

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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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**

■ **WELL DONE DINGHY SECTION:**

The C.O.M. would like to sincerely thank the dinghy section for all the hard work put into reformatting the dinghy storage at C.B.Y.C. well done everyone involved... Roger Dunstan Commodore.

■ **RECYCLE YOUR GEAR:** A special receptacle is to be provided at C.B.Y.C. near the refuse skip to recycle used but possibly useful... cruising gear... dinghy gear... fishing tackle... you name it... it will be there... honest.

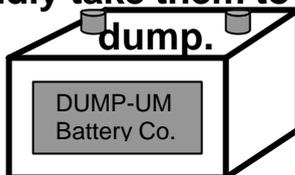
Remember that one persons junk is another's treasure.

■ **BOAT JUMBLE:** It is envisaged that a boat jumble will be run at C.B.Y.C. so please remember the second Sunday in October, that's a date for your diary... Sunday October 8th... ... Don't forget.... be there if you dare.

C.O.M. Council of Management meetings take place on the third Monday in the month, the next three council of management meetings will be on... 17 July, 21 August, 18 September. Items for the agenda should be sent to... The Secretary C.B.Y.C.

■ **TACT:** is the ability to describe someone else as they see themselves

Please do not leave your old batteries at C.B.Y.C. kindly take them to the



■ **COPY:** 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?

SURELY YOU ALL MUST HAVE TALE OR TWO TO TELL

DON'T FORGET!! AUGUST'S BEAR ESSENTIALS WILL BE POSTED TO ALL MEMBERS:

Section Captains, this would be a good time to contact members in your section and I would be most pleased if you have something to contribute, to e-mail it to me... tony@designbyrelish.co.uk The deadline as usual, is strictly the end of each month. **Editor.**

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

Members are reminded of their responsibility to meet their guests at the main gate and not to expect staff to let them in all the time.

Please watch your wash as you pass moored boats in the River Ely-

**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 24.00
Sunday	12.00 to 10.30

**Why not visit "the forum"
on the Club's free internet connection**

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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Bear Essentials is produced in a completely
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.

■ **MAXIMUM BOAT SPEED FOR A PROPELLER:** As a propeller turns, its pitch determines how far it travels through the water. No propeller is 100% efficient so that in reality it "slips" by moving water aside rather than straight backward. For a planing hull shape, this propeller slip can be as low as 10%. For a displacement hull shape with a high-speed propeller, this slip is usually around 45%.

This means that the maximum vessel speed is a function of the shaft speed in revolutions per minute, the pitch of the propeller, and the amount of propeller slip.

The Honda outboard motor described above will generate 5 HP at the engine shaft at 5,000 rpm, which results in 2381 rpm at the propeller. Assuming no propeller slip, the maximum boat speed will be:

Boat Speed = (RPM * 60 * Pitch) / 72913.2 = (2381 * 60 * 7.5) / 72913.2 = 14.7 Knots

If the propeller slip is 45% then the propeller's forward motion is 55% utilized so the maximum speed for this combination would be: 14.7 * 0.55 = 8.1 knots

However, since the maximum boat speed is 5.4 knots, the propeller will function with an inefficient 63% slip. As this shows, the pitch of the propeller must be decreased to between 5 and 5.5 inches to achieve a more normal propeller slip of 45%. In this case, the propeller diameter must also be increased in order to prevent the motor from speeding up beyond 5,000 rpm.

As a general rule, if you purchase a typical outboard motor for use on a sailboat, you should instruct the dealer to provide the lowest pitch and largest diameter propeller possible consistent with the motor's designed operating speed and horsepower.

The "standard" propellers provided with these motors will just not be efficient with a small sailboat. Either you will be running at 1/2 throttle and therefore never use all the available horsepower, or you will be running at full throttle and wasting the energy in propeller slip.

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

CARDIFF BAY YACHT CLUB

Restaurant - Sue Jones Catering

From 2 May	Summer Opening Times	to September
Lunch		Dinner
Monday	Closed	17:30-21:00
Tuesday	12:00 noon - 14:30	18:00-21:00
Wednesday	12:00 noon - 14:30	18:00-21:00
Thursday	12:00 noon - 14:30	19:00-21:00
Friday	12:00 noon - 14:30	Closed
Saturday	12:00 noon - 14:30	Closed
Sunday	12:00 noon - 15:00	Closed

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

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

The Club is the venue in which to be seen.

Forget the pub, come to the Club!

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

■ **QUESTION:** If you were to spell out numbers, how far would you have to go until you would find the letter "A"?
ANSWER. One thousand.

