

“The Crow’s Nest”



An all round up to date view of the MYC September 2011 Edition Issue 12a (no 13)

Officers:- **President:-** Wendy Ponsford, **Commodore:-** Arthur Williams,
Vice-Commodore:- Nina Huntley, **Rear-Commodore:-** Bill Taylor
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Kate Allcott, **Rowing:-** Dave Bott, **Power Boats:-** Russ Handy, **Junior Sailing:-**
Denis Howell, **Bosun:-** John Smith, **R.Y.A. Principal:-** Gordon Parker

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The Stones

The Beachcomber

A vessel creeping into the harbour early one morning on a low water spring tide narrowly missed two large stones off the end of the harbour wall. The mystery as to how they got to be in this spot may be explained by the following yarn related recently to the writer, which you may believe or not as you see fit. Not so long ago, whilst walking along near the end of the harbour wall I noticed an elderly gentleman gazing out to sea. On approaching him I noticed that he had an earring in his ear and a weather beaten appearance, he was obviously a seafarer, and the earring perhaps indicated that he had rounded the horn in the latter days of sail? We chatted for a few minutes and I told him about the incident of the narrowly averted collision. He then began to relate the following story, told to him, he said by his grandfather about an incident that happened many years ago on that very spot! A small sailing coastal vessel had come to Barmouth to pick up amongst other things, a cargo of Welsh whiskey brewed locally at Fron Goch (The distillery near Bala later closed down in about 1910 and afterwards used as a prisoner of war camp for IRA prisoners). Having secured the cargo some large stones were loaded on board as ballast to help trim the balance before putting to sea. As the vessel was casting off it was noticed that the needle on the compass was spinning wildly and erratically and it was then realised that the stones had been stowed directly beneath the binnacle in the hold below. There had been a rumour on the quayside that these very stones had been

removed from a vessel on which a cabin boy had been crushed to death when the stones had broken loose in an extreme gale. Sailors at that time were highly superstitious and promptly wished to jettison what they believed were obviously malevolent spirits living in the stones. So on rounding the end of the wall the stones were manhandled overboard whereupon the compass immediately settled down, ceasing its wild spinning.

I gazed at the spot where the stones now lay and decided to keep an eye on my compass next time I sailed over this spot. I turned to speak to this intriguing seafarer but he had mysteriously disappeared from the harbour wall and was nowhere to be seen.

As they don't constitute a danger to navigation except if attempting an early entrance on a very low tide they are probably best left undisturbed just in case they exert some malign influence if brought ashore.

Is this a true story, I don't know, believe what you will?

The Keith & Alan Memorial Trophy 2011

Bill Taylor Rear Commodore & Race O.D.

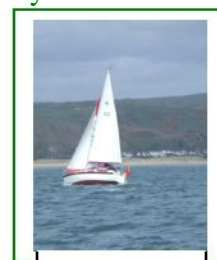
Four boats entered the race on 30th July. Cerddinen, Moody Woman, Caiman and Prairie Oyster. The course for the day was Barmouth Fairway buoy, St Patrick's buoy, Sarn y Bwlch buoy and home. There was very little wind for the start at 10.30 am when Prairie Oyster retired because of engine worries. After an hour however a 10-knot south westerly wind got the boats moving, and giving us a beat up to the first mark. Caiman having tacked through the gap in the reef was able to round the first mark before the wind died again, but Moody Woman and Cerddinen taking different courses met up a mile or so away from St Patrick's. Graham Holder, Wendy and myself would have been happy to call it a day, after being virtually stationary for a couple of hours, but Trevor was determined to get round and eventually the wait paid off because a wind came to help them both round it, but not until after 5.00pm that's 4 hours after Caiman, who also lost the wind a mile off the Bwlch buoy. Times taken at St Patrick's were used and although Llew trimaran is currently trialling to help work out a handicap, it was decided he should win the race because he would have won even with a handicap of 505, lower than any other listed boat. A very frustrating days sailing after only arriving back at dusk, but well done to Llew.

