



# Up the Creek

## HBSC Newsletter October 2020

### Editorial

Welcome to the relaunched HBSC newsletter. We have reports from the sections of the club and other items from members which hopefully will prove of interest. To ensure it reaches all members we are sending out this first edition as a paper copy to all members. This is because a number of members myself included have for various reasons not been receiving newsletters or communications in the past and we want to do our utmost to ensure all members receive them in their preferred format. At the moment I have a list of five members listed for receiving printed newsletters these are: - John Crook, Ernie Denington, Jim Langridge, Jenny Say and Nigel Todd. Receiving the newsletter by email saves the club money (your money), but if you would prefer a printed copy and are not already listed above please let me know I will add you to the list, it's not a problem. You can send an email to [HBSCcommittee@gmail.com](mailto:HBSCcommittee@gmail.com), phone me on 07905970871 or leave a note addressed to me at the club. Also, if you expressed a preference for email communication and have not received any recently, check your spam or junk email folder and add [HBSCcommittee@gmail.com](mailto:HBSCcommittee@gmail.com) to your contacts. An email will be sent to remind members of the cancelled AGM on Friday 20<sup>th</sup> November, if you don't receive this then please email the committee email above and our club technical genius Tony can probably sort out the problem.

If you have any constructive criticisms or ideas please let the committee know, remember we also have an ideas box in the club lobby. Though I can't promise it will be enacted, the committee will consider all communications from members. Do remember though they are all volunteers doing what they feel is in the club's best interests, so please support them keeping your club strong and catering for the varying interests of all members.

### Cruiser Secretary Report:

Rod Martin

A strange year for cruising! Five boats were ready and waiting for launch on 28<sup>th</sup> March: - Then lock down. Not until 7<sup>th</sup> June could finally they launch after restrictions were relaxed and four people were allowed to gather. A new launching procedure was developed allowing social distancing during the launch. However, many owners had by then decided not to launch, so only six of the sixteen cruisers in the club are on the water and in use this year.

Under the RYA rules, boats could be sailed single handed or by family bubble members only, unless the 2m social distancing rule could be maintained. By my calculations this would need a yacht over 40m. Unfortunately the idea of getting a new suitable boat got the thumbs down at home!! Hence sailing this year has been limited to single handed day

sails or local trips with the family stopping at the marinas which are open.

BJC offshore racing restarted in August, but was limited to boats crewed by two to four family members. This meant the racing fleet has reduced from twenty six to only six boats. The reduced number of boats on the moorings, has allowed us to address our mooring problems resulting from silting up of the bay. Ten inshore moorings have been removed and the outer moorings overhauled. We now have twenty two moorings available for use with seven unallocated and available. All the moorings should now have one and a half hours of water either side of high water and are suitable for shallow draft or lifting keel boats up to twenty eight feet.

There are currently three cruisers for sale at the club, all very reasonably priced. Let's hope for better sailing next year with less Covid worries.

### Windsurfing Report: Tony Everitt

There have been few positives with the Covid-19 crisis this year, but resurgence in windsurfing at the Club is one. When we were allowed to travel to Maylandsea again, it was if a tsunami of pent-up

frustration had been released and suddenly the creek was full of brightly coloured sails zipping across the water. The unseasonably windy weather during early Summer helped and we regularly had 6 or more windsurfers out.

As well as windsurfing in the creek, a few of us have brought long boards for cruising (mine was a lock down restoration project). Andy Lager is the king of the cruisers and regularly sets off into the main river and around Osea Island; Andy has even had his wife drop him off at Bradwell and windsurfed back to the Club. Another windsurfing variation has been foiling which lifts the board, sail and rider up above the water – it is a weird sensation and everything goes very quiet! A certain Mr Cross (Martin not Malcolm) has also amazed many people flying around the creek a couple of feet above the water on his electric foil.



The 'Stack of the Season' award has been keenly contested this year. In particular, Mike Bryant and Keith Taft have really upped their game and destroyed various pieces of equipment in the process. Keith even had a significant birthday cake made to mark his commitment to the cause (see photos).



Other regular windsurfers from our Club have been Davina, Simon and his daughter Josie (who appears happy to go out in any wind strength!). We have also welcomed an old member, Steve Hammond, back to the Club after a very long absence. Steve's claim to fame was that he always went for windsurfing on Christmas Day!