■ **WANTED:** Genoa for an Achilles 24 masthead Bermudan sloop with roller reefing. 0797 0889 341 or 029 2065 1661.

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

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Calendar of events in July

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

■ **ANCIENT MARINER:** recently swallowed the anchor, now finds it indigestible and seeks small sailing cruiser in need of T.L.C. to regain sanity. Telephone: (Dave) 07811 756 542.

■ **FOR SALE:** EYGTENE 24ft "PDQ" 1976, GRP, Fin Keeled with Inboard Diesel Renault 6HP, Stainless Steel Rigging (2003), Slab Reef Main+Sail cover (New 2005), Roller Reef Genoa, Spinnaker, new electrics/instruments, sleeps 4/5, Water : 5 gallon. Fuel : 5 gallon. 2002 Survey available. Lying : Cardiff Bay Yacht Club, Contact : Laura on 07920 249354 or email: firebird4470@hotmail.com Price: £8,500.

■ **JOKE:** Mrs. Smith... The doctor looked at the woman who had come to him for an examination. "Mrs. Smith, I have some good news for you." The woman said, "I'm glad to hear that doctor, but I'm Miss Smith, not Mrs." "Oh. Well, in that case Miss Smith," said the doctor without changing expression, "I have some bad news for you."

■ **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.

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

Calendar of events in August

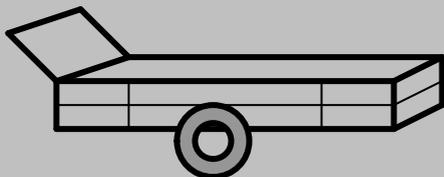
Tue	1		
Wed	2	Angling night.	
Thu	3	Cruiser night.	Restaurant (evening)
Fri	4		
Sat	5	(* C. in C.)	Restaurant (12 till 2 pm)
Sun	6	Angling Competition	Restaurant (12 till 2 pm)
Mon	7		
Tue	8		
Wed	9	Angling night.	
Thu	10	Cruiser night.	Restaurant (evening)
Fri	11		
Sat	12	(* C. in C.)	Restaurant (12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

Poet's corner

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep
Turns again home.
Twilight and evening bell,
and after that the dark!
And may there be no sadness of farewell,
When I embark;
For though from out our bourne of Time
and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar

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

Please, always return your trolleys after use.



THE BATHTUB TEST

During a visit to a mental institution, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalised.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug. Would you like a room with or without a view?"

■ **CHART DATUM:** Sea level to which soundings on charts and in tide tables are reduced, chosen to be a level such that the tide at springs will seldom fall below it. (Though the word 'datum' did not come into use in this context till the nineteenth century, the principle that charted soundings should show low-water heights goes back at least to 1600.)

■ **RING, RING:** I was recently given a book to read about the Great Eastern and the roll it played in the laying of telephone cables across the Atlantic. A fascinating story of Victorian endeavour in the 1860,s But, did you know that Cardiff played a big part in that continuing saga right up to the end of the twentieth century. The initial cable broke and was lost thousands of fathoms down on the ocean floor. The following year a new cable was laid successfully and the broken end of the first one was recovered and spliced with a new section to give two completed cables. In the mid 1980,s my old company A.S.W. Castle works made a bid with her sister company Somerset Wire to provide both armour and core wire for trans Atlantic cable 7. After a couple of visits to Standard Telephone Corp in Southampton, we were successful in gaining the contract, even though to that date we had not made 7mm galvanized wire to that size and specification.

This cable was to be the last of the copper cored cable to be made before the switch to fibre optics and prompted the American company to sell out to the management who were to be faced with the problem of how to splice the fibre optic strands for TAC 8. But, they did. The construction of the cable is such that over the area consisting of the continental shelf, the cable is armoured using the 7mm wire being soaked and wrapped in bitumen and tar to deter marine growth. But, the main reason is to protect against trawls and ships anchors.

Beyond the continental shelf, the cable is provided with a stranded core of high carbon steel wire wrapped with copper message carrying wire for up to 1000 simultaneous conversations. This in turn was wrapped and covered with several layers of insulation to give it a diameter of over an inch. After several experiments, excellent quality galvanized wire was produced on our patented hot dip galvanizing plant and production started. The equipment at STC based in Southampton consisted of three stranders in line, a coating station and a spark test quality control. The finished cable was fed into creels being layered in a spiral pattern inside 20ft diameter drums. The precision layered cable was positioned by a soft shoe operator making sure there was no overlap which could cause a kink.

