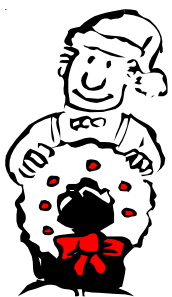
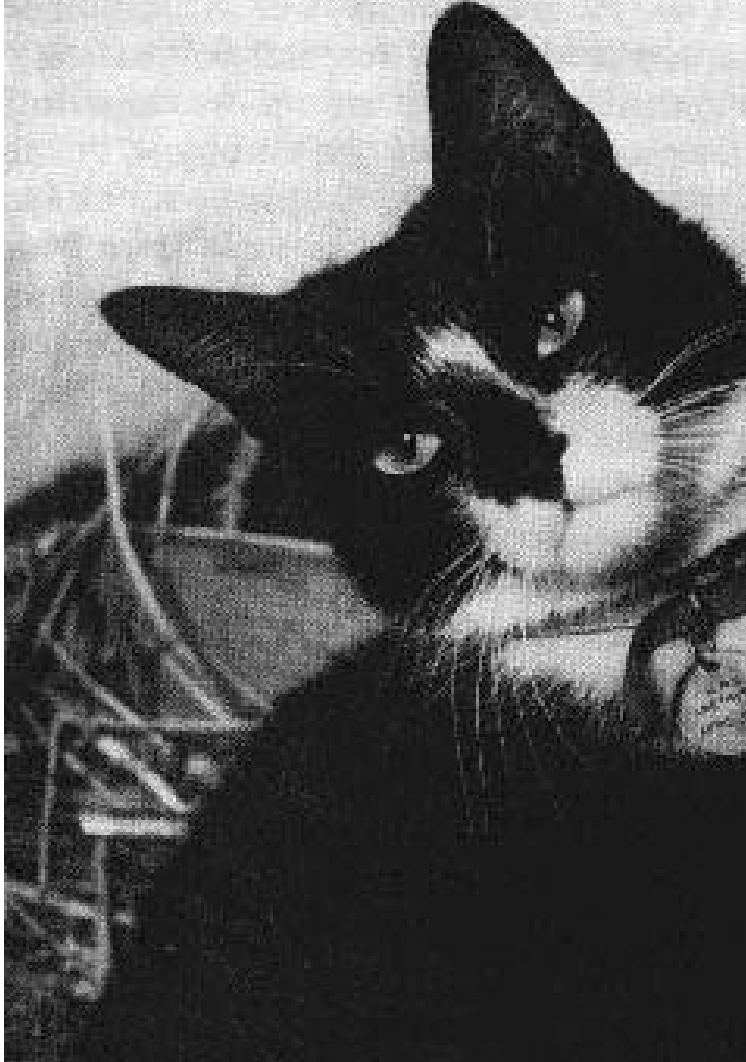
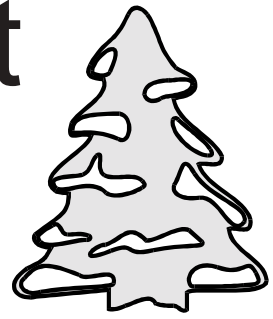
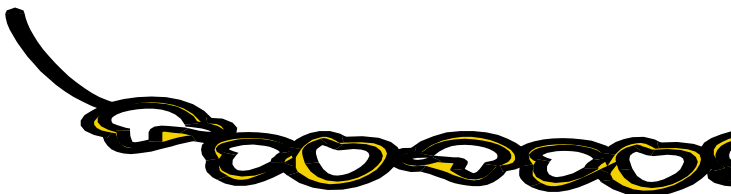


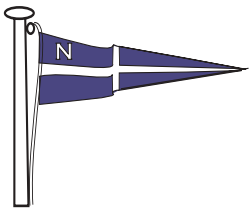
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CHRISTMAS 2004



“SIMON” The Ships cat. HMS Amethyst. ca. 1950





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CLUB MATTERS

SECURITY

The security matters are still ongoing with the good news that Newport Power will reintroduce the magnetic card reader at the main gate. The club are also well ahead with the installation of our own set of power gates. Most of the hydraulic parts are in hand and the electrical blockhouse is coming along nicely. Our own entry system will probably be a keycode pad or similar for both entry and exit.

