



THE PENNANT

JUNE 07



Commodores Address

The end of May and those boats that have launched have been very active. Club cruises to Gloucester, Bristol and Watermouth have been well attended. The early springtime weather has been getting warmer year by year and the early spring seems to be a benign time for sailing. The Bristol cruise particularly was very warm. Watermouth was a little more exciting with a days delay in getting home while the wind moderated a little, followed by an exciting dash home.

Barry Welch is our Cruiser Captain and has arranged other cruises which make a brilliant way for newer members to get to know both the Channel and other members. Details are in the club book and posted on the Social notice board.

Outside on our Patio we have some quality new seating, donated to the club as a Memorial by Caroline's mother. Caroline was Barry Welch of Fiz-gig's partner who tragically died in 2005. She will be missed by many and the seating makes a very suitable and welcome reminder of her.

For the racing fraternity, the new competition between Archie's Sprack and Mike Jones - Downing in Red Eye has added spice to the evening and day races. Many new members are coming along to crew and enjoying the sailing. If you are interested, look up the daybook to find out when races are planned and come along!

The weekend of May 12/13 saw our Cruiser Rally spoiled by wet windy weather on Saturday and wet windless weather on Sunday, attendance was low, except for the evening dance and buffet when 60 people turned up to eat drink and be merry.

Upcoming events are Ladies night on June 23 (an opportunity to thank our wives and sweethearts for putting up with us) and of course our club regatta in September. If you haven't been to other events, please try and support your club in these activities, we want all our members to feel included.

Volunteers are still required for work duties. We are currently planning some extra

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Ladies Night

Saturday 23rd June

Do you have a musical instrument? Bring it along and join in the fun, from mouth organs to grand pianos, we want them all, if you can give us a tune of any type we want you here. If you cannot play then come along and sing (or just watch others make a fool of themselves)

Ladies, come and enjoy good food, cooked and served by the men. Make the most of it, it only happens once a year.

If you want to attend, please put your name on the list in the clubhouse or contact Kay Thomas on 07930 931476 / 01633 765256.

The Perseverance Race

Saturday 16th June

A full day race around the channel on Saturday 16th Of June. Starting and finishing at NUSC clubhouse. The aim is to finish an hour or so before the evening high water (21:00). To allow this there will be a fast and a slow fleet each with an appropriate course.

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lighting in the compound. Relaying the patio using existing slabs, compound clearing, grass cutting, weedkilling. Help is required in the galley, catering and cleaning in the club, painting in the boiler room etc. etc. Ask a flag officer or committee member and you can be found something to suit.

For those of you about to go into the water... have a good sailing season with fair winds and light weather, but most of all enjoy yourselves safely.

Racing Post Script

I have just returned from a brilliant weekend in Ilfracombe where I crewed for Pete Roberts on his trimaran Trinity in the round Lundy race. We were unplaced but Mike Jones Downing in Red Eye took a creditable

second place in the fast fleet against some worthy opposition, beating the third place by four seconds on Portsmouth handicap adjustment to times.

Also racing was Dave Howells on Gem crewed with Graham Cox, they crossed the line in fourth position I believe.

This Lundy Race might get more important in our racing calendar I think.

Don't forget that we have our own Perseverance Day Race on 16 June. This too could be an occasion to remember when talking in the club in the winter off season.

HAPPY SAILING!

Chris Roberts

Commodore



Don't Forget

**International
Talk Like A Pirate Day.**

September 19th

More information in the next edition.



White Satin

How I came to obtain White Satin, started from my time spending holidays with the kids, Gavin and Gynfore. We had enjoyed the pleasures of a quiet caravanning life, with the added bonus of a speed boat.

We all learned to water ski, but found that as the kids were getting older they needed some other form of excitement. I called at NUSC and was shown around the club by Ray



Fradd. I was introduced to Pricey and soon became a crew member. It was decided pretty quickly that the best course of action would be to dispose of the caravan, then the speed boat and invest in a sailing boat.

