



Mannanan 2016 Best in Show



Special points of interest

- Mannanan report
- Club events to date
- Roy's bench
- Editor's comment
- Spithead
- Commodore announces next challenge.

Well, if you weren't there you missed it. This years Mannanan Best in Show was voted as the Mk 1 British Chariot – scratch built by Jason Quayle, and thoroughly well deserved too.

A full report appears later with full results more pictures, and many more can be accessed via the website Gallery button.

Roy's bench



This pair of ol' love birds are often seen watching the boats, making the most of that bench too. Great to see.

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Tug Towing 17/04

Our active boating season got underway with the tug towing at Silverdale, way back in April when we thought summer would never come.

A pleasant enough Spring day but looking at the picture we all were well covered up. A bright day with little wind eased the conditions somewhat.



13 boats with 9 skippers competed in the two main classes, and Amy though a tiddler recorded her first clear round. As usual we mix the classes up a bit so that two boats can be on the water together. The final results were over 700mm a win for Jason Fleming with BLAZER, in the under 700mm a win for yours truly, Kim Holland with NUDGER and again (though the only under 300 tiddler) a clear round for AMY.

A good solid practice for later in the year. John Hancox took the opportunity of tug presence to sail his newly completed Manx Nickey, and a splendid sight she made further up the lake tacking to and fro. Thanks to Jason Fleming for dragging along the gear etc. Ed.



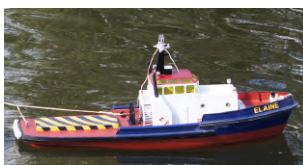
YESSIR
avoiding the
wildlife



AND this made an
appearance too
what could that be?



NB Tug
Mike Kelly



Elaine
Scott Booth



The Manx Nickey by John Hancox

| over 700mm | <i>Large casualty</i> | Points lost | Position |
|--------------------|-----------------------------------------|-------------|----------|
| Jason Quayle | Glasgow | 11 | 3 |
| Jason Fleming | Blazer | 1 | 1 |
| Alan Gough | TID 33 | 8 | 2 |
| Scott Booth | Elaine | Rtd | |
| Mike Kelly | Azwaz | Rtd | |
| Under 700mm | <i>Choice * large ** small casualty</i> | | |
| Jason Quayle | Yessir | 2 * | 3 |
| Jason Fleming | Ramborator | 1 * | 2 |
| Bob Bagshaw | Tin Tin | Rtd ** | |
| Norman Cadwallader | Liberty | Rtd ** | |
| Brian King | Taroo Ushtey | 3 * | |
| Kim Holland | Nudger | 1 * | 1 |
| Mike Kelly | NB Tug | 11 ** | |
| Under 300 | | | |
| Kim Holland | Amy | 0 * | 1 |

Vintage Yachting and free sailing 8th May

A very pleasant Ramsey afternoon in the Mooragh Park, as usual the sun was shining and some wind was attempting to supply a convenient breeze for some sailing.

This is the fourth year Brian and I have arranged vintage and free sailing in the park. Whilst setting up I spied a lone small pond yacht beating across from the Rugby pitch side, the wind being more or less N to ENE. Low and behold two young lads came running along accompanied by their father. They had acquired the yacht in a charity shop and apart from tying some string to hold a sail down had spent the weekend playing on the lake with it. I pointed over the hedge to our small number of boats and explained who we were. We showed them our free yachts and they watched for a while before rushing off to sail there own wee boat. They went away with the promise of two more small boats from me, part of the late Dr Revills collection that Brian and myself have taken in to restore and pass on to keep yachting interest alive. Only three Club members



Brian holding his 100 year old ketch, Jason's yacht "Jaydee" behind, "Chloie" by the pillar with Jason by the gate in the background

arrived to sail, though we later learnt that Alan Postlethwaite had called down earlier with his yacht but we'd not been there.

Brian King, complete with wheel chair following his 'incident' on two wheels, Jason Quayle with his Marblehead yacht Jaydee and myself with

Chloie a 36R.

Les and Mary Quayle also came along, Les armed with a turning pole as well, and Billy was also present along with one of his Dortmund buys. We had a wonderful afternoon running around the lake, Brian gathering willing chair shovers where ever he ended up.

Ed



10th April 2016
members on a Bench

Roy's bench again!

That there bench sure attracts some wildlife!

Evidence submitted by paid informant.....

Club scale comp 15th May

The Club scale competition was postponed from the 1st May due to poor weather.

A brief report here, together with the results.

Hi Kim,

A slightly disappointing turn out for the rearranged scale competition held at Silverdale this morning – Just 6 members with 10 models entered. Many thanks to Mary Corrin from Douglas lifeboat who undertook the judging assisted by the family.

