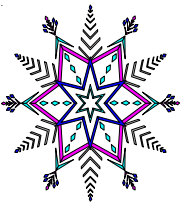
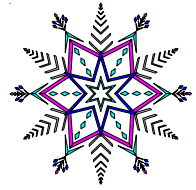
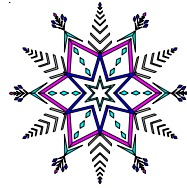
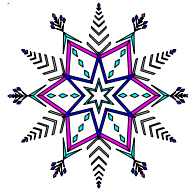
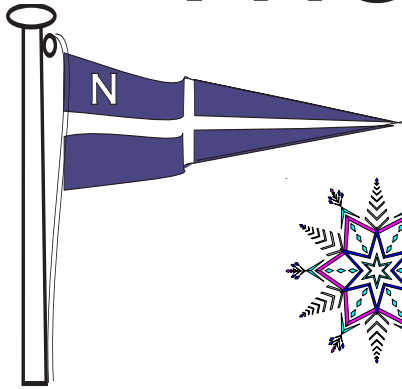


Christmas 2005



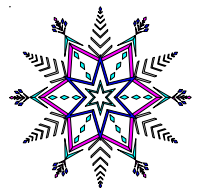
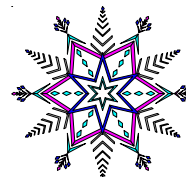
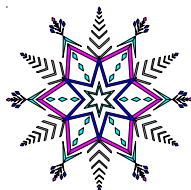
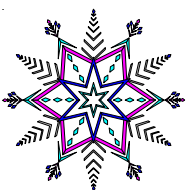
# The Pennant

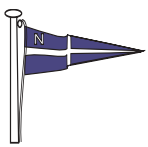


PANORAMA

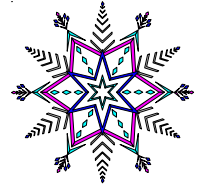
The newsletter of

**NEWPORT USKMOUTH  
SAILING CLUB.**





## CLUB MATTERS



### PADSTOW COASTGUARD

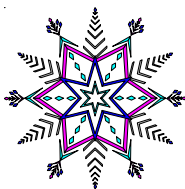
The coastguard lookout at Stepper Point, Padstow is again operational. It's manned exclusively by volunteers. When I was there in the Summer, it was a hive of activity with the hut being renovated by a jovial bunch. Operationally, they are trying to log all boats going in & out of the River Camel during opening hours. I think they would welcome a call on VHF.

From the Commodore



### The Recovery

The recovery was again a fairly successful affair, I am told. Picture courtesy of Louise Orr



### Security

Security at the power station entrance is being beefed up with additional guards on patrol. Remember we need their cooperation for our mutual benefit. If you invite non members to the club please let the guards know they are coming.

The new security system will be put in place at the next AGM. Please have some cash ready (about £5.00) to purchase your security fob/card. More on this when the system is finalised.

## Glenys' camera

Sadly it's been a whole three months and there is no sign of Glenys' camera. Glenys phoned me a few weeks ago and told me that when she bought the camera she paid extra for the large memory version, so there are about one hundred photo's on there of her family and friends that are lost forever. A new charger for the camera costs about £30 to £40 so the thief, because that is what you are whoever took it, will have to pay that out to make it work. This reminds me of Dickie Gane, those of you who remember Dick will recall that he was a lovely man who always did his best to help others. When Dick was diagnosed with lung cancer and in hospital, some lowlife helped themselves to bits off his boat. The person who took Glenys' camera is no better and will, I believe, get everything they deserve at some time in the future. I hope it is soon.

## 'Where have all the towels gone?'

Do you think we could invite Sherlock Holmes to be a member of our club? He is desperately needed to solve the case of the missing towels!

We need hand and tea towels, soap and nailbrushes in the galley and both sets of toilets for hygiene. At the moment, if we were to receive an inspection from the council, I suspect we would be closed down.