The new alarm system will be installed in the bar and a notice will be affixed to the door reminding members to take care in operating the system so we don't have it set off accidentally and police swarming all over the clubhouse.

Once the electrical blockhouse and the wiring on the compound are complete the committee plan to get PIR operated sodium pressure lights on the compound area so anyone within the club grounds after dark will feel like they are at the Blackpool illuminations. This probably won't be until next year now.

The Bramble hedge to fully enclose the club grounds, making the entrance gate the only way in other than from seaward, is also in hand but will obviously take a few years to be fully effective. We hope to dig a ditch, pile the earth inside it and plant Sea Buckthorn along the top.

Puffin

After a slight accident Puffin is to be repaired at a cost of £168.00 by a proper shipwright who came to examine her. The shipwright commented that she was a very good quality vessel, well worth keeping and maintaining; so the committee have agreed to bring her back up to scratch as we do need a safety boat.

AGM.

The AGM. Will be on the 23rd February so be sure to keep that date free. If you have any issues to be raised or suggested rule changes they must be with the secretary by the 26th January. Items received after that date will not be discussed.

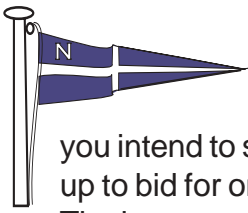
Three members are retiring at the AGM. They are: The Secretary, The dinghy secretary and the Mooring officer. We will need to replace the dinghy secretary and the Mooring officer. Please come forward and volunteer, neither of these are onerous duties and only require some organisational skill as you will have the existing teams to back you up.

Other dates for your diary so far are:

Cruiser rally 28th May 2005
Regatta 10th September 2005
Tides are around midday both days.

Mooring Meeting

Don't forget to turn up for the mooring meeting, or at least let the mooring officer know if



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you intend to stay or go by the 9th of February. If you don't have a mooring you need to turn up to bid for one. For the newer members don't panic, it's not money you bid but seniority. The longer you are in the club the bigger your voting power.

Club Insurance

After a quite exhaustive investigation the clubs insurance is undergoing a change and will better reflect the requirements of a modern sailing club.

New Curtains

In case you hadn't noticed, new fire retardant curtains have been hung in the clubhouse (please don't test them) and the two faulty gas heaters have been repaired. The clubhouse internal decoration is now complete and the committee will turn some attention to the outside of the buildings.

Laying up Supper

The laying up supper was supported by eighty one members who turned up to dine and dance and apparently was enjoyed by those there. Unfortunately I was unable to attend this year, please accept my apologies.

Carol Service

The Carol service was held on the evening of the 11th December 2004 with about 50 members in attendance. The music was provided by Oakdale Silver Band.

Children's party

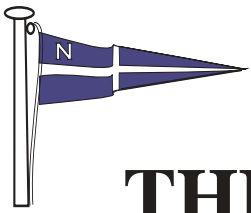
The children's Christmas party was held on Saturday 12th December and was visited by Santa, who distributed gifts to the 30 or so children in attendance. A snowman delivered Santa in a very old car while Pooh Bear, a (very slim) Tigger and Duckula led the singing and dancing.

Cover Story

As it is supposed to be a time of goodwill to all men I elected not to continue with the series about famous warships and their victories until the new year. Just a picture of Simon will have to do. Full story in the next issue.

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As the Pennant will be posted in future for the benefit of those members who live further afield and do not have the internet. (Let me have your email address and get your Pennant in full colour PDF files). I intend to make it a little smaller to reduce the overall cost of postage.



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THE COMMODORE'S PAGE

I would like start by wishing all members a Happy Christmas and a Prosperous New Year

Dates for the Diary

New Years Eve: The club will be open for members to welcome the New Year in traditional style. Margaret Brown has kindly offered to provide either a buffet or a sit down meal depending on numbers coming. There will be no formal entertainment, but bring along your party hats, daft games and sense of humour. Start the New Year in good company!

Mooring Meeting 9 February. Start 1930 hrs. New young members are reminded that moorings can only be allocated at the mooring meeting, and some older forgetful members are reminded that their existing mooring is forfeit if they don't attend the meeting or alternatively inform the moorings officer in writing that they want to keep it.