Scratch class entrants were;

Kevin Kinnin : Support Work Boat

Jason Quayle : Chariot Submarine

Mike Kelly with Robert-E-Lee

and Bob Bagshaw : HMS Tynwald, HMS Manxman and Manx Nickey

The winner was Jason Quayle with Chariot Submarine.

Kit class entrants were;

Jason Quayle : Parat tug boat

Brian King : RNLB Osman Gabriel

Mike Kelly : Girl Eilis

The winner was Mike Kelly with Girl Eilis

There was only one entrant in the **Semi Kit class;**

John Williams with Vigilant.

The winner of the boat with a Manx Connection went to Bob Bagshaw with HMS Manxman.

The on the water competition had 8 vessel entered.

Mary awarded a top 3 as follows;

3rd Place Jason Fleming sailing Vigilant

2nd Place Jason Quayle sailing the Chariot Submarine

1st Place Brian King sailing RNLB Osman Gabriel.



Brian King's *Osman Gabriel* above, top right the judging team at work, and bottom right Mike Kelly's *Girl Eilis* built by Doug Wheeler. Images by Jason Quayle.



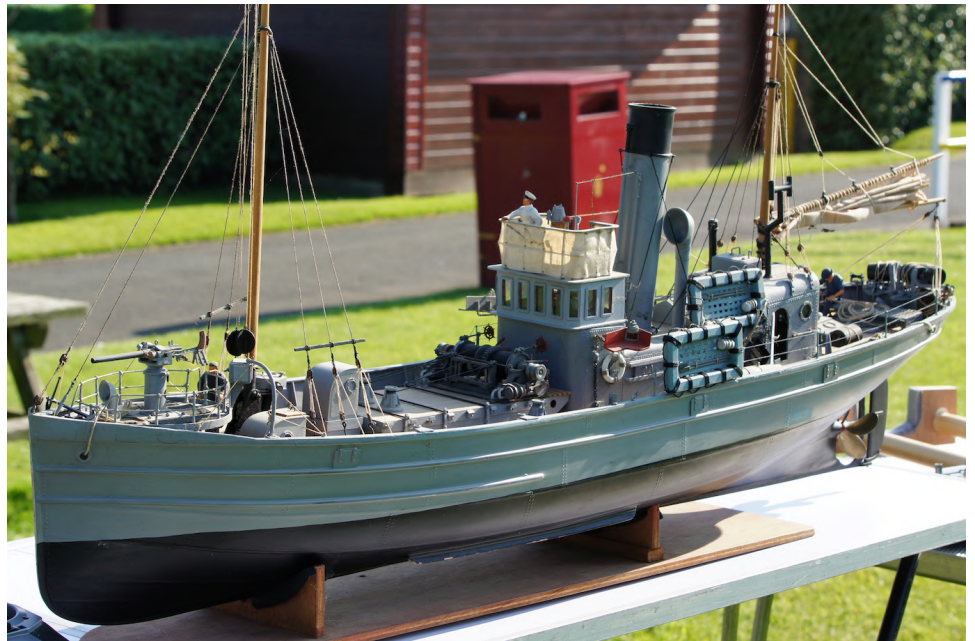
Spithead Review 29th May

Up to this point in the season support for events had been quite low. What a difference this was, quite unexpected and a delight to attend and view and quite a display for everyone to be proud of.

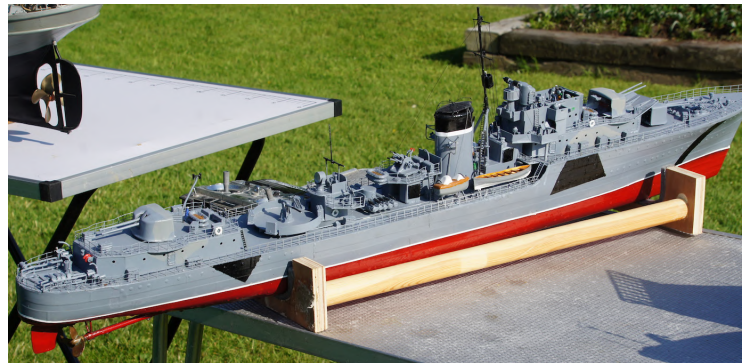
We mustered 19 naval ships from 11 skippers, plus having several other members present. The weather was simply the best, balmy sunny slight breeze. Ken Johnson [RN retired] and his wife attended and judged, both static and on the water performance.

The announcement of the winning boat quite flummoxed the owner, totally not expecting the award.

So congratulations to Alan Gough for *HMS Osprey*.



Pictures by
Kim



Just a few of the boats at Spithead Review, HMS Osprey top right, HMS Kelly [Mike Kelly] above right, the rest, sorry I lost my list, I think the bottom two are Brian King, RML 542 right and Canadian patrol boat below.



