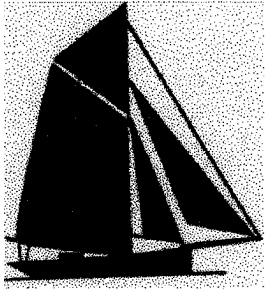


Volume 10, Issue 1, Spring 2005



Up The Creek...

Local Matters

Maritime activities in Tollesbury feature strongly in the current edition of *Up the Creek*. This is fitting because Tollesbury Marina is more clearly embedded in its locality than many marinas; and Tollesbury, itself, has many more interesting maritime fea-

tures than do the locations of many marinas. About one third of the boats in Tollesbury Marina are locally owned. Local owners will be fully aware of the links between the village, the marina and the waterfront. All TCC members, however, may

benefit from links with the Tollesbury Sailing Club, the work of the Fellowship Afloat and the redevelopment of the Granary.

Barry Jones
Steorra of Tollesbury

Crew Members' List—2005

The members' list has proved very useful and many members have offered information for inclusion in previous editions. One of our members compiles this list for his personal use and then makes it available to members of the club at the beginning of each season. Last year we gave a copy to the harbourmaster at Brightlingsea. This proved very useful for several members. However, there are no plans to give the list wider circulation unless

members think that this would be useful.

The crew members' list has the full support of the marina company and the committee of the TCC. Inclusion in the list is voluntary and details have to be provided actively to Stewart Wallace, or written onto the draft list in the Club House. The draft list is now displayed on the Club board in the Club House. Please look at your entry and make sure that it is up to date – particu-

larly if you have changed, or gained, a mobile phone number. MMSI numbers are also very helpful, if you have one.

There are usually a couple of drafts, but the last chance to change details, or to secure inclusion, in this edition will be the 17th of April, at the new members' morning.

Stewart Wallace can be contacted on 0208 4608634, for further information or to report changes.

Contents

Editorials.....page 1	In search of the sun.....page 5
Commodore's message....page 2	Maritime matters.....page 6
Cruising programme.....page 3	Fitting out thoughts.....page 7
Racing briefing.....page 4	On the waterfront... .page 8

Published by Tollesbury Cruising Club, Tollesbury Marina, Tollesbury, Essex, CM9 8ST

New Season's Message from the Commodore

Betty McInnes, *Sutomi*

It's attempting to snow outside and, even if it wasn't, the bitter east wind provides little incentive to get out there and prepare the boat for the new season. Nonetheless it won't be too long before time will be pressing and the Easter cruise will be on us, heralding another round of sailing, racing and social activities.

Once again the committee has tried to devise a mixture of the familiar and the unusual, to give us all an opportunity to sail in company. This season there is a clear theme to our activities: joining in. As well as encouraging TCC members to join in our own events, we are joining forces with some of the local clubs, who share our sailing ground, for a number of events. We hope that this will give us all an opportunity to meet new friends and share our experiences.

Around and About

We will stay local some of the time (the **Easter Shakedown** cruise, not too ambitious for early season); look for opportunities to involve shallower draft sailing boats and motor boats (a trip to Wivenhoe in the first weekend in April); and join with some other local clubs to venture further afield (the **Calais Rally** over the Whitsun weekend) or challenge them in a race (the **Wallet Shield** on the 18 June).

But that's not all. For those

who can take the week off at Whitsun, we plan to return from Calais via the **Medway** and the **London River**. We have also arranged to undertake a joint cruise to the Orwell on 16 July with our neighbours in Tollesbury Sailing Club; two months later they will once again be our rivals as we race them in the annual competition for the **King's Head Cup**.

The Summer and Onwards

For the summer cruise, we plan to visit **Holland**. We will start the holiday, however, by joining Wivenhoe Sailing Club's annual rally to **Oostende** on 29 July. From there we will head up to **Vlissingen** and into the inland waterways. Later in the summer, we hope to repeat the success of last year's August Bank Holiday week trip to the **East Coast Rivers**; and we have already booked the **Royal Norfolk and Suffolk Yacht Club** for the Bank Holiday Monday.

Also this year, we are hoping that we will be able to organise a number of impromptu events. How many times have you gone into Pyefleet and discovered later that there was a clutch of Tollesbury boats rafted up in Brightlingsea? Or have you ever thought of going to Burnham by way of the Ray Sand Channel but decided against it because you've never done it that way

round? Watch out on the notice board for some of these unscheduled weekend trips. Everyone will be responsible for booking their own berths, and as they are spontaneous we won't in most cases be organising club social functions, but we on the Committee would like to make sure that everyone has an opportunity to join in and have a truly great season.

