

# The Pennant

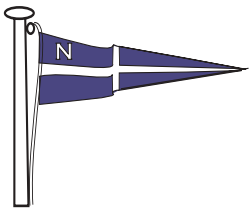
**AUTUMN 2004**



*The HMS Invincible, 1805. The ship was built at the Royal Dockyard, Portsmouth, and was the first of the Invincible class. She was the first of the Invincible class to be built at the Royal Dockyard, Portsmouth, and was the first of the Invincible class to be built at the Royal Dockyard, Portsmouth.*

## **HMS INVINCIBLE**

**The magazine of Newport Uskmouth Sailing Club.**



# The Pennant CLUB MATTERS

## Club bar

The issue of the club bar, particularly beer quality is now resolved, please see the Commodore's page for more detail.

## A thank you note for the regatta

Thank you to all the members who supported the club's regatta and helped to make it such a success. The numbers who arrive were quite unexpected and my apologies to those who did not receive such generous proportions of food as we would have wished to provide from the galley. We served in excess of 250 meals over that weekend, thanks to the hard work of many helpers. May I particularly thank Joan and Peter, Helen Cox, Jeanette Barker, Carol Paraman, Janet Booth and Brian Robinson, all of whom worked long hours cooking and serving meals. Sincere thanks also to kind helpers who made salads, sold raffle tickets, moved tables, swept floors etc., etc. The members who drew the short straw for bar duty worked incredibly hard and were an example to us all about how a members club works when everyone pulls together (boom, boom). Finally I must thank Howard for his tireless efforts before, during and after the weekend. Dave Howells you are a brave man, I wouldn't want the job of "Commode" for all the proverbial tea in China.

The next function will be Trafalgar night to be held on the 23rd October. We will have a Trad Jazz band, games and a three course meal designed around the food described in the Patrick O'Brien books (Master and Commander). Thank you again for your support and help.

Michele Easton.

## Laying up supper.

The laying up supper is organised for the evening of the 13th November. Tickets will be available from the Committee. It is formal so either "Black Tie" or lounge suits please. It is hoped this evening will be as successful as the other functions this year.

## New members

We welcome the following new members to the club:

Richard Bull

Stephen & Jane Phelps -

Gwyn Davies -

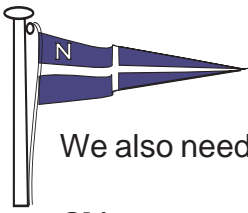
Haze

Steve and Rhian Woodley -

Tess

We welcome all these into the club and hope that they all join in with a will become a real asset to the club.

The membership secretary asks all members if you could provide him with the name of your current wife, husband, boyfriend, girlfriend, partner, lover et al. As we do not have the names of a large number of our spouses in the club handbook - please can members check the details in the current club book and where our records are wrong let me or the memb sec know.



# The Pennant

We also need your email addresses asap.

## Obit

### DAVE JERWOOD

Members were saddened to hear that Dave Jerwood passed away suddenly and unexpectedly on Friday, 17 th September.

Dave had been a member at Uskmouth since 1968 and for much of that time it is hard to imagine the Club without him. As Commodore and Mooring Officer in particular he served the Club with the immense energy and talent with which he will always be associated.

While most people would be content to build one boat, Dave built many, including a Wharram cat, Strawberry Dragon, Sunseeker, Dead Ringer, Golden Brown and Rock-It. He also built a variety of model boats, go-cars and kit cars. After retirement, he learnt to fly, built a light aeroplane and was working on a helicopter.

Dave however, always found time to help and advise other members. Those of us who knew Dave will have many tales of the way he touched our lives. He will be sorely missed.

We extend our sympathy to Sheila, Simon and Nick and their families, Dave's twin sister Ruth and brother Francis — and share in their sense of loss.

Ivor Preece

Also

### Ron Parry

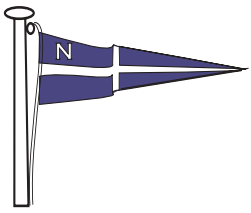
Sadly the club also has to report the passing of another old member, Ron Parry, resident of Newport and a member since 1968. Ron Finished sailing quite a few years ago but had been a stalwart member, sailing his boat "Epona" with his daughter Katherine as crew. Ron was a quiet man with a wonderful sense of humour, one of those rare people who bring light and laughter to those around them. We send our condolences to his family.

Jim McCarthy.

I found this beautiful and very relevant poem from one of the first world war unknowns. Ed.