Mannan 2016 25th and 26th June

Day one - Saturday.

Setting up started before Saturday as Jason Fleming had delivered the trailer of gazebos and necessary items to Silverdale on the Thursday to secure a decent parking slot. Much to his dismay the lake owner had decided to lower the water level to attempt clearing some of the bottom growing weed and accumulated leaves. This resulted in masses of weed floating to the surface as it entrapped air whilst it was re-filled.

A phone call Friday evening to say "bring along Nudgers' weed collector" did not bode well.

On arrival Saturday morning just prior to 8am I found Jason on a pedalo attempting to plough through masses of the weed to break it up. Oh we thought, this is probably a major catastrophe as no boats could function afloat in weed. I wriggled into my waders and set to. I had anticipated some weed following Jason's call so had brought along my granddaughters wee fishing net. Using that and a pedalo as a mobile floating bucket I set to to clear the lake surface. This is probably about 1/2 acre in area, a long job anticipated.

Once I started it seemed it would be possible to overcome the problem. Encouraged by Bill Callow I carried on. The owner was very concerned too, not realising exactly just how much weed there was. He opened the mill wheel sluice to draw water to the cafe end assisting me by gradually bringing to weed to one area. After 2 laborious hours it was all removed, leaving only some very small bits about (actually no one was stopped by the weed, but a

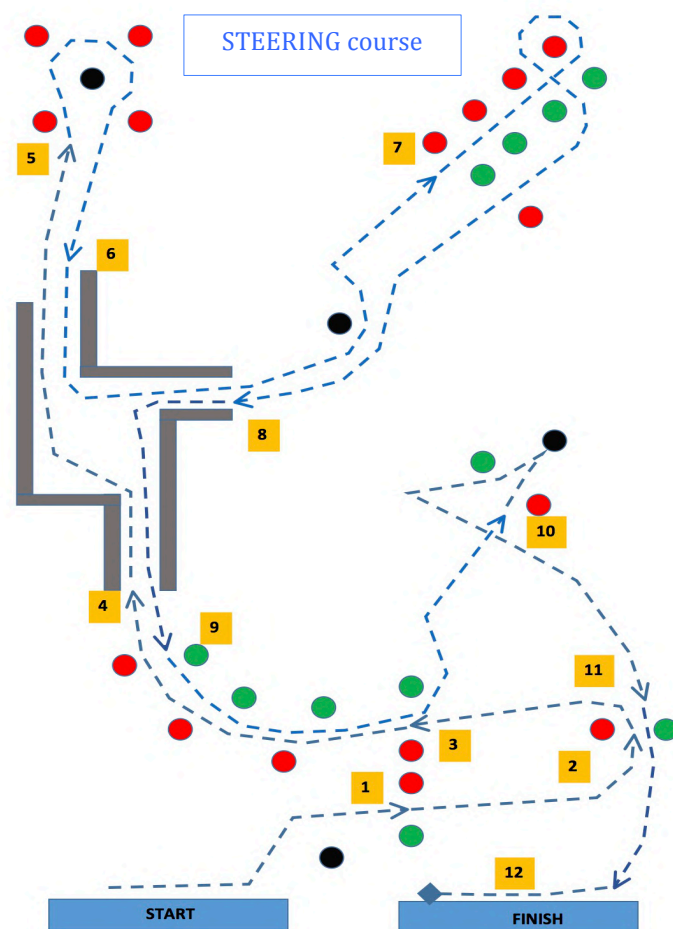
new minor problem was small blackened conkers stirred from the bottom by my walking about collecting the weed, and two boats had minor confrontations with them.

Once the surface was clear I was able to start the next phase, erecting the new harbour complex to float on the lake away from the side. Being the first time it had been assembled it took a few minutes to attach weights and get the corners tied. Magnets were used for end to end connections - a system that held right through the two days even when clouded with large tugs and large towed casualty at speed.

Whilst the weed was being cleared and the course readied [see plan]

