



MOUNT'S BAY LUGGER ASSOCIATION

MOUNT'S BAY LUGGER ASSOCIATION NEWSLETTER JANUARY 2014

Dates for your Diary – WINTER EVENTS

Annual dinner: Saturday 18 January at the Yacht Inn Penzance. Book your place with Mike Halse Tel:01736 366600 mob:077703 938443 Or alternatively Mark Mitchell Tel: 07766 913836. The dinner is timed as 7:30pm for 8:00pm. Max number is forty five ish, get your bookings in asap. The menu is below - state your choice when booking. The cost per person is £18.95 payment can be made by bank transfer, cheque or cash. Cheques made payable to the Mounts Bay Lugger Association. Bank Transfer must be to the HSBC Penzance branch, sort code 40-36-13, account number 91415484, account title Mounts Bay Lugger Association, with the members name as reference. If any member or guest has any special dietary needs please let Mike Halse or Mark Michell know when booking as this can be catered for. Also please note the chicken dish will be wheat free

MENU

Winter root vegetable soup with lentils

or

Chick liver pate, red onion marmalade, warm toasted ciabatta

or

Plump prawn and crayfish cocktail

Cornish loin of pork stuffed with apricot and thyme stuffing, Cider gravy

Or

Pan roast Chicken stuffed with Cornish brie on a herby mash with cranberry Jus

Or

Mango and brie filo parcel on curried vegetables (Vegetarian)

All served with fresh seasonal vegetables and potatoes unless stated

Hot Apple and cinnamon, calvados pie with Cornish clotted cream

or

Chef's chocolate profiteroles

or

Cream orange syllabub with shortbread biscuit

The following events will take place in the Yacht Inn, Penzance.

Lugger Race evening: Saturday 1 March 2014 Penzance Sailing Club Clubhouse – Date and Time to be confirmed

Lugger skills evenings on Tuesday 18 February 2014 and Thursday 20 March both commence at 7.30pm. at The Yacht Inn, Penzance

AGM: Wednesday 12 March 2014 at 7.30pm for 8.00pm at The Yacht Inn Penzance.

Nominations for election to the Executive Committee and any other business items should be sent in writing to the secretary Neil Mills by 1st March.

Members are reminded that the annual subscription of £20 becomes due at the AGM. However, Those who joined after 1 September 2013 are covered through to March 2014.

Notes from the Chairman

As yet another year comes to a close, I would like to take this opportunity to wish all members a very happy New Year and great sailing in 2014. Looking back over the 2013 season, all in all it has not been a bad year. With the new keel fitted and all made good by the skill of Andrew Massey and the Stirling management of Mike Tudor not to mention all those who gave up there time to move things , paint things and generally sort everything out the sailing season got off to a good start. Once again we failed to get round to St. Ives for the Boats In The Bay festival which was held in September, this as with other years was due in short to bad weather. The Scilly Islands are a popular cruising ground for the Happy Return and this year we planned five cruises to the islands, of which we managed to achieve four very good trips.

On behalf of the entire membership I would like to thank John Tellam and all his team for such hard work in making the Newlyn fish festival such a success. This single event is one of our most important sources of funding for the upkeep of the Happy Return, and without their efforts we would be sadly lacking.

As in past years the sailing season passes so very fast, one moment we are commissioning in April and the next it is all over and packing away. So everyone who sailed this year I trust that you enjoyed every moment of it and to those who missed out please book you sails in plenty of time in 2014. Don't think, I will get round to it then forget. We will be writing the programme early in the new-year so if you have any ideas please forward to Peter May or myself. Hopefully I will see you at one of the lugger skill evenings or at the annual dinner on the 18th of January.

The annual maintenance to Happy Return will commence on Saturday 4 January and from then on every Saturday meeting at approximately 11.00am. If you are able to spare some time on a Saturday to help with this work, please contact John van der Hoff tel: 01736 786349 mob:07775607574 to arrange. All assistance will be greatly

Did you know we now have a Face Book page why not go on line and have a look you may like to put some of your sailing experiences on it for all to read?

AMERICA'S CUP RACING IN THE CARIBBEAN

The Caribbean Island of St Maarten is the home now of four 12 metre America's Cup racing yachts, Stars and Strips, Canada 11 and True North 1 and 1v. Stars and Strips was the yacht which Dennis Conner wrestled the cup back from Australia to America, All these 12 metres were built to challenge Australia for the cup with the preliminary races and the final race off were held at Freemantle Western Australia in 1987. This was the last time the America's Cup was contested with 12 metre yachts.

The yachts have been kept as near authentic as possible, there is no luxury they are out and out racing machines but there have been slight modifications to ensure crew safety. Now there are three permanent crew members, the remainder of the crew is made up with enthusiasts wishing to sail on an America's Cup yacht. It was my third time sailing these 12 metre yachts. Each person making up the crew is allocated a job before embarking on the yacht, my job was on the mainsheet winch. We were then taken out to the yachts by a launch and climbed aboard the

chosen 12 metre, mine was Star & Stripes. As soon as you step aboard you are aware of the immense power of these yachts; you are sailing on a true racing thoroughbred. You are given instruction by the crew on the operation of your particular winch, as are the rest of the crew stationed on the various winches, the jib is unfurled the main sheeted in and you are off for a few practice runs of tacking, gibing, reaching and running, the speed and power of these yachts is truly breath taking.