Last year the club bought 3 new hand towels for use in the galley and toilets. In addition there were approximately 25 tea towels. The latest tally shows 1 hand towel and 10 tatty tea towels.

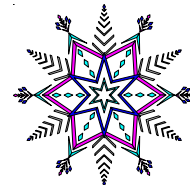
We are going to replace some of the missing items, so please look after them and if something needs washing, please take it home and return it to the club, nice and clean. So please, please, please do your bit.

Michele Easton

**PS. What is our club coming to? Nicked towels! ED**

**A Letter From America**

**Via Email.**



I happened upon your newsletter while surfing the web, and just wanted you to know I enjoyed the newsletters! I very much enjoyed the history articles, and the humor sections, but it was also interesting to see the photos and read about the goings-on of your club from so far away...

Thanks for taking the time, and making them available!

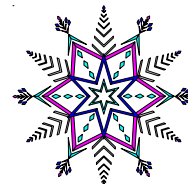
Dr. Derek Linden

Laurel,

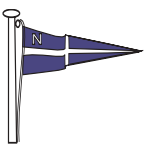
Maryland

USA

(See, somebody likes my articles)



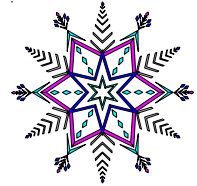
**The Editor and his staff (wife) would like to wish all our readers a very Merry Christmas and a happy and prosperous new year.**



## JOBS / WORK NEEDING VOLUNTEERS.

The following jobs will have to be done over the next few months and we are asking for members willing to help to advise any flag officer or committee member that they are interested in doing some of their work hours and help the club in getting some of these jobs done.

1. Remove the galvanised tank from above the shower block.
2. Fit door between gents shower area and area beyond, Lag pipework.
3. Fit insulation to roof space in gents toilet /shower area.
4. Fit suspended ceiling and insulate.
5. Widen road between winch house and old container, dig out and fill in with hardcore and concrete.
6. Yellow lines to be painted at hydraulic gates.
7. Outside glass of window to boiler room where insulation was fitted, to be painted.
8. Clear weeds from around clubhouse ETC.
9. Weed flower bed on low wall near clubhouse entrance.
- 10 Clean up bar area and decorate.



Materials will be provided as and when required.

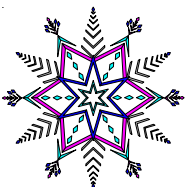
Why not get your work hours in early instead of leaving it late?

**THESE JOBS NEED TO BE DONE!!!!**

**WE COUNT ON MEMBER'S CONTINUED SUPPORT**

Please contact the undersigned or Dave Howell

DIRK DOORDUYN  
VICE COMMODORE



This gent has found a novel way to get to and from his mooring!

## THE COMMODORE'S PAGE



**Important navigational note:** rocks have been reported at:-

Lat 51.30.643N and at 51.30.704N

Long 2.57.866W 2.57.861N

Depths are known to be a danger on 11.9M tide, please beware!

Winter bookworms may like to read "The Unlikely Voyage of Jack de Crow" by A J Mackinnon ISBN 0-95381-805-5. It tells the storey of a voyage from North Wales to The Black Sea. The sailing part of the storey forms a minor part of the tale, but I found it funny and "off the wall". I know Ivor Preece & Malcolm Rogers also enjoyed it.

Next year's Round Lundy Race from Ilfracombe YC is to be run on 28.5.06. Let's try & get a good NUSC (holders of The Weston Plate!) turnout. Hopefully, European Impala champion Archie will be back & fully revved up for this one. I crewed in this year's race - it was great. Even if you don't race, go! If you like the atmosphere of a sailing club packed to bursting, food, music, noisy & full of merriment!

