



Greetings Members here is our Autumn newsletter. The scorching hot summer Cypriot has now finally began to ease and our members are beginning to filter back to Cyprus. We have seen and heard exploits of many of our members sailing all over Europe and I have some amazing reports for you in this edition. The U.K. and Europe have had awful weather all summer and we have seen members leave their U.K. boats to fly out to join us to get some rays!

### **Clipper Race under way**

William (Bill) Green (PISC) is now well into the trip aboard Clipper Unicef. He is putting his reports on facebook for all to read. See "William Green Clipper Race" . Bill has also been doing a lot of galley time baking as well as sailing on Clipper "Unicef" which will stand him in good stead when he gets back.



### **Bill's selfie with spinnaker flying**

By Ed: Bill is sponsoring the Old Basing Scout hut project in Basingstoke so it would be nice to support his effort and to pull together some funds that would be great for him and the racers.

The boy scouts will be pleased too! If you wish to contribute I will find out how we can pass the funds to his fund. Let me know if you can pledge some!



### **William teaming with his new crew mates**

After experiencing the emotions of saying goodbye to loved ones untying lines at the start of this 40,000 nautical mile, eleven month long challenge, the fleet will race away to start an epic adventure round the world. Ahead is the first major ocean crossing, the Atlantic, where we will spend three weeks at sea. Routing towards the Canaries, the weather becomes warmer as we seek the trade winds to take us towards the Equator. Warm sun, constant breeze and long days with the spinnaker flying; we expect to break the boat speed of 30 knots.

The first key tactical decision is whether to pass the Canaries to port, starboard or go through the middle of the islands. The surrounding mountains can create a wind shadow for several hundred miles — get it wrong and you will feel the frustration of snail pace sailing. The trade winds come as a great relief but up ahead another challenge

## Bart's Bash 2015

I reported in last months news that PISC would be entering this years Bart's Bash. RCS and the General Committee then informed members that we would not be entering Bart's Bash this year. However it's not all bad news, the Club will concentrate on the Autumn Regatta and we would be declaring the fastest boat the winner of the Peter Dicker Memorial Trophy. Members will be flying back into Cyprus for the regatta from their summer holidays. By Ed: By the time I write this the event will be completed so here is a picture sent in by John Barber. John a member of PISC & Filey SC, Yorkshire with their Bart's Bash entry 2015.



**Filey SC having a calm day on Bart's Bash 2015**  
**Photo: John Barber**

## Autumn Regatta at A.G.

The Autumn Regatta was scheduled for September 19<sup>th</sup> and 20<sup>th</sup> September. The event was quieter than usual but we still had over 20 boats on the water for the racing. A few members did not make it back to the Island due to various reasons and some returned to the U.K. the day before for regatta which reduced the boat count a little. The two day regatta produced a strange mix of no wind and then too much wind, falling back to light airs again half way through the Sunday afternoon. The sailors were tested for their patience as much as their sailing as the four long hours on the water for each days series races. They were all back to back and it took its toll of boats withdrawing. We were racing for Wayfarer, Kestrel and General Handicap classes which all were well represented. The overall fastest boat for the series was to be declared the winner of the Peter Dicker Trophy amongst other prizes. And the winners were:

Lesley Anderson and Keith won the Wayfarer Class in "Gung Ho".

Sharon Kimber won the General Handicap in Laser 1 XD "Shaken not stirred"

Brian Layng and Claire Lambert took the Kestrel Class in "Sugar Plum". A great birthday present for Claire Brian Layng and Claire Lambert were deemed the fastest boat and they also picked up the very large Peter Dicker trophy for their efforts. Well done to all

who sailed, organised and looked after the safety of the event.

Commiserations and thanks to the Commodore for having to coxswain Safety Koula at the last minute also to Tony Davenport RCS for being coxswain on Safety Sinka. Did I ever tell you that when I was Commodore I rarely sailed due to having organisational tasks! Anyway if RCS Tony had sailed who'd have pulled me out of the water?