Finally you sail up to the start line for the race; we were racing against Canada 11. We had a short taking duel on the line then the horn sounded for the start of the race and we were off. We had a poor start and were trailing behind Canada 11 but by the time we reached the windward mark we had a slight lead, our 12 pointed higher and was faster on the wind, rounding the mark we the had a down wind sail back to the start line and we were quickly overhauled and passed by Canada 11 she was faster down wind! She looked a picture as she sailed past with all her sail up and pulling in 20 knots of wind. At the start line we rounded the mark trailing and set about overhauling our rival and trying to put as much distance as we could between us as the final leg was down wind and we were the slower boat down wind. At the mark we had we hoped a sufficient lead to offset our opponents superior down wind speed. We rounded the mark and eased sheets and aching arms! We briefly relaxed then back to full concentration as we constantly adjusted the jib and main sheets to squeeze the last knot of speed out of her. Looking ahead for the finishing line and anxiously behind to see our opponents closing up on us. They drew up almost along side as we both dashed the final yards for the line, we crossed first by a whisker. Three hours of high speed sailing had just flown by!

We were taken off by motor launch and returned to base to be welcomed by a very nice rum punch for both winning and loosing crews, what a pleasant way to finish a sail!!

SOME SALTY TALES & NAUTICAL EXPRESSIONS (By John van der Hoff)

You need to be familiar with when you next sail on Happy Return:

“SHOW A LEG” In the British Navy of King George III, many sailor’s wives accompanied them on long voyages. This practice caused a multitude of problems (I can’t for the life of me think what) , but some ingenious Bosun solved one problem that tended to make reveille a hazardous event: that of distinguishing which bunks held males and which held females. To avoid dragging the wrong “mates” out of the rack, the Bosun asked all to “show a leg”. If the leg shown was adorned with silk, the owner was allowed to continue sleeping. If the leg was hairy and tattooed, the owner was forced to “turn to”. In today’s Navy, showing a leg is a signal to the Petty Officer that you are awake and have heard the call.

“KNOT” The term “knot”, or Nautical Mile, is used worldwide to denote a vessel’s speed through the water. Today we measure knots with electronic instruments, but 200 years ago such devices were unknown. Ingenious mariners devised a speed measuring device both easy to use and reliable: the “log line”. From that device we get the term “knot”. The log line was a length of twine marked at 47.33 foot intervals by coloured knots. At one end was fastened a log chip; it was shaped like the sector of a circle and weighted at the rounded end with lead. When thrown over the stern, the log chip was floated pointing upward and remained relatively stationary. To measure the ship’s speed, a sailor would throw the log line over the stern and allow it to run free over the side for 28 seconds before hauling it aboard. He then counted the knots that had passed over the side to determine the ship’s speed.

“HORSE LATITUDES” The words of Samuel Taylor Coleridge, “Idle as a painted ship upon a painted ocean” well describe a sailing ship’s situation when it entered the horse latitudes. Located near the West Indies between 30 and 40 degrees North latitude, these waters were noted for

unfavorable winds that becalmed cattle ships headed from Europe to America.

Often ships carrying horses would have to cast several overboard to conserve drinking water for the crew while the ship rode out the unfavorable winds. Because so many horses and other cattle were sacrificed, the area became known as the "horse latitudes". Please submit your suggestions for what/who should be slung over the side when we are becalmed off Scilly within sight of the pub.

"DOG WATCH" Dog watch is the name given to the 1600-1800 and 1800-2000 watches aboard ship. The 1600-2000 4 hour watch was originally split to prevent men from always having to stand the same watches daily. As a result, sailors dodge the same daily routine, hence they are dodging the watch or standing the dog watch.

And now one of my favourite anecdotes:

"WALLOP" Admiral Wallop of King Henry VIII's navy gained notoriety after he and his ships were sent to the French coast to retaliate for the burning of Brighton. He so thoroughly destroyed the enemy that his name now indicates a mighty blow. Wallop's motto: "A pint and a fight, a great Saturday night."

And finally:

RELIGIOUS REFERENCE: The salute to the quarterdeck that a sailor makes when coming aboard has its origin in the time when a crucifix hung there. Some fishermen will stay ashore for the day if they meet a priest or nun on the way to the harbour. In the Faroe Islands, whalers believe that their prey will get away if a boat with a minister of the church aboard sails between them and the shore. I would want to get away too if it was the other sort of minister.

Even reading aloud or quoting phrases from the Bible at sea carries a terrible risk, except during a burial. In 1701, on the flagship "*Association*", of Admiral Sir Cloudesley Shovell, a condemned sailor shouted the words of the 109th Psalm: "May his days be few, may another seize his goods. May his children be fatherless, and his wife a widow. Let there be none to extend kindness to him".

Later that same year the "*Association*" and 2 other ships of the fleet sank off Scilly with the loss of 200 men. According to legend, Sir Cloudesley, the man who had passed sentence on the sailor, was washed ashore unconscious, and buried alive. On her deathbed, a woman confessed that she murdered the admiral after finding him on the beach and hacking off his fingers to obtain the rings he wore.

On that happy note I will wish you all a Joyful New Year. I look forward to seeing you all on Happy Return in 2014

Contact Details:

Please forward anything you consider might be of interest to our members to the secretary Neil Mills, e-mail neilmills2@talktalk.net

Please address all membership applications and renewals to David Keast, 21, St. Golder Road, Newlyn, Penzance, and Cornwall, TR18 5QW. E-mail david.keast@btinternet.com **Also let him know any change of contact details**