And so to the Club House

Finally, I have to mention some of the social activities in addition to those that come as part of the package with our sailing meets. Don't forget we shall once again be raising funds for the RNLi at the **Fitting Out Supper** on 16 April. That will be followed on Sunday 17 April by our new Season's briefing: this is an opportunity for new and old members alike to catch up with our plans for the season. On Saturday 14 May, I will be inviting all members and a few of the flag officers from other local clubs to the **Commodore's Cocktail Party**. On Friday 8 July, we will be holding a summer dance. And last but not least, on Saturday 22 October the **Laying Up Supper** this year will be celebrating the 200th anniversary of **The Battle of Trafalgar**.

Betty McInnes
Sutomi

The Cruising Programme

With the Rear Commodore - Cruising

Let me start by saying thank you to those of you that voted for me to be Rear Commodore Cruising. I have had to try to put together a cruising programme that has something for everyone; although I have sailed quite a few hundreds of miles as crew, the furthest I have sailed as skipper is Woodbridge....

To make things harder, the programme has to appeal to a wide range of people with an equally wide range of sailing experience. Some of you sitting reading this will have a circumnavigation and a handful of Atlantic crossings under your belts, while others will be new to the world of sailing. Right now you may be antifouling your first boat and wondering where you will sail to this year. I would like to encourage all of you to join in with as many cruises as possible. Many of the more experienced members are only too happy to offer advice to the less experienced and you can be assured of a warm welcome.

I hope that this season's programme will appeal to all of you. For most of us sailing is weekend pastime, with perhaps one or two full weeks available to fit in with work and school holidays. Consequently most of the cruises are at weekends and around school and bank holidays. I hope that this will not deter those of you lucky enough to be able to sail seven days a week! Some of the cruises offer a short sail in the local area, others will stretch our legs a little further a field. They will all have one thing in common, the chance to meet new people and make new friends as well as sharing a glass of your favourite tippie when we get

to the other end.

Season's Highlights

The year starts with a combined **Frostbite and Easter Cruise**. Like last year we will be paying a visit to **Brightlingsea, Heybridge Basin** and **Bradwell**. There will be drinks on Committee Members' boats in Brightlingsea (assuming we have managed to get *Ariel Spirit* back in the water by then...) and a dinner in Heybridge Basin.

Our next trip will be the spring bank holiday with a slightly longer trip up the **River Deben to Woodbridge**, followed by a meal at the **Ramsholt Arms**.

The Bank holiday at the end of May sees us off to Calais for the **Calais Rally**. Those of you able to take a full week can join us on a trip via **Chatham** up the **Thames** to **St Katherine's Dock**. The cruise ends in **Brightlingsea** on June 4th.

June 11th will be spent at **Mersea Stone**, and I hope that we can get a full 11 together to take part in the **Buxey Ashes Cricket Match** against Maldon Little Ships Club. Last year we lost by default – none of us turned up! Could we put in a decent showing this year?

We will be paying a visit to **Mersea Fish Shed** on the 10th July. This is always a fun event and well worth it if you like nice seafood.

On the 16th July we will be taking part in a joint cruise with Tollesbury Sailing Club up the **River Orwell**. Our exact destination will be confirmed nearer the time! The following weekend will be a trip across the **Ray Sand** and up to **Paglesham**.

Summer and Late Season

I am particularly looking forward

to 29th July as this will be the start of the start of the summer cruise. Our first destination in **Ooestend**, followed by two weeks exploring the coast of Belgium and the waterways of Holland. The cruise will end in the **Walton Backwaters** on the 13th August and there will be a Barbeque on **Stone Point**. Hopefully those of you unable to come across to Holland will be able to join us for this part of the cruise.

Later in the Year we will be having a cruise up the **East Coast to Lowestoft**, with a visit to the **Royal Norfolk and Suffolk Yacht Club**, along with a trip to **Southwold** on the way back down the coast.

This is not a complete list (this will be sent to you, and a copy will be placed on the club notice board) and the intention is to include a number of additional informal cruises, where the destination of a couple of members will be put on the board and you will be assured of a warm welcome aboard if you fancy making your way to the same destination – after all a friendly face is as good an excuse as any for opening a(nother) bottle of wine.

Well that's it from me! I hope that there is something above to appeal to you. If some of the destinations are not new to you, come along regardless; you may meet some new faces! If they are new to you I hope that you will choose to explore them as part of a club cruise. If there is anywhere that you would like to see included in the programme let me know; we may be able to include it as an informal cruise, or make it a destination next year.

