



Members' Newsletter March/April 2016

FROM COMMODORE RICHARD

It seems like only yesterday I was writing for the February newsletter and here we are already in March and the nights are getting shorter as winter starts to loosen its grip and Spring gets ready to make a long awaited appearance.

All the in-house functions I mentioned in the last newsletter passed off successfully, although I wasn't made aware of any Leap Year proposals.

The Channel Dash memorial took place, as planned, on a cold but bright day. The Mayor of Dover and the Head of Dover District Council were in attendance and a wreath was laid on behalf of the club. After the ceremony all the participants retired to the club house for hot soup and sandwiches beautifully prepared by Harriet and helpers. The whole event was well reported in the local press.

On the social side we hosted the Dover RNLI in the Lord Nelson Suite for their annual dinner which appeared to be very successful judging from the bar takings.

The club also hosted a presentation regarding the Western Docks Revival Project by the Dover Harbour Board attended by their Chairman George Jenkins OBE, CEO Tim Waggot and invited members of various stakeholders and Operations Staff involved. We have set up a good rapport with the DHB and hope to have a successful input into the forthcoming marina construction.

The St David's Day dinner exceeded expectations due in no small part to the wonderful meal prepared by Harriet and well served by Skye and Sophie.

A great evening of fun and laughter under the eyes of the Welsh Dragon. (The flag!)

I would like to express my thanks to all the staff and volunteers who made all these functions so well presented and enjoyable. They did the Club credit.

Likewise the Beer Festival has come and gone and was a great success and I would like to thank all our sponsors and those who willingly rolled up their sleeves to help make it work.

On the sailing front our two Rear Commodores are gearing up to inspire our sailing members to take to the water.

For the racers, the Early Bird series is already underway and our Rear Commodore (Racing) held a pre series get together before the serious business of racing begins.

We are also hoping to organise an Easter trip over the Bank Holiday weekend for those with boats back in the water who are brave enough to face the possible cold weather as Easter is early this year.

Lastly a short rhyme to remind you of the joys to come (courtesy of Ogden Nash)

*Indoors or out, no one relaxes
In March, that month of wind and taxes,
The wind will presently disappear,
The taxes last us all the year.*

Richard

Forthcoming events

Regular events

One Ton Club Draw 1st Sunday

Mah jong Mondays
(two sessions – 1230 and 1900)

Social Events

Sat 02/04

Fitting Out Supper, with buffet and entertainment.

Sat 23/04

St George's Day Dinner, formal dinner with suitable entertainment.

Racing

Sat 19/03 1100 Earlybird 3

Sat 26/03 1030 Earlybird 4
1900 Earlybird Buffet

Sat 02/04 1000 Sean Talty Cup
1900 Fitting Out Supper

Sat 16/04 1030 Spring Series 1

Sat 23/04 1200 Harbour Series 1
1900 St George's Day Dinner

Sat 30/04 1300 Spring Series 2

Sat 07/05 1200 Harbour Series 2

Sat 14/05 1100 Spring Series 3

Sat 21/05 1200 Harbour Series 3

28-30/05 RCPYC/Rye Regatta

Cruising *

06-07/05 Le Touquet Weekend

27/05-05/06 Battle of Jutland Cruise

*If you are interested in these cruises (as skipper or crew), please email Ashley Ross, Rear Comm, Cruising, via the Club.

Other events

21/05 DHB Boat Jumble & Marina Open Day on Crosswall Quay from 1000.



Easter Opening Times

The Club Bar opening hours over the Easter Holiday are

Friday 12 to 5pm

Saturday - normal hours

Sunday - 12 to 5pm

Monday - 12 to 5pm

There are no planned social functions over Easter. Vice-Commodore, Dave Ford (Africa) is trying to find out, on behalf of Ashley, whether anyone is interested in a trip to France over the holiday.

We now have a full year's diary of events on the website. You can find it from this link:

<http://www.rcpyc.org.uk/on-the-land/events-calendar>

However, if you are travelling to Dover for any of these events, please ensure you check the website before you leave, or phone the club to confirm it is going ahead, as arrangements may change.



