



LYDNEY YACHT CLUB
SIGNAL MAGAZINE 15
DECEMBER 2025

Commodores Report

We had a fantastic AGM with a great turn out and thanks so much to all those who attended.

This year, Mike Woodward will be stepping down as a trustee and I would like to give him and John Christie a vote of thanks for being there all these years and putting our 2008 lease with the EA in place. John will be staying on, and we have now elected Eric Witheridge and Alan Keef as our new trustees, so thanks very much to them for stepping up.



The compound is looking amazing thanks to our brilliant yard team, headed up by Dave, Will and Phil, and assisted by many others. We are now open for expanding the team who are certified for boat moving. If you are interested in joining this team please speak to Phil, Dave or Will who will hopefully arrange for some initial training.

If boat movements are happening and you are on site but not a direct member of the team, please *please* get yourself either outside the gate or on the club balcony. People wandering about will stress the team out massively and they can't get on with the job. Please get to one of those places where no one has to worry about you. Equally, if you are the skipper of the boat being moved please work with the team to ensure you are happy at all times with what is happening, and if not make sure you can manage if the boat is put back in the water. As the team are volunteers they cannot be held responsible if damage is done and if that happens we hope you will be happy to claim on your own insurance rather than burdening the club with the stress and possible financial implications of a claim.

Health and safety is something I should pay more attention to as I bashed my face up falling off our new dinghy park and onto the slipway after a few glasses of wine. No harm done and now all healing nicely, I've still got all my teeth and a good nose so it's all good. There's a lesson in there somewhere but I'm still thinking about it.

Thanks so much to everyone who has helped in any way with the compound redesign, Jim with his theodolite, Wayne for lending his digger, Barney with his skillage and the boat owners, who have been supportive of the redesign.

Now we're looking forward to our Christmas do on 28th November and some festive fun, otherwise Friday evenings.

Hope to see you there!

Annabel

Lydney Yacht Club

Our cruisers have all come home for the winter season. They have spent the summer on various cruises far and wide. We have had several boats going as far as Scotland, the Isles of Scilly, Ireland, The Algarve, Portugal, along the south coast to Falmouth. It has been a good year. Read all about some of the cruises in our Signal Magazines.



The boats came home to a club compound that has had a lot of work done to it with a new second hand boat lift to get the boats in and out of the water. By next year we will have room for even more boats.

We are all looking forward to next years sailing season with the possibility of new members joining our club.

New members will get the chance to crew for our members or our members can crew for new members which from which they will gain valuable local knowledge and get to belong to a friendly go ahead sailing club.



We have also got a very active dinghy sailing section and are hoping to attract younger members to our club. Our dinghies do trips all along the Estuary and regularly camp out in some real nice places besides having races.

Not to forget our social side with a good clubhouse in which we meet every Friday evening for a drink at the bar and a chat. Once a month we have a meeting with something special happening such as Hogmanay, Halloween, Christmas, New year to name

but a few. Food is available quite often produced or supervised by our Secretary Paul Hayes who was in the catering trade and produces some good food.

For membership details please go to our website.



Considering becoming a member?



Come down to the club on a Friday evening. If it's a family affair then bring the family down, it's always good to meet potential members.

If of course you've been down then by all means download the attached Membership forms and the associated documentation, fill it in and send it to the address on the form. Just wait a few weeks until the application goes before the committee and they will get back to you. We look forward to having you aboard!!!

All new membership applications need to be proposed and seconded by a current member of Lydney Yacht Club (LYC). This can be completed after you have submitted your application. Each application for membership will be considered by the LYC Committee.

Membership Category:

ADULT MEMBERSHIP – Being a person who, at the date of election as a member of LYC, shall have attained the age of 18 years and is not in full-time education.

SPOUSE/COHABITING PARTNER – An adult who resides full-time at the same address as the main member

FAMILY MEMBERSHIP - Being a person who, at the date of election as a member of LYC, shall have attained the age of 18 years together with their cohabiting partner and any child or children of the family who are under the age of 16 or are under the age of 21 if in full-time education.

CADET MEMBERSHIP - Being a person who, at the date of election as a member of LYC, is between the ages of 16 and 18 years.

YOUNG ADULT MEMBERSHIP - Being a person who, at the date of election as a member of LYC, is over the age of 18 years and under the age of 21 years, and is in full-time education.