In recent years Cable and Wireless have been responsible for laying the cables. Their ship being berthed adjacent to the STC plant with the cable being fed overhead from the works creels to the ship creels. Our own Tony Davies sailed as an engineer aboard the Cable and Wireless ship out of Southampton laying a cable to Northern Spain. Another Cable ship could often be seen at Avonmouth docks painted in white as was the Great Eastern.

While the demand for submarine cable may have fallen off due to the advent of satellite transmissions, the military still insist on the security that these cables provide, which are now made with fibre optics. Fast forward to June 2006. Ring ring. Can I interest you in a new contract with Orange? Well no, this is a bad time, I'm all at sea, there's a 30 knot wind blowing and the anchors dragging in a 4 knot current behind Flatholm, the windlass has just fused and I am in danger of going on the rocks. "Now", is not a good time. JOHN WOOD 06 06.

■ **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
JULY	01/07/06	BURNHAM MB&SC #	REGATTA
	02/07/06	BURNHAM MB&SC #	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	05/08/06	CARDIFF YC #	REGATTA
	06/08/06	CARDIFF YC #	REGATTA
	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)
OCT	24/09/06	BARRY YC #	BRAINS RACE
	30/09/06	CBYC	SHANGHAI CUP (LOWWATER)
	15/10/06	PENARTH YC	CRUISER CHANNEL RACE
	15/10/06	PORTISHEAD YSC	LLOYD CRYER MEMORIAL RACE

New and old members are very welcome.

■ **YOUR** altitude is determined by your attitude

■ **BETTER WAY:** There is always a better way, your challenge is to find it.

■ **SPRINT 15 TRAVELLER SERIES CARDIFF BAY YACHT CLUB 10 – 11 June 2006:** The Windsport Catparts Sprint 15 Traveller series tried out a new location on the weekend of 10/11 June, when the fleet travelled to Cardiff Bay. Since the building of the barrage, Cardiff Bay has effectively become a lake with fresh water and no tide. With new building going on all around the bay adding to the skyline the setting is a superb amphitheatre and the weather we got was no worse. The club house is a new £1million pound affair set high on a peninsular on the west side of the bay and the balcony offers splendid views of the proceedings.

The local fleet captain, Idris Dibble, who has been a member of the Cardiff Bay Yacht Club for 40 years, had laid on everything - scenery, sun, wind, good courses and a fine meal for the Saturday night. On Saturday, Principle Race officer, Colin Farr, set the Sprint 15s a square course adjacent to the Club house in a pleasant but very variable force 2-3 SE breeze and 3 races were completed separated by a lunch stop after the first. Race one saw Bob Carter lead from start to finish followed by the Queen Mary pair of Golden Goldstone and George Stephen who were a little ahead of Idris Dibble.

The race only took 30 minutes because the race officer had under-estimated the speed of the Sprint 15 in these conditions. In the second race, Philip Howden did not repeat his error in the first race of taking the shore side of the beat and was a close second behind Carter and ahead of Stephen & Dibble. After a lap of the 3rd Race, Carter was caught out by a gust and capsized leaving Howden to win by a large margin from Goldstone and Stephen.

The fleet retired for the evening to the Club Restaurant where they enjoyed the cuisine laid-on by the CBYC and then to enjoy the sunset from the balcony over a glass of wine.

In the morning the proceedings started with a 1 lap Pro-Am race in which the experts get to coach the novices into setting up their boats better and sailing faster. Ian James took pole position on the start and tore off into an early lead, but over-stood the mark allowing Idris Dibble to creep ahead by the windward mark. Much shouting and advice was being handed out by the Pros. William Tusting seemed to have benefited from the talking to by Golden Goldstone and stole into the lead to take the gun from Idris Dibble, Ian James and Mike Warren.

After the Pro-Am the 4th race was set in a steady F2-3 SE Breeze. 2 boats were over the line and had to go back which left Goldstone with a commanding lead. Tusting and Carter tussled for second place but at the gun the sequence was Goldstone, Carter, Tusting and Dibble. In the final race Carter led from start to finish but Tusting sailed well to take second place from Goldstone and Howden.

Thus after a thoroughly enjoyable weekend Carter won with Goldstone second & Howden third. The benefits of the Pro-Am (and more practice) could be seen on William Tusting's results – on Saturday he scored 6,6,6 and then on Sunday after the Pro-Am he scored 3,2 thanks in part to the advice given. The draw for the Windsport-Catparts vouchers was held and Golden Goldstone won the gold voucher for £15, Ian James took the Silver voucher for £10 and William Tusting the bronze voucher for £5.