ST. DAVID'S DAY DINNER

On Saturday 27th February The Lord Nelson Suite at the Club was filled with all things Welsh as 43 Club members and Guests sat down under the gaze of the Welsh Dragon to partake of dinner to celebrate St David's day and the (hopefully) arrival of Spring.

Faces behind the Bar

Many members will already know **Harriet**, as she has been with the club on a part time basis for some time. Harriet works Thursday – Monday.



Harriet is now joined by **Jake Moores**, who works Tuesdays and Wednesdays, as well as covering for holidays and functions.



So, if you are in the club bar, say Hi to Jake – unless Harriet's on duty. SpecSavers anyone?



The dinner expertly prepared by our own Harriet and beautifully served by Skye and Sophie had a Welsh theme throughout with a choice of starters of Welsh Rarebit, Glamorgan Sausage or Leek and Goats cheese tart, followed by a wonderful Welsh Cawl (Lamb Shank} and vegetables, finishing with a choice of Caerphilly cheese and biscuits or Welsh cake or Bara Brith (Welsh Fruit Cake). The raffle was well supported and the evening ended to the strains of Shirley Bassey.



A great time was had by all and my thanks to everyone who helped in the planning and preparations.

Vice-Comm Dave Ford (Africa)



J.P.Morgan
Asset Management



**Round the
Island Race**

12 YEARS OF PARTNERSHIP 2005 - 2016

Want to have a go at this?

Saturday 2nd July 2016

We will be entering two boats again in this event for Club Members to participate.

Danny will be participating involving Training Centre Students whilst *Torbellin* will have a crew comprised of the more experienced. So, whether you are still a novice, veteran or somewhere in between there is a chance for you to participate in this prestigious event.

For more details contact Bernard on 07894 097450



Meets every Thursday at the Granville Dock, at 1400 on *Danny* or *Torbellin*.

With the coming of Spring, there's lots to do, so the Dover Boat Shed welcomes all interested in a cuppa, a biscuit and a chat. We will be discussing all things nautical and putting together a programme of things to do this summer.

There's no obligation and you don't have to sail to enjoy the company.



2016 Sailing Kicks Off

The season started on 13 March with a hardy bunch of young people turning out for the first session. The programme for the year is up to date and being widely promoted via the internet and social media. Those wishing to book a course can now do so online via the Conningbrook Sailing website.



Conningbrook Lakes Sailing instructors Robyn Ford and Ryan Winter putting the first Sunday session participants through their paces.

Children/Youth aged 8-18 years are welcome to take part in **Sunday afternoon sailing from 2-5pm** when they have passed their Stage 1 beginner's dinghy sailing course.

All Courses and Events are under the supervision of qualified sailing instructors, with safety boat.

For more information, or to book a place, please email sailingschool.rcpyc@gmail.com
Or Speak to Bernard Sealy.

The **Dover Western Docks Regeneration** project is now fully underway, with the DHB giving a number of presentations as part of their communications process.

To keep contact with the Harbour Board throughout the forthcoming developments, the following club members have agreed to form a working group to take forward ideas, complaints etc. from club members:-

Richard Hart
Roy Bird
Dave M Ford
Bernard Sealy
Barry Tipping

This group will be holding regular meeting with DHB representatives and will put forward any issues members wish to raise regarding the DWDR. There will be a specific email address for this purpose, but in the meantime, if you have any queries, suggestions or other points of interest, please send them to Vice Comm, Dave Ford, on breezezx@aol.com.

Meanwhile, from our man on the ground, (or should that be the man on the deck?), **Eric Duriez**, an

Update on Calais



The works in the marina won't be finished before August.

There is no electricity, no water on the pontoons and no fuel, although you will always be able to berth a few boats. There is a place on the other side of the dock. However, this pontoon is only 40m long, but you can moor the vessels alongside. The messy problem is to access to this pontoon, as you need to get a key to the marina office and there is only one key.