Tom O'Mara Cup 9th July 2011

Paul Roberts O.D.

A hotly contested race took place on 9th July with some skilful tactics on display, and a few cock-ups just to add interest. Six intrepid boats and their motley crews entered; Caiman (Llew single handed) Cerddinen, Moody Woman, Shamal, Thalassa and Split Decision. The race was preceded by the compound clean up which resulted in everybody being well and truly knackered. Then we realised there was no race buoy out, so yours truly as OD applying the usual subtlety and diplomacy, blagged a buoy from Dave Nevin and a mooring rope from Glyn. More later on the subject of the rope!

Following the usual briefing when little agreement was reached about anything, Gordon and I rushed out to plop the buoy in (very scientific, "what do you think Gordon, about here somewhere?") What a team, I heard somebody say we were like Nelson and Hardy or it could have been Laurel and



Shamal

With only a short delay for the buoy placement, the race began in exciting fashion with much nip-and-tuck and plenty of effing and blinding. Conditions were good, but with a lightish breeze which sorted everyone out on the downwind leg. Caiman soon flew ahead, followed by Nigel Gill in his beautiful Elan 38. After two circuits of the course, and the usual handicap corrections, Shamal was the eventual winner with Split Decision pipped into second place.

It has to be said that the temporary buoy was far from ideal on two counts – firstly no one could see it, and even I couldn't remember where it was. Secondly it had a floating rope attached with about 20 feet lying on the surface. So, as a good and caring OD and having carried out a full risk assessment, I warned all the competitors by radio before the start, to give it a wide berth when turning. In spite of this, on the second leg one boat went for the inside track, and found it around their rudder. No names here to protect the innocent, but the woman involved was rather moody. Thank goodness the Dory twins, John and Howard were able effect a rescue and recover the offending buoy.

Well-done Shamal, and I'm sure it was down to Katy's Genoa poling on the downwind leg. From where I was (ahead mostly) it looked more like pole dancing. Calm down Gordon!

Membership

Katie Alcott

Membership Secretary

The Club wishes to welcome the following new members and their families, Roger & Mary Hancock, Marcus & Judith Adams, Jon & Diane Downing, Peter Foulis and Pamela Pimpernell & Guy Bergin. We trust that they will enjoy their time as members of the MYC and avail themselves to all the facilities that it has to offer.

Seafarer's Recipes

Pakistani Curry Gravy

By Bob Davey

1 cup milk

6 tablespoons vegetable oil

14oz (400g) tin tomatoes, strained

1 teaspoon sugar

salt

Spices 1

1 tsp chilli powder

4tsps ground coriander

3 tsps turmeric

4 tsps garlic powder

Spices 2

4tsps paprika

1tsp garam masala

1 tsp dried fenugreek leaves

Mix **Spices 1** with a little of the milk into a paste, and heat oil on a low heat. Put the paste into the oil and fry gently for a few minutes, stirring once or twice. Remove from heat and cool a bit.

Liquidise the tomatoes in a blender, and stir into the fried paste. Return to the heat.

Add sugar, salt and remaining milk. Stir continuously.
When solids start to separate from the oil, add Spices 2. If the sauce is too thick, add a little more milk.
Add pre-cooked meats, chicken, vegetables or frozen seafood and simmer until ready.
Serves 4 or more but I usually double it at least, you can always freeze the gravy for later use.