It was a source of much amusement that in the Prize Giving, Idris had a slip of the tongue and presented second place to "Golden Goldstone" It seemed to be aptly fitting after he displayed the Midas Touch in the voucher drawer, the pro-am and in the races. I suspect it might stick – indeed there is even a campaign afoot that Gordon should call his new boat "Golden Balls"

1st	R Carter	Grafham	3 pts
2nd	G Goldstone	Queen Mary	5 pts
3rd	P Howden	Grafham	7 pts
4th	G Stephen	Queen Mary	9 pts
5th	W Tusting	Grafham	10 pts

Windsport-Catpart Vouchers: £15 G Goldstone; £10 I James; £5 W Tusting
 © The UK Sprint 15 Association, 2006 Comments? webmaster@sprint15.com

■ **TRINITY HOUSE:**

Association established by Henry VIII to oversee the construction of Royal Navy ships, its later duties being the maintenance of navigational aids, such as lighthouses and the supervision of pilots. Its managing board, known as the Elder Brethren, is elected, two from the Navy and eleven from the merchant service and act as advisers and assessors in Admiralty courts. Other members of the House are known as the Younger Brethren. T.D.

■ **JOKE:** New computers had been installed in our office.

On the first day, my colleague arrived and noticed a label attached to his VDU reading: "This equipment has been thoroughly tested and found to be in perfect working order." Below, someone had added: "So was the Titanic."

■ **CHANNELS:** or chain-wales.

Broad thick planks projecting horizontally from the side of a ship, used to spread the shrouds and thus provide better support for the masts.

■ **BUCKET:** You have a three-pint bucket and a five-pint bucket. And an infinite supply of water. How do you measure out EXACTLY four pints without using a measuring jug? There are no measuring marks on the buckets. (The answers on the back page).

■ **CAPSIZE SCREENING FORMULA:** Used for screening a boat design for offshore use. Please note that this formula is very controversial and should be used as a screening test only.

Boats with capsize ratios below two are said to be more suitable for offshore use.

The calculation is Beam dimension in feet divided by the cube root of displacement expressed in cubic feet of sea water [64 pounds per cubic foot]. **Capsize Ratio = Beam / (Displacement / 64)^{0.333}** (This is all very interesting. Editor).

■ **SEA PIE:** is a traditional

dainty in the old sailing ships, it was a stew consisting of everything the cook could find from salt beef cask to the unswept floor of the galley, to crown it all he floated heavy pastry on the top, to simmer in the boiling fluid.

■ **CAPTAIN, CAPTAIN:** the sheets are torn; I told you not to wear your sea boots in bed.

■ Never take your spouse sailing. I took mine out twice and now we have two little boys Never get bored in the evening

■ **THE NON-EVENT:** As I considered the merits of leaving the last piece of bacon on my plate, or just let out my belt another notch, I recalled the reason why Mike and I were stuck here in Penzance, rather than cruising along the South Coast on our annual 'boys own' holiday. Of course, the dock's café' provided the ultimate "Belly-buster" breakfast, in the company of the local fishermen, daily, from dawn. The food was excellent, the beer was good, and the sun shone. Whereas I was looking at the Local Engineer lifting the engine from "Calypso" whilst she was still afloat, and not knowing how long it would be before it was re-installed.

Penzance is not what I call a yachtsman's harbour, but a very safe haven. Priority is given to trawlers and other commercial vessels with the accompanying oil and flotsam that stains your topsides. It all started well enough.

We left CBYC in good weather to make the 1999 May Day's celebrations in Padstow. Most club members have cherished the atmosphere on their arrival at Padstow, meeting old friends and general enjoyment of the harbour, the people, the festivities, and the helpful Harbour Master. We are no exception, and tried to make it every year. It provides a good starting off haven for any passage heading South or points South East. It was necessary this time to leave our yacht on the berth alongside the Custom House Hotel, and to return later by road in a few weeks time. Of course, by then the weather had changed! We were committed, as our holiday period had been booked.

We arrived at 2300hrs on the Friday, courtesy of a lift down from Mike's wife. Checked out the gear by flashlight, and climbed into our bunks for a few hours. We then left at 0700hrs to catch the ebb down The Camel, over Doom bar, leaving Gulland Rock to starboard, and setting course South West, around Trevoze Head. With a Southerly wind Force 3 / 4 and good visibility good progress was made until opposite West Pentire, when weather deteriorated rapidly. Wind from the South West, with severe squalls, and hail. The fact that it was wind over tide did not help, and visibility was poor.