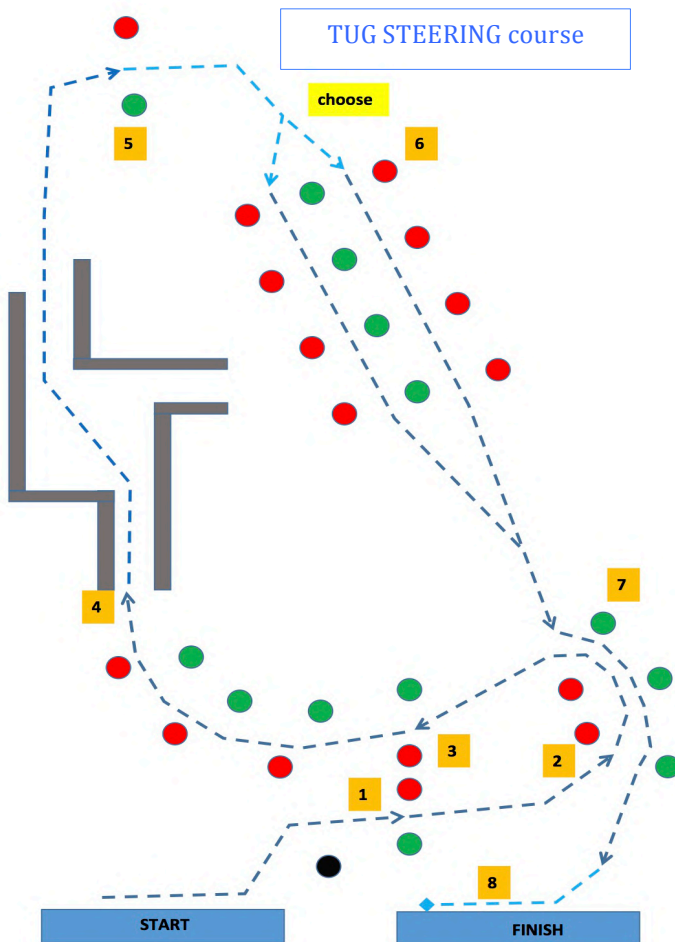
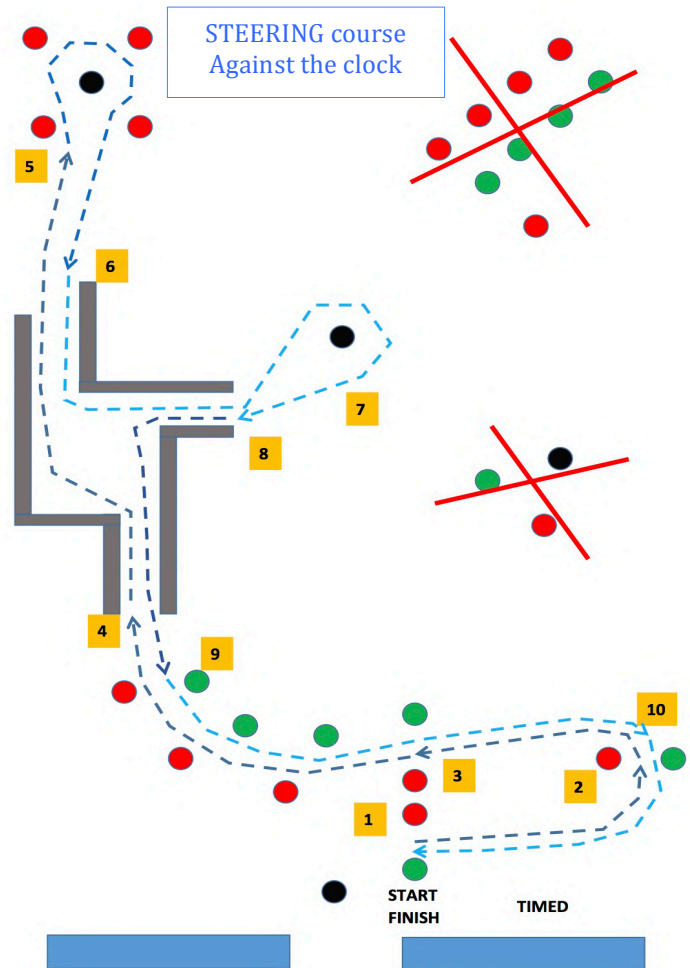
Jason Fleming and a steady stream of arrivals created our now familiar set up on the lake side. It seemed incredible that we started only 30 minutes late.

The first event on the schedule was the Steering competition. Divided into four classes, they run all mixed up enabling skippers to enter four boats if wanted. The little rain that started failed to dampen spirits and we were soon in full swing with the boats running around the course. Because we were using some of the obstacles twice, in reverse directions, getting two boats on at the same time was a problem to contend with, but we soon spotted the slots to get second boats going before the first finished. Indeed, getting scorers was more a problem, but with Steve Downe



pressed into assist doing his first try at it, we managed, I think Brian King did a lion's share too as well as Brian Swinden, the two Jasons and myself. Kim Holland (Ed) was also trying to replace Mike Buss in the command centre (oh we missed you Mike - but we won through). Mention is made of Kyrill Thummel, our newest member only becoming a boat owner some 4 weeks previous and entering his first competition. His boat was receiving modifications as soon as his first showing was completed and I think he learned a tremendous amount by watching and doing.

