

BROAD REACH

NEWSLETTER OF HARLOW (BLACKWATER) SAILING CLUB SUMMER 2012

Raining on our parades!

With the 2012 sailing season well and truly with us, we can now only pray for good winds and warm sunshine as up to now the rain gods have been well and truly with us.

To date the dinghy racing has been well attended, especially the Bob Knights Memorial Trophy: many congratulations to the winner, Marcus Wallace.

Terri Sharman and her racing committee

are working hard to put on some excellent racing and I would ask that you all support them, especially when it comes completing your duties!

The social calendar has been busy so far this year including an impromptu barbecue after racing on the Diamond Jubilee Sunday. My thanks go out to Silvie and all her helpers, particularly Jenny Say. Don't forget

to come and join us at our next barbecue on Saturday June 23.

This year's Open Day is only six weeks away on Sunday July 22; please do not forget the work party the day before. Also, Regatta Week is only seven weeks away and there are more details later in this newsletter.

You will recall that last year your committee sent out a members survey to better understand your views, ideas and concerns. The survey was sent to all members and we received 30 replies. See the back page for your feedback and what we intend to implement or have already put in place.

Lastly, a shout to all you Laser sailors out there – please do not forget to enter this year's Laser Open on Saturday and Sunday, June 23/24, organised by the sailing committee and headed up by your new Laser fleet captain Paul Church.

Happy Sailing and hope to see you all at the club in the coming weeks and months.

KAY DRISCOLL

If you are like me, a fair-weather sailor, you probably have not been on the water much. I blame the water companies. Since they introduced a hosepipe ban, it has not stopped raining and on the odd dry day, the wind could blow your head off, so trying to get the sail training off and running has not been easy.

Unfortunately Geoff Humm has been ill, so he feels it would not be fair to the club or him to carry on heading up the training. I will be taking over and Geoff will concentrate on helping. We are looking for other trainers to back us up and anyone to help out on the day.

The training is open to any kids or adults looking to start sailing or looking for more advanced training so they can join in the fun of racing with the fleet on Sundays.

If you would like to join us, you must book in with me well before the training date so we can get the right people in place to meet your needs.

After cancelling two attempts, we finally got the training up and running on Saturday June 9. Once again the weather was not kind to us; the wind was blowing a good force 4 with gusts up to 5, which was great for Tony Everitt on his new shiny windsurf board but not very good for the six nervous children.

TRIALS OF TRAINING

We did not risk letting the kids out on their own, so with the help of our two trainers, Geoff Humm and Tom Corfield, first Geoff with four kids – James, grandson of Richard Iles; Izzy Carey; Rosy Humm and a friend – took out the club's Wayfarer with its sails well reefed for a blast around the bay, with

Joseph and Alisha Gray out on the support boat, helmed and crewed by Ian and Teresa Henderson.

Then Tom took out Joseph and Alisha on the Wayfarer, with James on the support boat. Tom said he was a bit rusty having not sailed a dinghy for some time, although you could not tell as he was like a duck to water.

He decided to take out Rosie's Pico, which prompted Rosie and her friend to also take her Pico out for a sail which was good to see.

After a bit of swimming and messing around, we all came off the water happy, maybe a bit cold, but we all soon warmed up with a plate of hot stuff from Jenny Say manning the galley.

I would like to thank everybody who attended the race training. The next date is Saturday July 7 at midday. If you wish to attend, contact me on 01621 740460 or email me at kendriscoll@hotmail.co.uk

KEN DRISCOLL

GET SET FOR LASER OPEN

Later this month (June 23 and 24) will be the club's Laser Open, with a 13.45 start on the Saturday. It would be good to see as many of the club Lasers as possible on the water – there are plenty in the boat park.

There's no need to be a top class sailor to take part, everyone is welcome including of course those with radial rigs. There will be two races on each day, with three overall to count. Briefing is at 12.45 on the Saturday, with racing at 13.45.