*Do not stand at my grave and weep  
I am not there, I do not sleep.  
I am a thousand winds that blow.  
I am the diamond glints on snow.  
I am the sunlight on ripened grain.  
I am the gentle Autumn rain.  
When you awaken in the morning's hush.  
I am the swift uplifting rush,  
of quiet birds In circled flight.  
I am the soft stars that shine at night.  
Do not stand at my grave and cry.  
I am not there, I did not die*

Anon



# The Pennant

## The Commodores page

### Power Station

The power station has been bought by a venture capital company, Carron Energy. They are trading as Uskmouth Power with assistance from the French company Alstom in the day to day running of the plant.

Shortly after the take-over, John Colleypriest and I met Mark Davies, one of their directors, to introduce ourselves. At this early stage, the Uskmouth management are still trying to find their feet, but we did raise the issue of site access / gate security. Mark said they would be re-commissioning the bridge and traffic lights, which has now happened, and asked that members use this route to get to the Club. He agreed to look into the reintroduction of magnetic cards at the gate - a system which fell into disuse when the AES computer allegedly disappeared.

### Tug Wash

The problem of excessive wash from inconsiderately handled tugs has been raised with Cptn Trevor Auld who is the harbour Master for ABP in the region. He has promised to try and sort out the issue with the tug company so I would ask members to record details of any further problems we have. There is a disposable camera in a box by the phone - use this to take a picture of the offender if you can.

### Re - building the West Pier of the Docks

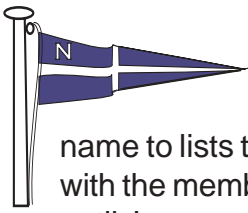
We have received an NtoM covering this project, and after protest to ABP (an NtoM is hardly the promised consultation!) they have assured us that all timber removed from the old pier head will be taken ashore. Again, will members seeing anything else happening please make a record and tell me.

### Communication with the Pier head

The Sunday of Regatta brought an irate phone call from the Pier head when 17 boats left NUSC without a phone call / radio contact to them. The notice to OODs makes it clear that the OOD must contact the pier head before starting a race, but we have often not done this in the past. We must do it in future - we are dependant for many things on the goodwill of the Harbourmaster, and nothing is more likely to trigger further silly behaviour from the tug drivers than lots of sailing boats getting underfoot at a critical moment.

### Working Parties and Work Hours

It is up to individual members to make sure that they have fulfilled their work hour commitment and recorded the hours done. If you need some hours work , can you either add your



# The Pennant

name to lists that appear on the club notice board from time to time or alternatively register with the membership secretary by e mail (memsec@nusc.co.uk) or by letter. If you leave it until January, it may not be possible to find you a job before the end of the membership year.

We will shortly be posting up a list of permanent jobs for members to claim. If you do one of these jobs, it uses up all your work hours, you can plan it / do it when convenient, and you always know that there is a job for you to do. So book early!

## Beer Quality

There have been complaints about the taste of the draft Worthington over the summer months and members might like to know what action has been taken.

Our pipes / equipment / layout have been examined by 2 publicans and the technical staff of the brewery, all of whom say there is nothing wrong with the basic system. They told us that there was no need to re-commission the cellar cooler since we use an in-line cooler for the draught beer, and that the suggestions that our new supplier is the source of the problem are incorrect. They said that our problem is that when the weather is warm, beer left in the pipes between the barrel and the taps from Tuesday to Saturday undergoes a secondary fermentation, leaving yeast deposits behind, which then taint the beer and appear as bits and cloudiness in the glass. Even after 2 or 3 pints have been drawn off and thrown away, this still affects the taste.

In response, we have removed one serving head halving the wastage, replaced pipes dating from 1993, and re-routed through a more modern cooler. When we have functions, the plan is to serve some real ale which should mean that only one head of Worthy is necessary. We could benefit from weekly rather than fortnightly pipe cleaning - VOLUNTEERS REQUIRED - but one publican suggested that we can avoid this by leaving water rather than beer in the pipes. So we are now trying this out.

Let us know if the taste of the beer has improved - my own extensive testing suggests it has.

## Draught Beer Prices

Over recent years, the price of a barrel of beer has risen much faster than the price at which we sell a pint, and despite efforts to cut back any wastage, we no longer make the required margin on draft. With regret we have raised the price of a pint by 10p to £1.30. This still compares well with the Cardiff clubs at £1.80 or more per pint so I hope members will continue to sup as much as ever. At the same time we have taken the opportunity to simplify other bar prices but with no overall change.