Members will be glad to hear that the bar and the lavatories will be open.

Vive La France!



The Club's **racing season** got off to a chilly but sunny start in March with the **Earlybird Series**.

The first race saw *Karibia Breezes* and *Falcon* battling around the harbour. *Falcon* took line honours, but *Karibia Breezes* swooped to first place on the rostrum.



Second race saw the debut of Graham Eggleton's new boat *Black Diamond*, which virtually flew around the harbour course taking both line honours and first on the rostrum. *Karibia Breezes* was second with *Falcon* a close third.

Official results and times are on the club's website and clubhouse noticeboards.

ROGER MARPLES MEMORIAL BEER FESTIVAL

Friday 4th and Saturday 5th March saw the Club's annual Roger Marple's Memorial Beer Festival. This is probably the most important fund raising event in the Club calendar and a great memory to a very missed member. The weather lent itself to both days with sunshine although somewhat on the chilly side. This year we had eleven guest beers and two ciders on offer from various breweries, some near and some further afield.

Friday started very well with customers at the door even before the midday start. The bar quickly filled and beer started flowing. It was great to see so many visitors. Entertainment on the Friday was supplied by 'The Mighty Cow Pats' one of whom is our member Ray Newsam. They got everyone in the mood throughout the afternoon. The beer sales continued all day supplemented by the sale of rolls and other goodies right up until closing time. At the end of the evening it was obvious we had started the festival on a very good note.

Saturday started in the same vein and the food and beers were selling like hot cakes. There were numerous positive comments about our choice of beers which was supported by the speed at which they were being consumed. Again the bar was full for most of the day and the atmosphere was helped by the entertainment provided by the Old Lone Gin Band organised for us by Nic Lucas.

Also during the afternoon people became interested in the various items of militaria that appeared in our hallway. This was part of a book signing by Phil Eyden, a local historian, whose book 'Dover's forgotten Commando raid' which charted the history of 'Operation Abercrombie' a raid starting at Dover and directed against the German forces in the French coastal village of Hardelot near Boulogne. There was a lot of interest shown in this little known wartime action.

Again the evening, the beer and the stamina of most of us eventually wore out but the whole event had been a resounding success both as an occasion and financially. The Club welcomed 120 visitors on the Friday and 71 on the Saturday and that did not include the members who attended.

This event does not just occur it takes a lot of planning, preparation and support to make it work and I would like to thank Richard, our Commodore for his organisation, drive and local knowledge. However even that would not have made for success without the willing participation of the following:- Betty, Sandra, Purdy, Hilary, Rosemary, Di and Sharon who variously prepared and sold the rolls and other food, helped at the outside bar, sat at the entrance signing guests in, handing out glasses and obtaining donations for same and for the preparation of rooms, signs and other paperwork. Also not forgetting Aiden, Jim, Robert, Edward, John, my brother Dave, Roy, Laurie, Alan and Nick who obtained and set up the stillage and beers, ran the outside bar and generally helped out when required. Without their efforts the Festival would not have occurred. A big thank you to Harriet for her sterling work behind the Club Bar throughout both days and a last big vote of thanks to all the members and guests who came and joined in the festival and made it such a success.



Ready for drinking



Ready for eating



Enjoying convivial company



The Mighty Cowpats



The Old Lone Gin Band



Still going strong

There's a new café in the Marina

It is situated next to the Clock Tower, and it comes highly recommended by member, Terance Dickson, who "thought the food was good and the prices reasonable."

Location is excellent for marina users (right by the security gate for the tidal moorings). And the whole thing is a good cause". Open from 10am – 2pm, Monday – Friday, the café is run as a partnership between White Cliff Tours and Learning Opportunities, a small school based in Ringwould. The students there often require additional support to achieve success at school and move on to college, and working in the café is an enjoyable way to help them develop wide ranging life skills and confidence.