We are a friendly bunch and always willing with help and advice for anyone who is interested in giving windsurfing a go. Second-hand beginner equipment is very cheap. However, be warned... once you plane on a windsurf board you will be hooked for life!

## Sailing Report: David Islin

The 2020 sailing season started during Covid19 lock down which meant staying at home and watching YouTube sailing videos. Some of us took out our frustration eSailing on our computers against other Club members which was great fun, although very aggressive with many penalties being taken and inflicted. It was worth playing just to watch John Bowers lead into the windward mark only to get lost, time and time again! As lock down restrictions eased, we managed to start real sailing in early July and ad-hoc racing with Maylandsea Bay Sailing Club by 19 July. The turnout was brilliant with 18 boats taking part which has continued throughout the season. Eventually we were able to return to our Sailing Program for the Autumn Series at the end of August and managed to fit in a few Cup Races that had been missed earlier in the year.

Because of Covid we were unable to run our much-loved Family week, but we did run a race week instead. This turned out to be a great success, with some great racing and yet again a good turnout. There was one very memorable coming together on the start line caused by a Laser with a very large sail capsizing to windward in front of myself and the onrushing fleet. You certainly stop quickly when your centre board hits a Laser sail and, unfortunately, the boats behind didn't have brakes so you can imagine the resulting carnage. Following on from the success of



this race week and the appetite of sailors to turn out perhaps we should promote the race week at next year's Family week?

This year we have set up a dinghy WhatsApp group to keep dinghy racers up to date with what is happening with the racing. I think it has worked well but I'm happy to hear from you all regarding your experience with the group.

We had an increase in windsurfers, canoeists and paddleboarders on the water and there are Whatsapp groups set up for these members; likewise, we would be happy to hear from you. I would like the windsurfers and canoeist/paddleboarders to let us know what we can do to help them enjoy their sport more and to encourage others to join in. Perhaps you could nominate a spokesman/fleet captain to communicate your needs?

A big thank you needs to go out to the few people that enabled us to run the racing without using our pool of dinghy racers. Clive Tarling our Commodore has run the race box on his own and, apart from his handwriting, has done a great job. John Bowers drove the safety boat solo and never ran over anyone. Teresa ran the bar at the door to the veranda and served us drinks that we consumed outside in the fantastic weather we experienced this year. Jackie Everitt ran the galley and served us out of the galley window. Geoff Kent looked after the safety boats and occasionally got the petrol. Lastly Tony Everitt for putting in a tremendous amount of effort working on the risk assessment and control measures that enabled us to race.

The Club House will be open for the rest of the season in line with government regulations and guidelines so that we can all stay warm and cosy for the winter series which Maylandsea Bay SC are hosting. Maylandsea Bay SC have requested that our Harlow boats sail from our club and do not take their boats to Maylandsea Bay to avoid congestion. Maylandsea Bay are also restricting entry to the Winter Series to Maylandsea Bay and Harlow boats only except possibly the odd invitation to ex members. Unfortunately, we have had to cancel the Blackwater Icicle this year due to the ongoing Covid19 restrictions, but we are running a replacement Icicle race on the 2nd January with only Maylandsea Bay and ourselves competing.

In conclusion, considering the late start to the sailing season, we have had a very good year. With an increase in windsurfers, canoeists and paddleboarders and very good turnouts in the dinghy racing we have seen lots of members on the water. Let's hope 2021 brings us an even better year.

#### **Results for this year's racing:**

<b>Cup/series</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
Osea Island	M Tarling: Radial	N Clark: Laser	A Lager: Radial
Bob Knights trophy	A Degge: Radial	M Tarling: Radial	S Tarling Laser
Galley Cup	A Degge: Radial	K Grice: Kestrel	V Riley: Radial
Lawling Tankard	K Batt: Radial	D Sexton: Hornet	V Riley: Radial
Cock of the River	Rob Laurie: Solo	A Degge: Laser	M Tarling: Laser
Saturday social series	E Skinner: Radial	A Degge: Radial	N Clark: Laser
Sunday social series	Rob Laurie: Solo	N Clark: Laser	A Degge: Radial
Autumn Series	Rob Laurie: Solo	P Grey: Kestrel	M Tarling: Laser
HBSC Race week	B Knights: R 8.1	D Islin: Solo	N Clark: Laser

### **Long awaited final report from John Bowers on his Sydney Australia trip in 2018.**

As the clouds parted it revealed the natural harbour of Sydney, Australia's largest city. After a very early start and then a delay it was good to have arrived. Customs and Immigration were cleared with the minimum of fuss, having a few items bought in New



Zealand we chose the red channel a good decision the only items questioned were our walking boots which we had disinfected before leaving and therefore were waved through causing traffic jams which made us feel immediately at home.