Main Adult Member £70

Spouse/Partner £85

Family Membership £85

Cadet/Young Adult Member £20



Considering becoming a member?



Annual Membership Fees: Once your application for membership has been approved, a payment request will be issued to you (usually by email) and this will provide you with all the relevant payment details. Our preferred method of payment is online bank transfer. Online payments must include the reference number as shown on the payment request, otherwise we may not be able to reconcile your payment. Payment may also be made by cheque, payable to Lydney Yacht Club and posted to the membership secretary.

Joining Fee payable by all new members £20

Approval Process: Once your application is received, it will be displayed on the Club's notice board for 7 days (personal contact details are not displayed) to give an opportunity for current members to see and pass any comments to the committee for discussion. Your application is then reviewed at the next committee meeting. In the meantime, we would encourage you to join in with sailing and social activities as a guest, to enable you to get to know the club and for us to get to know you.

Parents/guardians of children, Cadet and Young Adult members must sign to confirm the following undertaking: "I understand that parents/guardians have sole responsibility for their children/wards and must appreciate that the Club cannot be expected to exercise supervision or control whilst sailing or ashore at the Club." Parent/Guardian's signature: Date:

Approval Process: Once your application is received, it will be displayed on the Club's notice board for 7 days (personal contact details are not displayed) to give an opportunity for current members to see and pass any comments to the committee for discussion. Your application is then reviewed at the next committee meeting. In the meantime, we would encourage you to join in with sailing and social activities as a guest, to enable you to get to know the club and for us to get to know you.

Please go to our website for further information

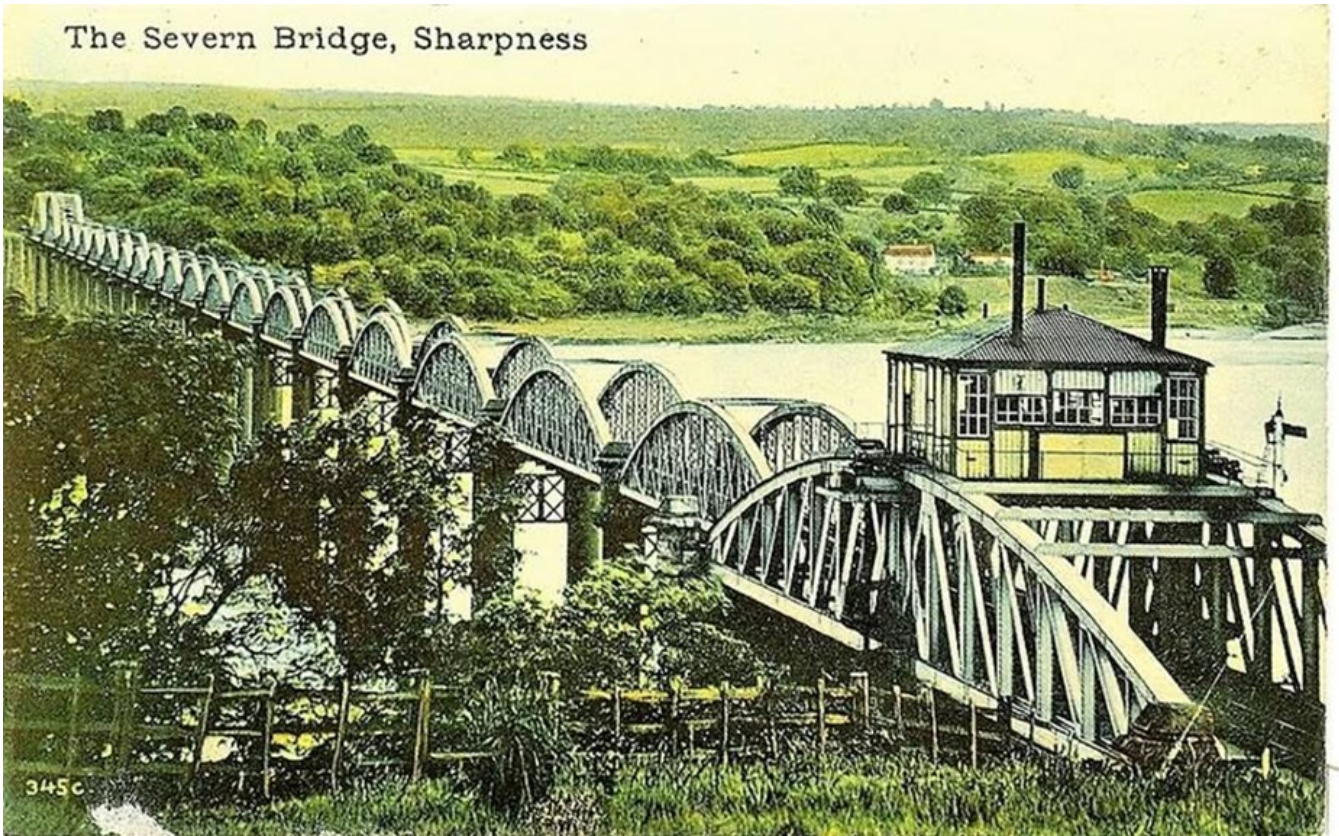
[Membership – Lydney Yacht Club](#)