David Walkerdine
Ariel Spirit

The Rear Commodore - Racing, on the Racing Year

What a great day Phil Terrell and Jill Davies's wedding was (*Dark Star* neé *Skipjack*). Many congratulations and best wishes for a long and happy marriage.

Something old, something new, something borrowed, something blue? Appropriate words for a wedding and perhaps I can steal them to describe the 2005 racing programme.

The tides are not that helpful this year, which has resulted in a change to the format for a couple of the races namely the **Wallet Long Race** and the **Teddy Bear Trophy**. Otherwise I have tried to keep the racing away from the main holiday periods with most races being held in May and September. Racing will again be on personal handicaps, except for the open events. It is also possible to organise a few *ad hoc* races where the weekend programme permits.

If there is enough interest the first one will be from **Brightlingsea to Heybridge Basin** on March 26th. No trophies but we can probably rustle up some Easter Eggs for the winners.

Joyce, Chris and Godfrey have kindly offered their services for most of the races on *Calidris* and *Karma*. Is anyone available to do the **Goldie Challenge** and **Frostbite** races, either starting or finishing it or both? All offers gratefully received.

Principles and Procedures

We will stick with the 10 minute, 5 minute, and 'go' signals for another year. (Although please carefully read the instructions for the **Wallet Shield** and **Kings Head**

Cup races which may differ). We will stick with Channel 17 as our race channel unless stated in the race instructions. Please keep listening on 17 and 16 during the race.

As a reminder, although most of our races are pretty casual events, engines should be turned off and ensigns taken in before the 10 minute gun and Autohelms and all other self-steering devices etc are not to be used when racing unless you are single-handed! (Or are permitted in the sailing instructions.) And please remember that it is the sole responsibility of each skipper to decide whether to participate in a race and whether to continue racing.

Something Old?

The old favourites are still there. Starting with the **Pursuit Race to Shotley** on the 7th May. For many, it is the first real cruise of the year, and always a well attended race.

May 21st sees the **Ladies' Race to Brightlingsea**. We will try this as a pursuit race as well this year. The all ladies race for the **Boudica Trophy** on the Sunday will be a traditional start, but it will be a 'white sail' race with no spinnakers or cruising chutes.

September is a busy month with the **Steve Rix Trophy** on the 4th, Tollesbury Sailing Club hosting the **Kings Head Cup** on the 17th and to round off the racing season we have the **Goldie Challenge Cup** to **Burnham** on the 24th.

Something New?

With 12 boats starting, the **Frostbite Race** was a resounding success in its inaugural year. Many

thanks to Glen on *Wei Loa* as Committee boat, who did an excellent job, especially as the Mersea buoys I had promised him for the starting line had been lifted for the winter. The light winds and turn of the tide disadvantaged the slower boats and caused lots of problems on the finish line for several crews.

Paul and Jill on *Hiawatha* made the most of the light conditions to win their well deserved Christmas Pudding and it was also nice to see some new faces taking part.

We hope to run the race again this year, possibly moving the race to the Sunday to give us more time and flexibility with the tide?

The Wallet Long Race and Shield

The 18th June 2005 would have been ideal for our traditional **Wallet Long Race** but Bradwell Quay Yacht Club hijacked the Weekend for the **Wallet Shield**. Traditionally we have started and finished this race at **The Nass**. This year we had to choose a much later tide giving us the chance to leave the Marina at a civilised time. It will probably be a more testing race - more testing because all boats should find a foul tide at the turning mark, possibly for a couple of hours or more. The course will probably include the 'Diffusers' buoy inshore, at **Holland Haven** to get everyone out of the worst of the tide. The finish will be around **Batemans Tower** in the early evening. The suggestion is to anchor for the night and barbecue on the beach at **Mersea Stone**.

You will also see in your programme that we are trying out a

(Continued on page 5)

In Search of the Sun

Peter Atkins, *Hiawatha*

After surviving the delights, rocks and fog of Northern Brittany in our first season in *Hiawatha* we had to try to go further last summer. We set our sights on **Southern Brittany** and possibly **Northern Spain**. Unfortunately they probably had the worst weather across France for twenty years and Spain came off the menu. We made our way to Northern Brittany via **Dover-Dieppe, Fecamp, Cherbourg** and **Guernsey** in good time.

Our first problem started at **Trebeurden**. We never thought we were going to get in when, on arrival on a beautiful evening, thick fog descended as we were gingerly steering through the rocks. After 45 minutes of calmly yelling at each other, our GPS got us to the entrance. We may not like them but we do have to say: 'God Bless American Technology'.