A20 / Townwall Street

Also some of you may have noticed, there's major roadworks on the A20, which are due to last all this year. The aim is to remove roundabouts and install traffic lights to facilitate safer and faster access to the docks. Currently, two roundabouts (by the BP garage and access to the Marina) are blocked to some routes.

You will find full details on the DWDR website

(<http://www.doverport.co.uk/about/news/ky-road-scheme-to-maximise-dover-regeneration-pro/13132/>)

or the Dover District Council website

(<http://www.dover.gov.uk/Transport-Streets--Parking/Transport--Streets/A20-unction-improvements.aspx>)

Dover Cruise Liner movements –April (from Ships Monthly)

Flag Codes BA Bermuda, BE Bahamian, GB Great Britain, IT Italy, M Malta, Ma Marshall Is, N Norway, NL Netherlands, P Portugal, PA Panama, StV St Vincent

Ships can also be tracked on your smartphone or Ipad with the App "Marine Traffic"

April	Arr/Dep	Ship	From/to	Flag	Operator	GT
1	0700/1700	Braemar	x/Stavanger	BA	Fred Olsen	24,344
10	0700/1700	Braemar	Arendal/Kiel Canal	BA	Fred Olsen	24,344
16	0700/1700	Braemar	Honfleur/La Rochelle	BA	Fred Olsen	24,344
24	0930/2130	AIDAvita	Guernsey/Ijmuiden	IT	AIDA	42,289
25	0700/1700	Braemar	Rouen/Flensburg	BA	Fred Olsen	24,344
30	0700/1900	L'Austral	x/London	FR	Ponant Cruises	10,944

Kent Section of the Cruising Association



Dates for the next Winter Warmers for 2016 – 2017

- 13th October 2016
- 10th November 2016
- 8th December 2016
- 12th January 2017
- 9th February 2017
- 9th March 2017
- 13th April 2017

The Cruising Section's "Winter Warmers" are held on the 2nd Thursday of each month, starting after supper at 8pm, at the Dog & Bear Hotel, The Square, Lenham, ME17 2PG.

Both Cruising Association members and non-members are very welcome

Charlie's Travels

Our good (canine) friend, Charlie, is off again on his travels.



He will be aboard the lovely *Dawn Owl* travelling to Copenhagen just after Easter then back to the Netherlands to join 14 Dutch boats and 1 German for a week-long rally from Aalsmeer to Rotterdam. After that, to Belgium across to Paris, then Luxembourg and south to Strasbourg and then down the Rhine, finishing back in Sneek [Friesland] mid September.

We wish Charlie fair winds and trust that his crew, Clifford Mickleburgh, follows his orders!

Our club has a fine tradition in the arts, and has, in the past, produced a book of poetry. So, here is a new poem for your delectation from Dena

Sea Areas

Since this club is all about yachting
I thought a touch of shipping spotting
Might be the order of the day
So here we go: anchors aweigh!
Where on earth is North Utsire?
Presumably, north of South Utsire!
Viking, Cromarty, Forth and Tyne,
I've a fair idea that they're in line.
Dogger, Fisher, German Bight,
Bits of Holland are in sight.
Humber, Thames and Dover Straits,
Where shipping moves at incredible rates.

Wight, Portland, Plymouth Sound
Yachts are for the Scillies bound
Biscay, where the gales blow,
Fitzroy, Sole and Shannon flow.
Lundy, Fastnet, Irish Sea,
Not so far to old Tiree.
Rockall, Malin, a turbulent spot
Hebrides, Bailey, for the hardy Scot.
Fair Isle, Faeroes, and venture forth,
To South East Iceland furthest north.
So there we are, around our coast
The areas we revere the most.
But on we go to face our fate,
Captains all, complete with mate,
And while we constantly air our views,
We listen out for the shipping news,
And brace ourselves for what's in store,
Batten down and head for more,
And when we reach the end of our
tether,
We sigh and say, 'It's English weather!'

Dena Slaughter 2015

To The Baltic with Dick!