## OODs

Can all OODs please lock up carefully. Four times in the last 3 months the bar and safe have been left unlocked by OODs usually because the padlock has not been closed and the numbers rotated.



# The Pennant

## Sailing Prowess

The last issue majored on the efforts of Rob, Ron, and Julia in the three peaks race. Well done to that team of finely tuned athletes, but theirs is not the only noteworthy adventure this season. Pete Roberts has covered lots of miles this year, several times single handed up and down the Irish sea from the Scillies to the Isle of Man - no mean feat in a tri of that size. Well done Pete! (though quite why anyone would want to repeatedly lap the Irish Sea, we wait to hear)

## Classes - instructors wanted.

Shore based classes have once again been oversubscribed. We run these classes to recruit new members as well as to make money for the Club, so the more we can enrol the more successful we are. Are you interested in becoming an Instructor? To qualify, you need both the practical and theoretical knowledge, together with an ability to help people learn. To teach a full course takes up a lot of your time, but we can use people who only want to do a few hours work, covering just one topic such as weather, or boat safety or buoyage. Contact me.

## Dates for your Diary

Saturday 13 November. Laying Up Supper. Excellent food, music from Flashback by popular request, presentation of prizes, raffle and dancing till midnight. Dress formal suits or black tie. Numbers are limited, so please obtain your tickets early, price £20, to avoid disappointment. Tickets available soon from members of the Committee or Michele Easton.

Tuesday 16 November 20:00 hrs A visit from Tony Hiscocks of the Hydrographic Office who will give a talk to members and students on both the history of the HO and chartmaking from Captain Cook to the present. Demonstration of electronic charting.

**H Easton.**

## Child protection policy

On the subject of children coming into the club. The R.Y.A. recommend that all clubs adopt a child protection policy to help to protect children within the club. The committee has agreed to adopt the policy recommended by the R.Y.A. Notices regarding the policy and instructions on action to be taken in the unlikely event of there being a problem will be placed on notice boards soon.

A new rule, as detailed below, is to be introduced for ratification at A.G.M. that will place the onus of child safety clearly in the hands of the child's parent or guardian.

Members who bring children under 16 years of age onto the club site must personally supervise the child at all times whether or not that child is accompanied by his / her parents and must accompany the child when he / she uses our access route through the power station grounds

**Hon Sec**



# The Pennant

## WORK HOURS

Unfortunately a few members persist in taking liberties with the work hours system, this has to stop as it is grossly unfair to those members who put in hundreds of hours every year. The work hours system will now be strictly enforced, if the job you did is not entered in the book or on a card you will be charged the hours. For those newer members who are not familiar with the card system you will find some coloured cards on top of the key safe in the bar lobby, complete the card, get it signed, if you can, then drop it in the letter box under the key safe. A flag officer will collect them, if the work has obviously been done the officer will sign the card and credit you the hours.

There are hundreds of jobs that need doing every year, here are a few. If you want to lay claim to one as "your job" please contact the secretary. The idea is that you buy the materials such as paint and brushes, do the work, then claim the cost of materials back from the treasurer (with a receipt).

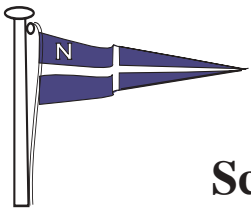
- 1) Maintain OOD hut, paint inside and out with preservative, clean windows and tidy.
- 2) Paint front hall and doors.
- 3) Paint rear hall and hall to showers.
- 4) Paint all doors to rear hall.
- 5) Clean all clubhouse windows, inside and out, spring and summer.
- 6) Clean all clubhouse windows, inside and out, autumn and winter,
- 7) Paint training room,
- 8) Paint Galley.
- 9) Paint gents toilets.
- 10) Paint ladies toilets.
- 11) Paint committee room.
- 12) Paint outside north aspect of club building.
- 13) Paint outside south aspect of club building.
- 14) Paint outside east aspect of club building.
- 15) Paint outside west aspect of club building.
- 16) Pressure wash all exterior plastic furniture.
- 17) Sand and varnish all exterior wooden furniture.
- 18) Lower flag pole, repair and paint as required.
- 19) Paint winch house.
- 20) Paint the workshop.
- 21) Tidy the workshop (a lifetimes work).
- 22) Join the bar maintenance team (speak to Ray Ford).

These are just a few, I could go on but ran out of space, so could every other committee member with a specific area of responsibility.