**Beachmaster's team ready to launch**



**Bob Vart's/Savvas' committee boat preparing for the start**



**RCS Tony, Steve and Marilyn on Safety Sinka**



**Cdre Paul, Dave and Terry in Safety Koula**

The Saturday evenings regatta party was hosted at the Club House and a big barbeque was organised by Jaqui, Tony the RCH and their many volunteers. Over one hundred members attended and it was a great success.



**RCH Tony and John Morren cook the meats**



**Jaqui with her teams regatta feast**

There was an excellent spread of food prepared by Jaqui and her team for the hundred or so members. It was extremely well received by all – Well done to the caterers!

## **Chiavarini (U.K.) claims ISAF World Cup gold in Qingdao**

Rising Laser star Lorenzo Chiavarini sealed gold for Great Britain at the ISAF Sailing World Cup Qingdao, which drew to a close in the 2008 Olympic sailing city on Sunday (20 September).



**Lorenzo Chiavarini takes Gold**

The 21-year-old, a member of the British Sailing Team's Podium Potential squad, mastered the testing and tidal conditions at the eastern Chinese city over the four opening days of the series to head into the Laser medal race with an impressive 17 point margin. The sailor admitted to some final day butterflies, but held his nerve to close out the victory. Sixth in the double-points finale was enough to beat Croatian world number three Tonci Stipanovic and Cypriot Olympic silver medallist Pavlos Kontides to the top spot of the podium.

Chiavarini impressed at the Laser World Championships in July where he finished tenth. Qingdao victory has earned him an invitation to next month's ISAF Sailing World Cup Final in Abu Dhabi and a share of the US\$150,000 total prize fund.

"My thoughts on how I did this week – really quite fantastic!" Chiavarini enthused.

"I wasn't expecting such speed and my decision making was really quite good. My starting, which has been my fall back, has now become one of my strengths within this event, so I'm really happy."

By Ed: I think that's where I went wrong in the Autumn regatta!

## **New Beneteau 48 delivery trip for David and Grace Cullen**

David's report follows: In May this year "Struan of Huntley", a new Beneteau 48 was launched in Cannet-en-Rousillon (not far from Perpignan) and set off on her maiden journey to her – soon to be – new home in Orhaniye (Turkey) in Turkey, a journey of just less than 2000 nautical miles.

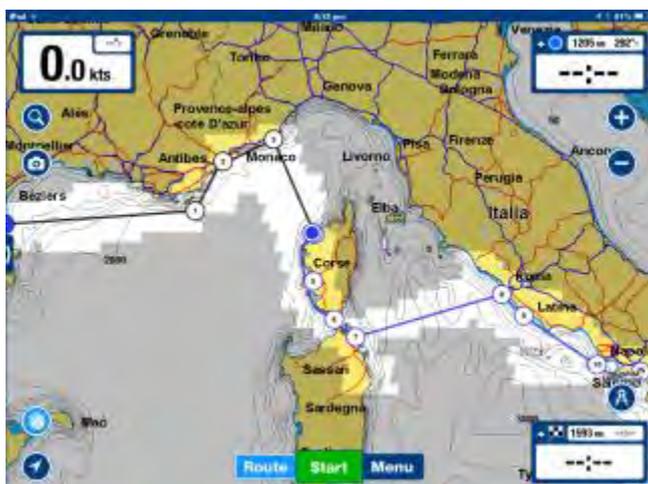
The journey was split into four legs with stop-overs and crew changes between legs.

The first leg took us from Cannet-en Rousillon to Salerno in Italy sailing along the French Riviera stopping at Port De Golfe, Nice, and then on to Imperia. From Imperia we sailed down the west coast of Corsica stopping at Calvi (which was lovely), Ajaccio (which was nice) and Bonifacio (which was idyllic) where we had to hole up for a couple of days while a storm blew through. After Bonifacio it was across to Porto Cervo at the top of Sardinia. From there we had an overnight sail to Rome where one of the crew (Brian Layng) needed to leave us to attend a funeral. The rest of us then sailed on to Anzio (which we didn't like very much), Procida (where we had the first engine service done) we sailed passed Capri and carried on to Salerno where we put in to the marina where the boat stayed for a couple of weeks while we had some work on the boat and for the new crew to join us.