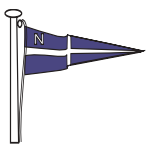
Work around the Club naturally tapered off during the sailing season. For those of you with outstanding work hours there is plenty to do. Dirk has a job list posted on the Club noticeboard. Once Dirk knows what job you wish to tackle, he will arrange the necessary materials via Idris.

Everyone knows that there is a nucleus of Members that work tirelessly for the Club, keeping things ticking over year after year. So I find it a great disappointment when Jim Warrington finds 4 boat batteries in the compound that have to be disposed of. Would everyone please help keep the place tidy etc. We do not have paid staff to clean up your rubbish. Incidentally, the last skip cost £100 from the Club (your) kitty!

In the compound corner, where *Lady Jane* has taken root, there appeared this Summer, a neat concrete base around the structure that holds the electric outlet points. The Phantom worker was none other than Eric Seccombe. He had seen a work requirement, got the materials & done the job singlehanded without any fuss. It's great to have Members like this in the Club, thanks Eric.

**SOCIAL:** Members have pointed out to me that they have paid for a night at the Club (of which £6 may be for the band) & other Members have arrived late without contributing. This is unfair. At future (it has been done previously) social functions, Members that come late (after the food) will be asked to contribute towards the cost of the entertainment. They will of course have the option to use the rear lounge as normal i.e. without charge.

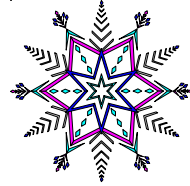
Everyone seemed to enjoy themselves (sailing & socially) at this year's **Regatta**. I did have some criticism for setting a windward start pointing UP RIVER, causing dis-orientation in some quarters. I soon realised how it was daunting for those that asked for a waypoint in order to find the first mark - just up the bank past the steelworks jetty. Racing was very close with abuse being shouted between the small sea between boats. I was crewing on trimaran "Trivial Pursuit" from WBSC for Sunday's race. As we were the quickest boat, we stopped off at the Sewer buoy for a spot of fishing (truth = shrimping with the spinnaker). After being passed by Moonraker (well Ron had Derek Robinson crewing) and not fancying what the spinnaker caught, we sailed on.



This year I took *Gem* to the **Scillies** & had a great time. NUSC boats *Lady Jane*, *Jander* & *Ocean Freedom* were there at the same time. At anchorage Davy told us that he motored all the way down (in 37.5? hrs); I imagine that that time plus his VHF airtime broke all previous passage records! In the 2 ½ weeks that we were away, we didn't see any rain.

Highlights were -

having lunch in Juliet's garden overlooking Hugh Town harbour  
seeing basking sharks off Boscastle  
off the radar beacons seeing a large flock of gulls feeding off a huge shoal of fish  
(perhaps there were dolphins bringing them to the surface?)  
seeing dolphins off the east end of St. Martins



What worked -

Fortress aluminium anchor, easy to deploy, held well except on one occasion when the ground was too hard for it's points to dig in (so over the stern in underpants pushing *Gem* off the lee shore in Watermouth Cove - I hope the NUSC burgee was not too prominent!)

New mini-sprayhood now one person has a chance of keeping dry

Garden solar lamp deployed in cockpit - a great help in finding the boat in the dark after a pub evening

What didn't work -

The engine suffered overheating. Eventually traced to a pin hole in a hose feeding the calorifier (note for lady members: gives hot running water to the galley).

I'm always being asked how well *Gem* sails, so here are the actual times for what were the best/most exciting sails (engine dormant)

Rat Island anchorage, Lundy to Newlands - entrance to R. Camel/Padstow 5 hrs 20 mins

Bryher anchorage to Padstow harbour 11 hrs 25 mins with probably 30-60 mins wasted in Crow Sound playing with overheated engine etc.

I shan't bore you with the hardships, but a forced sail from Watermouth Cove against a big Spring tide was tough. With log reading 9 knots we were at times only making 1.5 kts over the ground!

The NUSC club cruise to Burnham on Sea was most enjoyable. We were made most welcome and their Commodore proudly showed us their pontoon development. We were entertained in the new clubhouse with them laying on an impromptu BBQ.