You can all help by not just dumping your rubbish on the compound for others to clear up.

Contact me at [paraman@croes44.freemove.co.uk](mailto:paraman@croes44.freemove.co.uk) or phone me on 01495 249035 let me have your email address if I don't already and someone will notify you when there is a work party.

REMEMBER the club belongs to you, help to look after it.  
The Secretary



# The Pennant

## Scarweather Sands Offshore Wind farm

### Summary of the public inquiry decision with respect to recreational boating interests

On the 6<sup>th</sup> July the Inspectors report and his recommendations were released along with the decision of the Welsh Assembly Planning Committee. The inspector recommended refusal of the order on the grounds of visual impact issues. The Welsh Assembly Committee disagreed with this recommendation and recommended the order should be granted with certain modifications.

### Of interest to the RYA objections:

The turbine sited in the channel between the Hugo Bank and the Kenfig Patches will be removed to ensure the channel remains open - result of Trinity House objection. The Inspector stated his understanding was that any 'safety or exclusion' zone designated as part of the order would be superseded by national legislation i.e., the Energy Bill. The inspector did not agree that a provision banning landing on or mooring to the turbines would give adequate security to developer or sailors. Whilst the inspector noted the practical objection to safety zones of a specific distance e.g., 50m he stated that some distance must be used and that no doubt any prosecution in court would taken into account the degree of alleged incursion and any resulting consequences.

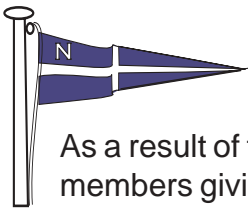
He agreed that relating safety zones to a specific risk assessment might be applicable if the exact nature of the foundations were known. However, given the uncertainties and the common sense need for safety zones to be of the same dimension for each turbines in the same wind farm then he concluded that the zones proposed in the Filled-up order appropriate and necessary (NOTE: I have asked for the latest amended order to be sent, but I think we can assume this is a 50m zone around each turbine). During construction, larger temporary safety zones will apply. The inspector notes the zoning provisions would have effect of reducing the right to free passage over part of the open sea but concluded that these restrictions are the minimum necessary to provide reasonable safety measures for sailors and their vessels and for the safety of the wind farm.

Vessels would still be able to sail through the Shord Channel between the turbines but the inspector states given the nature of the treacherous Scarweather Sands most prudent sailors would avoid most of the wind farm site. The inspector also comments that with the re-siting of Turbine 25 the use of the channel between the Hugo Bank and Kenfig patches would not be prevented and there are a number of alternative routes available for recreational craft travelling between Swansea and the ports further east along the Bristol Channel. The inspector also concluded that the area which would be covered by the operational wind farm would be too small to have any significant harmful effect on the legitimate interests of recreational sailors in the Swansea Bay area.

### Other issues of interest to RYA

The inspector concluded that there was no clear evidence that the proposal would have unacceptable consequences on the marine and coastal processes. Decommissioning provisions relate essentially to the sea bed and the inspector asked to clarification of the onshore components of decommissioning and considered with the confirmation of these aspects the proposals for decommissioning were reasonable.

### The process



# The Pennant

As a result of the committee's decision a notice of intention will be issued to all Assembly members giving 5 days to register dissatisfaction that the Order is to be made. This will be done as soon as possible after the Assembly's summer recess. If at least 10 Assembly members are dissatisfied they may table a motion which will cause the Order not to be made. In the absence of such a motion the Assembly may proceed to make the Order.

*Thanks to Robert Lee Warner for this copy of the report.*

## VACANCIES

The committee are looking for a person (or couple) to head up a social sub committee of lady members to take some of the load off the present and future commodore's shoulders when it comes to organising functions. The person responsible will have oversight of functions, the bar and some elements of catering. This doesn't mean you will be doing all this personally, just running the sub committee that ensures that all social functions are being organised. Please come forward to either head up the committee or if you feel you could help or be a part of it.

As I will have completed the required three years as secretary come February's A.G.M. I will stand down and let somebody else have some fun, although I will continue to edit The Pennant for the foreseeable future. If you fancy taking over the job please contact me and save the Commodore the trouble of having to ring round asking for a volunteer.