The immediate hazard was Bawden Rocks and we gave it a good offing by steering Westwards until clear. When Godrevy Island was off the port bow I had to make a decision. Going around Lands End was not an option. Although, we would not have enough water under our keel to get into St.Ives harbour for another two hours. In fact we could get some shelter from the South Westerly wind by mooring outside the breakwater. This we did, but not without Mike damaging his hand when laying the anchor in seriously confused seas. Not a comfortable two hours was experienced. Two very tired crew finally gained entry into the harbour and didn't budge from their bunks until early morning.

We had breakfast in a café' overlooking the Porthminster Beach in glorious sunshine, the best ever! All was forgiven. Once again leaving with the afternoon ebb tide, we had perfect weather for the passage around Cape Cornwall, and took advantage of the inshore passage around Lands End.

We had a fine view of the tourists swarming around its extremity in the sunshine. However, as we approached Gwennap Head, a heavy sea mist arrived with the turn of tide, damping down the sails and reducing visibility. It became so thick that we were having to rely on the GPS as we crawled Northwards, outside of Logan Rock and Cribba Head. The lights of fishing vessels working in Mount's Bay added to the confusion and we did not arrive off the entrance to Penzance until too late to enter. This meant picking up a mooring buoy until entering early morning to pick up fuel.

Our next port of call was Mousehole, one hour's sail from Penzance, and a picture postcard Cornish Village with a safe harbour. We were able to dry out on our twin keels near the harbour wall, near the car park which was also controlled by Frank Wallis the Harbour master, with great views across the harbour towards the village itself. We would have liked to stay longer here, as it was so pleasant. We were lucky to find a café' selling real Cornish Dairy Ice Cream, to consume sitting on our deck in the sunshine, before visiting the various inns.

Mike's son Tom joined us for the next leg to Falmouth, Fowey, & Plymouth. We left Mousehole early to catch the Easterly flow around Mounts Bay, towards the Lizard. The wind was slight but there was a heavy swell as we sailed past St.Michaels Mount, Porthleven and eventually Mullion Cove. The wind decreased as we turned around the Lizard Point and headed North West towards the Manacles and it was decided that it would be wise to engage the BUKH to clear all hazards. This was done, but on bursting into life there was an 'expensive CLUNK'. Forward motion virtually ceased, and the gear box could only select astern, not Forward.

There was enough way on her to pivot the boat around and reverse course, and enough wind to allow us to sail back around Lizard Point, and back to Penzance, where we knew there were Shipwrights & Engineers. It was a long crawl, but in glorious sunshine. Our lethargy was stimulated by the sudden appearance of a dorsal fin alongside, and a hasty removal of hands trailing in the water. It turned out to be a shark which was playing around the dinghy fleet nearby.

As it was the week that the papers had been reporting the arrival of a Great White Shark off the coast of Cornwall, we kept a constant look out for serious predators. In the event we were not eaten alive, but arrived safely outside the entrance to Penzance. As we could not enter under sail only, a large 15metre German Yacht "Valkerie" warped alongside and took us through the lock without qualm. Our Annual Cruise stopped there.

Penzance Engineers give priority to keeping the fishing boats seaworthy. It was found that the gearbox was seized and that parts were not available locally. They did however remove the engine complete, and send it to the manufacturers BUKH.

Eventually it was returned eight weeks later, after an overhaul and gearbox rebuild. "Calypso" was sailed back to CBYC over a weekend, and we started thinking of our next cruise. Better luck next Year. Dave Loxley Hughes

■ **CAPTAIN, CAPTAIN:** I don't like sailing; shut up and keep bailing.

■ Remember that great love and great achievements involve great risk.

■ **A CARDIFF LANDLUBBER CROSSES THE NORTH SEA IN GALES:** Well, I am proud to be a member of the Cardiff Bay Yacht Club and I do have a small RIB called Scallywag – but a sailor I am not. So what was I doing lurching around the North Sea in March you may ask?

In March 1943 a group of twelve Norwegian saboteurs had sailed from Shetland to the Arctic Circle to attack an airfield at Bardufoss which was being used by the Germans to launch air attacks on the Allied fleets sailing between Iceland and the Russian ports of Murmansk and Archangel. Sadly, after months of training in Scotland this party were given away by a traitor on the day they set foot in Norway and eleven of the party were either killed or captured. One lone 26 year old soldier, Jan Baalsrud, set off on foot to escape. He knew that he would have to cross occupied Norway and Finland to reach neutral Sweden 150 miles away.