Annual General Meeting 23 February at 20:00 hrs. Polish up your motions and let the Secretary have them.

Ladies Evening 26th February. Catering by that famous team Bryan and Glynn. Entertainment from the After Dark Duo. Price to be fixed but it will not be expensive.

Launch 27 - 29 March

Whats Going On?

Site Security

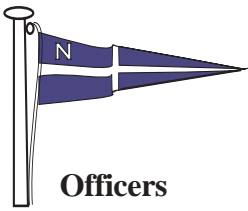
We have come to an agreement with Uskmouth Power about site security, and they will be issuing magnetic card passes to all members in due course. They ask that we advise the gatehouse in advance when we are expecting a visitor, and they will direct him/her to the club. Unadvised visitors may well be turned away unless the guard takes it upon himself to phone through to the club and is lucky enough to get an answer.

Uskmouth Power are concerned about club members and guests straying from the access route since heavy machinery is used on site. We have agreed with them that members will be asked never to do this, and to ensure that their visitors (for whom they are always responsible) also do not do so.

A project is in hand to mechanise our own site gates, install electric locks on the Clubhouse, and to improve our perimeter barrier. This should be completed this winter.

Ladies Toilets

Your committee has agreed in principle to the refurbishment of the ladies toilets and this project is expected to start after the New Year. Since many members are well short of their work hours requirement (see below) can they please register their plastering, plumbing, electrical, tiling and general DIY skills with myself or one of the other Committee members. The project will be managed by the Gatt brothers, but they need members to provide the major part of the labour.



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Officers

This year the Mooring Officer and the Secretary will be retiring so we need volunteers for these posts as well as for Rear Commodore. We also need volunteers for the ordinary members on the Committee who will be retiring under the three year rule - these jobs do not involve a lot of work and are an ideal way for new members to get to know the Club.

Social Committee

We want to reintroduce the social committee for 2005. The idea is that our social functions will each be organised by a different person using a wider pool of helpers. Many hands make light work etc. We have a number of volunteers already but we need more people and do not want anyone to feel excluded. So come forward, and join in. New members particularly wanted. Contact me or Michele.

Work Hours

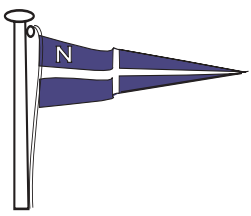
Becoming a boring message I know, but as the book stands at the moment, there lots of members who will be paying the £5 per hour. Check your own work hours record to see if that includes you!

From the Editor

As most of you will be aware by now I will be retiring as Secretary at the AGM in February but I will continue to edit and produce "The Pennant" as part of my work hours and because I enjoy doing it. I will continue to nag some of you for articles and items of interest. A fair few of you out there are a pretty good hand with a keyboard or even a quill pen if needs be; so please keep the articles coming.

For those of you who did help, organise, cook, wash up, clean, dust, vacuum, sell raffle tickets, dress up, act the fool, join in, dance, collect money and generally enjoy yourselves I wish you all a merry Christmas and a happy new year.

I hope you all get everything you deserve.



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ASCII Codes

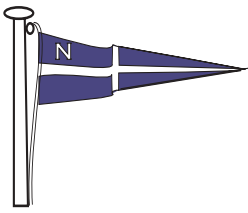
In a recent missive the Commodore, writing of the spelling of his lovely wifes name, commented that "It has an accent above the middle e". He was speaking of the french "é". For those of you who don't know, all these accents, foreign letters and lots of other things are available on a computer keyboard by using ASCII codes. To get them you hold down the "Alt" key and type a number, when you release the Alt key the character appears. Below are a list of examples. Try it, there are hundreds of them.