**Struan stern to, rigger on the boom**  
**Leg 1 From Canet en Roussillon to Salerno, 4 PISC members, Crew 6, NM722.4**

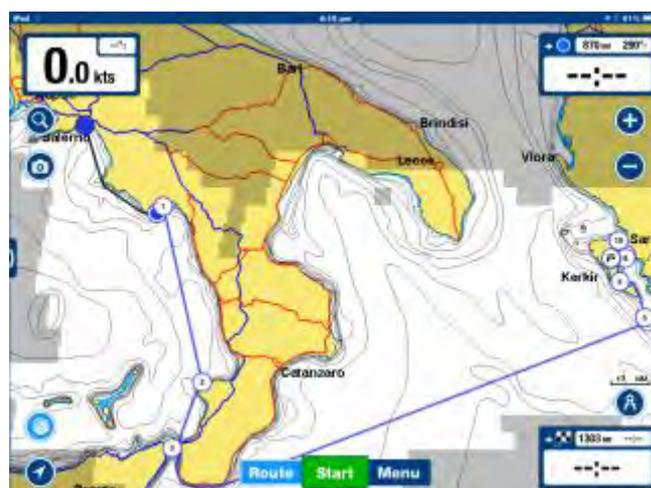
The blue track show the boats progress on the following chart shots.



Leg 2 was a long leg from Salerno to Corfu with only Grace and I along with 2 friends from Hong Kong on board. We left Salerno and sailed down to Messina in Sicily, stopping at San Giorgio and Tropea on the way. We approached the Straits of Messina with some trepidation with reports of large whirlpools and with the tales of Ulysses and the Illiad going through our minds. As it transpired the waters were peaceful, the coastline was colourful and the site of the swordfish fishing boats ploughing up and down the straights was memorable. The town of Messina was not as we had hoped/expected so the following day with few regrets we set off at 5.00am heading for Paxos, one of the Greek islands south of Corfu. We had looked at the instep of Italy and had decided that there was little or no shelter there without going a long way out of our way so a 40 hr passage was the best option we had. Unfortunately for the entire 40 hours the wind either refused to blow at all or if it did then it was in entirely the wrong direction and as a result the

passage turned into a long motor. We arrived in Paxos as it was getting dark so we opted to anchor off and the following day went into the port to register our arrival in Greece. The authorities in Paxos however took one look at a Jersey registered boat, with Hong Kong owners, coming from Italy and decided that they couldn't process the paperwork and told us to report to the authorities when we got to Corfu. We therefore left the beautiful island of Paxos and sailed up to Govia marina just north of Corfu town, stopping at an anchorage at Perama on the way up. The following day we sailed across to the other side of the channel almost into Albania and then back across to Govia marina where we effected a crew change.

**Leg 2 from Salerno to Govia (Corfu) 2 PISC members, Crew 4, NM489.4**



Leg 3 took us from Govia to Zea Marina in Athens through both the Lefkas Canal and the Corinth Canal with stops in Paxos (again since it was so nice), Lygia, after coming out of the Lefkas canal, an anchorage off the bottom of Nisis Oxia which was marked in the pilot as pleasant and safe. In our experience it was neither and it was with some relief that we pulled up the anchor the following morning and set off to Patra where we discovered that the immigration/customs/coastguard paperwork that we had from Corfu was all 'wrong' and we had to do it all over again. This time however we used an agent and he seemed to get everything in order for us. Patras is a commercial shipping port and not particularly pleasant so we set off as soon as we had completed the paperwork and set sail for the Corinth canal stopping for the night at Trizoni. We arrived at the Corinth Canal the following day at around 2.00pm and after about a 30 minute wait we were called up on the radio and told to

transit the canal “at full speed” which rather surprised us. Apparently they are more interested in getting you through the canal as quickly as possible rather than worrying about the damage the wash might do to the sides of the canal. The transit took us just over 30 mins and we popped out the other end where one of our PISC members got off. This left the four of us to have a very enjoyable evening tied up at a local taverna round the corner and then on to Zea marina the following day. Arriving at Athens we had a couple of days to spare before our flights back to Cyprus so we took off down to the bottom of the Athens peninsula and spent the night in the Olympic marina which they had built for the Athens Olympics. A nice marina with good facilities and only 20 mins from the airport but for some reason was not busy