This is one of the club's showcase events and we've had good turnouts in recent years. If you can't make it, perhaps you would consider loaning out your Laser to another club member. On the Saturday evening there will be a sumptuous barbecue at £6 per head.

For details or advice please contact Paul Church on 07885 492722 or paulchurch@lineone.net



DINGHY RACING

20 boats: best start to a season for years

Terri has been away, but still running the racing by remote control! I received an email today requesting I write something for the newsletter, so here goes.

Racing! What racing! We have had possibly the best spring series and season start for many years, with up to 20 boats on the start line. The wind and weather have given us everything from a drifter to a gale and from summer sun to winter rain.

The new start sequence of 5-4-1-go has proved very successful and provided very close starts and some general recalls. For me, a one-minute gun that says 'now go for the line' has improved my starting no end.

The racing has been very close this demonstrated by the Easter Egg Trophy, where on the water after a 90-minute race the time difference between the first and last boat was only 17 minutes and after adjusting for handicap this reduced to less than eight minutes. I know the front of the fleet is not getting slower, so us boys (and girls) at the back must be getting quicker.

If you have not raced or have only just started, why not join me and the boys (and girls) at the back – you will be most welcome.

The first of the 'summer' series started on May 6th followed by the Osea Cup on Bank Holiday Monday, May 7th.

Since then we've had a well-contested Osea Cup, BBQ Trophy and Ladies and Over-50s, among other events.

Over the Jubilee Weekend, we've just had a windy Mayland Mug, rainy points and handicap on the Sunday and Galley Cup on the gloomy Tuesday.

If you think your boat is slow or that you could benefit from training, why not come to Malcolm's race training – it's for all abilities and great fun. Just talk to Malcolm.

Did you know that HBSC had its own

London Marathon Champion in the guise of Victoria Sharman, who finished the run on April 23rd in just over five hours? She ran for Whizz Kids, a charity that makes equipment to help disabled children to lead an active life and take part in sport.

So next time you see Vicki, congratulate her and give her a donation for Whizz Kids.

Looking forward to great summer of sailing.

ROD MARTIN
Sailing Committee



HOW TO MAKE A PROTEST

There seems to be some confusion as to the procedure one should follow when protesting another boat out on the water. Here is a condensed version of the official RYA rules; for the full version, the committee has a set of rules.

61.1 Informing the Protestee

(a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest

concerns an incident in the racing area that she is involved in or sees, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing. However,

(1) if the other boat is beyond hailing distance, she shall inform the other boat at the first reasonable opportunity;

(2) if the hull of the protesting boat is less than 6 metres, she need not display a red flag;

(3) if the incident results in damage or injury that is obvious to the boats involved and one of them intends to protest, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.

61.2 Protest Contents

A protest shall be in writing and identify (a) the protestor and protestee; (b) the incident, including where and when

it occurred; (c) any rule the protestor believes was broken. However, if requirement (b) is met, requirement (a) may be met at any time before the hearing, and requirement (c) may be met before or during the hearing.

61.3 Protest Time Limit

A protest by a boat... shall be delivered to the race office within the time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race finishes.



LIFE ON THE OCEAN WAVES

A French Odyssey

In 2004 I was invited to a barbecue in sunny Wickford. I did not know the people very well but my son Ken said they were OK. I woke up in St Raphael marina on a boat, a 39ft Jeanneau.

I had been press-ganged and my son was one of the ringleaders. The captain was a man called Case; he was one of the men at the barbecue, I remembered.

The sun was shining and his long white socks blinded me, so I shaded my eyes and saw three other crew, one being my son Ken. "Hope mum knows where I am," I said. "It was her idea," Ken replied. "She's gone to a health farm for a break."

Fate he dealt me a bad hand but I had no choice but to play along with it. We provisioned the boat and next morning we left the marina and headed for the open sea.

"Where are we going, captain?" I asked. "To the Iles D'Hyeres," said Case, "and stop calling it a boat, it's a yacht."

"OK, keep your socks on, where are these islands?" I asked. "We are in the Med off the coast of France. The islands lay to the south-east of us, go down and check the chart."