Slumgullion or Ship's Stew

By Windjammer

“There ain't nothin to jaw about with this fair wind, cap'n," he argued. "We had a good trip so far. Only one man that Swede had to be put in irons for trying to kill the cook." Swede had caught the cook in the act of putting a dead cat into the slumgullion, as ship's stew is termed. Cook was holding out the salt beef for himself and pawning off the dead pussy. Taking fo'c's'le justice in his own hands Swede caught cook by the back of the neck and began to shake the liver out of him. The cook managed to get his meat cleaver and attempted to assassinate Swede. There would have been a dual murder in the galley if Bulgar and Oleson hadn't intervened in time. Father put Swede in irons for attempted murder, but we needed cook, so all that happened to him for bad conduct was forfeiture of one month's pay.” (*Cradle of the Deep*, Joan Lowell, 1920)

Ingredients

4lb salted beef, ¼pt beef stock or beer, 2 bay leaves, 2 cloves garlic, 2tbls chopped parsley, 1 tsp thyme, 8 black peppercorns, 8 crushed juniper berries, 2 small onions studded with 2 cloves in each, 2 sticks celery, 8 med onions peeled and quartered, 8 med carrots quartered, 4 med potatoes peeled and halved.

Method

Put the beef, herbs, cloved onions and celery sticks in a pressure cooker and pour over the stock or beer and enough fresh, cold water to cover. Bring to the boil, uncovered, and remove any scum from the surface. Cover and cook according to the manufacturer's instructions for 1 hour 10 minutes, then release the steam slowly Remove the beef and set aside. Strain the liquid and return to the pressure cooker along with the remainder of the vegetables. Cook on high pressure for a further 6 minutes release the pressure. Transfer the beef to a heated serving dish and surround it with the vegetables. Hand round the stock separately; dumplings make a nice addition to this dish.

Courses

Gordon Parker RYA Principal

Merioneth Sailing Club has for many years held winter RYA Day Skipper theory courses, which have proved popular and are considered essential for basic safe and competent sailing especially when perhaps young family members are involved. We are taking bookings now for this winter season; if interested please phone Gordon Parker on 01490460577 or Wendy Ponsford (Club President) on 07799125592.....From the spring of 2012 the club hopes to offer Practical courses at Day Skipper and Coastal Skipper/Yacht Master level (own boat 5 day tuition at competitive rates).if interested please phone one of the above numbers.

Power Boat

Russ Handy

Senior Power Boat Instructor

A number of RYA powerboat courses are available for the following dates 24th/25th September, 15th/16th October and the 22nd/23rd October 2011.....if interested contact Russ Handy on 07810448839 or Wendy Ponsford on 077990125592

Compound Interest 4

John Smith

Bosun

Clean up day on September 18th went very well despite the weather and a big thank you to all those who came along and gave their time. It was a great turnout and loads of sand and rubbish were disposed of. Thanks also to the club for the lunch of burghers and sausages eaten in the refined elegance of the boat shed!

Nautical Terms in Common Usage

From a suggestion by Geoff Bolton

As the Crow Flies -

When lost or unsure of their position in coastal waters, ships would release a caged crow. The crow would fly straight towards the nearest land thus giving the vessel some sort of a navigational fix. The tallest lookout platform on a ship came to be known as the “**Crow's nest**”.

Leeway -

The weather side of a ship is the side from which the wind is blowing. The Lee side is the side of the ship sheltered from the wind. A lee shore is a shore that is downwind of a ship. If a ship does not have enough “**leeway**” it is in danger of being driven onto the shore.

Windfall -

A sudden unexpected rush of wind from a mountainous shore, which allowed a ship more leeway.

Over the Barrel -

The most common method of punishment aboard ship was flogging. The unfortunate sailor was tied to a grating, a mast or **over the barrel** of a deck cannon.

To Know the Ropes -

There were miles and miles of cordage in the rigging of a square rigged ship. The only way of keeping track of and knowing the function of all of these lines was to know where they were located. It took an experienced seaman to **know the ropes**.

Dressing Down -

Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called “**dressing down**”. An officer or sailor who was reprimanded or scolded received a “**dressing down**.”

Footloose -

The bottom portion of a sail is called the foot. If it is not secured, it is **footloose** and it dances randomly in the wind.

More next time

The Hundred Club

By John Puddle Treasurer

The the August winner of the Hundred was Nicola Ponsford and the September winner was Arthur Williams they have received a cheque for £75. Congratulations to them both.

