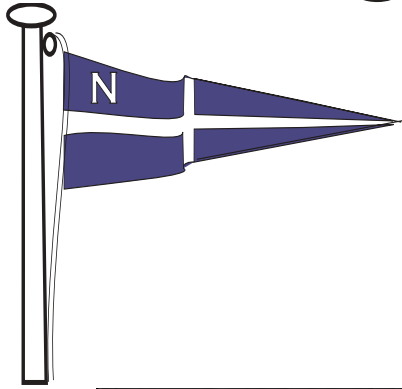


The Pennant

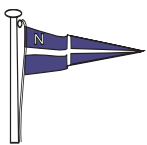
Autumn 2005

# The Pennant



The Naseby

The newsletter of  
**NEWPORT USKMOUTH  
SAILING CLUB.**



## **CLUB MATTERS**

### **New Look Pennant**

As you can see I have changed the layout of the Pennant slightly to allow me to get more into the number of pages I have to work with. The cry remains the same, please send me any articles you like to produce about the club, its activities and its members. Failing this you will just have to carry on putting up with my extracts of naval history.

### **Hydraulic entry gates**

I gather that the new gate system is close to finished. This will hopefully give us a little added security from the landward side. The system pressure is to be reduced a little and a operating zone is to be painted on the floor.

### **Bar alarm**

The bar alarm is installed and working, a louder bell is to be installed.

### **Visitors**

Visitors to the club are always welcome, It is however common courtesy to let the security people know that you have visitors with you or that they will be arriving. The Trustees have agreed with power station management that members will always try to inform security that visitors are on site. I was not party to the agreement but I assume that this only applies to visitors arriving by road.

### **Info from MAIB**

The RYA has recently informed clubs about the following service being offered by the Marine Accident Investigation Branch (MAIB). The MAIB is part of the government's Department for Transport but is completely independent of the Maritime and Coastguard Agency (MCA).

We can all learn valuable safety lessons from real life incidents and reports on some of these are available in the Marine Accident Investigation Branch's (MAIB) special Safety Digest for the leisure craft sector. This edition contains 25 articles covering sail and power, many of which are used on RYA shore based and practical courses as key learning aides.

You can obtain your copy of the Leisure Craft Safety Digest free of charge from the MAIB.

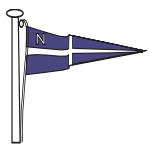
By E-mail: [maibpublications@dft.gsi.gov.uk](mailto:maibpublications@dft.gsi.gov.uk)

or by phone: 023 8039 5510.

The digest is also available on-line at [www.maib.gov.uk](http://www.maib.gov.uk)

### **Cover Story**

The cover picture is of a famous ship in British history, Christened "The Naseby" later changed to Royal Charles on the restoration and mentioned often in Pepys diaries. She was captured by the Dutch and in this Dutch painting is flying the Dutch flag as well as the Union flag. For those of you who have the picture in colour note that the Union flag lacks the red diagonal for Ireland as Ireland was not at this time part of the union. This flag and other items are still held in the Dutch maritime museum.



## **Trafalgar Night**

As we all know it is a special Trafalgar night this year, the bicentenary of the battle. The committee and volunteer members have been working their socks off to make it special and have already managed to book a great band called "The Elastic Band". A quiz is planned for part of the evening and a period fancy dress theme of Nelson and Lady Hamilton (or come in any costume or the period ) with a prize for the best costume planned. There will be food (even if it's only fish and chips), music, raffles, dancing and undoubtedly the usual good humoured banter and sarcasm that accompanies NUSC quizzes. The committee hope to make it a night to remember but it is still in the planning. All we need is you! Cost per ticket is to be about £8.00 each but only the most miserly will complain about cost on such a special night. Keep the evening of Saturday the 22nd October free for what will hopefully be a great night. Come and dance the night away to celebrate a great victory by one of the greatest Britons who ever lived. Let a committee member know you are going to attend if possible, it will give them an idea of numbers and help the planning. Volunteers to help in any way greatly appreciated, see a committee member.

### **Work party**

On a more mundane but no less important note. A work party is planned for Saturday 1st October. There are a number of tasks in the clubhouse and on the compound that need attending to. If you can be free that day, even for a few hours, come along to the clubhouse for about 10:00 am and we will find you a job suited to your talents.

## **Announcement by the BCYC**

**Newport Uskmouth Sailing Club 7.30 pm Wednesday 26th Oct. '05**

By kind invitation of Newport Uskmouth Sailing Club we are holding a get-together at the Newport Clubhouse to hear about a number of issues. The speakers will be:-

Edmund Whelan - Dep. Secretary General of the RYA who will talk on general matters affecting us all.