Norman was the first mate, not a bad bloke. "The captain has a lot on his mind. He's OK, his socks get tight sometimes and there's always the fear of getting them dirty, but he's OK," Norman smiled.

It was the first week in October and the sun shone every day and in the afternoon the wind was force 4 to 5, which made the YACHT slide through the water at 7 knots.

"Alter course to port and make for Isle de Port Cros," the captain said. Steve was on the helm and altered course.

We sat with the sun beating down on us as the island grew closer. "Oh look, that helicopter is coming right over us," I said. The armoured French Naval chopper circled around us very low and then flew off to the south. Then repeated this manoeuvre a couple of times. "Wonder what he's doing?" I said. "Well, whatever it is he's coming back," said Norman.

The chopper flew very low again and hovered behind us and out off the window came a board with 'Go To channel 16' on it.

Captain Case went to the radio and was told forcefully to move out of these waters immediately as it was a ministry of defence area and we were in the middle of a military exercise!

"Must be English, look at those socks," the pilot said to his crew and flew away.

We learned subsequently that the internationally agreed protocol is that if a military plane or helicopter circles repeatedly then flies off in a set direction, then repeats this, you must follow them. You live and learn.

We had a great time and I would not have missed it. Now Captain Case is our publicity officer and my son is rear commodore.

ROD DRISCOLL



Top, the Motley Crew; right and below, Ile de Port-Cros



TRY THE OTHER ONE

HELLO ALL, thanks to all the effort and input from members at our second cruiser launch of the season on Easter Saturday. It all went smoothly with no mishaps.

After the nerves I suffered at the last launching regarding keeping large trolleys central on the jetty while underwater, it was decided to dispense with tradition and put Malcolm Cross' cruiser in first. This may have seemed a strange decision given the height of his waterline, but it turned out very well.

Four vessels were launched. Fortunately there are few cruisers with such large trolleys in the club so we can use this strategy again next year.

Thank you also to young Lewis (Edith May) for his Herculean effort to make good his promise and collect me from my mooring.

The outboard failed on his way out so he limped back and then rowed out in Malcolm's tender to collect this stranded sailor. Fortunately I had a spare outboard in my van so the rest of the collections went without issue.

There are two cruiser dates marked in the programme for this year. There's Saturday June 30th as a cruiser/dinghy sail and the August weekend of 25th/26th as a cruiser/dinghy Weekend.

In my haste to get the dates out I didn't pay enough attention to the tides.



June 30th has an early morning 9.45 HW. Where this is perfect for local dinghy sailors, it's not so good for cruisers. August 25th/26th is also a morning tide and perfect for over-tide cruiser sails

I would therefore like to suggest that we make them 'try each other's sport'

events. On June 30th with an 8am start I ask that if any dinghy sailors would be willing to take a cruiser sailor as crew they put their name forward. Just a couple of hours in the creek would personally make my season. I'd be interested to hear from any other cruiser members who would also be interested in a short sail in a dinghy.

August 25th or 26th could be an early start for the cruisers to sail somewhere relatively local (West Mersea perhaps) and come back on the evening tide. Those who can take passengers could take a willing dinghy sailor for the outing.

The cruisers that wish to make a weekend of it could continue on over the next tide should they wish.

I am aware that a Saturday morning start would be very early as HW is 07:30. However this would

allow us to make the most of the ebb and flood on our trip.

As I said this is only a suggestion and I am very interested in others opinions and thoughts. Great cruising,

STEVE SIMPSON
Cruiser Secretary

THE MUDDERS EXPERIMENT

OK, it was an expensive experiment but I bought myself some Mudders from America. For those who don't know, these over-shoes are designed to be worn over boots and allow you to walk in muddy estuaries. As these are muddy AMERICAN estuaries I was more than a little sceptical.

So, John Say and I walked round to the ruined jetty. I'm not 100% sure if John was there to support me or laugh when it all went pear-shaped. However, I was glad to have him with me nonetheless.