The 100 Club is slowly increasing regarding membership but in order to increase the number of monthly prizes more members are needed. If you like a little “flutter” with great odds and help the club financially at the same time, why not join.

Anyone wishing to join please contact John Puddle, on 01341 280 602 units are £5.

Help

Wendy Ponsford
President

Can any one help – one of the hand held radios belonging to the club is still missing from the boat shed. Has anyone seen it or maybe borrowed it?

They are expensive and we just cannot afford to loose one. The radio is an icom.

Thanks

Skippers of Cruising Yachts

Bill Taylor
Rear-Commodore

Would all skippers of MYC boats that join in the club racing in 2011 please look through the list of handicaps, which I have updated using the 2011 Cruiser PY List of Portsmouth numbers listed on the RYA website. There are copies, which explain how they are worked out, in the handicap file, racing file and also a copy pinned to the notice board. If after checking the working out, any skipper is unhappy with their handicap, or there are no handicaps listed then please contact me.

AGM October 15th 2011

Salmon Williams.
Hon Secretary.

Just a reminder that this year’s Yacht Club AGM is approaching. It will be held at the club on Saturday, 15th. October when all officers for next year will be consolidated. The usual Notice together with year’s minutes will be forwarded shortly. However, it is known that the post of Membership Secretary will become vacant. Should anyone be interested in this post and, is unable present his/her name on the poster that will be displayed in the club, is invited to reply to this Email and have his/her name appended on the poster. You will however, be reminded that you need to seek your own proposer and seconder and also sign the poster against these details before the procedure is validated.

Diary

Quiz & Supper

Thursday 22nd September

Open Mike Evening

Friday 23rd September

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Monthly Dinner £8.50

Saturday 24th September

Autumn Vegetable Soup

Chicken stuffed with Cheese wrapped in Bacon

Seasonal vegetables

Variety desserts

Bingo & Sandwiches

Thursday 29th September

Quiz & Supper

Thursday 6th October

Open Mike Evening

Friday 7th October

Bingo & Sandwiches

Thursday 13th October

MYC AGM & Buffet

Saturday 15th October 1900 hours

Quiz & Supper

Thursday 20th October

Open Mike Evening

Friday 21st October

Bingo & Sandwiches

Thursday 27th October

Annual Dinner & Dance

Min-y-Mor Hotel

Saturday 29th October 19.00 hours

Quiz & Supper

Thursday 3rd November

Open Mike Evening

Friday 4th November



Bingo & Sandwiches
Thursday 10th November

Alma's Famous Tasty Savoury Faggot Supper
Saturday 12th November

Quiz & Supper
Thursday 17th November

Open Mike Evening
Friday 18th November

Bingo & Sandwiches
Thursday 24th November

Other Dates For Your Diary

Club Christmas Dinner
Saturday 3rd December

Children's Christmas Party
Saturday 17th December 12.30 hours



To Let

Morning Tide

Holiday let: 3 bedroom waterfront cottage overlooking Cleddau estuary at Burton Ferry, Pembrokeshire. All-tide boat launch. Moorings available. Easy walk to good pub. morningtide@gkite.plus.com 01352 741 625



For Sale

Gull Dinghy Needs a little attention and some TLC.

It has sails, tiller, rudder and launching trailer but no road trailer. Ashore in the compound. £250.

Anyone interested please contact Arthur Williams, Commodore.

Member's Note

The club has for member's use a "Wayfarer", if you fancy trying to sail then this is for you. Informal help and advice is available, again from the Commodore.

For articles or sales please contact Barry Rampton 01341 280 398 email:-

barb.barry@btopenworld.com
bulletin editor with any news for the December newsheet

THE CLUB NEEDS TO BE USED
please support it when you can.

There is no charge for inclusion here but if you were successful selling your item through the Newsletter a small donation to the Club would be very welcome.