Or find us on Facebook

[Lydney Sailors | Facebook](#)



The Severn Bridge, Sharpness



On the night of Tuesday 25 October 1960 - 16 vessels, many carrying cargos of oil from Swansea or petrol from Avonmouth, were heading up the Severn aiming to enter Sharpness Harbour on the late tide.

At 9.15pm, about a mile before Sharpness, they encountered a very dense fog rolling off the Berkeley bank.

Trying to find the harbour entrance while avoiding collision with other vessels, two of the tankers drifted past Sharpness and found themselves half a mile upstream where the river narrows and the tide flows faster.

They were the Arkendale H and the Wastdale H, both owned by John Harker Ltd. The Wastdale was carrying a cargo of 350 tons of petrol, the Arkendale a similar quantity of heating oil.

It was now gone 10pm and both vessels were battling against the strong tide to regain the harbour entrance. The fog was so dense that they were just yards apart when they saw each other.

At about 10.20, their bows touched and the two vessels were immediately sucked together along their entire length. Unable to draw apart, they were spun clockwise and driven upriver by the tide where, minutes later, they collided with the 17th pier of the Severn Railway Bridge, sending it flying into the river.

The two spans supported by the pier, crashed onto the tankers below. A spark ignited the petrol that was now pouring from the damaged Wastdale and soon the whole river was a mass of flames as oil from the Arkendale added to the conflagration.

Fortunately, the last train of the day had passed over the bridge just a few minutes before the accident. It was a close run thing.

By the time the train reached Sharpness, the bridge was no longer intact. The two tankers, dragging several hundred feet of railway line were brought to a halt on a sandbank just above the bridge.

Cries for help

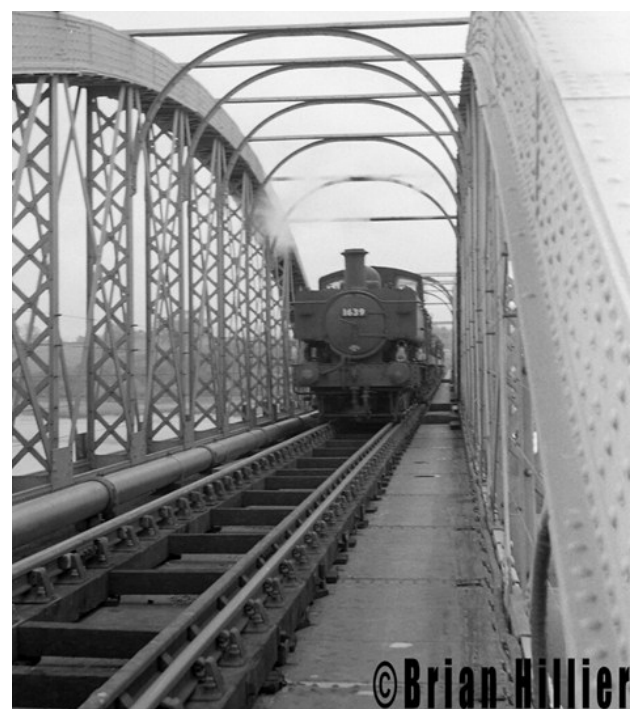
In the water the crew were swept upstream by the tide and their cries for help could be heard from both banks. Disoriented by the swirling waters it was over an hour before one of them, George Thompson - captain of the Arkendale, managed to swim to the bank at Awre.