With an oar to steady me and the Mudders securely tied to my rigger boots, I started for Sophie.

When I launched and moored Sophie on Saturday, I couldn't pick up the mooring rope due to it wrapping itself around the riser chain, so I'd just tied her to the buoy top ring. The plan was to walk out to the mooring at low tide and fix the issue.

Well, I took two steps out, felt myself sinking and turned right back to the hard stuff. I took stock and a quick discussion with John confirmed that in order to work correctly they actually have to sink a few inches. So off I went again; we were right, they sink so far and then firm up. It seems they actually do work.

I was able to walk out to Sophie, free the mooring rope and walk back without any mishap. Sure I was muddy, but not as much as you'd think.

How good is it to be able to check my own mooring riser at low water? How good is it that I can now walk out to Sophie to complete those odd jobs before the tide comes in and it's all a rush?

Oh, I hear you say; but Steve, you're only a slip of a lad (11 stone actually), what about us 'normal' people of slightly greater weight?

Well, on telling cruiser member Martin Draper, he – being the type of lad he is – decided he wanted a go. So Martin and Trish took charge of the Mudders and

walked off along the sea wall towards their cruiser mooring to inspect the anti-fouling. I watched Martin walking out. He used two oars at my suggestion but I'm sure he didn't need both of them.

Martin is a few stone heavier than me but it didn't seem to make much difference and he arrived back safe a few minutes later.

They take a little getting used to as there is definitely a knack to walking in them, however what a great idea and although expensive they are not as bad once you offset the advantages.

I am going to buy a pair of cheap waist high fishing waders so I can peel them off at the side of the boat to keep the mud on the outside. This also means I can hose myself down without filling my boots again!

More information is available by searching YouTube.com for 'Mudders' or by visiting www.benmeadows.com/mudders-boot-supports-pair_s_252574/ and of course there's good old Google.

SS



As I write this in early June, the cruising season is just kicking off. I've already noticed a few lonely dinghies on moorings and cars in the yard, so some of you hardy cruisers are already out there enjoying the beginnings of our British summertime.

I've even been out myself, albeit only a shakedown sail up and down the creek.

I'm determined this year I will, as a singlehanded sailor, complete a journey without using the engine at all. I'm pretty sure I can get off the mooring OK but just not so sure about getting back.

Sailing through moored boats seems like it should be a doddle, but it's so easy to forget the leeway you make, so before you know it you're almost paying an unwelcome visit to another moored boat. I'm sure eventually I'll get the hang of it though.

Mooring chain and ground tackle inspections should be under way soon, if not already, as you read this. A few of the empty moorings are missing or perhaps need parts replacing. I'm going to ask our inspector to produce a quote for every mooring he inspects to get it up to scratch.

A number of members have enquired about either new moorings or moving to a more accessible area. After the inspection we'll all be in a better position to make informed choices about what we want to do.

Standing at the barrier looking out over the creek the other evening I couldn't help but notice how wonderfully quiet and beautiful our area of Essex is. As the sun dropped silently behind the horizon and the moored yachts nodded gently at their moorings a kind of inner peace came over me.

This feeling is mixed with some regret that as the years pass and the creek slowly silts up, this scene will disappear. This is why it's so important that we all enjoy it now and relish every moment while we can.

And so to more practical topics. After the last article on my Mudder over-boots I thought I'd report on something else slightly more unorthodox: electric outboard motors!

I bought a cheap saltwater electric outboard some months back from a company on eBay. I must say I'm very impressed. It is about the equivalent of a 2HP but far

Electricity gives me such a buzz



more flexible in operation. It has four forward and four reverse speed settings. These are all on the twist grip. In fact this is the only control for the device. Docking is easy and smooth. The reverse is very handy when leaving the jetty or boat, especially as there's no leaning over the motor to switch gears.

The more expensive models have built-in batteries. This model has flying leads for connection to a remote battery. It came with spade type battery connections.