Finding the right boat was a challenge to me with my consideration to my boys in being able to handle a boat in all conditions as they were both so very young. I went to boat shows, read articles on the boat I had considered. Unfortunately, the best boat in

the club, Aquila, was not for sale and Ellen McArthur's Kingfisher had not yet been designed, so I had to lower my sights. I short listed the best of the rest Gibsea 25, Hunter 25 and Spring 25. With all factors taken into account, I decided my best course of action, after seeing it at the Southampton boat show and falling in love with it, was to buy a Hunter 27 OOD and self build. This would enable me to spend time with my sons, they would be involved in the labouring so would learn what each part was and what it did on the boat. Within twelve months the boat was completed and ready for launching.

At the time the band Moody Blues had a song I was hearing and liked. It was played over the wireless a lot. Knights in White Satin, so the boat was named White Satin. With a cup of Archie's tea we christened the boat. I have had the boat in my care since 1990 and she has been a great joy.

The boat has been a feisty little critter at times and that is what I love about her. She has been a comfortable boat for my boys. As youngsters they would spend six weeks summer holidays in Swansea whilst on school holidays. Yet White Satin has been very manageable for the kids whilst cruising and a spirited darling whilst racing.

When I became a neighbour to Archie English in the pill moorings, he gave me sound advice – "get a shovel, get in the mud and dig, so the bottom of the boat and fin can settle and be stable". I was also advised to change my impeller every year, I have done this, rather than mess my engine up and not be able to get ashore with my boys onboard. I service my boat every year. I love the ritual of checking White Satin is Ok. I take comfort from the confidence of knowing she is in good order.

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I have sailed to Swansea, Milford Haven, Tenby, Minehead, Western, Porlock and Ireland (six times). Passages to Ireland have been crewed by Martin Rogers, Mike Jenkins and John Evans with myself as Skipper. It used to be an annual holiday, but my crew have since moved away. I would have like to have sailed further a field, but having a fin keel, I felt limited to where I could moor. But then I prefer the sailing performance of a fin – that's my preference. I have spent much of my sailing time on White Satin and have watched my sons Gavin and Gynfore master the art of sailing.

Gavin is a natural helmsman and likes to take full charge of the boat in all winds and weather. This he established at a very young age. Gynfore on the other hand is more technical. He enjoys the chart plotting and tinkering with the technical equipment where he is closest to the food cupboard and the tea pot. When he is not plotting he can be found giving forth the ZZZs only stirring from sleep as we are pulling on to the mooring. The boys have had some great times.

We have spent a great deal of time alongside Glenys and Keith Bradfield's first boat Symphony. We shared fun times with them both and their family over many years of sailing. More often than not, we would receive the most welcomed message sent over the radio "come alongside, the grubs up". Being cold and damp from sailing was

soon forgotten with the waft of dinner floating over the Bristol Channel. Curry and rice was soon dished out. On one occasion, it was passed over to us in saucepans whilst on a beat. Symphony held within her Glenys Bradfield, the hostess with the mostess. Always a smiling face, her and Keith always making plenty of time for my children, and always providing plenty of food.

Once during a force 5, Keith got completely wrapped up in a sail. I came rushing over in White Satin; she was going like a steam train, just a fag paper between us. Luckily White Satin is a boat that is light and very responsive. Gavin took a leap over the rails and landed on Symphony, unwrapped Keith and calmed the situation down whilst I was left to tack away. For me it was like watching a young lad turn into Superman. Gavin certainly had guts that day.

I have watched my sons enjoy my boat and the life that boating has brought with it. Boating I know has been beneficial to them, fresh air, salt water, fun relaxing times, and not forgetting the great get-togethers at NUSC and with meeting our sailing friends. Whilst I still look enviously at Aquila, I truly believe that White Satin has been money well spent. She has been a great escape from work and the telephone at weekends for me.

For a short period of time, the boys did not sail. They had hit that age when they are

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Racing Rules

How good is your knowledge of the racing rules? Do concerns over luffing rights and water at downwind marks put you off joining in? Well help is at hand, if you go to the web page <http://game.finckh.net/indexe.htm> there is a nice little game that helps you learn or test your knowledge from the safety of your own desk.