Capt. Neils Westburgh, Marine Director, Port of Bristol, who will update us on the proposed development of a deep water Wharf at Avonmouth.

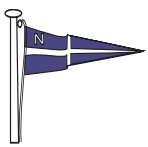
Chris Gould, The project Officer of the Scarweather Sands wind Farm.

Please come along and bring a friend, partner etc. We need a good attendance if only to impress the Speakers, also this is a chance to influence developments that may effect our sailing in the Bristol Channel.

There will be refreshments afterwards.

### **An Apology**

I recently had an email from a gentleman claiming decendancy of the Earl of Dundonald, Thomas Cochran, (Capt. Jack Aubrey), saying the photograph I used was of Governor Thomas Cochran, no relationship. If this is so I unreservedly apologise and state in my defence the photo used was in the article that I downloaded so it was the professionals who had the wrong picture. An internet search has to date failed to provide a different picture.



## ERIC DOES IT AGAIN

Eric Abbott, the sailor who has been in the headlines quite a lot in recent years for having to be rescued on numerous occasions has done it again, and surpassed himself. He had to be rescued twice in one day. After running aground, for the 11th time in two years, off the Rhyl estuary in the morning, Mr. Abbott attempted to take his yellow and red Snapdragon "Plus Vat" out again in the evening in company of a reporter who was trying to interview him. According to a spokesman for the North Wales Coastguard, as Mr. Abbott was attempting to navigate his way out of the harbour the hapless man fouled someone else's mooring chain with his propeller and was forced to borrow the reporters mobile phone to call for assistance. The R.N.L.I. Launched the inshore rescue boat and brought him back to land where they reportedly "took him away for a good talking to." The spokesman added that he hoped Eric "would give up for the time being and go home." Mr. Abbott had already called the coastguard out earlier in the same week after getting lost off the coast of Anglesey.

Mr. George Crumpler, trades union official representing the coastguard is calling for a system of fines to punish sailors like Mr. Abbott, claiming that he is estimated to have cost about £55,000 in rescues so far and describing him as the worst time waster he had ever encountered in 25 years service as a coastguard. 56 year old Mr. Abbott is, famously, alleged to use an AA road map to navigate by looking for land marks and when offered a free place on an R.Y.A. training course was said to have given it up as a bad job after a few lessons.

Eric is however, far from beaten. "I'm not giving up." He allegedly vowed after the incident.

*Credited to Tony Woolaway from a story in the Western Mail.*

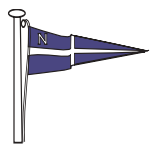
### Did you hear about?

An elderly couple apparently ended up visiting France recently while on a cruise from Suffolk to Dover. Their compass was reportedly faulty and they found themselves very misled and unable to plot their position accurately. A call to the coastguard to report that they would be arriving in Dover in the next two hours set the whole thing off when the coastguard were unable to locate them on radar anywhere near their reported position. The coastguard requested that the vessel report it's nearest buoy which turned out to be Sandette, a few miles off Calais. The lifeboat was launched to bring the yacht back to Dover. The couple were not named to spare their blushes, but a coastguard spokesman said "Their Compass had developed a fault during the cruise and left them far from where they thought they were, they have been very lucky, crossing some of the busiest shipping lanes in the world without incident." There was no suggestion of incompetence, it was just an unfortunate accident that befell an experienced sailor. Luckily all ended well.

*From the Daily Mirror 05/09/05*

### A good read

As some of you may have gathered I love history, particularly naval history. I was recently gifted with Rogers "The Command of the Ocean" A history of Britains navies from 1649 to 1815, from which I will also be using bits and pieces to add to my internet research. I recommend this book very highly, it's a great read. Full of fascinating facts and data as well as the history.

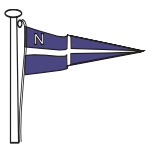


## Boats not launched this year.

The committee have asked me to include this list as they are maintaining a record of boats that are not being launched each year. In line with club rules, these boats owners will be charged additional storage fees in the near future. There are some boats in the list about which the ownership seems to be in doubt, if you are the owner of these boats please inform the committee asap.