This would entail carrying tools and not what I wanted to do. So I butchered a pair of old jump leads for the clip connectors and this works very well.

I like the separate battery as it allows for experimentation. At the moment I'm using a 75 amp hour leisure battery but with the unit drawing 26 amps on full power, I would get around 2.5 hours of use before a recharge was needed; probably a lot longer than I need.

Although the battery is in a handy bag it's still quite heavy. I'm pretty sure that a much smaller, say 36AH, battery would give me enough power to get to my mooring and back easily. Of course I would always carry oars as a back-up.

To ease battery monitoring there is a handy LED display in the unit that tells you the battery state. I'll keep you posted on my battery experimentations.

The motor is very light, fully adjustable throughout its shaft depth range and steering can be made loose or tight or even locked to suit requirements. It locks in various states

of tilt, including horizontal. This allowed it to fit under the jetty barrier while fitted to my hard dinghy on its trailer.

It is whisper quiet in operation and there are no nasty fuel smells. It's so quiet that the river seems to come alive. You can hear the birds and other wildlife when motoring. On the slower settings where the wash is minimal, you can't hear the motor at all. This makes me cruise round for ages instead of returning to the jetty after visiting the boat.

I'm now considering troll fishing with the unit as I'm sure its large, slow-turning propeller won't spook the fish.

The conclusion is that I like this unit very much. Pending reliability issues,

I will not be returning to my petrol dinghy outboard any time soon.

Whether the higher powered models would replace yacht auxiliary engines is a subject for further discussion but I'd certainly be willing to experiment.

The big plus about these motors is they carry no volatile fuel. At present, due to insurance and safety issues, members are not allowed to store outboards or fuel at the club. If enough of us moved over to electric power

there would be a good case for lifting this rule for electric motors. I would be happy to take this to the committee.

Of course security issues would need ironing out but it's not impossible. This would help our members who don't drive and have to rely on others for transporting engines. A small battery in a bag is all you'd need to bring. Perhaps I'm getting ahead of myself. I'll be mentioning the environment benefits next!

Next time I'll be reporting on my ongoing Invader 20 project that many of you have commented on. It will be nice to add a junk-rigged boat to the diversity of craft we have at the club.

In the meantime I wish you good passages and to enjoy your boating. Whether it be an ocean crossing or a cup of tea on the mooring, it's all about the enjoyment of our club and river setting. It would be nice to hear about some of your cruising related adventures too.

Don't worry about spelling and grammar, our wonderful editors do an excellent job on my scratchings each publication, so I'm sure yours will be easy.

STEVE SIMPSON
Cruiser Secretary
Steve.Simpson@gmail.com

SOCIAL REPORT

Diamond Jubilee Weekend:

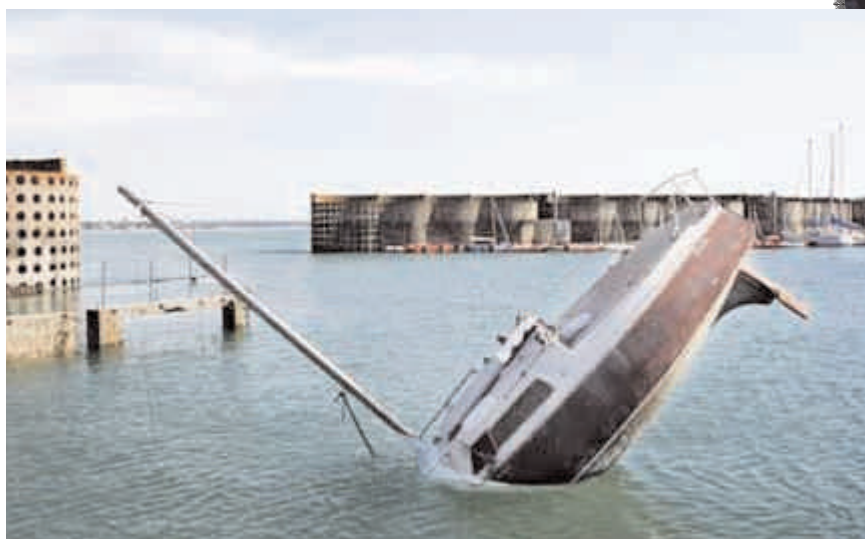
Success! We planned to have a BBQ on Sunday but despite the dreadful weather we had it inside and 27 hungry members came after racing.