The proposal to extend our river pontoon is awaiting (Pete & Chris Roberts also like to sail in the Summer!) budget costs.

I believe that we should look at the long term projects & prioritise what we may have/like to do. Whilst some ideas may seem bold, we certainly will not get what we don't aspire to!

# Christmas 2005

Here are some ideas (which I am not ashamed to say will benefit the sailing side of our activities):-

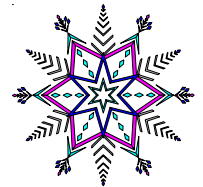
1. New slipway into the Pill - would enable easier & safer launch & recovery with the Wise (investment!) as tide crossflow would be negligible.
2. Extend River pontoons (how else can we attract visiting yachts?).
3. Make marina style berths in the Pill (a few of us are going to Monkstone SC on a fact finding mission).
4. Have (some?) compound Winter berths with individual electric metered supply. Then those who chose to use heaters, de-humidifiers etc. could be assured of and pay for their own supply.

Opinions and ideas would be most welcome.

Next year's project is to upgrade the Gents toilet & shower block.

D. Howell

**Commodore. - NUSC** Tel home 01633 420379, work 01633 612044



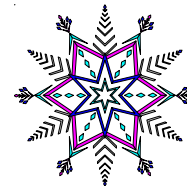
PANORAMA" is a super sailing mega yacht at 53 meters, 175 feet and accommodates 48 to 50 guests in 24 spacious cabins. There are 6 cabins on the main deck and another 18 located on the lower deck. Each cabin is with en suite facilities.

SPECIFICATIONS BUILT : 1993 CONSTRUCTION : Steel L.O.A : 177' (52,75 m)  
BEAM : 39'37" (12 m) DRAFT : 15'85" (4,83 m) GROSS TONNAGE : 599 tonns  
ENGINES : 2 X 500 hp MAN SAILING SPEED: 15Knots MOTOR SPEED: 13Knots  
GENERATORS : 2 X 185 KW MAN, 1 X 45 KW, PERKINS  
FUEL Consumption: 250 lt/hr FUEL Capacity : 57,000 lt  
WATER Capacity : 70,000lt AIR CONDITIONING: - Throughout

NAVIGATION EQUIPMENT: Satellite navigation and communication systems, Telephone, Telefax, Telex and data transmission via satellite, personal computer, overhead projector, Hi-Fi audio equipment, video equipment.

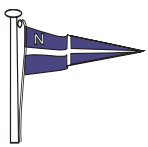
RECREATION & LEISURE:

Ski boat with water-skis, windsurf boards, snorkeling gear.



Those of you who won't be getting one for Christmas can charter her and others from a well spoken of company I picked up on the internet who can be contacted at:

[www.yachting-greece.com](http://www.yachting-greece.com)



## Beware your home waters!

21 August 2005-09-21 One of the biggest spring tides of the year with a full 13m range at our home port of Newport. My wife Nicki and I were returning from a summer cruise to the Scillies in our old but trusted Tomahawk bilge keel cruiser.

The previous afternoon we had left Ilfracombe 3 hours before local high water, knowing that the combination of the strong inflowing tide and the F4 N.E. wind would allow us to cross the channel to Barry harbour before the tide turned foul, just leaving us a leisurely 2 hour sail in the morning to get home. Here in the Severn estuary not many people plan to sail against the tide for much more than an hour either side of high water, especially on Springs when tide can exceed boat speed in some places.

The previous evening we had reached across to the Welsh shore more quickly than expected and had decided to pass Barry and hole up behind Sully Island for the night, we would have a quieter night here without the pilot boats disturbing our slumbers.