**Leg 3 Govia to Zea (Piraeus) PISC 3, Crew 5, NM311.9**



**Leg 4 Zea to Orhaniye, Turkey, PISC 6, Crew 7, NM 331.4**



Struan now named, being prepared for the long trip

#### **Total Summary**

Miles travelled: 1855 plus whatever we did in harbor etc. The boat’s log shows 1932nm

Total Crew: 18, of which 11 are PISC members

Total ports visited: 35

Total Wine drunk:

Total Beers consumed ??? (more than the wine)

Thanks to David for this comprehensive account. Good luck with Struan and your future trips.

### **Ten Pin bowling at Paphos 17th August**

A large group of members attended the Cosmic Bowl in Kato Paphos to play ten-pin bowling. Several members took their own bowls and it was amazing to see the great effort to which our players set into their games. The bowling was again arranged by Sue Scorer and afterwards the members moved to the Club House for a supper prepared by Jaqui and her team. A very nice evening which was much enjoyed by all.

Leg 4 was the final leg from Athens to Orhaniye in Turkey and this was the leg that we were not on a tight schedule and could plan our route as we (and the weather) felt like. We also had a couple of PISC flag officers on board so we had to be on our best behaviour (hmmm). Basically we hopped down the Aegean Isles stopping at Kythnos, Paros (not Siphnos as shown on the chart), Ios where we had to hole up for 4 days as the meltemi blew through, then on to Astipalia, Kos – where we cleared Greek customs/immigration – Bodrum where we entered Turkey and then after three days having the boat lifted and the new cockpit fridge fitted, we then completed the last part of the journey to Datcha and then on to the boat’s final destination of Orhaniye (Turkey)

## Beach Barbeque at Agios Georgios

This year's beach barbeque was a smaller affair than usual. Quite a few members were still away from the Island. However many new members attended and they were made very welcome.



### Beach gang enjoying the picnic

Thanks to Tony Crow for arranging the barbeques and preparations for the day. Each time we do this an early morning team meet at the beach to rake the sand and set up the gazebo's and flags. This effectively books the beach for the rest of the day and it is important that we do this otherwise we might find others partying there on the day. Koula attended this year again, and she kindly provided some essential Leon beer. Thank Koula



### Ladies enjoying a cooling dip in the rock pool

Well done the food preparers and the barbeque team for cooking a fine beach barbeque!

## Shannon trips for Club Member's

Two couples from the club, Dave and Jan Smith and Chas and Gaynor Kimber flew to Dublin on two separate occasions to join Brian and Joann Layng on their 34 foot Rosebank Cruiser. Brians plan for this year was to visit the upper third of the river up to Loch Key from Lanesborough.



### Carraig Bán (White Rock) on her home marina

After the July trip Dave and Jan flew back to Cyprus. Then Chas and Gaynor flew out for the September trip. Brian and Joann were kind enough to drive them to Lanesborough to board the boat and sail away each time.



### Pisc Burgee flying, Brian and Gaynor put the awning up



### Guinness testing all the way, my kidneys were singing!

We were all delighted with the magnificent Shannon as we made our way along it. Narrows, reed beds, bridges, locks make a hugely differing backdrop as you arrive at the villages and towns along the way.



**Tot Time! Or did we pass a lighthouse?**



**Brian approaches a low bridge. Gaynor and Jan enjoyed working the locks, luckily they were electric. Don't leave me on the bridge!**

## **Roy Hartley sailing in the ARC Race in November**

Glad to report that PISC has a representative in the ARC Race taking place across the Atlantic in November 2015. I know Roy Hartley has been training on several offshore yachts off Turkey and the U.K. as he prepares for his departure from U.K. to the Canaries and the trans-atlantic race to the Caribbean. In November 2015, 250 yachts will set sail from Las Palmas in Gran Canaria to participate in the world

famous Atlantic Rally for Cruisers (ARC). This is the biggest trans-ocean rally or race in the world.