Laser Open:

The next social is after the Laser Open on Saturday June 23, 7:00 for 7:30 PM. This will be another sumptuous BBQ with all the trimmings plus real ale to wash it down. Please put your name on the list next to the Galley so we know numbers for ordering food. A bargain at £6 a head.

SYLVIE BATT

PHOTOGRAPHY COMPETITION



Here's your chance to win a fantastic prize (well, a bottle of cheap wine and a print) in HBSC's first-ever photography competition. We want to find the best snapper in the club, a prestigious award that you will treasure for ever. Or something like that.

We'll publish a selection of the best in this newsletter and put a few on display in the clubhouse.

Perhaps you took a great sunset while anchored in Pyfleet (while telling everyone else you were in Holland). Or maybe you captured a spectacular capsized by a petrified nine-year-old on a Topper.

Maybe you caught the moment when a great white shark attacked Malcolm and Tony in their Fireball, or when Tony Bushell did that double back-flip into the sea from the top of his mast. Or perhaps you simply pressed your shutter on the day Les spilled your pint.

There are a few rules, and here they are:

(1) Your picture must have been taken last year or this year (to stop people digging out that once-in-a-lifetime snap from 1967).

(2) It must be taken on or around the Blackwater Estuary. So it could be anywhere from the club car park to Bradwell Marina. Any picture with palm trees and white-sand beaches will be disqualified as a fake.

(3) No more than three entries per person.

Closing date is October 31st. Please send photos as high resolution jpegs to johnnywilmott@btinternet.com

If you don't know what a hi-res jpeg is, then just send whatever comes straight out of your camera, eg. not resized or reconfigured in any way. Scans of prints are OK if you've lost the original file.

We'll put together a judging panel consisting of me, publicity officer John Case and perhaps someone 'arty' like Ron or Laura.

So get hunting through your computer now or keep your camera on board your yacht or in your sailing bag for those precious moments that could make you the next David Bailey.

JOHN WILMOTT

ALAN PANTING

We are sad to report the death of Alan Panting earlier this year, a long-standing member of the club who made a much-valued contribution over the years.

In his sailing days, Alan owned a Kestrel but perhaps was best known on the water for crewing the Sandhopper of Len Wright in the Maylandsea Bay fleet.

While Alan was an ever-present 'fixture' at the club on Sundays, he spent his Saturdays teaching youngsters and adults how to sail on Fairlop Waters not far from his home, introducing a large number of people to the delights of the sport.

He was the club's house secretary for a considerable period of time,



carrying out all the necessary repairs as well as undertaking major tasks such as installing the boiler system in the new gents' changing rooms.

In fact, his expertise as a heating and plumbing engineer was to be called upon at regular intervals, not least when winter frosts caused leaking pipes in the clubhouse!

Alan unflappably tackled any problems with an unflappable nature and his usual dry sense of humour.

While he was a less regular visitor in recent years, he would still come down on his beloved motorbike to enjoy a pint with Les and friends at the bar.

The club's condolences and thoughts go to Alan's family.

**Articles and photographs are welcome from all members:
please contact John Case, Publicity Officer**

Let the Games begin!

Regatta Week 2012 is fast approaching and very soon the club will be taking bookings for this week-long feast of sailing, fun, games, eating and drinking, which starts on the evening of Sunday July 29.

The theme this year is The Games (we're not allowed to mention to 'O' word) so expect some new features this year.

Regatta Week is open to members and their guests and of course all ages.

Here's a brief rundown of what's in store, subject to confirmation, and look out soon for booking forms.

SUNDAY: Registration, cheese & wine and an ice-breaker quiz.