Character	ALT +	Character	ALT +	Character	ALT +
Letters					
À	0192	î	0238	æ	0230
Á	0193	ï	0239	ç	0231
Â	0194	ð	0240	è	0232
Ã	0195	ñ	0241	é	0233
Ä	0196	ò	0242	ê	0234
Å	0197	ó	0243	ë	0235
Æ	0198	ô	0244	í	0237
Ç	0199	õ	0245	š	0154
È	0200	ö	0246	›	0155
É	0201	ø	0248	œ	0156
Ê	0202	ù	0249	•	0157
Ë	0203	ú	0250	¡	0166
Ì	0204	û	0251	§	0167
Í	0205	ü	0252	"	0168
Î	0206	ý	0253	x	0215
Ï	0207	þ	0254		
Ð	0208	ÿ	0255		
Ñ	0209	a-z	0097 - 012		
Ò	0210	A-Z	0321 - 0346		
Ó	0211				
Ô	0212	÷	0247		
Õ	0213	™	0153		
Ö	0214	©	0169		
×	0215	®	0174		
Ø	0216	-	0175		
Ù	0217	°	0176		
Ú	0218	±	0177		
Û	0219	²	0178		
Ü	0220	³	0179		
Ý	0221	´	0180		
Þ	0222	µ	0181		
ß	0223	¼	0188		
á	0225	½	0189		
â	0226	¾	0190		
ã	0227	ø	0248		
ä	0228	Ø	0216		
å	0229	‰	0137		

PLUS LOTS MORE

Try selecting the commercial text box and put in some there

You can get %c ☆ ® — ©™ © ® ★



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The Compass

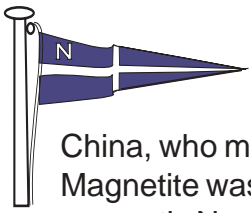
Some time ago I wrote an article on the history of the sextant and promised at the time that one day I would follow it up with other navigational bits and pieces. I have been doing a bit of research on the history of the compass, while it is full of contradiction, claim and counter claim some details do seem to come to the fore. Mixed in with a fair sampling of mythology. Here is part of what I found.

There is a story that a Cretan shepherd by the name of Magnés, whilst tending sheep on the slopes of Mount Ida, found that his iron tipped crook and the nails of his boots were attracted to the ground. To find the source of the attraction he dug up the ground to find stones that we now refer to as lodestones (also spelled loadstone; lode means to lead or to attract) which contain magnetite, a natural magnetic material. The story may be apocryphal but the earliest discovery of the properties of lodestone was either by the Greeks or Chinese. Pliny the Elder (23-79 AD Roman) wrote of a hill near the river Indus that was made entirely of a stone that attracted iron. Large deposits were found in the district of Magnesia in Asia Minor, giving the mineral's name of magnetite (Fe_3O_4). It was these huge deposits in Asia that probably led to their uses first being discovered there.

The unexplained nature of the magnetic attraction was ripe for exploitation by story tellers and it became difficult to separate fact from fancy. There was a belief that there were magnetic islands made of lodestone that could attract ships by virtue of the iron nails used in their construction; ships that disappeared at sea were supposed to have been mysteriously pulled to these islands, a sort of ancient Greek equivalent of the Bermuda Triangle. Archimedes (287-212 BC Greece) is reputed to have used powerful lodestones to pull the nails out of enemy ships thus sinking them. The term magnetism was coined to explain the phenomenon whereby lodestones attracted iron. Today we now understand the nature of this attractive or repulsive force of magnetism and we even know of magnetic bacteria, and that certain birds, butterflies and other insects have a magnetic sense of direction.

For many years magnetism was just a curious natural phenomenon and its only use was in navigation as what we now refer to as the mariner's compass and which was probably first developed by the Chinese some 4500 years ago. The earliest mariner's compass comprised a splinter of lodestone carefully floated on the surface tension of water. A true compass is an instrument containing a freely suspended magnetic element which displays the direction of the horizontal component of the Earth's magnetic field at the point of observation and is also an old Chinese invention, probably first made in China during the Qin dynasty (221-206 B.C.). Chinese fortune tellers originally used lodestones (a mineral composed of an iron oxide which aligns itself in a north-south direction) to construct their fortune telling boards.