I woke in the early morning at about 05.00 to see that the incoming tide was sufficiently advanced to have covered the sandbar which helps protect our anchorage from some wave action and decided that I would up anchor and leave without waking Nicki. These were home waters after all and I had made this journey in the dark several times without incident, and the skies were already lightening. The breeze was still N.E. but reduced to not more than a F2. Sea conditions were flat calm with the breeze of the land. I picked up the anchor and under motor and sail crept out through the entrance tight against Sully island. Navigation was simple, the Cardiff area abounds with bouys, and I would be making for the Monkstone light to allow me direct passage into Newport. Passage marks would be the Ranny port bouy left to port and South Cardiff, a South Cardinal also left to port, pass the Monkstone a couple of chains to the Starboard side and set course 030 degrees for Newport. We would be in Newport in less than 2 hours, covering about 16 miles over the ground with 6 miles of Tide advantage.

Progress was very quick with the tide running faster than expected and the Ranny bouy passed to port very quickly. The Monkstone light seemed very close in the greying light, some stars still visible at this stage of Dawn, I headed directly for the light until I noticed a patch of rough tidal water just off the port bow, I then realised how far the tide had set us toward the Cardiff Grounds sand bar. The rough water I took to be the tide crossing the sands and turned to Starboard and gunned the motor to make back some of the ground lost to the tide. It was obvious now that I had headed toward the Monkstone without taking account of my changing heading, not realising the rate of tidal drift. I could not see the compass card in the poor light.

Two minutes later all hell broke loose, the boat suddenly tipping to port until the boom crashed over into the water, I was virtually standing on the port cockpit side with water lapping over the coamings (high on a Tomahawk), There was a standing wave roaring against the underside of the starboard keel threatening to overturn the boat completely and immediately. I believed that we had been swept down onto the Cardiff Grounds by the tide, and that there was no way out of the situation. To port the water was rough, and to starboard it was smooth. Realising that I had to try and get the boats head to the tide and if possible motor away from the sands, I gave the engine full revs and set the helm to Starboard, slowly the boat came more upright, but the force of the fast running tide was awesome over the sands, and once again the boat was pushed down almost flat. Concerned for Nicki, but not able to leave the helm, I peered down the open companionway to see her

sprawled over the galley lockers having been thrown unceremoniously out of her comfortable bed. I told Nicki that we were in trouble and to try and get lifejackets and the Dinghy out. I knew that I could not use the radio from the helm position and felt that if only I could turn the boat into the tide it would be OK. Nicki understood, but told me to use my Mobile which she knew was in my pocket to call the Coastguard. This I did with the boat held on its beam ends by the tide and water roaring around the hull. At this stage there was still very little water getting into the boat but I still felt that at any moment that might change if the tide got a better purchase under the hull. During a few minutes talking with the Coastguard who was asking if this was a Mayday, the boat came almost upright twice, but each time I tried to gain calm water, it was pushed down again by the tide (I suppose I was slow to learn in this difficult situation.) During one of our upright moments, Nicki managed to get out a Mayday on the radio, and the inshore lifeboat was roused. By the time they arrived, the boat was upright and I was motoring toward the Monkstone Light which was only a few cables distant, but seeming to get nowhere fast. As the inshore lifeboat approached from Cardiff Bay, over the rough water, it stopped fifty yards away where the water started to get calm, and then roared away Northwards before approaching us from the East.....shallow water!

I throttled back the engine, lifeboat came alongside and a young woman called Sarah came aboard to find us with lifejackets on and a quarter inflated dinghy, but apparently none the worse for wear. They asked what charts we had and compared ours with theirs. The assumption I think was that we were lost, and they volunteered to guide us out to deeper water and set us back on our way ( Well they had never seen us flat on the water had they?) It was then that I realised in trying to follow the lifeboat that I had no steerage or speed. Lifeboat did a quick circuit and in the proper light of Dawn told us that we would make better progress if we took up the anchor! All my motoring of the last ten minutes had been against a CQR and a full length of chain. With Nicki on the helm I recovered half the chain, when the tide took hold again in a vicious twist and pulled the chain out of my hands. Overboard the whole lot went pulling the U bolt out of the bulkhead and taking the locker lid with it. FREE. It felt good to motor away, pick up course and wave goodbye to the lifeboat. We set sail again and by 07.00 we were on the Pontoon in the Uskmouth sailing club and clearing up the debris. With only a lost anchor and chain we felt grateful to the coastguard and lifeboat who were prepared to pull out all the stops for febrile leisure sailors. Thank you both.  
What had happened?