Our destination apartment was based in an old wool warehouse by Darling Harbour. Its interior public space resembled a scene from "Prisoner Cell block" H" or "Porridge", thankfully the interior was well appointed with kitchen and importantly a washing machine fulfilling Pauline's wish of arriving home with no washing to do. We accessed the harbour via a car park and shopping arcade which did much to confuse our navigation skills. Darling harbour is a major tourist centre and houses the Maritime Museum and many restaurants. In the evening we met my niece and partner and ate a delightful meal on the harbour front. In addition, we gleaned information about how to best to get around which turned out to be by ferry (these were built in Scotland).

The next day we purchased "Opal" cards and loaded them with credit and headed for the harbour front. Off we cruised into with the Harbour Bridge and Opera House soon in view. Alighting on the North shore we ascended to the bridge access pausing to catch breath the walking across we were treated a superb view of one of the worlds natural harbours in brilliant sunshine. We descended into the Rocks area. This was the original settlement of Sydney which had been the focus of much public demonstration in the 1960's when threatened by redevelopment and the eviction of the poorer families of the area. Today this is tourist centre and sadly these same families can no longer afford to live in the area.

Just below this area is the main harbour area with cruise ships and ferry terminal with destinations to all points. Spoilt for choice we boarded the Manley Ferry which gave us a fantastic view of the views of this beautiful area. We saw a whole variety of watercraft jet boats, sailboarders, skiffs and a schooner alongside normal shipping. Manley proved to be a delightful experience having two beaches one on the harbour side and the other on the

leaving the masses behind. On our journey to the hotel via shuttle we were to learn most of Sydney's roads were being repaired/altered

Pacific. We began our exploration with lunch, overlooking the ferry terminal. Suitably fortified we headed east reaching the beautiful Collins Beach which is closed at night time to allow its population of penguins to roost in peace we the set off over the headland to reach the Pacific side a steep climb up a tarmac road in the brilliant sunshine certainly tested our fitness. I did note the building at the top was a hospital but thankfully it wasn't needed on this occasion. The view of the Pacific Beach was well worth it and more importantly we cooled down paddling along the shallows eating ice cream before our return journey. The next day was spent with further relations who kindly drove us along the South shore of the harbour. We lunched overlooking shark beach where the sea adjacent to the shore is encircled by the appropriate netting a hazard lacking in the chilly waters of Lawling Creek. Eventually we ended up at the famed Bondi Beach. The most striking feature here was the bronze statue of a figure of a lifeguard dashing into the waves, the main beach building had a sadly tired look of its former glory the sandy beach is relatively small compared to the images we had memories of when we were young.

Our final day we again took to the water visiting the botanic gardens and Art Gallery via ferry. Our return to the airport was complicated by roads being closed and the shuttle not arriving on time the day being saved by a helpful taxi driver whose knowledge of back roads delivered us in good time for our flight.

Our journey home was then smooth with a short stop in Singapore. We reflected on our travels 3 different destinations. Each had its own attractions but there were reminders of home in all. Curiously in all the destinations at some point we were served with Tiptree Jam and Maldon Sea Salt!

(editor's note: John did not include any pictures of himself surfing the waves on Bondi beach)

### Ken's snippet

Paddy goes into a shop and picks up a fly spray; he asks is this any good for wasps? No it kills them comes back the answer!

## One for the food buffs: JACKIE'S famous FISH CHOWDER recipe

### Ingredients:

1 x Sweet Potato - scrapped and chopped into bits  
 3 x Courgettes - sliced  
 1 x Red Pepper - chopped into strips  
 1 x heaped teaspoon Cumin Powder  
 1 x heaped teaspoon Coriander Powder  
 Dried Chillis (number depending on taste)  
 Creamed Coconut - 1 x Pataks sachet or 50g Pataks block (quarter of block)  
 1 x Vegetable or Fish stock cube  
 600 ml (1&1/4 pints) of boiling water  
 Approx. 400g of mix of fish (white (cod, colley, haddock), salmon, smoked haddock, prawns etc.); whatever is available on the fish counter or 'fish-pie mix'  
 Salt and Pepper

### Method

Heat some vegetable oil in a large pot and add potato and all vegetables  
 Add stock cube to boiling water and add to pot  
 Add Pathak's Creamed Coconut, chilli's, spices, salt and pepper  
 Stir to melt down Coconut  
 Stir on hob and simmer until potato and vegetables are soft (10-15 minutes)  
 Cut fish into large chunks and add to pot  
 Simmer until fish cooked (5-10 minutes)

Serve in warm bowls with Crusty Bread.