Eventually someone noticed that the lodestones were better at pointing out real directions, leading to the first compasses. They designed the compass on a square slab which had markings for the cardinal points and the star constellations. The pointing needle was a lodestone spoon-shaped device, with a handle that would always point south. Magnetized needles used as direction pointers instead of the spoon-shaped lodestones appeared in the 8th century AD, again in China, and between 850 and 1050 they seem to have become common as navigational devices on ships. The first person recorded to have used the compass as a navigational aid was Zheng He (1371-1435), from the Yunnan province in



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China, who made seven ocean voyages between 1405 and 1433.

Magnetite was nicknamed lodestone and used by early navigators purely to locate the magnetic North Pole. William Gilbert published "De Magnete", a paper on magnetism in 1600, about the use and properties of Magnetite. In 1819, Hans Christian Oersted reported that when an electric current in a wire was applied to a magnetic compass needle, the magnet was affected - this is called electromagnetism.

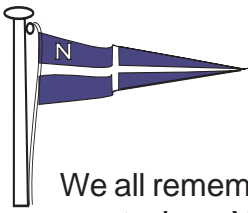
In 1825, British inventor William Sturgeon (1783-1850) exhibited a device that laid the foundations for large-scale electronic communications: the electromagnet. Sturgeon displayed its power by lifting nine pounds with a seven-ounce piece of iron wrapped with wires through which the current of a single cell battery was sent.



James Clerk Maxwell (above, 1831-1879, Scottish) established beyond doubt the inter-relationships between electricity and magnetism and promulgated a series of deceptively simple equations that are the basis of electromagnetic theory today, a basic tool for every electrical engineer, and which did not have to be reformulated in the light of Albert Einstein's (1879-1955 German, Swiss, then US citizen) work on relativity which had consequences for much of classical physics. What is more remarkable is that Maxwell developed his ideas in 1862 more than thirty years before Sir Joseph John Thomson (1856-1940 English) discovered the electron in 1897, the particle that is so fundamental to our current understanding of both electricity and magnetism.



A beautiful 18th century hand made ships case compass, the one pound coin next to it gives an idea of scale.



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We all remember from our early science lessons that there are only three magnetic elements, Iron, Nickel and Cobalt (although a couple more very rare magnetic elements are now known to exist). It is a fact however that alloys made from two non magnetic metals can become magnetic. They say this proves magnetism to be an electrical phenomenon. I believe them.

Compasses have gone from crude devices using just a floating splinter of metal, to a piece of lodestone dangled on a string, to the beautiful hand crafted devices of the 17th and 18th century as shown over page, to the Gyroscopic compass invented by Elmer Sperry. We now have the electronic and digital compasses that are coming down in price at an alarming pace. For anyone who shops in Aldi occasionally, they were recently selling a hand held digital compass with a dozen and one functions for £12.99.

This article was plagiarised from many sources on the internet, My gratitude to all the sources, too many to list. Ed

Hugh Amos usually supplies me with an article about this time of year, generally giving details of his summer cruise. This year is no exception.

Thanks Hugh.

Playtime, 2004

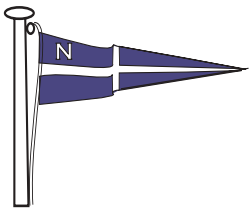
By Hugh Amos

Big disappointment this summer - we failed to get round Land's End! A W7/8 kept us in Padstow too long, so the crew had to leave. And 90 miles in a W5/6, even with the kind help of the local RNLI coxswain, was not wholly attractive - or certainly not at 0330 on a damp and windy morning off Trevoise Head when the SOG was 3.6 knots. So we had a consolation trip to Lundy, Watermouth, Oxwich Bay and Milford Haven.

Still, on the way back, we thought we might try something a bit different and have a look at Burry Port. We had heard rumours of a new "marina" there, and a telephone call established that there was a tidal gate and one pontoon "attached to the land". So we consulted the chart, put in some waypoints along Middle Channel and set off.

In fact, until the last ½ mile it was fine, although depths (at HW-1) varied between 7 metres and 1. The last mark (lit), the Barrel Post, just south of the harbour entrance, is now thoroughly misleading and potentially dangerous because a sandbank has grown up around it and extends 300 metres east of it. But the harbourmaster had warned us of this and talked us in by mobile! We went back at LW to check the banks and so found our way out again on leaving perfectly easily.