About an hour later, carried back down river by the ebbing tide, a second, Jim Dew - captain of the Wastdale, reached the Forest shore near the bridge and presented himself naked at a local pub.

Several local boatmen told the police it was too dangerous to launch a dinghy and more substantial rescue craft were trapped inside harbour gates by the falling tide. But despite the dangers, on each bank there were brave men who launched small rowing boats in search of survivors.

On the Forest side, father and son Walter and Mike Cadogan from Awre, and Brian Price and Lemuel Gardiner, from Lydney, searched in vain. But Tommy Carter and Charles Henderson, setting off from the eastern bank, rowed right across the river to a point below the bridge where they heard the cries of Jack Cooper, the engineer on the Arkendale, whom they rescued and carried safely to Lydney harbour.

The five other crew members did not survive and it was many days before all their bodies were retrieved.





Officers and Committee:

President
Commodore
Vice Commodore
Rear Commodore
Treasurer
Hon. Secretary

Dave Philips
Annabel Dance
Ade Borrelli
Phil Davies
Jim Robinson
Paul Hayes

General committee:

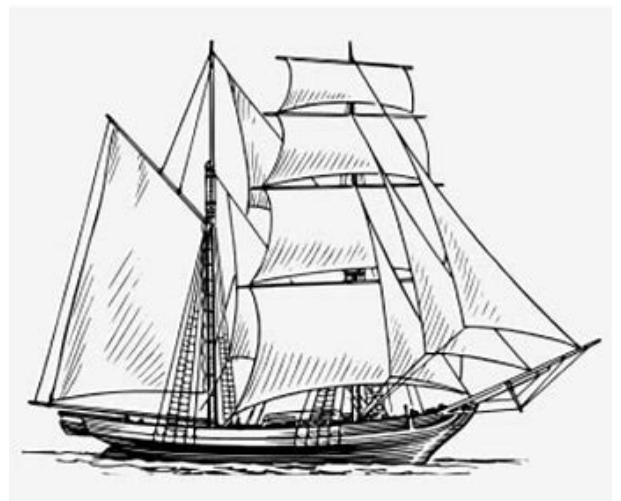
Bar manager
Sailing Secretary
General Committee
and retiring Commodore
Membership Secretary
Social Secretary

John Fright
Eric Witheridge
John Fright/Dave Phillips
Jo Phillips
Gill Mellor
Tim Nutting
Mike Morris
Will Gissing

LYC Quiz (Answers on page 14 & 15)



- 1 If you don't offload your cargo within the specified time limit you agreed to, what's the D-word for the fee you'll be charged by the shipping line?
- 2 If you get on the Maid of the Mist boat tour at Observation Tower, you are in which U.S. State Park to look at its namesake natural spectacle?
- 3 Don't worry, it can't suck your blood! A line that runs under the back edge of a modern mainsail shares what name with a parasitic animal?
- 4 These boats become more stable the further apart the twin hulls are. Derived from Tamil, what is the name of these vessels that are first known to have appeared in 1662?
- 5 What's the term for the person who sells (and often delivers) supplies, groceries, and parts to a ship at sea? (Hint: It's also the first name of a sarcastic "Friends" character, but he worked in advertising, not maritime merchantry).
- 6 The adage "A rising tide lifts all boats" is frequently attributed to what U.S. President, who did not coin the phrase, but did use it famously in a 1963 speech?
- 7 Pollywogs appear before King Neptune and his court to become shellbacks in a weird, unofficial U.S. Navy ceremony commemorating a sailor's first official crossing of what imaginary line?
- 8 What "B" boating company, based out of Mettawa, Illinois, makes the Mercury boat engines? The name is the same as, but unrelated to, a Canadian province and a bowling company.
- 9 Which type of wooden boat, a cultural symbol of the Indian region of Kashmir, has a name which is an anagram of the name of a Colombian singer born in 1977? (Hint: The location of the consonants is the same in both names.)
- 10 What "P" side of a boat refers to the left-hand area of that boat? It is a word that can also be to describe a city with a harbor.
- 11 Which term describes a "pleasure boat" with a flat bottom equipped with tubes that keep it afloat? (Hint: A catamaran is one example)
- 12 What term is used for the pointed part of an anchor that is designed to catch in the seabed?



