir" was the dentist's reply. "Och huv yae no got anythin' cheaper" replies the Scotsman getting agitated. "But that's the normal charge for an extraction sir" said the dentist. "What about if yae didna use ony anaesthetic?" asked the Scotsman hopefully. "Well it's highly unusual sir, but if that's what you want, I suppose I can do it for £70" said the dentist.

"Hmmm, what about if yae used ane o yar dentist trainees an still without anaesthetic" said the Scotsman. "Well it's possible but they are only training and I can't guarantee their level of professionalism and it'll be a lot more painful. I suppose in that case we can bring the price down to say £40" said the dentist.

"Och that's still a bit! much, how about if yae mak it a trainin' session and hae yer student dae the extraction an the ither students watchin' and learnin'" said the Scotsman hopefully. "Hmmmm, well OK it'll be good for the students I suppose, I'll charge you only £5 in that case" said the dentist.

"Och aye noo yer talkin' laddie! It's a deal" said the Scotsman, "Can yae confirm an appointment for the wife next Tuesday?" Supplied by Alan Savage.

■ **PETE GOSS**

Close to the Wind
Life hangs on a very thin
thread,
and the cancer of time is
complacency.

If you are going to do
something,
do it now:
tomorrow is too late.

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■ **Of wind (in or near Britain) A veering wind, fair weather, a backing wind. foul weather. If the wind is north-east. three**