His struggle against the elements is well chronicled in the classic book “We Die Alone” by David Howarth. He fought his way through snow and storms for eight weeks until he could go no further. By that time he had cut off his toes with a penknife to avoid the spread of gangrene – and from then on he was pulled on a sledge by reindeer - and so he finally was led to Sweden and safety.

Our plan was to follow Jan’s route from Shetland to Sweden for the first time since the war. So we set out from Cardiff airport on 23rd March this year. We flew by air to Edinburgh for a fantastic £15 but sadly the extra leg to Shetland was another £200. On our second day there, the 100 year old fishing vessel Straumnes arrived from Norway to collect us. This was an original “Shetland Bus”, retained and maintained by the Norwegian Army in memory of all those who crossed the North Sea in the war bringing evacuees from Norway to Scotland and returning with saboteurs and soldiers.

The Straumnes was a 56 fishing boat, hardly changed over the years and entirely wooden in construction. But thankfully its single piston engine had been replaced by a reliable Volvo diesel. It had a small bridge with a crew rest area behind and the living accommodation was in the former fish hold below decks.

After greeting the Norwegian crew of five, we provisioned the ship and set off on the following day at about 1500 hours. A fair party stood on the rain lashed quay to see us off, and the BBC crew from Radio Scotland could hardly hear themselves speak. With good wishes ringing in our ears we soon went below deck and sorted out bunk spaces.

The very charming captain advised those of us who were not “old salts” to take Stugeron tablets to prevent sea sickness and to “stay in our bunks till we reach Norway”! I readily took his advice – and with a packet of digestive biscuits by my head and a bottle of Lucozade in my hand I climbed into my sleeping bag. And so we managed four hours down the lee side of Shetland but as soon as we turned east into the North Sea the sea state was too much for our old lady and we turned back to Scalloway. It must be said that at this point the “old salts” were looking none too bright and I smiled just slightly as one by one they ran for a bucket.

Back in Scalloway we rested and checked the weather – the forecast was better so on the third day we set out again after a break of about 18 hours. This time the captain went north up the lee coast and soon we were turning east towards the Brent oil fields. After about six hours we were lurching around beneath these massive fire breathing rigs – Dragons of the seas – and beneath them we seemed so insignificant. It was dark but we lay away anxiously waiting for the next crashing wave. We knew when they were coming as the coxswain would steer into the crest and reduce the revs to idle. On one such occasion the largest of our party, who had the top bunk above me, simply left the bunk horizontally and fell a full five feet to the floor. He was hurt but lucky not to break anything and be out of the expedition.

On the violently rocking bridge the captain on the shallow part of the North Sea so they on to tell me that it is that very shallow and sure enough we turned around for the Scalloway for a shower and we discussed stores and three flights – Shetland – very expensive. The effect of a brighter decided to have yet a third attempt at the March which has a reputation for stormy following to the week the journey taken by



explained to me that the oil rigs are positioned can more efficiently extract the gas. He went sea that was making our passage so rough – second time. It was good to be back in flying over to Norway; but with expedition Aberdeen – Oslo – Tromso it was going to be dawn is always good for the soul, and so we North Sea. You ask why we try to cross in seas? Well we were trying to be authentic in the Norwegian heroes in the War.

And so we set out a third time, and it was no surprise that the small party on the quay was now just three hardy souls; and who could blame them. This time we successfully passed the Brent fields and after that nothing was going to stop us. Unfortunately our safest course was South Westerly, when we should have been going North West. This meant a long but very pleasant route up the fabulous Norwegian fjords passing Alesund, Kristiansund, Trondheim and Lofoten before reaching Tromso our destination. This took a full five enjoyable and restful days which were a complete contrast to the four days in the North Sea.

Crossing the Arctic Circle the crew summoned us on deck one at a time and with good humour forced us onto bended knee to swear an oath of allegiance to Neptune, before drinking a toast in Aquavit and having a bucket of water sloshed over our heads as we did so – all good fun especially for me as I went first and was able to see and photograph my friends going through this surprise ritual.

The sturdy Straumnes was only able to make about 9 knots and as we were behind schedule the captain, who was a major in the Norwegian army engineer battalion, was able to transfer us to a state-of-the-art fast patrol boat which thundered us north at 40 knots. Travelling in such style we arrived in Tromso in a matter of hours and the next day we went to the precise fjord where the wartime raiders had arrived. Like them we swam across the icy fjord – it was very cold and that, and the next ten days on skis across Norway and Finland into Sweden, is another story. Supplied by Alun Davies.

■ **CHILDREN:** you know when your child is growing up when they stop asking where they came from and start refusing to tell you where they are going.