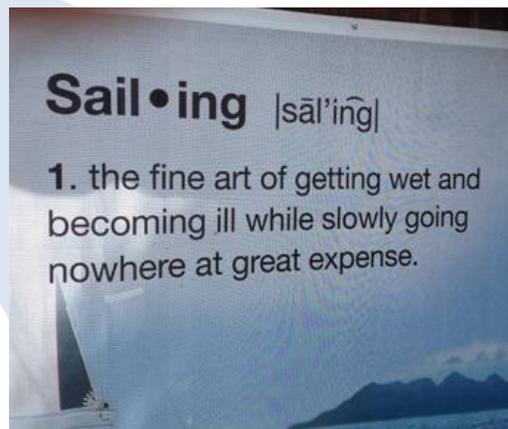
Callisto's Summer Cruise 2015 by Andy Hills Part 2!

Last month, we left our intrepid seafarers imbibing a substantial amount of inappropriately named local beer. We now pick up the story.

So, with time moving on we said our goodbyes to Viv and Nick and left Pirita at 10.30 on the 20th with the aim of getting to Haapsalu 65 miles to the south west. With a new, young and inexperienced crew we made fairly good progress and enjoyed a very good Chilli concocted by the boys in a way that only students can along the way. Our progress slowed the closer we got to our destination and before you knew it darkness had overtaken us. Had we known then what we know now a night at anchor outside amongst the islands would probably have been the prudent option. We resorted to the engine for our final approach which entailed negotiating a very complex set of intersecting leading lights, 5 in all, through very narrow channels leading on to the last buoyed channel into the harbour which was no more than a couple of boat widths wide, extremely shallow and bordered by pillar buoys which were not lit and very difficult to pick out of the darkness. In the end we resorted to posting the boys on the foredeck with a powerful torch which enabled us to feel our way in. We were finally secure in a berth at 0200 and took to our bunks pretty soon afterwards; it had been a long day.

And if you feel like penning a suitable ode, please send it in for publication in a future issue of our newsletter

The day after revealed a pretty little town a stones throw away where the boys did a little shopping whilst Dick and I had a shower and got the beers lined up in the very smart waterfront bar cum restaurant which served the marina. Here, emblazoned across the wall of the sailing club, was the following sign which just about says it all I thought.



That afternoon we renegotiated the various channels again and entered Moon Sound, the stretch of water between the Estonian coast and three large off lying islands, the biggest of which, Saaremaa, is a popular summer holiday destination for the Estonians. Our intended destination was Virtsu where my son Sam was due to join us for a few days. The run down Moon Sound was quite enjoyable despite the numerous warnings in all the pilot books of how careful one should be and how it should not be attempted without up to date large scale charts (none of which we had) and were at one point completely surrounded by a regatta fleet of over 100 yachts racing from island to island who all appeared to know where they were going so we were in good company. A good breeze just aft of the beam for a change soon saw us in Virtsu which turned out to be the main ferry port for Saaremaa but featured a small number of pontoons for yachts tucked in behind the ferry berths. It soon became apparent that the jetty the ferries used was in fact full of holes and offered very poor shelter from the rising wind and accompanying swell. With the wind effectively pinning us into the corner there was not much chance of escape so we ran out long lines onto the main jetty to absorb some of the load being placed on the pontoons. Sam eventually turned up in an executive minibus which he had somehow talked himself on to in Riga and it was clear by this time that we were going to have to ride out this bad weather where we were, not ideal but we had little choice. The ferry eventually berthed for the night and at least afforded us a little shelter.

At one point it blew so hard that the end of the brand new pontoon to which we and another boat were attached broke off completely and ended up suspended in mid air between the boats! With an alternative mooring arrangement devised we took to our bunks and hoped things were quieter in the morning. We were able to dig ourselves out and get going again the following day but found ourselves motor sailing in pretty poor conditions to Roomasaare on the south coast of Saaremaa. The regatta fleet had apparently been based here the night before and was now pretty empty which suited us as we were able to avail ourselves of the excellent facilities and had the restaurant pretty much to ourselves. Dick decided to embark on a culinary adventure here and talked the majority of the crew into trying Garfish which is a long skinny affair curled round the rim of your plate and full of green bones; I was personally glad to have opted for the pork!