## Day Sail to Brightlingsea: John Case

You all missed a great days sail to Brightlingsea and back. Norm, Steve and I left in the wayfarer at around 09:30 hrs reaching Brightlingsea at around 13:30 hrs. It was a dark and stormy day to start with, but with a light force 2-3 westerly. The spinnaker was hoisted and remained up for about 3 hours on the way. We moored up on the jetty at Brightlingsea just before low water. Then made our way by foot to an excellent bistro in the town "The Vines" where we were served huge portions which we couldn't finish. We set sail for home at about 15:00 hrs on a rising tide.

There was a lot of tacking out of Brightlingsea creek to Brightlingsea Spit, the southerly cardinal, and into the channel then onto



Yoeman point just south of the east cardinal point. The sea and rain started to increase in strength and in a westerly direction so we

thought there could be lots of tacking to get back to the club. Fortunately, the wind shifted from Westerly to North Westerly and increased to Force 4 to 5 which was a great direction for home. With a full sail we started to plane, which with 3 of us in the wayfarer was quite a feat and never before achieved by us. We made great speed with lots of spray coming aboard all the way back to Lawling Creek. It was so fast that we were an hour and a half too early for the jetty, so we beached at Lawling Creek Spit to wait for the tide and had tea, coffee and scotch eggs complimented by a great sunset before making our way back to the jetty, arriving back at around 19:00 hrs. It was a long day but certainly great sailing.

## Cruising log: CROATIA 2017 booked thru Nautilus: John Case

### Arrival - Saturday 16<sup>th</sup> Sept 2017

We arrived at Trogir marina Boatic. Trogir is a few miles west of Split the yacht a 51 FT Bavaria, 5 double berths 3 heads, with bow thruster. The yacht was booked through Nautilus

(<https://www.nautilusyachting.com/croatia-sailing-holidays.html>).

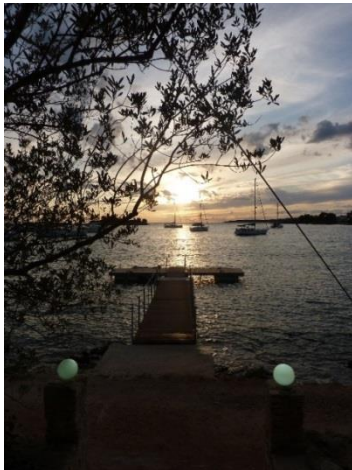
On arrival the boat was out of the water on a crane! A fault on one of the outlet valves from the port toilet was being repaired. Back on the water the yacht looked good with no bits falling off.

The marina was very new only built in the last 2 -3 years and must have had around a 400 yacht capacity with boats from 30ft to 70ft for charter.



### Day 1 - Sunday 17<sup>th</sup> September

We Left Trogir marina at around 10:00 with light winds and a full sail on a trip to Supeta on Brac. The weather suddenly changed to high winds 28 knots plus and everyone put on lifejackets. The weather worsened dramatically with very high gusts and large waves from all directions. Norm requested we reef which we did. Visibility dropped to 100 yards and horizontal heavy rain. So with full water proofs on we decided to head for the island of Vis where the weather looked better. We were flying regularly making 8 + knots, the wind was still very high and sea state 2 metres plus and very messy. We engage the engine early on and made our way to Vis. Arriving at the lovely Vis town marina at around 15:00 hrs and donned a well-earned bottle of Slivovitz between us. Everyone was certainly relieved at making port.



I cooked the Chicken Curry with dumplings “a la Norm” and Rice. Very substantial and providing a lot of needed ballast.

We discovered the yacht had blue underwater lights **Wow ee!**

We subsequently found the weather in the marina at Trogir and its near vicinity had been very bad with wind gusts of 50 to 60 knots and visibility down to 50 yards. The yacht had performed excellently. 51 ft. is a good size.