Dinner was set for 1pm, and the afternoon started with the run-offs for first places in three of the four classes. The run-off course was against the clock, and shortened by removing two obstacles, as shown in the plan **right**. The over 1m class agreed to split the win as SY Greta is quite tender for racing around a course, some of it having hard wood sides. Indeed, this part proved very popular with competitors and skippers alike, the under



610mm class having 5 contenders, and some very furious close rounds were run. With points and time to consider it made for close racing and talk after may have created a newer style or new event for future competitions.

A quick plunge into the waders and re-setting of the course as shown **left** and it was ready for the tug towing to get underway. The mornings' overcast and occasional slight drizzle had gone, and the sun came out, and just to make it interesting a light breeze as well on the water.

Brian King, first away with Taroo Ushtey, showed the way with a clear round. Would we get many more - no. Brian King was the only one, but points lost were few amongst the other runners in the two classes. The harbour complex proved the most difficult and challenging, although being 17 x 6 feet internal basin size with 3 foot wide entrances. Kyrill tried his Puffer as a tug, no chance whatsoever, as it proved to have no weight aft to hold a course to control the casualty. A lesson to all prospective tuggers.

The tug competition was resolved in the first run for both classes, Brian's clear in the smaller class and the lead changing in the larger with fewer points lost as later skippers sussed the best route into and out the harbour. Brian Swinden on 5 looked on for a win, then Jason Fleming crept in with a 3, and then Jason Quayle managed a 2. The last 4 tugs all amassed more points and Jason Quayle with Yessir took the larger class.

A very enjoyable first day, lots of action, and smiles all round. Jim of Jimbos' Ices had earlier granted permission for the use of rooms to overnight store boats and gear on-site, so take down was quick and easy. The floating harbour was left out - we thought to make use of it for the On-the-Water, we'd yet to decide the final set-up for that event.

Day two - Sunday

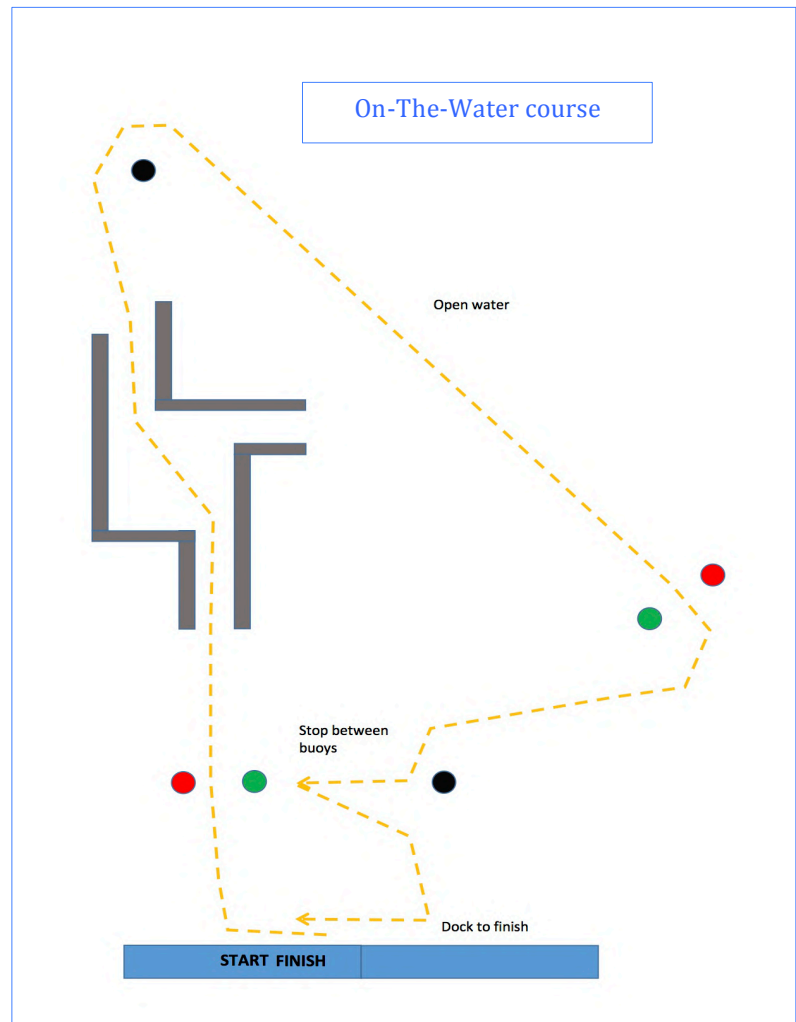
Sunday and the forecast was for rain by mid-morning. Discussion with others and a very simple course was set out with buoys and harbour for the On-the-Water competition. This was achieved using a pedalo and my wife Theresa as engine room and first mate – she launching the buoys into the lake on my command! Using a simple layout ensures all skippers get to demonstrate the same variety of performance, plus having the opportunity at the end to display specialised characteristics as well.