## BUILDING (& USING) BRIDGES

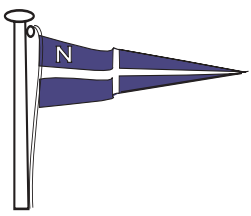
Following a meeting with a director representing the Uskmouth Power Station; the Trustees and Commodore are happy to report that there seems to be no immediate problems in our relationship with the new owners. The new owners helpfully suggested that we meet with themselves and group 4 to talk about our combined security and a meeting is to be set up. They also pointed out that as trains are again coming through the power station, the bridge and traffic lights were again all in working order and it would be far safer for members to start using the bridge.

**LETS TRY TO GET OFF TO A GOOD START WITH THE NEW OWNERS, USE THE BRIDGE TO ACCESS THE CLUB.**

### **Stained glass windows.**

A couple of people have asked me to include details of the company that made a stained glass window from a photograph to go into my new front door. The company are called Omega Glass Company (OGC) and they are based in Oakdale business park. They did a great job at a reasonable price, obviously the more detail you want the more costly. I am sure some of you will recognise the photo of a certain very pretty blue boat that I used as a basis for my window. They will reproduce almost anything from a photograph or picture.





# The Pennant

## THE REGATTA

The club regatta was held on the weekend of the 4/5th of September with racing getting off to an early start at just after nine o'clock. The race was won by Mike Lewis in the fast boats class and by John Parker in the not so fast class. One of the more pleasing sights was the beautiful Merlin Rocket, owned and obviously lavished with attention by Pete Melersh, The photo below was all I managed to get before my camera died as the lovely boat was hauled from the water on Saturday afternoon, only to be pushed back in again by a string of people wanting to try her out including Dave Cox, Min and Doug McCloud.

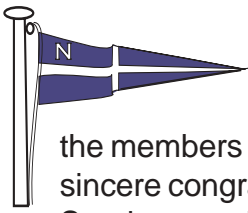


A great selection of lunches was served up by the galley crew and the afternoon was spent chatting, drinking, resting or washing up in the galley according to your particular fancy. Visitors were arriving all morning and up to quite late in the afternoon from all the local clubs including Cardiff, Cardiff bay, Portishead, Weston, Chepstow et al. We ran short of adequate moorings in the end and one very large visitor (the boat not the owner) was forced to anchor out in the river.

The afternoon was spent snoozing, boozing on the very nice drop of real stuff in a barrel that had been obtained for the occasion or generally chatting. The world having been set to rights everyone lined up for the evenings entertainment which included a disco and BBQ. I know about 80 people, not counting children, sat down to eat the barbie, so many in fact that the food just about went round but go round it did with one or two people managing to get a second helping. I counted 104 heads at one stage in the evening, a tremendous turnout. The Commodore's and everyone else's thanks to all those who helped with the cooking, cleaning and washing up. Especially Michele Easton, Joan and Pete (again) Bryan Robinson (again) and everyone else I omitted to mention.

The evening was lively with lots of chat, a raffle and some dancing and seemed to be enjoyed by everyone there. I must mention however that the lovely cake that was donated for the evening was none other than a tier of Jim Orr and his new wife Louise's wedding cake.

I was lucky enough to be supplied with the following photo of the big day. I am certain that all



# The Pennant

the members join myself and the committee of NUSC in offering the happy couple our sincere congratulations and best wishes for a happy future together.

Sunday morning dawned at about 06:30 for me, making our way to the galley we found

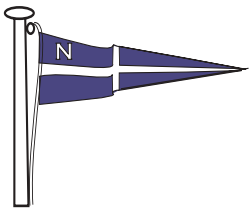


Michele Easton already in place and working on tea and breakfast (heaven). Quickly joined by the steadfast galley crew, breakfasts were served until gone 9 O' clock then it was time for more racing in nice weather but very poor winds. Mike Lewis led the fast boats home again in White Satin and Chris Roberts won the not so fast class in Jander. Chris's tactic of zig-zagging up and down the start line must have done something because quite a few boats retired in the very weak winds. In fact two very respected members had to beg a tow



*Some body snapped this picture of our illustrious commodore on the afternoon of thr regatta, Hadn't he worked hard!*

home after going out a bouy too far in Pete Melersh's rocket and losing way in the dropping winds (I am far too much the gentleman to say I told them so when they stopped by a certain very pretty blue boat, racing with it's engine running, to beg a glass of water.) Where was Pete Melersh all this time? Laid up with a nicely degloved finger, having spent most of the night in the Royal Gwent Hospital after slipping and catching his hand on something sharp in the dark whilst slacking his warps at 2:00 am in the dropping tide. Lunch was again forthcoming from the outstanding galley crew, then a quiet afternoon and off home for most of us after a very enjoyable and successful weekend. Once again thanks for the support from all the members and visitors.