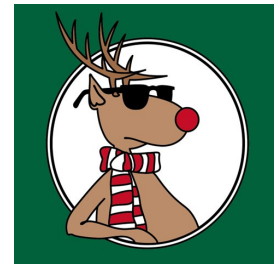
For sale



Macwester 26 Good inboard diesel engine	£2000.00 O.N.O.
Achilles 24ft Roller reefing, outboard	Price to be agreed
Achilles 24ft outboard	Price to be agreed
Honda 7.5HP four stroke longshaft outboard	£490.00 O.N.O.
Mariner 4hp four stroke saildrive outboard, Just been serviced	£385.00
Tohatsu remote control lever with key	£120.00

Offers and viewing. Contact Norman 07836560511

Contact the Editor



The next Signal Magazine will be going out at the end of March 2026. Support for the Signal is building with members promising articles. I still need your support however to make this interesting so please keep sending me anything interesting or funny and I will try and fit it in somewhere. My thanks to all who have supported me with this Signal Magazine. Also thanks to all who send me articles so keep them coming.

Your articles can be anything to do with boating like near misses, funny stories or jokes, or trips you would like to do and invite discussion on.

Some of you must have things you want to sell or get rid of so give me the details and I will put it in the next issue. This also applies to me when I can get into the darkest reaches of my garage. I have quite a lot of nautical stuff. We have boats for sale here and down at St Pierre Pill and some going for a reasonable price so anyone interested please get in touch and I will pass on the details.

Thanks Norman Price So please write, email, text or whatsapp me

Emails to normanp.price@live.co.uk

Ring or text to 07836560511

LYDNEY SKIFF PROJECT



The Lydney Skiff Project is being founded to inspire volunteers, to raise the funds to buy the Skiff kit, to build the Skiff and to row and then perhaps to compete with the large number of other Skiffs that are now in existence in the UK.

Early days

By the early seventies Avonmouth and the newly opened Royal Portbury Dock had taken away most of the shipping in Bristol Harbour, I think only the sand boats were left. The City Council proposed to fill in the harbour and build office blocks.

Office blocks were a big thing in Bristol, the centre was full of empty office blocks, increasing year on year in value without anybody lifting a finger. Of course there was much protest, some in the form of the formation of the Bristol Harbour Festival.

A special affordable harbour fee was set for the weekend in return for a (very small) commemorative brass plaque. All clubs along the channel were invited.

The response was good, boats from Barry to Birmingham took part, mostly motor boats, but a fair sprinkling of sailing yachts and even a few dinghies. For those downstream of Bristol the journey was simple, follow the tide up and back for the return.

For those upstream of Bristol it must have been the most cumbersome way of travelling to Bristol possible. We used to leave The Pill as late as possible and drop down to Portishead – there is an anchorage between the Avon and Portishead, but it is rather exposed. We anchored in front of the lock gates in Portishead with the enormous wooden pier built for Campbell steamers on the right and ‘the hole’ on our left. A gloomy place at low water. When the water returned we made our way to the mouth of the Avon, slowly, because the lock at the Cumberland Basin would not open until H.W. So we stopped at Pill where there was a pub. In those days children were not allowed inside the pub, so they were sent out to explore Pill where they got into some skirmish with the local kids.

An alternative was Sea Mills on the other side, a bit nearer Bristol, a curious place, said to have been used by the Romans. Eventually we reached the Cumberland Basin and found our allotted berth. We had been given a little poster to display where we came from etc.

Near us was a motor boat with some fresh damage to the port bow. We asked them what happened and they told us they had come from Birmingham via the Sharpness Canal and were crossing from the south side of the Severn to the north side, when suddenly this black buoy jumped up at them. This is not as preposterous as it sounds. The Counts buoy keeps shipping off the large group of rocks to the south of it. In those days it consisted of a black hexagonal platform about 8 foot across, onto this a large churchbell was mounted upside down. To the side of this was a cannon, which fired a wooden plug at the rim of the bell, creating a mournful sound and causing all the birds to fly up. I have forgotten how long the interval was but long enough for the birds to settle again.

Early days

Anybody that had not seen this ingenious arrangement would be tempted to have a closer look and the outgoing tide would push the boat onto the buoy.