Our invited judge was again Mike Brew, ex director of Isle of Man Harbours and a member of the Northern Lighthouse Board. New scoring cards had been prepared, points being given for trim, list, manoeuvring ability and suitable speed and control. The judge was

also able to award his personal mark. There were two classes, simply under and over one metre. The initial entrant list was quite high, with 23 boats, but on the day several dropped out. Results are in the attached table, with Brian Swinden's George & Mary Webb lifeboat taking the under 1 metre class and Jason Fleming sailing John William's Vigilant taking the over 1 metre class.

This event ran despite a light rain falling throughout, entrants and judge using the shelter of the many gazebos erected about the lakeside areas.

Consecutive with the On-the-Water is the scale competition, and the judging here started just as the skipper's briefing got underway, as soon as boats were displayed. At times some of these boats were



taken off to perform OTW, but the system was tolerant of such and even the judges went and sailed as their turn came around. Judging the static was Kim Holland, assisted by John Hancox as his understudy and we also had Scott Booth shadowing the whole process for experience as well. The new rules seemed adequate for the job, though I feel we should re-consider the points allocated to documentation - at least ensure that all participants get a copy of the judging rules as part of their competition entry.

Even with the changes it became quite obvious that a good scratch boat will still score better than a good kit boat, that's why we have the separate classes anyway. Kit class winner was Jason Quayle with Glasgow, just ahead of Brian King with the Port Erin lifeboat Osman Gabriel. In the semi-kit the well

deserved winner was Elizabeth Jones with the tea clipper Ariel, and note that this was a restoration so it was vital that she supplied the information as to what she had exactly done and how. Second place went to John Williams with his 'concept Great Lakes Steam Launch'. The scratch class only had two entrants, and Jason Quayle won it with his Mk1 British Chariot, but Gareth Jones' TID 13 was not that far behind. Again some superb documentation providing precise detailed information as to what was made and the how. Indeed, as I would have expected as we had combined in the rules re-write, his documentation provided gave everything a judge could want to see. I had no idea that he had found plans, re-drew to the scale he wanted and then produced his own CAD set and then set about transforming "a piece of pipe and some balsa wood stuffed in the ends" into such a model as he has produced. The end result is incredible in its outward simple appearance. The detail is all there. The only thing we found that might be missing/not present were some scale markings on the gauges for the chariot helm - how picky is that.

Mind you, another entry that had me pondering was that from John Williams. His documents stating "this is a concept idea being put together as a Great Lakes steam launch - which only exists in my head." Getting our heads around that was an interesting judges discussion. That boat will return to the tables in the future I have no doubt.

Both the OTW and Scale competitions were completed nicely before dinner at 1pm. So the fun could get underway

straight after (in the now fairly regular rain). Our only concession to the rain was to put up another gazebo for a bit more observer shelter.

Another trip into the lake wearing the waders for me, to remove everything and provide clear waters for the two last events.

We are quite proud to be one of very few Clubs to have a Commodore who's a bit eccentric, so sets his 'challenges' hoping to provide entertainment with the resulting builds for everyone. Why, he's that eccentric that he actually tries to interpret his random ever changing "rules" to build his own contraptions to participate as well. Long may that happen.

This year it was compressed air boats, air being the motive force, using a single 2litre bottle design, air pressure limited to 45psi? and design a floating vessel around that..

Four designs were presented, three with the single 2l bottle, one with many more, indeed if Jacque Cousteau was still alive he'd have strapped this design on his back and set off to view the fishes of the lake bed. Yup, master rule bender Paul Brassington produced a triple pack fibre glassed joined system of bottles, the centre filled with water and connected to the outer two which were the air tanks. Oh, and he had a battery operated air compressor to fill the unit as well. Our own poor Club members making do with foot pumps or hand pumps.

Jason Quayle design 1, had a vertical mounted 2L bottle on a catamaran style raft. The bottle approximately 2/3 filled with water, pressurised up to 60psi and launched with skill, poise, balance

and luck to travel near halfway across the lake on each of its trips. Jason Quayle design 2 was a low level bottle angled at about 25 degrees to the horizontal on two pontoons. A complicated looking safety/launch and release valve attached to enable pressurisation of the part water filled bottle, and then skilful shuffling to the water's edge to lower the whole onto the surface for a deft release. Distance travelled very similar to design 1.