So with them gone, the wind blowing hard and another flag flying from the crosstrees Dick and I found ourselves on our own. I had received a text from Eli in Finland warning of a big storm threatening the northern Baltic and sure enough it arrived during the course of that afternoon. This meant that we were weather bound for the next three days so we were able to catch up on a bit of sleep, restock the boat, and even do a laundry run using the facilities offered by the marina office. The town itself proved a bit of an eye opener as it is very dilapidated with many ugly old concrete buildings literally crumbling away. The Latvian people however were very friendly and obviously trying very hard to improve things with a lot of entrepreneurial spirit in evidence in and around the town centre.

We monitored the very good Finnish Met Office forecast, albeit on a very shaky Wi-Fi connection, and finally a weather window opened up and we took advantage eventually leaving on the 28th.

As we were now short handed we opted for a 55 mile hop down the coast to Liepaja, the third largest port in Latvia with much commercial activity, a large fishing fleet and a naval base. The yacht moorings are a little way upriver and centrally located giving easy access to the town and a newly constructed quayside development which includes very good shoreside facilities. The town itself reveals much evidence of life under the Soviet system but again a lot of rebuilding and refurbishment work is being undertaken. A ride on the tram provided a good insight into both the past and what the future holds.

Once again we found ourselves gale bound and Dick decided that he would treat us to dinner ashore in a convenient hotel restaurant. True to form Dick decided to go "off piste" again and really excelled himself taking great delight in ordering fish soup followed by bulls testicles which he insisted were very tasty.

We finally got away on the 31st and initially intended to go to Klaipeda in Lithuania which would have "completed the set" as it were but with the weather deteriorating we took the decision to go offshore and clear the exclusion zone off Kaliningrad, somewhere we wanted to avoid as the formalities pose all sorts of complications including the need for visas which we did not have. Mindful of the fact that there were only two of us we settled into a watch system and pushed on overnight through what, despite a favourable forecast, turned into some pretty foul conditions, near gale force winds and big confused seas.

Callisto, as always, took it in her stride and despite encountering two huge rogue waves which we went through rather than over we eventually entered the Gulf of Gdansk and with the breeze easing closed the entrance to the river leading right up into the city centre. With a very wet and uncomfortable night behind us it was quite a relief to motor slowly up the Wisla River past numerous ship yards and commercial docks until finally entering the marina situated directly opposite the historic Crane Gate, constructed in 1440, which was the largest of its kind at the time.



The morning of the 24th presented us with a long starboard tack to the south towards northern Latvia where we then spent the rest of the day tacking along a very monotonous coastline with little to look at other than sand and trees until we eventually rounded the north eastern cape at Ovisu and eased the sheets for the final leg down to Ventspils, a large commercial harbour where we found the yacht basin located in the old fish dock. As we were by now quite a bit behind schedule the boys all decided it was time for them to take their leave as, rather than fly home from Gdansk as planned, they were now faced with making alternative plans

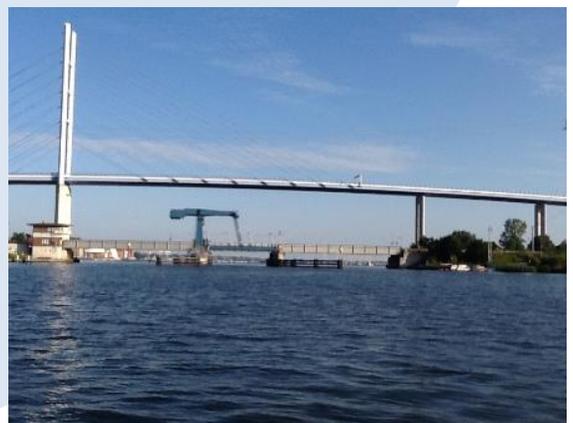
Essentially the forerunner to the dockside crane as we know it the Crane Gate consists of two towers joined by a large wooden spindle on the ends of which are two large “hamster wheels” which were driven by a number of men walking round the wheels which turned the spindle complete with attached lifting rope. The cargo was then deposited onto a wagon and driven out through the central gate into the city beyond.