LISTEN: you never listen when you talk, so when in an argument try and

■ **NOTES FOR LYING ALONGSIDE: Notes for lying alongside** **General considerations** Remember that not all yachting and motorboat owners are members of a club and therefore may not know what is expected of them. Look for their club burgee. When lying alongside, consideration should be given to any difference in size or configuration, (Fin. Lifting Keel etc.), of the two vessels and the state of the tide and consequence of the tidal movements or drying out. Consideration should also be given to weight of the two boats; if possible the heaviest, (and therefore probably the longest), boat should be on the inside.

Etiquette for boat wishing to tie alongside a moored vessel: If the crew is on board let them know your intentions, including time you will be leaving, and request that you can lie alongside. Use your own lines to tie up and ensure that you have adequate fenders out. Do not rely on other vessel to provide fenders. If possible, pass your lines across, in preference to throwing - thrown lines can be dropped and get caught up in your propeller. Do not grab handrails of moored boat but use their shrouds or other substantial fitting to assist coming alongside. Come alongside slowly and carefully, taking great care not to collide with the moored boat or any boat in the near vicinity.

Tying-up: Use bow and stem lines and also, always use springs. Shore lines should be used on at least every other boat. Tie off halyards and bunting to stop trapping and annoying your neighbour. It is advisable to finally position your lines, bow, stem and springs, so that when you leave minimum disturbance to the other boat is made.

After successfully rafting up ask and use the front of a boat when crossing the inboard boats (unless the boat design is such that this is dangerous or impossible). Do not cross through their cockpit unless especially invited to do so. Wear appropriate shoes and cross quietly - others may be asleep.

Etiquette for crew of a moored boat when another vessel wishes to come alongside: If a vessel wishes to tie up next to you, general etiquette requires you to give assistance and not refuse permission, unless there is a serious safety reason for you to refuse. It is advisable to always keep fenders out in case another vessel wishes to raft up, especially when you are not on board.

Remember that the boat coming alongside may be in difficulties, (engine failure etc.) and is in need of help. In no circumstances do you throw a rope back. Take it and ascertain any problems later when both vessels are secure.

Always remember that one day you may wish to tie alongside the vessel that today wishes to come alongside you. It is all a matter of give and take. Hope this is useful. Mike Jones P.C.C.

■ **WHAT CAUSES TIDES?** Tides are caused by the effects of gravity in the earth-moon-sun system and the movement of those three bodies, within the system. If you imagine that the earth is completely covered in water, there are two bulges of water - one towards the moon and another on the opposite side.

The rise and fall in sea-level is caused by the earth rotating on its axis underneath these bulges of water. There are two tides a day because it passes under two bulges for each rotation, (24 hours), this is called the *lunar tide*.

Two bulges of water are also caused by the sun, called the *solar tide* - and these can either reinforce or partially cancel out the lunar tide to give spring and neap tides.

■ **BUCKET ANSWER:** Fill the bigger bucket. Use it to fill the smaller bucket to the brim. You now have exactly two pints left in the five-pint bucket. Now empty out the three-pint bucket and pour in the two pints from the bigger bucket. Now fill the five-pint bucket again (from the supply). Carefully pour it into the three-pint bucket (which already has two pints in it). You will now have drained off exactly one pint from the big bucket, leaving four. Bingo!

DIFFERENT: If you learn from defeat you haven't lost

July 2006.		Time Zone B.S.T.			
1	Sat	11.27	10.1m	23.45	10.3m
2	Sun	12.06	9.8m	*****	*****
3	Mon	00.26	9.9m	12.50	9.4m
4	Tue	01.12	9.5m	13.38	9.1m
5	Wed	02.02	9.2m	14.33	8.9m
6	Thu	03.02	9.0m	15.37	8.9m
7	Fri	04.09	9.0m	16.43	9.2m
8	Sat	05.13	9.4m	17.45	9.7m
9	Sun	06.14	9.9m	18.41	10.4m
10	Mon	07.06	10.5m	19.30	11.1m
11	Tue	07.55	11.1m	20.19	11.7m
12	Wed	08.42	11.6m	21.04	12.2m
13	Thu	09.27	12.0m	21.49	12.5m
14	Fri	10.12	12.1m	22.34	12.5m
15	Sat	10.58	11.9m	23.21	12.1m
16	Sun	11.45	11.6m	*****	*****
17	Mon	00.09	11.6m	12.33	11.0m
18	Tue	00.58	10.9m	13.26	10.4m
19	Wed	01.54	10.2m	14.27	9.8m
20	Thu	03.01	9.6m	15.37	9.4m
21	Fri	04.15	9.3m	16.53	9.4m
22	Sat	05.28	9.3m	18.01	9.7m
23	Sun	06.30	9.6m	18.55	10.1m
24	Mon	07.20	10.1m	19.42	10.5m
25	Tue	08.04	10.5m	20.22	11.0m
26	Wed	08.42	10.8m	20.59	11.3m
27	Thu	09.18	11.0m	21.34	11.4m
28	Fri	09.51	11.1m	22.07	11.4m
29	Sat	10.23	11.0m	22.38	11.2m
30	Sun	10.55	10.8m	23.10	10.9m
31	Mon	11.27	10.5m	23.43	10.5m