Paul Brassington's triple bottle, double pressured bottles also formed a trimaran base. The first launch and release somewhat resembled a Catherine-wheel squirting water, till sufficient water had been expelled, and then the device became a somewhat damp flatulent rear foaming/frothing bladder accelerating almost in the correct direction (neither intended nor controlled) till finally with a last wet fart stopped and drifted about awaiting rescue. Hurried modification utilising all the engineering skills at lakeside, and two bits of vertical card and bluetack, provided said trimaran with twin keels (when used with just one it attenuated the rotation effect) and some direction control was established. On one launch, when the system started unintentionally, and the tug having been called to retrieve the unit, an air line came off one air bottle, this seemed to enable the whole to move along better- but the designer was not convinced.

The Robert Bagshaw [Commodore special] proved to be the most agile entrant. A single 2L bottle high on a floating catamaran base with valves in the water and a very technical piece of plastic pipe with a slot hacked out (precision engineered slot from men-in-sheds) being the key to twist the OFF tap ON (eventually used a hammer to do the same sensitive function for

starting). On its first run, whoosh oops ahhhh as it spun upwards into the air and performed a backwards somersault completed with tucked dive back into the lake surface and spluttered and squirted till a valiant effort at rescue nearly resulted in Scott being the first unwilling pilot for one of these boats.

We had to stop them having fun - but great entertainment it was. Next years challenge was also adamantly announced - pop-pop boats, maximum overall length 500mm – [Paul Brassington : that means 0.5 metres or 18 inches.....oh whatever...] Power night light or spirit burner. What could go wrong with that?

And so to the final long awaited event. Since Paul Brassington's first appearance with a bent coat-hanger on his BlueBoat bows two years ago, and his complete dominance of the event last year, other entries this year also had iron-mongery attached. But, what was this, Paul Brassington was not sailing BlueBoat, Kathleen [Peter Iddon's partner] was to be skipper. What mystery plot was this, we all thought Peter was driving. Then Paul Brassington produced DUCK complete with coat hanger under the beak - stranger still. Against them wee Nudger, without the usual jockey 'hampster', ScottBooth and his electric racer and Jason Fleming with John Wiliam's POLIS boat and jet-drives. [Much sniggering in secret as Jason got that ready]

There were withdrawals from Brian King and Gareth Jones, probably the wisest of moves, I should have followed. From the off the POLIS boat was on the opposite side before any other boat had travelled 10 feet - awesome. Jason had doubled up the LiPo power AND he had one of JW's coat-hangers

attached to the bow. So there were three boats not to tangle with. Indeed, Jason had the first float back before the others had reached the floats. Then Nudger lost her superstructure to a decisive ramming move by Scott's racer and her event was over. I dashed over [already in waders though why?] and lowered myself in to retrieve hull and missing top piece. Very lucky that no water got inside, just a sodden superstructure.

Meanwhile Jason and Kathleen {she must have had some secret training} were battling boat to boat. Though Jason had first float Kathleen was getting several high score floats. Several nasty bumps bangs and near wrecking took place, and whilst the two faster boats were entangled Scott succeeded in returning the last float. Count up of scores and what, a recount demanded, but yes Kathleen, in the rain, first time skipper of BlueBoat, using Paul Brassingtons unique self built transmitter unit had won the points tally. Wow.

Games over, all hands mucked in and rapidly all boats were got to cars, all personnel items removed and tables to the van. The gazebos went inside the big room to dry and everyone called it a day.

We had an excellent dinner on Monday evening following at The Bradda Glen with prize presentations for all the events. The Commodore gave a splendid speech thanking everyone for attending, for the weekend organisers and to those from over the water that once again have supported the Club with their presence. He then handed out the silverware and prizes, and announced the Best in Show, as voted by those Club members and entrants at Silverdale

on the Sunday – Jason Quayle with his Mk1 British Chariot, which also gained the scratch scale win. The Commodore's personal choice also went to Jason Q and his chariot.

The Commodore also handed out numerous memento awards for various exploits over the weekend, rather charming egg cups on small wooden bases? Men in sheds again?

So, that was another Mannanan, we kept going despite the rain and completed all events. Many thanks to all that took part, to those that assisted the set-up, the running, the organising, the taking down and final clearance. To John Williams for again taking the lead role as organiser of the event and to Jason Fleming, especially Jason, for his super sterling selfless efforts in getting the gear there early, and most of Monday packing away the now dry gazebos and final clearance from Silverdale.

Time to examine all the breakages, seal the holes made by errant submarines and return to some normality on a quiet sail at Silverdale.

A full results able is on the next page, and loads of pictures on our website gallery page.

Thought I'd write a book, phew, Ed



It seems we accept all kinds of entry – Hippo courtesy of Elizabeth Jones – steering course and On-the-Water

All Mannanan photos are by
Jason Quayle



IOMSPCo ships galore.
A collection from Peter Iddon,
and two *Ben-my-Chrees*,
Kevin Fleming and Scott Booth



From our regular
over the water
visitor Peter
Kenrick.
Amethyst,
Bradda,
Glenchree and
Ben Maye

Clipper *Ariel* by
Elizabeth Jones.