The heart of Gdansk was badly damaged during WW2 but has subsequently been carefully and sympathetically restored to its former glory and is a really nice place to visit. We spent two days exploring until feeling the need to set sail again we enjoyed a day motor sailing in light winds along another featureless coastline towards Dziwnow (pronounced Jiv-noof!) to the west. Once clear of the Hel peninsular the breeze filled in, we eased the sheets and sailed through the night arriving at 1900 the following evening.

By this time I had managed to persuade my brother to return to Kiel and give us a hand to get the boat back to Dover so Dick and I had our work cut out to get there by midday on the 7th. Our plan was to take the inshore passage known as the Strelund to the south of the island of Rugen which cuts quite a few miles off the distance. We struggled to clear Dziwnow in a head wind and short choppy sea but within two hours we were able to shape a course for the entrance to Griefswalder Bodden, the start of the Strelund and we were soon negotiating an intricate but well charted series of channels to get us up to the bridges at Stralsund.

Unfortunately one of these only opens at specific times and as it was now getting dark we were looking at an early morning transit and therefore needed somewhere to stop for the night. I found what looked like a suitable spot on the chart and we entered the approach channel in total darkness to find that none of the buoys were lit and we had no idea where the very narrow channel was. I resorted to talking Dick in using the chart plotter and we crept into a place called Neuhof. It is only 4 miles from the bridge and we made the 0820 lift the following morning without any problem. From here we motor sailed through the remainder of the channel clearing the islands to the north at 1045. At last we found ourselves broad reaching to the west in glorious sunshine and making good time.

We cleared Darsser Ort by mid afternoon and after a brief detour to avoid entering a busy traffic separation zone to the north of Rostock we continued to the west heading for the passage inside Fehmarn. This passes under a 15m bridge via a buoyed channel. By the time we arrived in the bay leading into the bridge darkness had descended and with a lot of background lighting ashore the approach mark proved difficult to identify.



With the fairly strong following breeze we were going a bit to fast for comfort so, discretion being the better part of valour, we hove to for a while until the moon broke through the cloud cover offering sufficient light for us to see where we were going. Even in the moonlight we had to resort to the foredeck with the torch again as the buoys were very difficult to pick out. We crept through the channel and cleared the bridge at 0400 and at this point realised how tired we were when Dick announced that he had just seen someone else walk across the foredeck! With this he disappeared below and took to his bunk leaving me to motor on through the darkness across a German firing range which, thankfully, was not being used for night practise.

Dick came to a few hours later and stood his watch which culminated in a huge thunderstorm as we closed Kiel and a return to the British Kiel Yacht Club. This completed our circumnavigation and Dick and I shook hands.

Stuart arrived at 1400 as promised and announced that he had to be back at work on Wednesday morning! We were going to struggle to cover 400 miles in the time available but we thought we had better try at least and moved down the canal to Rendsburg where we took on diesel and stores before an early morning departure. We locked out of the canal at 1830, carried the ebb tide downriver and essentially motor sailed all the way home to Dover in precious little wind finally clearing the eastern entrance at 2300 on Tuesday 11th August.

So 46 days after leaving, with another 2325 miles under her keel, 338 hours on her new engine and having sailed through the waters of 11 countries with 10 various crewmembers Callisto was home.

Where to next, Dick?

This article was written by Andy Hills with assistance from others in the party.

FITTING OUT SUPPER

**IN THE
LORD NELSON SUITE**

On
SATURDAY 2ND APRIL 2016

BUFFET
(by Harriet)

At
1900 for 1930

Price: £15.00 per head

Tickets at the bar, to be paid for by
Tuesday 25th March Latest.