Taking advantage of the North East Trade Winds and sailing across the tropics, the ARC is one of the most civilised ways of crossing the Atlantic Ocean. The 2,700 mile crossing is something most sailors only dream of. They will leave the cold nights and winter weather behind in the UK as they sail non-stop through the tropics from the Canary Islands to St Lucia in the Caribbean.

Message received from Roy: This is the Schooner I have been training on in Cowes, she's an Ocean 60, length 17.43m, beam 4.63m, draught 2.43m, it's been up sail, down sail, again and again, spinnakers, asymmetrical, hobgoblin sails. She will do 18+ knots full sail area in 25knots of wind. The few days training were excellent. She will be my home for a couple of months when we take her from Cowes to Las Palmas just after the 20th Oct. The weather forecast dependent, across Biscay, 2 weeks in Las Palmas, then the ARC race across to St Lucia starting 22nd Nov. We are taking part in Racing Division 1 class.



**"Ocean Venture" with Gennaker and hob goblin...**

Members who wish to follow her progress go to the ARC yacht race website, go to Rallies, then ARC in the drop down box, then "where are the boats" you will then follow ARC race (note not ARC+ race). Put in the name of the yacht "Ocean Venture" and it will give the exact position, ETA, weather, etc. and you can also follow the crews daily log (that is if all the electronic bits and sat bits are working) - best wishes to all.

P.S. Chas; your Foul weather suit will be much needed on the first leg to Las Palmas and the first few days of the ARC. Best wishes to all

By Ed: That's alright Roy see you in the bar!



**Roy**

I hope to have more news for you as we near the departure date

## **Kit & Sharon Whitehouse sail for Cherbourg**

Ex Commodore Kit and Sharon Whitehouse have now completed the refit of their Catamaran in Melton Boatyard, Woodbridge, U.K.. I asked Kit to write me the story so far...



### **Kit relaxing French style in Calais**

Having spent a good few years trying to renovate "Splash Along", our 1977 30ft Iroquois catamaran in wet English summers we decided that we needed to sail even if work still needed to be done. We had proved she was seaworthy last year sailing her off the east coast for a couple of weeks. The last job was fitting some davits to take the inflatable dinghy.

At 14:15 on 4<sup>th</sup> August we left Melton Boatyard crossing the Woodbridge Haven bar 1 ½ hours after high water. With wind gusting 27 knots, wind against tide and the shallows of the Felixstowe ledge it was a bouncy passage averaging less than 2 knots over the ground. We secured to a buoy in the river Orwell and with an adverse weather forecast we decided to spend some time in Ipswich staying for 2 days. We

then sailed for Ramsgate. Passing through the Ipswich dock lock at 09:00 on Saturday arriving at Ramsgate Royal Harbour at 20:00 that evening.

With a combination of adverse weather and the discovery that the 100w solar panel was playing up we decided to stay in Ramsgate for a full week before a replacement panel arrived. In the meantime we had sampled the yacht club and the local restaurants including an excellent and very accommodating Thai restaurant.

With the wind still not perfect we left Ramsgate at 06:25, and whilst sailing south we were able to make 6 knots when we came to crossing the shipping lanes we had to motor, which we did arriving outside Calais at 12:30. By 13:00 we were tied to a waiting buoy and then into the yacht basin by 14:05. Arriving on a Saturday, the marina office and chandlery were closed. They all take a long week end off not opening until 14:00 on a Monday. After spending 4 days in Calais sampling the Moules and Muscadet and exploring including visiting the lace making museum which had an additional exhibition of haut-couture by Balenciaga, well worth the visit.