### Day 2 -Monday 18<sup>th</sup> September

Made our way to Pakleni islands Hvar. The sea state was rough and winds high. We sailed with reefed sails, lunching at anchor west of Vinscer, then on to the Vinoscera inlet. We moored here on buoys, again a very nice location. We obtained food from marina on the other side of the hill. We had an expensive fish meal in a restaurant, but it was very good. We also tried our man over board manoeuvres, but with limited success. Learning it would be very difficult to recover anybody due to the high yacht freeboard of 1 metre plus. You should always have the dinghy ready to launch for a man overboard rescue.

### Day 3 - Tuesday 19<sup>th</sup> September

Sailed to Korcula Island. Again it was very windy and we found out a major storm had hit Trogir with building damaged. We could not berth at Vela Lucca as it was full, but found a beautiful anchorage with buoys at the entrance 2 or so miles North West of Vera Lucca. We had a fantastic sunset and the best steak I've had at the only restaurant overlooking the bay. There was plenty of fantastic beer, 2 litres of house red, followed by 2 carafes of superb walnut liqueur. A highly recommended end to the day and the sea also calmed down.

### Day 4 - Wednesday 20<sup>th</sup> September

We sailed to Komisa at Vis, a very nice sail with 18 – 20 knots of wind. The wind picked up as JC berthed stern to. I can't remember who made what meal?

### Day 5 - Thursday 21<sup>st</sup> September

We sailed to Milna on Brac. There were heavy seas, but a good wind up to 28 knots calming down to 18 – 24 knots.

Norm berthed at the first marina on the starboard side. The restaurant recommended by the pilot book was fabulous and Milna is a lovely place.

### Friday 22<sup>nd</sup> September

The yacht next door provided entertainment as it started to leave, fouling its prop on the lazy line. They probably didn't allow enough time for the line to drop before they left. We sailed to Trogir with good winds up to 24 knots. We stopped at a good anchorage on Solta Island for lunch. After lunch we sailed for Trogir, with excellent winds. We had to go to the fuel bowser with lots of yachts jockeying for position. The marina handled this well with plenty of fuelling positions and excellent staff. I berthed into the wind thankfully as it was around a force 4.

Excellent Chilli Con Chicken with Prawn Cocktail starter by Larry washed down with Croatian Beer and wine.

It was a very noisy night due to the Norwegians berthed alongside.

**General Comment:** A very good marina but remote from the town and larger super markets. Navigare were a very good charter company and we would definitely use them again through Nautilus. Trogir and the islands to the south offer great Island hopping sailing in excellent winds

### Lessons learnt?

Reef if it even looks a bit iffy and put on life jackets.  
Understand and try all the sail reefing before going out.  
We found the reefing lines very stiff to operate.



## Creepy Osea: John Wilmot

Did you know that Osea Island is home to a sinister Christian cult who believe the island is the soul of the Earth?

Did you see a cloud of giant yellow and red flying bugs when you sailed around there in the recent Osea Cup race?

If you've been watching The Third Day on Sky Atlantic, you'll know what I'm talking about. It's a mini-series drama set on the island across the seasons, starring Jude Law and Naomie Harris (Miss Money Penny in the later Bond films).

Having stayed on the island when it first opened to holidaymakers some years ago, it was easy for me to recognise some of the landmarks – the 'big house' we can see from our clubhouse, the little village in the middle with its picket fences, the pier and the causeway. Plus of course, views across to Stansgate and our creek.

The TV drama is very creepy, with echoes of The Wicker Man – and, with lots of swearing, not for kids.

In the middle of the series, on a Saturday, Sky Arts broadcast a 12-hour live episode from the island – I didn't see it and, unlike the rest of the series, it isn't on catch-up. I'd be interested to hear if anyone did see any of it, though on the day it was filmed it poured down all day!

It's fascinating to think that the likes of Jude Law were on Osea recently and when the main filming took place last autumn. One of the producers credited is Brad Pitt, so he may have visited too.

Law told the Daily Express about crossing the infamous causeway during filming: "I remember director Marc Munden and I barely making it back in the car, driving like crazy along that perilous road because the water was literally rising up around the car."

For those who don't know, Osea is owned by music producer Nigel Frieda. The 'big house' has served variously as a rehab clinic and recording studio and other famous names who have stayed there include Andrew Lloyd Webber, Mark Owen (Take That), Amy Winehouse, Jessie J, Daniel Radcliffe, Kate Moss and (reportedly) Rihanna.