One year the organisers had included a wine festival at the same time, which I feel, got a little out of hand as until deep into the night the P.A. announced 'this festival is now closed, please take your bottles and go home'

One man in a large motorboat from Cardiff stood out by barking orders at his wife and daughters. Later, while we were milling around in the Cumberland Basin for the return this same chap barged through all the boats claiming urgent business in Cardiff. This was before the barrage was built and the approach to Cardiff dried at half tide, so he may have had a point. He achieved Pole position and we were not sorry to see him speed off down the Avon. We followed slowly, the Avon Gorge is very beautiful and probably the highlight of the trip.



At the mouth of the Avon a little attention is needed, a large mud bank lies in front and the deep channel turns sharply towards the Avonmouth dock. No warning was needed on this occasion as on top of the mud-bank, now entirely out of the water, was perched our noisy motor boatman, presumably having some difficulty explaining this feat of seamanship to his family. Our friendly waves were ignored and we continued homewards.

Eventually the effort involved in getting there outweighed the pleasure of being there, but I still think of it as one of the best trips we made.

By Hugh Jansen CDYC

LYC Quiz Answers



- 1 If you don't offload your cargo within the specified time limit you agreed to, what's the D-word for the fee you'll be charged by the shipping line?

Answer: Demurrage

- 2 If you get on the Maid of the Mist boat tour at Observation Tower, you are in which U.S. State Park to look at its namesake natural spectacle?

Answer: Niagara Falls State Park

- 3 Don't worry, it can't suck your blood! A line that runs under the back edge of a modern mainsail shares what name with a parasitic animal?

Answer: Leech

- 4 These boats become more stable the further apart the twin hulls are. Derived from Tamil, what is the name of these vessels that are first known to have appeared in 1662?

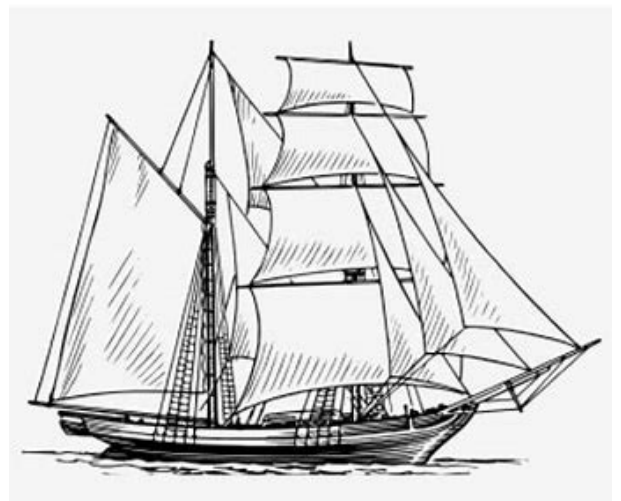
Answer: Catamaran

- 5 What's the term for the person who sells (and often delivers) supplies, groceries, and parts to a ship at sea? (Hint: It's also the first name of a sarcastic "Friends" character, but he worked in advertising, not maritime merchantry).

Answer: Chandler

- 6 The adage "A rising tide lifts all boats" is frequently attributed to what U.S. President, who did not coin the phrase, but did use it famously in a 1963 speech?

Answer: John F. Kennedy



LYC Quiz Answer (Cont)

- 7 Pollywogs appear before King Neptune and his court to become shellbacks in a weird, unofficial U.S. Navy ceremony commemorating a sailor's first official crossing of what imaginary line?



Answer: Equator

- 8 What “B” boating company, based out of Mettawa, Illinois, makes the Mercury boat engines? The name is the same as, but unrelated to, a Canadian province and a bowling company.

Answer: Brunswick

- 9 Which type of wooden boat, a cultural symbol of the Indian region of Kashmir, has a name which is an anagram of the name of a Colombian singer born in 1977? (Hint: The location of the consonants is the same in both names.)

Answer: Shikara

- 10 What “P” side of a boat refers to the left-hand area of that boat? It is a word that can also be to describe a city with a harbor.