Having had our mast removed and ready for transport to the south of France we left the Calais marina at 14:00 on 19<sup>th</sup> August and via the Canot lock onto the French canals, with bridges opening for us as we approached them. We tied up to a grassy bank at 17:30 and relaxed. It was a long relaxation because we did not leave until 15:25 the following day only to have to stop at 17:20 when Henuin bridge did not open. Contacting them on the VHF they stated that they (had decided) had finished for the day and would open for us the next morning. (this is France). The following morning we went through the bridge and lock and tied up at a small pontoon at Watten. We had had considerable problems with the engine cutting out which I eventually diagnosed to a faulty pump in the line that connects the fuel tank to the outboard. After considerable help from the lady in the Tourist Office I made contact with Bleu Marine in Dunkirk who believed they would have what I wanted. So the next day I caught the bus to Dunkerque arriving during lunch to discover that my contact had told the other staff that she had a solution, but not told them what it was, so no chance of catching the 14:00hrs bus back, but I caught the 17:00 with a replacement fuel line with pump.



**Craning off the mast for shipping to the South of France.**

We continued our journey stopping at a small marina in Arques, Pouring with rain we decided to stay and work on the inside of the boat. The weather broke for one day enabling us to visit St. Omere which has an interesting museum.

Realising that we did not have time to reach central France where we could leave the boat, and no where else on the canals suitable, we returned via Watten and into the Bassin de Commerce in the centre of Dunkerque where we found free mooring in a long unserviced pontoon whilst we waited to be lifted out of the water on 2<sup>nd</sup> September. With the boat out of the water, winterised and tarpaulined we caught the train to Lille then on the Eurostar to London and then back to Woodbridge to pick up the car. (Buying train tickets on the day costs an arm and a leg, I think if pre booked we could have saved 50%).

The boat now awaits us in Dunkerque to continue our journey and eventually meet up with our mast which is now in port St. Louis du Rhone in the South of France. By Ed: Thanks for the notes Kit; Next season they will make their foray into the canal system

**PISC sailors at U.K. Kestrel**

**Nationals, Brixham**

Extreme respect and a very well done to our PISC sailors who attended the Kestrel Nationals in Brixham, U.K. There were ten PISC members present and we entered three Kestrels. I gather we took over the Smugglers Inn as our Race H.Q.. Richard Peacock PISC and Port Dinorwic SC and his crew Richard Roberts sailed his new boat "White Diamond", Adam Lomas and his crew Alistair Luxford also purchased a new boat for the event. Brian Layng and Claire Lambert loaned a Kestrel from Hartley's to take part.



**Busy clubhouse in Brixham**



**John, Claire, Joann and daughter Tanya**



**Chairman Claire looking relaxed**

Whilst at Brixham, Claire attended the UK Kestrel Association AGM as vice Chairman and came out as the Chairman which was a bit of a coup for us. Richard Peacock is now the Vice Chairman so we now have the top two positions in the Kestrel U.K. Organisation. Congratulations to both on their new positions. The Regatta series were held in light winds and I have shown the results below. I hope you can see them, apologies if you cannot.