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busy doing their own thing, a time wearing chick puling shirts, girls started to come into the equation. Girls and women are like gunpowder, frighteningly powerful. Fortunately for me they have returned with their partners who have also enjoyed sailing on my boat. Many years have passed, now my children have grown. Gavin's wife Andrea loves sailing, I have a most welcomed crew member in the form of Megan my 6 year old grand daughter, she has been on the boat since a 2 year old, and loves nothing more than to sail and feel the wind on her hair. She calls me Bampy Boat as she associates me with my boat and sailing. She has developed a passion for sailing, it must be the salt in her blood. I was especially pleased watching her receive the Basil Mountjoy trophy presented at the sailing club.

When I look back over White Satin's history. I have a lovely feeling knowing that four generations of my family have enjoyed the pleasures of sailing and have taken comfort from my little boat. Pam my

mother and Len my Father, who at almost 80 years old still enjoys sailing Gynfore, Gavin and his wife and 2 children. My youngest grandchild Ethan is 6 months old, I hope that he will also be a natural at sailing and will follow in his sisters foot steps. Archie has told me that he has booked Ethan up for his crew. He booked Ethan up the day he was born. I don't mind who they crew for as long as they have a great time at sea.

As for the seventeen years of owning and sailing White Satin. She has served me and my family well.

Mike Lewis

If you have a story to tell about your boat or your time in the club, why not write it down and send it in.

Sailing in amongst the moorings

Members are reminded that to reduce the risk of damage to moorings and other boats, it not permitted to sail off your mooring or in amongst the trots.

Cutting across the trots is also not allowed. The mooring trots should only be entered from the ends. This significantly reduces the risk of fouling your own prop and damaging another mooring. Any question please ask.



In the latest edition of the RYA magazine, there is a letter complaining about being charged £10 to spend the night at one of the Cardiff Bay Yacht clubs. Whilst personally I think £10 for a night on a secure, serviced pontoon is good value, this newsletter is not the place to debate the issue further. It did however remind me of a game we used to play with the children on long car journeys where they were asked to rename different properties on the Monopoly board after different holiday destinations, relatives' houses or even fast food restaurants. For a bit of light amusement this summer as you cruise the channel why not try finding an appropriate Monopoly board location for each port, harbour, marina or club you visit. To start you off, here are a few question to get you thinking

Which club is the pretentious Regent Street of the Bristol Channel? Expensive to join, expensive to visit, and not quite so attractive or desirable as the dark blue Mayfair and Park Lanes just across the bay?

Which harbour best reflect the characteristics of the orange properties such as Bow Street, Vine Street? Are they value for money or do they resemble the first place people go after getting out of jail?

Where would you place NUSC? Low cost but devalued by the quality of some of our industrial neighbours?

Which chandlers or marine service providers remind you of the "Chance" squares, where the amount that you end up paying is nearly always an unpleasant surprise?

Is there really such a place as Free Parking or even the utopian location of GO where you always feel like a winner?

Do you fear for the future of any picturesque harbour where you land every trip down channel but where the threat of a marina development will result in overcrowding and increase the cost of a visit?

For legal reasons and to ensure we don't fall out with the BCYA or nearby clubs I don't expect to publish all of the suggestions, however we will be awarding the usual prize of a years free subscription to the Pennant for any suggestions that the panel of judges find worthy.

Andrew Preece

Membership News

We currently have 155 members. This includes three new faces Rhys Tadman of the Donovan dynasty, Henry Chapman who has brought his boat, Sonatina, from Portishead and Philip Maniatt who has just bought his first boat a Colvic UFO 31 currently moored in Gosport. I am sure you will all help them settle in and enjoy NUSC.

Comments on this issue, or contributions for future issues of the Pennant can be made in person to the Editor, Andrew Preece, sent by post to the club, or by email to aquila@nusc.co.uk.