Next time you sail out of the creek, don't get too close to Osea because you may find that, like in *The Third Day*, the islanders won't let you leave...

### **Paddling with Seals:** John Wilmot

Every year the number of kayakers and SUPpers (stand-up paddle-boarders) on our creek seems to increase, both with our own members and visitors.

And now we've been joined by Martin's space-age electric board which hovers above the water at 30mph!

This year I haven't managed to get further than the opposite shore by the North Shore buoy on the way to the spit, which is the place to go to see the resident seals.

Last time I was there I saw seven, who allowed me to approach to about 15 metres before getting twitchy. A couple slipped into the water popping their heads up at a suitable social distance to keep an eye on me. Others have spotted up to 14 in the same place.

In the past I have paddled right to the end of our creek – further than you may expect – and down Mayland Creek (the spur off Steeple Holiday Park). It's also fun to cross directly from our jetty and explore the salting's, which at close to high tide are like a maze. It's also a good place for picking the samphire to go with the salmon too.

I'll have more time next summer to go on a couple of longer outings and perhaps take my telescopic fishing rod.

Although after watching *The Third Day* (see separate article) I might avoid Osea Island...



### **East Coast Cruising:**

Sandra & John Hockley

2020 – Covid-19 – an unforgettable year for all the wrong reasons!

Our cruiser 'Hullabaloo II' was primed and ready for launching just before 'Lockdown' came into force. It sat forlornly on the concrete by the jetty, waiting in anticipation. At last restrictions were eased and the Club opened enough to enable members to get back on the water!

Ironically those three months proved to be the best sailing weather ever!

Shunning foreign holidays, we set off for eight days at the end of July – leaving the Club on the River Blackwater sailing past Shotley into the River Orwell. There we picked up a visitor mooring opposite Pin Mill. As social distancing was in place and credit cards the norm, no one was inclined to visit us and collect the mooring fee.

Next morning the aim to sail up the River Deben was cut short as once out to sea past Felixstowe Container Port it was a rough sea state and very windy. Turning back and spending two nights in Shotley Marina which incidentally had all facilities open as long as social distancing was adhered to. It had its bonus as it was glorious and our son and family came and spent a day with us complete with picnic. A sight to see are the 80 or 90 swans that congregate on Shotley shoreline feeding then swim back to Harwich harbour dodging the Stena Line shipping!

We then headed for the River Deben, negotiating the shifting shingle bars at the entrance at Bawdsey. This is a lovely quiet picturesque river and we picked up another visitor mooring opposite the Ramsholt Pub. The Harbour Master, a lovely Suffolk character George Collins once again could take no mooring fee due to Covid. The pub was well attended with people desperate to escape quarantine, so we declined to visit (very hard) and did some walking instead. There are lots of walks to be had and a lovely old church with a round tower is worth a visit. There were lots of birds to see, the highlight being the flocks of geese coming in and out of the river flying in formation low over all the moorings, an incredible sight.



Next day we negotiated our way back out of the river at Bawdsey and headed north to the River Ore. The entrance buoys are not easy to spot but we had a good sail into the River Ore, checking the course as the river splits once you have left the sea. Here we stayed for three nights on a visitor mooring; alas we did have to pay the Harbour Master who visited each yacht to collect his fee. Orford has lots to offer the visitor, a beautiful church and castle, smoked fish restaurant and lots of walks, RSPB reserve and also the old nuclear bunkers (Pagodas) which can be visited by arrangement with the National Trust. The weather was kind to us despite it being consistently windy.

Our journey back consisted of stopping at Shotley Marina for one night before heading back to Maylandsea. A very hot day with absolutely no wind at all!

## Publicity Officer

I hope you have enjoyed reading this newsletter. Thanks must go to all the contributors. Without articles there would not be a newsletter. I hope to produce about 3 newsletters a year. So anything of interest however small please send to me for the next newsletter. You can send to [edwardaskinner@outlook.com](mailto:edwardaskinner@outlook.com), or whatsapp or via the committee email [HBSCcommittee@gmail.com](mailto:HBSCcommittee@gmail.com).

## Clubs History: The Old Barn HBSC's previous headquarters in Harlow



Enjoying a social in the old club house Len & Beryl Coxall, Ronny Webber, Tony Fairs

## Sailing Week Mud race

At least no mud race this year, so no mess.

Allan Jackson rapidly de-rigging his Merlin in the background in case the mud comes his way!