Steering events

| | | | | | |
|---------------|----------------------|---|---------------|---------------------|-----|
| | <i>Under 400mm</i> | | | <i>Under 610mm</i> | |
| Kim Holland | AMY | 1 | Jason Fleming | RAMBORATOR | 1 |
| Jason Fleming | ARMY TUG | 2 | Kim Holland | NUDGER | 2 |
| | <i>Under 1 metre</i> | | | <i>Over 1 metre</i> | |
| Jason Quayle | YESSIR | 1 | Steve Downe | SY GRETA | 1 = |
| Brian King | TAROO USHTEY | 2 | Jason Quayle | LOYAL WATCHER | 1 = |

Tug Towing

| | | | | | |
|---------------|--------------------|---|---------------|-------------------|---|
| | <i>Under 700mm</i> | | | <i>Over 700mm</i> | |
| Brian King | TAROO USHTEY | 1 | Jason Fleming | TITO NERO | 1 |
| Jason Fleming | RAMBORATOR | 2 | Jason Quayle | YESSIR | 2 |

On-the-Water

| | | | | | |
|---------------|----------------------|---|---------------------|---------------------|-----|
| | <i>Under 1 metre</i> | | <i>Over 1 metre</i> | | |
| Brian Swinden | GEORGE&MARY WEBB | 1 | Jason Fleming | VIGILANT | 1 |
| Jason Quayle | GLASGOW | 2 | Brian King | OSMAN GABRIEL | 2 = |
| | | | Jason Quayle | MK1 BRITISH CHARIOT | 2 = |

Scale

| | | | | | |
|--------------|---------------------|---|---------------------|---------------------|---|
| | <i>Kit</i> | | <i>Semi-scratch</i> | | |
| Jason Quayle | GLASGOW | 1 | Elizabeth Jones | ARIEL | 1 |
| Brian King | OSMAN GABRIEL | 2 | John Williams | BREEZE STEAM LAUNCH | 2 |
| | <i>scratch</i> | | <i>static</i> | | |
| Jason Quayle | MK1 BRITISH CHARIOT | 1 | None entered | | |
| Gareth Jones | TID 13 | 2 | | | |

Fun event

| | |
|---------------|-------------|
| Kathleen | Most points |
| Jason Fleming | First float |
| Jason Fleming | Most floats |
| Scott Booth | Last float |

Commodore's Challenge

| | |
|---------------|--------------------------|
| JQ 1 | Egg cup |
| JQ 2 | Egg cup |
| PB 'triple' | Egg cup |
| RobBagTwirler | Winner as it's his game! |

BEST in SHOW

Jason Quayle MK1 BRITISH CHARIOT

Members and attendees vote
Commodore's award as well

House of Mananan display

Editor's comment

Well, a very full Newsletter with all events up to date. Attendance for some has been very low, and Mannanan itself barely had enough local entry to do justice to our friends from across the water. It seems that our advertising at Warwick last year failed to attract any new visitors.

There are fewer of us still active around the water's edge, and as hard as we try, very few new members, particularly the younger ones seem to want to build and sail boats.

There's an awful lot of effort going in and a poor return for all that. We have a few Av-a-Go events coming up and the invite to the Transport Exhibition to fulfil.

There are some going to Warwick, with vintage yachts and the like, please support them if you can.

Our visitors this year have all mentioned returning, they thoroughly enjoy their trips here and getting involved with some of our crazy ways. Pop-pop boats is the Commodore's chosen challenge for next year, plenty of help on the web, and 51 weeks to get going. Ed

There is currently an RNLI display [FREE] at the House of Mananan involving firstly the RNLI's own travelling display for lifeboats in WW 1 and along side this is the Isle of Man lifeboats own display coordinated by Malcolm Kelly and Theresa Shammon (my wife) for Manx lifeboats and some of their exploits during the same period. Also on show is Mrs Dent's pulling sailing lifeboat and Club member Kevin Kinnin's WW 1 mine and torpedo.

Well worth the visit, I think it's on till September but best to check. Ed



Just about room to squeeze in one more.

FEEDBACK

A welcome to Kyrill Thuemmel, our newest member from up here in Ramsey. He is a keen flyer as well.

He recently obtained his first boat about 4 weeks ago, a Clyde Puffer "Jura Sound" and entered it into everything he could at Mannanan – and he thoroughly enjoyed himself too. He's very keen and I'm sure will be seeking advice from all quarters when at Silverdale and such.

Another new member, Peter Lewis, also from up here in Ramsey, still seeking a boat, has his heart set on an IOMSPCo vessel, also came along on Saturday for a gander and was well impressed.

Feedback and any comments are always welcomed, thank you.

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