August 2006.		Time Zone B.S.T.			
1	Tue	12.02	10.1m	*****	*****
2	Wed	00.20	10.0m	12.42	9.6m
3	Thu	01.03	9.5m	13.30	9.2m
4	Fri	01.58	9.0m	14.34	8.8m
5	Sat	03.13	8.7m	15.57	8.8m
6	Sun	04.38	8.9m	17.17	9.3m
7	Mon	05.53	9.5m	18.23	10.2m
8	Tue	06.53	10.4m	19.18	11.2m
9	Wed	07.44	11.4m	20.06	12.2m
10	Thu	08.29	12.2m	20.50	12.9m
11	Fri	09.12	12.8m	21.34	13.3m
12	Sat	09.55	13.0m	22.16	13.3m
13	Sun	10.37	12.8m	22.57	12.8m
14	Mon	11.19	12.2m	23.41	12.0m
15	Tue	*****	*****	12.03	11.4m
16	Wed	00.25	11.0m	12.50	10.4m
17	Thu	01.17	9.9m	13.48	9.5m
18	Fri	02.25	9.0m	15.06	8.8m
19	Sat	03.53	8.5m	16.39	8.7m
20	Sun	05.24	8.6m	17.57	9.1m
21	Mon	06.28	9.2m	18.50	9.8m
22	Tue	07.14	9.8m	19.32	10.4m
23	Wed	07.51	10.5m	20.08	11.0m
24	Thu	08.25	11.0m	20.40	11.5m
25	Fri	08.56	11.4m	21.09	11.8m
26	Sat	09.25	11.6m	21.39	11.8m
27	Sun	09.54	11.6m	22.07	11.7m
28	Mon	10.21	11.4m	22.35	11.4m
29	Tue	10.49	11.1m	23.04	10.9m
30	Wed	11.21	10.6m	23.37	10.4m
31	Thu	11.56	10.0m	*****	*****

September 2006.		Time Zone B.S.T.			
1	Fri	00.16	9.7m	12.41	9.7m
2	Sat	01.10	8.9m	13.48	8.8m
3	Sun	02.34	8.5m	15.26	8.6m
4	Mon	04.19	8.6m	16.59	9.3m
5	Tue	05.38	9.5m	18.08	10.4m
6	Wed	06.37	10.7m	19.01	11.6m
7	Thu	07.26	11.8m	19.48	12.7m
8	Fri	08.10	12.8m	20.31	13.4m
9	Sat	08.52	13.4m	21.12	13.8m
10	Sun	09.32	13.5m	21.52	13.6m
11	Mon	10.12	13.2m	22.31	13.0m
12	Tue	10.51	12.5m	23.11	12.0m
13	Wed	11.31	11.4m	23.54	10.7m
14	Thu	12.17	10.2m	*****	*****
15	Fri	00.44	9.5m	13.12	9.1m
16	Sat	01.50	8.5m	14.37	8.4m
17	Sun	03.38	8.0m	16.28	8.3m
18	Mon	05.16	8.4m	17.45	8.9m
19	Tue	06.15	9.1m	18.34	9.7m
20	Wed	06.56	9.8m	19.11	10.4m
21	Thu	07.29	10.6m	19.43	11.1m
22	Fri	07.59	11.2m	20.12	11.6m
23	Sat	08.27	11.6m	20.40	11.9m
24	Sun	08.54	11.8m	21.07	12.0m
25	Mon	09.21	11.9m	21.35	11.9m
26	Tue	09.49	11.7m	22.02	11.6m
27	Wed	10.17	11.4m	22.32	11.1m
28	Thu	10.48	10.8m	23.06	10.4m
29	Fri	11.24	10.2m	23.46	9.7m
30	Sat	*****	*****	12.11	9.5m

Remember that silence is sometimes the best answer