# The Pennant

## HMS Invincible

After much work and research, a recently discovered wreck was positively identified as that of the Royal Navy's First Invincible. Now to establish a bit of her history, it is sad to say she was built by the French and captured from them..

### The Capture of L'Invincible

L'Invincible was captured from the French at the battle of Cape Finisterre on 3rd May in the year seventeen hundred & forty seven. She was there escorting a massive convoy of merchant ships when the British channel fleet of 13 warships sighted them and gave chase. L'Invincible almost lived up to her name during the battle, for with an heroic act of self sacrifice she stood her ground against at the rear of the merchant ships in an attempt to give them chance of escape. She took the brunt of the murderous British attack, and on her own took on six British warships. Eventually with most of her crew dead and wounded she struck her colours.

Below - Taken from an original drawing, here we witness the ceremonial handing over of the sword. Gracious in defeat, the French Commander Ch. De St Georges, on handing his sword to Admiral Anson said: -

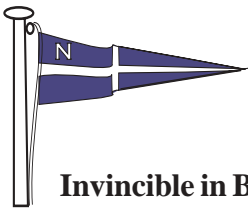


"Monsieu, vous avez vancu L'invincible, et la Gloire vous suit"

Which, roughly translated means - "Sir, you have defeated the Invincible and the Glory you have". This is recorded in British Naval records as being a rather clever play on words, because not only did he mean the Glory of winning a famous victory but, another ship taken alongside the Invincible in the same battle was in fact "la Gloire".

Admiral Anson wrote to the Admiralty: -

"We have at last captured the Invincible which until now have only been able to admire from a distance" "She is a prodigious fine ship and vastly large, I think she is larger than any ship in the British fleet, and is quite new"



# The Pennant

## **Invincible in British service**

'In every respect the very best ship of her class' The Admiralty, 1757 Naval commanders and their ships generally became famous as a result of their victories in battle. The Invincible however, fought and won her greatest battles on the drawing boards of eighteenth century ship designers. She was the first of a completely new class of battle ship which was to dominate the oceans, in the service of all major navies of the world, for over 100 years.

From the mid 1660's up to the capture of Invincible, British ship designers had made no significant advances, whereas in the early part of the eighteenth century French shipbuilding enjoyed a particularly creative period. The Invincible was designed to fit the needs of a major colonial power. She was larger than any previous 74-gun ship, she carried heavier armaments higher out of the water, whilst her greater draft and low centre of gravity allowed her to carry a greater weight of sail. This meant she was faster and sailed better than any ship in the British fleet but was equal in fire-power to all but the largest 100-gun ships.



The Captains and Admirals who sailed in the Invincible heaped praise on her superb sailing qualities. Admiral Boscawen wrote to his wife: -

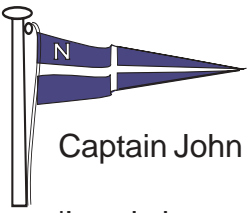
"I should say the Invincible sails well, rather better than any (other) ship, only the Bedford comes near us". And Captain Keppel said of her that she: -  
"Outsails the whole of the Navy of England"

In 1757 the Admiralty paid the Invincible her greatest compliment by saying that she: -  
"Is in every way the best ship of her class, and answers all purposes that can be desired of a ship of war".

At the time of the capture of Invincible, there was not one 74-gun ship in the Royal Navy. By 1805, when Nelson defeated the combined French Spanish fleet at Trafalgar, three quarters of British ships of the line were 74's. The 74 became known as the backbone of all major navies of the world.

## **The Loss**

"If the weather proves moderate, I have great hopes that we shall yet be able to save her"



# The Pennant

Captain John Bentley, 21st February 1758.

'I am in hopes a great part of her stores will be got out, but there is very little probability of saving the ship'. Port Admiral William Broderick, 21st February 1758.

In 1755 Britain and France were on the verge of a war caused by the struggle for colonial power. The war was to be fought on the three continents and in as many oceans. It became the classic colonial war for which the Invincible had been designed.

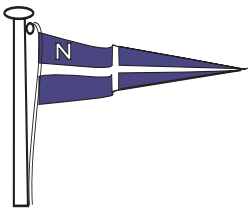
During the next two years she was flagship of the Channel fleet under Admiral Boscawen and served in America on the first Louisbourg expedition as flagship to Sir Charles Hardy. The first attack on Louisburg failed and in 1758 the government resolved to mount a second expedition. The Invincible had just undergone a refit, after being badly damaged in a hurricane of the North American coast, and was in better shape than ever before. Her Captain was John Bentley, a distinguished officer who loved and understood the ship. George Anson was head of the Admiralty and Pitt the elder was the director of Britain's war effort.