<b>Boat name</b>	<b>Owner</b>
Amanda	Hank Jackson
Antigone	Ted Hughes
Artemis	Ralph Curtis
Barrule	Simon Watkins
Copper Captain	Mark Crew
Crispet	Adrian Medland
Cruit	Gary Horton
Cyndagra	Dave Powel
Dylan	Ray Pumford
Flame II	Jim Orr
Halcyon Days	Eric Seccombe
Henrietta	Graham Mitchell
Kalinka	Gary O'Rourke
Kayleigh	Lyndon Davies
Lara	Gordon Neale
Lisa	Bill Bull
Lylebet	Arthur Harris
Max Nix	??????
Moonlight Lady	M Mardon
Mutiara	??????
Naiad	George Price
Nimbus of Lorn	Ian McCormick
Omega 28	Andy Baugh
Panacea	Ian Donovan
Scissors	Peter Davies
Sea Trek	Phil Keyes
Sea Urchin	David Hoare
Shenandoah	Andy McGugan
Shuna	Peter Phillips
St Elizabeth	Roger Johansen
Sunlite II	Gyn Sutton
Tamara	Glyn Middleton
Telstar	Harold Meese
Tigger	Stephen Lane
Titus	Colin Edmunds
Violet May	Peter Shewood
Whispers	Gary West

**Some of these boats are for sale and will be waived the storage fee for a period in line with the club rules.**



## CHILDRENS DAY

The annual childrens day took place on Sunday 17th July to the usual glorious weather with which the day has been blessed very year so far. Eight children visited this year in company with Marcia and another interpreter.

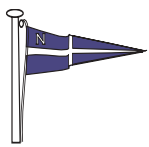
The children started to arrive at about 11:30 and joined the NUSC members children and grandchildren in a brunch before going out into the field for the usual fun and frolics. The air



gun was again very popular, although the horses also proved a bit of a hit. The day also



coincided with the club cruise to the scillies so we were a few members light who would have normally been there, but thanks to those of you who were thoughtful enough to leave a shoe box before you sailed.



The day also coincided with our knickertwister series race number six, which got off in fine style under the amateur guidance of Derek Robinson and myself. It was quite a good start with the boats all crossing the start line within a few seconds of each other.

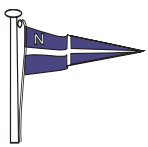


Shortly after the start of the race the children and a few adults were taken aboard the boats generously offered by a number of members for a ride up to the transporter bridge. The usual water fight ensued, started once again by Glenys (shame on you) but keenly enjoyed by all the children and quite a few adults. We returned to the club house a little later where more than one of the adults (and children) were forced to remove and change damp garments. The NUSC broadside was followed by the now traditional silly string battle after which the children were presented with their rucksacks full of goodies before saying a



warm thank you in four languages. All in all a great day was enjoyed by the vast majority of us.

My sincere thanks this year go to Ray Ford as usual for doing most of the organising, to Glenys again for the super catering skills, ably supported by Pete and Jean Davies and family. A special thank you to Yvonne, John and Harry for a generous cash donation that actually bought all the children quite a good quality wristwatch each and to a new member Rhian Woodley who bravely volunteered to cover the bar (a whole new experience) on the day.



## THE REGATTA

The club regatta took place over the weekend of the 10th and 11th September.

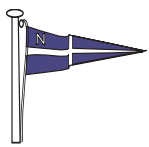


On Saturday the wind was barely more than a whisper so the racing was less than exciting Sunday was a better day with a brisk breeze providing good fun for the racing fraternity.



There were a few exciting moments when the Commodore, who was racing aboard a visiting trimaran, attempted a new kind of spinnaker lowering manouvre where you go over the sail and pick it up at the stern. Apparently it didn't work very well!!!!!!





There were visitors from Cardiff, Barry and apparently a lovely fleet of Drascombe type small boats down from Lydney. All the visitors appeared to have a good time. The members certainly seemed to enjoy themselves.



Some of the usual crowd enjoying the day.

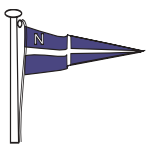
*This article was courtesy of info from the roving reporter Ray Ford and photographs thanks to the person (who was it?) who sent me a disc with about 200 pics on it. I know who posted it to me but whoever it was took the photo's, many thanks.*

## LOST

**During the regatta, at about lunchtime, Glenys Bradfield put her Fuji Digital camera down while she went to help in the galley. She later discovered it missing. If a member has found it, please hand it in to any committee member (if you haven't already) or to Glenys herself, or phone me on 01495 249035 and I will arrange its return. We all hope that the camera will turn up. The alternative is not a happy thought. It's not much good without the charger anyway.**

### Did you hear about?

The elderly couple who were cut off by the tide on the Pembroke coast on the weekend of the 17th Sept. Spotted by passers by, who called out the coastguard, who in turn launched an inshore rescue boat and a helicopter only to be told quite bluntly to "Go away" or words to that effect by the couple who were quoted as "being quite rude". Though cut off, they decided to wait for the tide to drop and walk out of their situation. A police spokesman said that the couple could neither be forced to accept a rescue or be prosecuted for wasting the rescuers time as they had not called the services out in the first place.



## When did that happen?

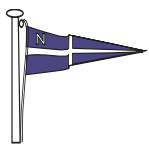
There was a period in our history when there were two British navies, who actually fought each other and blockaded both British and foreign ports dependant on which side they felt themselves to be. When did all this happen and how did it come about?