I now believe that the tide set had carried the boat to the inside of the Cardiff Grounds, and that the rough tidal water was caused by the tide flooding over the sands in a westerly direction meeting the more Northerly set of the main tide. In heading for the calmer water I was actually putting the boat higher onto the sands. The lee keel than fouled the sand providing a pivot for the tide to tip the boat over. This happened at least 4 times. I think that if I had headed back to the rough water that would have been deeper providing a rough refuge.

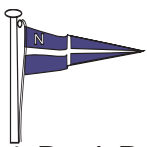
### Lessons to be learned

1. Don't cut corners,

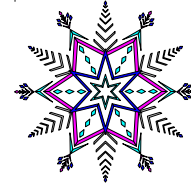
I should never have gone inside the Cardiff Grounds bouy, once left behind I lost all sense of tidal drift

2;. Watch the compass bearings, In my case this would mean illuminating the card.

3. Use the Depthsounder! Mine does not work with the engine running, suppress that new alternator.



- 4. Don't Panic I am sure that if I had been more analytical I could have sorted the problem sooner.
- 5 The Tomahawk is a tough boat which will look after you!



Thanks to Chris Roberts for this excellent tale.



The caption speaks for itself!

The snip below is from Multihulls web list server. A puzzle courtesy of Dave Howell

A river runs straight from West to East at 10 knots. A 10 mile race is held: the boats sail downstream, from West to East. The first heat is held in the morning, when there is no wind. The second heat is held in the afternoon, when there is a 10 knot wind from the West.

In which heat are the faster times recorded?

### Call Centre Blues.

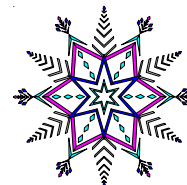
Here are some genuine calls for assistance recieved at various call centres.

Customer: "I've been ringing 0700 2300 for two days and can't get through to enquiries, can you help?"

Operator: "Where did you get that number from, sir?"

Customer: "It was on the door to the Travel Centre".

Operator: "Sir, they are our opening hours".



### Samsung Electronics

Caller: "Can you give me the telephone number for Jack?" Operator: "I'm sorry, sir, I don't understand who you are talking about".

Caller: "On page 1, section 5, of the user guide it clearly states that I need to unplug the fax machine from the AC wall socket and telephone Jack before cleaning. Now, can you give me the number for Jack?"

Operator: "I think you mean the telephone point on the wall".

RAC Motoring Services

Caller: "Does your European Breakdown Policy cover me when I am travelling in Australia?"

Operator: Doesn't the product name give you a clue?

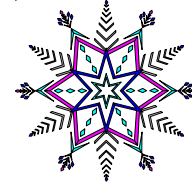
Caller (enquiring about legal requirements while travelling in France): "If I register my car in France, do I have to change the steering wheel to the other side of the car?"

Directory Enquiries

Caller: "I'd like the number of the Argoed Fish Bar in Cardiff please".

Operator: "I'm sorry, there's no listing. Is the spelling correct?"

Caller: "Well, it used to be called the Bargoed Fish Bar but the 'B' fell off".



Then there was the caller who asked for a knitwear company in Woven.

Operator: "Woven? Are you sure?"

Caller: "Yes. That's what it says on the label; Woven in Scotland".

On another occasion, a man making heavy breathing sounds from a phone box told a worried operator: "I haven't got a pen, so I'm steaming up the window to write the number on".

Tech Support: "I need you to right-click on the Open Desktop".