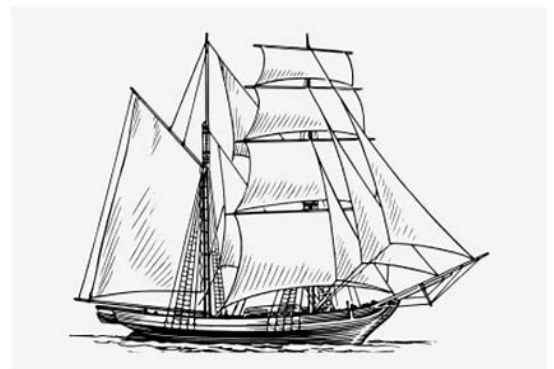
Answer: port side

- 11 Which term describes a “pleasure boat” with a flat bottom equipped with tubes that keep it afloat? (Hint: A catamaran is one example)

Answer: Pontoon

- 12 What term is used for the pointed part of an anchor that is designed to catch in the seabed?

Answer: Fluke





About Hips Social

Hips Social is a family-run coffee shop and eatery within Lydney, in the Forest of Dean.

Here you will find carefully sourced coffee crafted by our trained baristas, a counter full of homemade cakes and doughnuts, as well as breakfast and lunch menus that focus on using local seasonal produce.

Alongside good food and good company, the Hips team also produces a wide range of online content too, covering all things on the coffee scene, from guides on how to make the ultimate cappuccino to reviews on the latest kit and tech driving the industry forward.

We care about good food, great coffee, and better relationships.



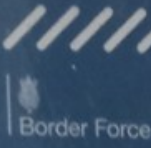


Easy canoeing on Saturday. 11th October 2025 No wind to speak of so a paddle to Newnham and back on a 8.6 m ride.

Stephen Cullis



In case anyone is going to join in the mass movement of imported people, this is to let you know how the law stands on the issue

 **Coming to the UK as a visitor** 

You must call this number +44(0)1275 473757 (Border Force Bristol) before you disembark the vessel.

You do not need to call if you have existing permission to enter or remain, or have a right of entry to the UK.

You must have received notification of your permission to enter the UK prior to disembarking your vessel, this may be granted remotely (without physically seeing a Border Force Officer).

Failure to obtain permission to enter the UK may result in you entering the UK illegally and subject to enforcement action.

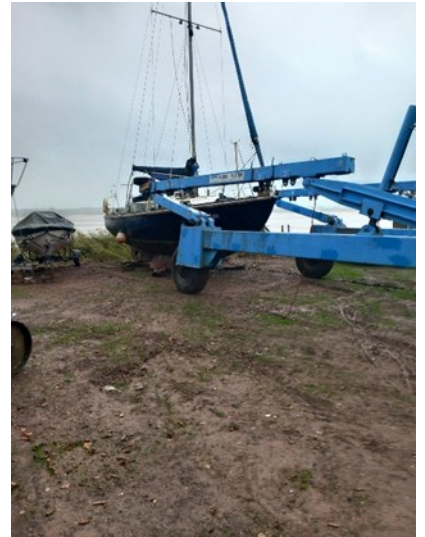
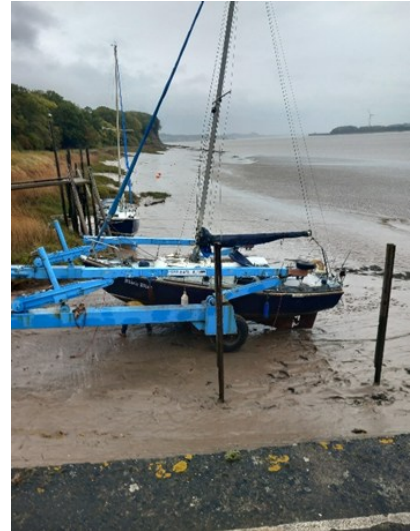
However, you must call the HMRC National Yachtline to make an arrival report for customs purposes +44(0)300 123 2012.

For further information visit GOV.UK

Ref: BF_LeavetoEnter_GA_Bristol_Dec20

Membership
Single adult membership
Member details: (see page 2)
Title
Surname
Address and Postcode
Email
Phone
I agree to be contacted by email
Preferred Club Duties (see note 3)
Boat details (if applicable, see note 6)
Safety boat: ☐ Grass cutting and general maintenance
Boat details (if applicable, see note 6)
Name of vessel
Class of vessel
Sail number
Length (m)
Compound Storage
Store in Basin
Trailer to be used
Boat 1
Boat 2

Our new boat hoist in operation



**Lydney Yacht Club
Signal Magazine 15
December 2025**