# Kestrels Nationals Results

Entries: 18 Races Sailed: 7 Discard: 1

Series Place	Sail No	Boat	Helm	Crew	Club	Series Points	Race 1	2	3	4	5	6	7
1	1561	Second Chance	Mark Hartley	Richard Hartley	Blithfield SC	15	1	1	2	1	6	5	5
2	1633	Purple	Paul Barnett	Robin Lamb	Royal Tay Yacht Club	15	4	4	1	5	1	2	3
3	1634	Still Seething	Stewart Murdoch	Mhairi Murdoch	Royal Tay YC	15	5	3	5	2	2	1	2
4	1638	Shades	Malcolm Worley	Dannielle Worley	Royal Tay Yacht Club	15	2	2	4	3	3	4	1
5	1640	White Diamond	Richard Peacock	Richard Roberts	Port Dinorwic SC	26	6	7	3	6	4	3	4
6	1627		Henry Richards	Christopher Richards	Goldhang er SC	29	3	5	6	4	5	6	8
7	1636	Still Rare	Alisdair Hood	Campbell Morrison	Royal Tay Yacht Club	49	8	10	9	7	7	8	13
8	408	Chicken	Chris Grice	Lauren Grice	Maylands ea Bay SC	52	10	8	10	9	9	10	6
9	1545	Missnomer	Steven Wolf	Lin Worf	Calshot SC	55	11	9	12	8	8	7	12
10	1637	Sweet Janny B	Janet Barnes	Pete Barnes	Porthepa n Club	59	9	6	7	12	17	11	14
11	1062	Pure Genius	Paul Wilkinson	Katherine Wilkinson	Maylands ea Bay SC	64	14	13	8	11	10	13	9
12	1600	Pooh Sticks	Paul Gray	Sally Gray	Maylands ea Bay SC	67	7	12	14	15	11	12	11
13	1559	Second Fiddle	Ian Hunter	Abbey Hill	Royal Tay Yacht Club	68	18	15	11	10	13	9	10
14	1551		Adam Lomas	Alastair Luford	Paphos Int. SC	73	12	14	13	13	14	14	7
15	1553	Up Periscope	Ian Rintoul	Harry Rintoul	Broxbour ne SC	86	13	11	17	14	15	16	18
16	1544	Golddigger	Kevin Edwins	Kevin Jones	Stewartby SC	93	15	16	15	16	16	17	15
17	1590	FP	Brian Layng	Claire Lambert	Paphos Int SC	99	16	18	19	19	12	18	16
18	1573	Fooster	Red Brown-Lee	Dave Hearsam	Goldhang er SC	99	17	17	16	17	18	15	17

## 2016 Kestrel International Open planned for Agios Georgios

After the successful summer U.K. Nationals at Brixham it was decided to plan for another Mediterranean foray for the Kestrel Owner's Association. Claire has now passed a request that the hold another International Kestrel event. The Club has agreed in principle to holding the Kestrel International Open again at A.G. so we look forward to their members coming out to join us next Autumn. Kestrel Owners will be asked again to either share, loan or hide their Kestrels for the duration!

## Offshore Sailing Plan 2016

As I stated in last months edition I have Those who haven't been aboard an offshore yacht might find the information useful. produced some general information for a PISC Rally. I will send this to you should you require it. Those that are old hand's will know most of the information. Do let me know if you are thinking of attending one of these so I can include you in any meeting we may have.

I have put these **Provisional** dates forward, don't do anything yet just check your diaries:

### Spring Rally:

Athens/Saronic Gulf Rally; 14<sup>th</sup> – 28<sup>th</sup> May 2016

### Autumn Rally:

Turkey Orhaniye/Marmaris Rally; 03<sup>rd</sup> to 17<sup>th</sup> September 2016.

We hope you might like to join one of these Rallies and I will hold a meeting in November to discuss skippers and what boats we could charter.

### Gulet Charter:

I am also considering the possibility of chartering a "Gulet" for up to 12 members (6 double cabins). We might be able to arrange to have it to travel along the route of the Autumn Rally and possibly liaise on a couple of occasions with the Rally Yachts in anchorages or harbours. We shall see.



### A Turkish Gulet (crewed sailing vessel)

The Gulet trip would be for the "non sailors", but not necessarily and would offer a more comfortable trip such as three meals a day served by the crew! The Gulet would also visit archeological sites and ports of interest once we know that we have enough interest to charter a whole boat for members.



### Dinner on a Gulet!

#### FOR SALE

Rare chance for a MK2 Wayfarer Racer "Kallan" one careful lady owner. This boat is on the island and in the boat park! You might need good references for this lady to sell it to you!

Contact: Ed for further information

## Southampton Boat Show



Jan, Dave, Chas, Gaynor & Brian have two days at the boat show.



On behalf of the Commodore and the General Committee thanks for reading it. I have had to work to gather all the news for this issue together. Please send me any articles you would like me to put in future newsletters.

All the best and stay safe



**Chas Kimber**  
**Editor**



**Photo courtesy: John Lay**

Here is Mike the Bosun with his Team of levitators along with the Supervisory staff

## He's Back!



**Welcome back John and Mel – Looking Good!**

We were all worried about him and now we're glad to have him back.



**Paul Hutton – Ashkenny**  
**Commodore**