On 18th February 1758, the Invincible was one of a large fleet of warships and transports, which lay at St Helens Roads off the Isle of Wight. The Invincible was destined to be the flagship of Sir Charles Hardy, who was waiting for her in Halifax, and General Geoffrey Amherst, the commander in chief of Pitt's ambitious plan was to sail in her. The expedition would take Louisburg without difficulty opening up the St Lawrence river and clearing the way for General James Wolfe to storm the Heights of Abraham and capture Quebec in 1759, so destroying the French position in Canada.

The signal for the fleet to weigh anchor was hoisted from Boscawen's flagship Namur, at 02:30 on the morning of the 19th February 1758. On board the Invincible all went well at first. Within half an hour the ship's anchor was hove 'short peak', almost ready to be lifted off the seabed, but it stuck fast in the mud. Henry Adkins, the ship's experienced sailing master, needed all the tricks he knew to clear it. However, as the anchor lifted, the Captain, John Bentley, agreed to proceed with it where it was as the fleet was already way ahead.

The wind was East-South-East, so the Invincible sailed Northwest to pick up speed and then turned Northeast towards the Horse Tail Sandbank. Two experienced seamen took soundings and as the depth of water decreased to seven and a quarter fathoms, Adkins brought the bow to face the wind to halt her motion. A repeated order to lower the bower anchor (the main anchor was stuck) was not carried out and shortly after the Invincible struck the sandbank.

The situation was serious but not desperate. The Invincible had been successfully floated off sandbanks twice before. Guns were fired as a distress signal. Aboard Namur, Boscawen saw the signal but the fleet could not be delayed for one ship, however important she might be, and sailed on. The smallest anchors, the stream (18 cwt) and the kedge (8 cwt), were slung under longboats and rowed astern. Cables from the anchors were passed through the stern gun ports and round the main capstan. All was ready by 06:30. Half an hour before high water the ship floated, the crew hauled on the cables and the ship moved slowly astern. However, the wind freshened and changed direction to the Southeast and as the anchor cables shortened and became less horizontal, the grip of the anchors on the seabed decreased. The ship forged ahead, dragging the anchors along the seabed and she went aground again.



# The Pennant



*The loss of invincible, Run aground and pounded by heavy seas.*

The best chance of saving the ship had gone. At daybreak the First Lieutenant went for help in one of the ships longboats, but no help came. At his Court Martial Bently said, "the wind blew so extremely hard I imagine vessels could not get out of harbour to assist us". By midday long boats from the Royal George arrived. Three small quarterdeck guns were transhipped and more guns and stores were thrown overboard to lighten her. At 19:00 hrs the master attendant (Mr Gastrin) and pilot (Mr Lockett) from the dockyard arrived, and they tried to drive her over the sandbank under full sail. This seemed to succeed only in straining the timbers and she began to make water. Between 20:00 and 21:00 hrs that night, two of the four chain pumps broke and the water began to gain fast.

At 06:00 hrs the next day a flotilla of small ships and boats came to Invincible's aid, and more stores were take off. By the afternoon of the 20th, all upperdeck guns were removed and at 05:00 on the morning of the 21st work started on the heavy guns of the lower deck. Bently was optimistic,

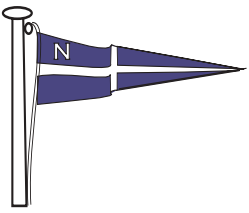
"I have great hopes that we shall yet be able to save her". Rear Admiral Broderick was less so:

"I am in hopes a great part of her stors will be got out, but there is little probability of saving the ship".

At 19:00 hrs on the 21st the wind shifted to the Southwest and waves broke over the bow. As the tide rose the stern rose with it, but the bow remained under water. She beat hard against the sides of the hole she had dug for herself and shifted her position within the hole. As the tide fell she balanced precariously and at half past one on the morning of the 22nd she fell violently onto her side and was lost.