Customer: "OK".

Tech Support: "Did you get a pop-up menu?"

Customer: "No".

Tech Support: "OK. Right-Click again. Do you see a pop-up menu?"

Customer: "No".

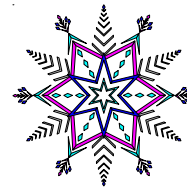
Tech Support: "OK, sir. Can you tell me what you have done up until this point?"

Customer: "Sure. You told me to write 'click' and I wrote 'click'".

Tech Support: "OK. In the bottom left hand side of the screen, can you see the 'OK' button displayed?"

Customer: "Wow. How can you see my screen from there?"

Caller: "I deleted a file from my PC last week and I have just realised that I need it. If I turn my system clock back two weeks will I have my file back again?"



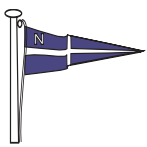
There's always one.

This has got to be one of the funniest things in a long time. I think this guy should have been promoted, not fired.

This is a true story from the Word Perfect Helpline, which was transcribed from a recording monitoring the customer care department. Needless to say the Help Desk employee was fired; however, he/she is currently suing the Word Perfect organization for "Termination without Cause".

Actual dialogue of a former WordPerfect Customer Support employee. (Now I know why they record these conversations!):

Operator: "Ridge Hall, computer assistance; may I help you?"



Caller: "Yes, well, I'm having trouble with WordPerfect."

Operator: "What sort of trouble??"

Caller: "Well, I was just typing along, and all of a sudden the words went away."

Operator: "Went away??"

Caller: "They disappeared."

Operator: "Hmm. So what does your screen look like now?"

Caller: "Nothing."

Operator: "Nothing??"

Caller: "It's blank; it won't accept anything when I type."

Operator: "Are you still in WordPerfect, or did you get out??"

Caller: "How do I tell?"

Operator: "Can you see the C: prompt on the screen??"

Caller: "What's a sea-prompt?"

Operator: "Never mind, can you move your cursor around the screen?"

Caller: "There isn't any cursor: I told you, it won't accept anything I type."

Operator: "Does your monitor have a power indicator??"

Caller: "What's a monitor??"

Operator: "It's the thing with the screen on it that looks like a TV. Does it have a little light that tells you when it's on??"

Caller: "I don't know."

Operator: "Well, then look on the back of the monitor and find where the power cord goes into it. Can you see that??"

Caller: "Yes, I think so."

Operator: "Great. Follow the cord to the plug, and tell me if it's plugged into the wall. Caller: "Yes, it is."

Operator: "When you were behind the monitor, did you notice that there were two cables plugged into the back of it, not just one??"

Caller: "No."

Operator: "Well, there are. I need you to look back there again and find the other cable."

Caller: "Okay, here it is."

Operator: "Follow it for me, and tell me if it's plugged securely into the back of your computer."

Caller: "I can't reach."

Operator: "Uh huh. Well, can you see if it is??"

Caller: "No."

Operator: "Even if you maybe put your knee on something and lean way over??"

Caller: "Oh, it's not because I don't have the right angle - it's because it's dark."

Operator: "Dark??"

Caller: "Yes - the office light is off, and the only light I have is coming in from the window." Operator: "Well, turn on the office light then."

Caller: "I can't."

Operator: "No? Why not??"

Caller: "Because there's a power failure."

Operator: "A power... A power failure? Aha, Okay, we've got it licked now. Do you still have the boxes and manuals and packing stuff your computer came in??"

Caller: "Well, yes, I keep them in the closet."

Operator: "Good. Go get them, and unplug your system and pack it up just like it was when you got it. Then take it back to the store you bought it from."

Caller: "Really? Is it that bad?"

Operator: "Yes, I'm afraid it is."

Caller: "Well, all right then, I suppose. What do I tell them??"

Operator: "Tell them you're too %&\*^ stupid to own a computer"