MONDAY: Dinghy racing, kids' games on and off the water, crafts for the little ones, 10-pin bowling or ball park in Maldon,

historical walk around Maldon, dinner at Izumi's Oriental Buffet & Grill.

TUESDAY: Racing, kids' activities as before, HBSC Decathlon, barbecue.

WEDNESDAY: Racing, kids' activities, Mark's Dinghy Master Class, fancy dress, hog roast, evening entertainer.

THURSDAY: Racing, kids' activities, swimming, chicken and chip supper, race night.

FRIDAY: Themed fun on and off the water, Gun Run, Gala Evening with prizegiving and disco.

SATURDAY: Clean-up, brunch available, Saturday racing.



MEMBERS SURVEY

Further to Kay (front page) talking about the members survey, here's what points were raised and how the club is tackling them.

1. You mentioned: Importance of promoting junior and youth sailing.
Club response: Four sail training sessions are planned for this season, plus sail master classes at this year's Regatta Week.

2. You mentioned: Promotion of all club training.
Club response: Greater use of social media to advertise all club training events.

3. You mentioned: Race coaching.
Club response: Two race training sessions already run this year.

4. You mentioned: Better promotion and publicity of the club.
Club response: This plays a key role in the success of the club. The new publicity officer, John Case, is in place, supported by our new webmaster, Keith Taft, and newsletter editor John Wilmott.

5. You mentioned: Club social advertising.
Club response: A number of social events are organised throughout the year and will be advertised in the annual programme, website and

posters around the club. Silvie is always open to new ideas.

6. You mentioned: Support boat and and racebox training.
Club response: With the implementation of the revised RYA start process, three racebox sessions and two support boat sessions have already been run by the sailing committee this year, all advertised in your programme and on the website.

7. You mentioned: The opportunity to sail or crew a different boat.
Club response: If you are interested in this, please put your name on the spare crew and helms list on the noticeboard in the foyer.

8. You mentioned: 14 cruiser sailors said they would like to cruise in company.
Club response: Those interested please contact our cruiser secretary Steve Simpson.

9. You mentioned: Club keys – how many doors does your key open?
Club response: The answer is six but most only thought two, so here they are in full: Main Gate; Ramp Crossbar; Ramp Chain Padlock; Gents Changing Room; Storage Area under club (for hosepipes); No10 Storage Area.

Thanks to the heroes – but check those keys

May I start by saying thank you to all who gave such a sterling service during the winter work parties in some of the worst conditions I have known! We had more than 40 members turn up and they were well fed by Jenny Say and Sylvie Batt, thank you.

I must pick out a few more names to say a thank you to. Firstly, Keith Gilmore, a Laser sailor who runs his own double glazing firm, and Jimmy Batt, also a Laser sailor and a carpenter, who spent many hours in the pouring rain putting on the new veranda roof.

Mark Batt and his team for getting their noses to the grindstone and sorting out the groundwork problems around the club in the freezing conditions.

John Say for spending many hours maintaining our mowers and strimmers.

Geoff Kent, a signwriter by profession, brought the commodore's board up to date and did the new jetty sign.

Peter Bell and David Islin for their contribution to work in the club over recent weeks.

Apparently we have a few rogue keys out there that don't operate the lobby door lock very well. If you have one of these please let me have it back and I will supply a new one. The club is also having problems with padlocks and this matter is being dealt with.

If you are unable to come along to the winter work parties and did not realise there is a £30 levy for not attending, or just feeling slightly guilty, give me a call and I will always find you a little job.

Congratulations to John Case, Keith Taft and John Wilmott for their work with the website and newsletter.

Finally – please do not leave your rubbish by the gate, take it home with you. Please make sure that the hose is turned off and that all doors and gates are locked properly before you leave.

MALCOLM CROSS
House Secretary

Ian and Teresa Henderson wish to thank everyone who attended the recent party at the club to celebrate Ian's 50th birthday. Plenty beer and whisky was drunk, and for once we didn't have to listen to music by Des O'Connor!