The courts Martial is worth close scrutiny. Surprisingly, all officers, the ships master and 44 seaman charged with 'mutiny & desertion of a Kings ship whilst ashore and in distress' were acquitted of all blame. It seems that those involved in the loss, closed ranks and refused to accept blame or to point a finger at anyone else. In addition the Admirals presid-ing, Broderick and Holbourne, apparently took little trouble to identify a culprit, the proceed-ings being over in two days. The Admiralty were not happy with the result and wrote to Holbourne,

"Neither the public nor their Lordships have received any satisfaction of the occasion of the loss by the result of your enquiry."



# The Pennant

## A castaway's tale

One day an Irishman who had been stranded on a deserted island for over 10 years, saw a speck on the horizon. He thought to himself, "It's certainly not a ship." And, as the speck got closer and closer, he began to rule out the possibilities of a small boat and even a raft. Suddenly there emerged from the surf a wet-suited black clad figure. Putting aside the scuba gear and the top of the wet suit, there stood a drop-dead gorgeous blonde!

The glamorous blonde strode up to the stunned Irishman and said to him, "Tell me, how long has it been since you've had a cigarette?"

"Ten years," replied the amazed Irishman.

With that, she reached over and unzipped a waterproofed pocket on the left sleeve of her wetsuit, and pulled out a fresh pack of cigarettes. He takes one, lights it, and takes a long drag. "Faith and begorrah," said the man, "that is so good I'd almost forgotten how great a smoke can be!"

"And how long has it been since you've had a drop of good Irish whiskey?" asked the blonde. Trembling, the castaway replied, "Ten years."

Hearing that, the blonde reaches over to her right sleeve, unzips a pocket, removes a flask and hands it to him. He opened the flask and took a long drink. "'Tis nectar of the Gods!" stated the Irishman. "'Tis truly fantastic!!!"

At this point the gorgeous blonde started to slowly unzip the long front of her wet suit, right down the middle. She looked at the trembling man and asked, "And how long has it been since you played around?"

With tears in his eyes, the Irishman fell to his knees and sobbed, "Sweet Jesus! Don't tell me that you've got golf clubs in there too!!!!"

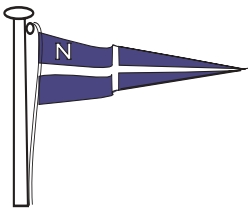
## A few more daft headlines.

General flies back to front.

Wages frozen in ice cream factory.

Missing dog was spotted.

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# The Pennant

ALSO IN THE NEWS

Just recently the program announced to celebrate the 200th anniversary of the battle of Trafalger. I recieved a copy through the post as an add in to the waterscape magazine. Guess what? Not a single item or act of celebration is planned to take place in any part or port of Wales. This in spite of the fact that Nelson loved the welsh borders and marches, Donated the timbers captured from a french ship to a local pub, had a home overlooking Monmouth and called Milford Haven  
“The best natural harbour in the world”

There are festivities planned to take place in harbours and seaport towns from London to Liverpool, Gateshead to Falmouth and any number of other minor towns throughout England, but only England. Nothing seems to be planned for either Wales or Scotland. Shame on whoever organised the celebrations.

## **Minke whale washed ashore at west Usk.**

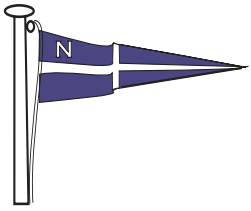
The body of a disorporated Minke whale was spotted off the river Usk recently and eventually came to rest by washing ashore near the west Usk Lighthouse. The body was floating on and off and being followed and monitored by the Penarth offshore rescue boat to ensure that it did not become a danger to shipping. The appearance of the body caused a fair amount of local interest and TV crews were seen, probably for the first time, squelching through the local mud. I saw nothing more about the eventual resting place but it is good to know that large cretaceans are making it this far, even if it kills them!

## **Speaking of cats: here’s how to clean the toilet.....**

1. Put both lids of the toilet up and add 1/8 cup of pet shampoo to the water in the bowl.
2. Pick up the cat and soothe him while you carry him towards the bathroom.
3. In one smooth movement, put the cat in the toilet and close both lids. You may need to stand on the lid.
4. The cat will self agitate and make ample suds. Never mind the noises that come from the toilet, the cat is actually enjoying this.
5. Flush the toilet three or four times. This provides a “power-wash” and rinse”.
6. Have someone open the front door of your home. Be sure that there are no people between the bathroom and the front door.
7. Stand behind the toilet as far as you can, and quickly lift both lids.
8. The cat will rocket out of the toilet, streak through the bathroom, and run outside where he will dry himself off.
9. Both the commode and the cat will be sparkling clean.

Sincerely,

The Dog



# The Pennant