Facilities are limited at the moment: the Yacht Club is welcoming in the evening and at weekends, and there are public toilets (a bit scruffy) in the car park (300 metres), and some state-of-the-art ones near the station, 8 minutes walk away! More pontoons are being put in over the winter, and they expect to have 150 berths by next summer. The Millennium Coastal Path and Cycleway runs round the harbour and has tidied the place up. Pembrey Nature Reserve is nearby and a good place to walk (and grass-ski!). Burry Port itself has quite a lot of shops, including 4 optometrists and an excellent greengrocer in a

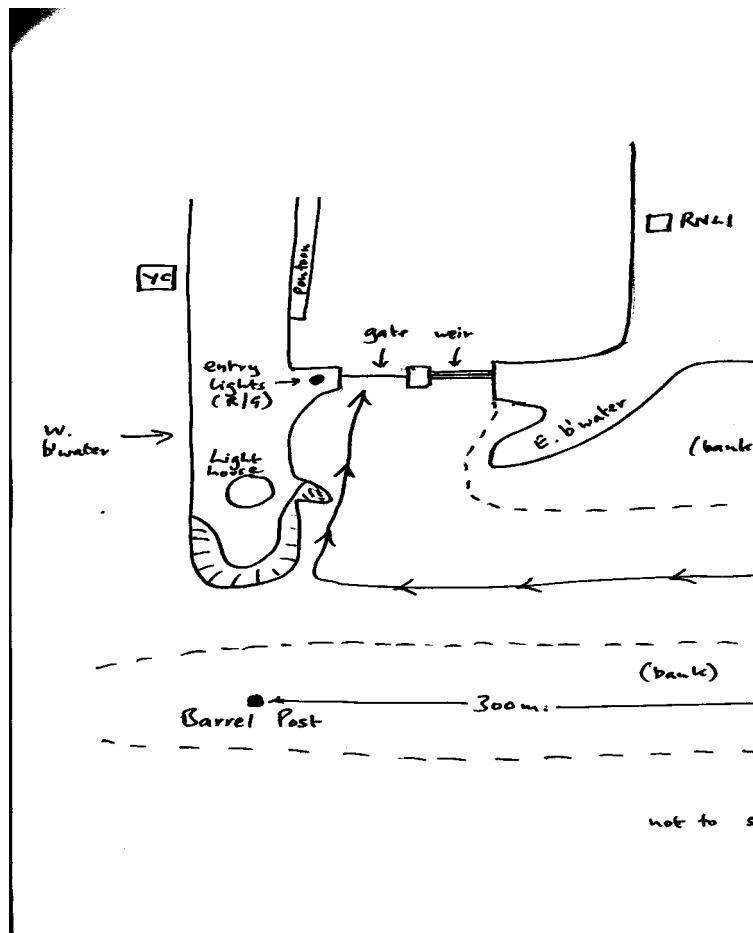


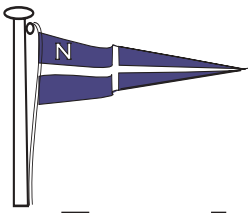
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shed by the station.

N.B. Growing bank south of harbour entrance - see diagram. To enter the harbour, it is necessary to go east nearly as far as a slender grey pillar on the shore, before rounding the end of the bank. Then head just S of the southern end of the W breakwater (which has the lighthouse on it) on a line midway between the breaking water on the bank to the south and on the shore to the north. N.B. do **not** steer for the lighthouse itself. When close to the W breakwater, turn N into harbour, on a line for the westernmost of the two openings (the tidal gate) into harbour





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Lastly

Most of you know I like to put a photo in the last few pages.

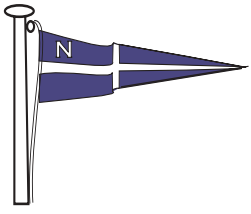
This one was captured by a member and his lady who motored by “moonraker” on the day of the regatta and was treated to the rare sight of a number of members who should have known better displaying their bodies for all to see.

The lady’s husband took this photograph and shouted loudly that it would be on the notice boards.

When the lady concerned was told it was her turn to pose she declined, proclaiming “The sight was too much for mortal man”

Hardly fair! We should have had the right to decide for ourselves.





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