On the 30th January 1649 King Charles 1st was publicly executed. It was said that a "great cry of horror" went up from the watching masses. England had become a military dictatorship, ruled by the "long parliament" after Colonel Thomas Pride's troops had swept it clean of all support for the royalist cause. England was said to be ruled by "force without law", objectors and opponents were summarily put to death with only the minor pretence of a trial by tribunals without juries and Cromwell was king in all but name. During all this upheaval what was the Royal Navy had offered total support for the king and on his execution had deserted, with their ships stores and officers to countries like Holland and Portugal who were just a few who were horrified that a crowned and ruling monarch should be executed. They followed the lead of the first Royal Navy squadron who had deserted to Helvoetsluic in Holland in 1648 as soon as it seemed the kings cause was lost.

Parliament and the soldiers who enforced its law were not lovers of the navy, but soon came to realise that they needed one. The Prince of Wales, now crowned unofficially King Charles 2nd led the royal navy, ably supported by the German nephew of King Charles 1st. Prince Rupert of the Rhine, began to use their sea power to cut sharply into the trade and revenues that once went to King Charles 1st and through him to the country by capturing all trading vessels on they way to England and taking the cargo for themselves. England was effectively being blockaded by it's own navy.



*The Naseby, named for Oliver Cromwell's crushing victory over the royalist forces in 1645. At 1230 tons she was a large vessel for her day and carried 90 guns. This painting was made after she was Renamed Royal Charles on his succession and then later captured by the Dutch, Hence she is flying a confusion of flags in this Dutch painting. She gets a good few mentions by Pepys diaries and many items still remain in the Dutch maritime museum..*



Parliament order the building of a new force to correct “the manifold distempers of the navy.” The new force was called “The State Navy” and named many of its ships after parliamentary victories during the civil war. The flagship was the “State Ship Naseby” (unofficially nicknamed “The Great Oliver” because its figurehead was none other than a mounted Oliver Cromwell who’s horse was trampling six nations underfoot, England, Scotland, Ireland, France, Spain and the Netherlands.) These ships sailed under a new jack, the cross and harp symbol of parliamentary England, not as were then described “the disunity flag” or “the late kings colours”. Within a year the state navy numbered 39 ships, four more than were known to exist in 1642 under King Charles 1st’s rule. The best and experienced officers and men were all however in the royal Navy and supporting the king. Parliament had problems and they didn’t end with the navy. In Sweden an army was being prepared to invade Scotland in support of the Stuart cause. The king of Portugal was also supporting the Stuart cause while playing host to elements of Charles’s navy.

By February 1649 a squadron of Royal Navy vessels, led and financed by Prince Rupert, who had sold some old cannon and his mothers jewels to provision the ships was in position off Kinsale where the attacks on the merchantmen began. Within a short time Merchant ships were being convoyed through the Irish sea by a flotilla of State Navy vessels led by someone named Robert Blake. These ships, when built up to an effective force then blockaded Prince Rupert in Kinsale, giving Cromwell time to cross the Irish sea and invade Ireland. The state navy ships moved his men and stores about very effectively, allowing him



*Prince Rupert of the Rhine, Colonel of the royalist cavalry during the civil war and leader of Charles 2nd’s navy during the exile years.. A flamboyant, extrovert and talented leader of men who instilled terrible jealousies among Charles 2nd’s courtiers who plotted and planned against him at every turn to try to make him unpopular with the king.*

to more or less defeat the opposing Irish and surround Kinsale from the landward side. Rupert, realising he had a problem, waited for the right conditions, when an October storm blew the blockading vessels off station Rupert set sail on the 17th and headed for Portugal, where he made his new base in the river Tagus at Lisbon. Blake heard in 1651 that the famous Dutch admiral Maarten Harpertszoon Tromp had set sail with a fleet on a punitive expedition against the Royalist fleet holding the Scilly Isles. These Royalist had been attacking Dutch ships as well as English and the Dutch had finally run out of patience. The Portuguese king was also out of patience now with the Royal Navy whose actions while in the Tagus were also getting more and more unacceptable, stopping short of open warfare with the State Navy ships that were by now blockading them and subsequently Lisbon itself. Blake set off to meet the Dutch but was pleased at being able to convince the Dutch Admiral not to fight the royalists (and possibly end up with another Dutch base) but to let him do it instead. Blake attacked and after a number of costly landings and battles eventually captured the Islands when they surrendered on June 1st. In September Blake took Jersey, this was effectively the last outpost of the Royalists. This was the beginning of the end for the Royal Navy, who having made themselves unwelcome in quite a few ports throughout Europe fled to the West Indies in the hope of continuing the battles from there.