The weather turns

Once there the weather changed with five days of strong winds and

a heavy swell rolling in due to the gales in the Atlantic. Just as there was a break in the weather and we planned to go, I, not looking where I was going, fell off the end of the pontoon, cutting and badly bruising my leg. This caused a planned one-night stay to turn into three weeks. (Note: 30 minute consultation with doctor, tetanus jab and painkillers - £18).

During our prolonged stay we met many Brits of all ages and they all had one thing in common; they all wanted to retire and have long sailing holidays. Did Gordon Brown say he wanted people to work till they are seventy?

Then, after an overnight stay on a buoy at **L'Aber-Wrac'h**, we were on our way and ready to tackle the infamous **Chenel De Four** with pilot book warnings of rocks, fog, swell and 9-knot tides at the forefront of our thoughts. Fortunately it was not like that and we had a great sail enjoying a mini race with 3 Dutch boats, marvel-

ling at the magnificent rocky coast, lighthouses and huge buoys. (Coming home we had fog-that wasn't as much fun).

....and turns again and again

Arriving at **Camaret**, bad weather again set in and, with the next barrier **The Raz de Sein**, famous as an inspiration to artists and photographers because of its rough seas and rocks, we were forced to wait. At least we were now south of Brest. When the weather cleared we were on our way sailing through the Raz in a great force 4-5 on the beam thinking 'what's all the fuss about'. (Coming home tackling it 2 hours earlier than advised with a spring tide in relatively light winds I can now imagine what it could be like in bad weather if you get the tides wrong).

Another forty miles and we were into the Bays of Brittany, with blue sea, white beaches, sheltered

(Continued on page 6)

(Continued from page 4

racing season (continued)

joint cruise with Tollesbury Sailing Club on the 16th July. For those of us who are also members of the Sailing Club this will give an opportunity to take part in back to back races up and down **The Wallet**.

Something Borrowed?

The Wallet Shield is, arguably, the best round the cans race of the year with up to 30 boats from 5 clubs taking part. This year it is Bradwell Quay Yacht Club's turn to run it. The proposal is to "borrow" the Wallet Shield Race for our **Teddy Bear Race**; a race within a race. Our results will be worked out on the 2005 Personal

Handicaps. Two advantages in this idea are that I do not have to worry about committee boats, courses etc., and, also, there will be the normal TCC prizes for the first three places as well as the satisfaction of representing our club in this prestigious event. We can win the team trophy again and the more boats we enter the better our chances.

I am also trying to 'borrow' another event which I have mentioned before. This is the Colne YC and Wivenhoe SC's **Oostende Rally** in July. Not many details are available yet but the event includes a fun race across the North Sea (engines and self-steering are allowed) with the added advantage of a North Sea crossing with lots

of other boats around. The event culminates with a banquet at the **Royal Oostende Yacht Club** on the Saturday night. This should be the ideal feeder for the start of the clubs summer cruise to Holland. More information will be published as it becomes available. It will, however, mean an early (ish) start on the Friday morning.

Something Blue?

Blue seas and blue skies for 2005. (plus the dream that many of you will see *Tongue Twister's* nice blue transom racing ahead of you this year!)

Let's hope it's a good one!

Andy Hobden

Tongue Twister

Maritime Matters

The Accident Reporting Farrago

Light is now glimmering at the end of the 'incident reporting' tunnel. The 2004 Merchant Shipping Regulations had required the reporting to the Maritime and Coastguard Agency of any and all 'incidents' involving **all** recreational craft. This, it was believed, could have required the reporting to the MCA, amongst other 'incidents', of every '...dinghy capsized, flat battery, faulty VHF radio, torn sail or faulty berthing manoeuvre'. The Royal Yachting Association now reports, however, that the government has accepted the inoperability of these regulations and that Amendments, to come into force in May 2005, will exclude craft of less than 15 meters from the reporting requirements. It should be noted, however, that some legal ambiguity will remain until May.

Buoy Changes

Tollesbury Approaches

There have been two changes to buoyage that will be of interest to TCC members. The first is the introduction of a light (red) to the first red buoy after the NASS in the Mersea/Tollesbury approach channel.

Crouch Entrance

The second is the change of name of the 'North Swallowtail' buoy in the approaches to the Crouch to 'Ron Pipe', in honour of a long-term servant of the Crouch and its many maritime users.

(Continued from page 5)

Sun, Sea and Wind (continued)

waters and minimal tides. It seems a different world, almost a sailor's paradise, which is probably why so many of the Dutch and British, that we met, kept their boats there for the summer. In spite of the poor weather - the regulars down there had never experienced anything like it - we had a great time and, in between the gales, some great sailing. (Also, in France, you can always just eat and drink.)

We had seen two dolphins from a distance so now Jill was spending all her time dolphin watching; in between doing all the crewing, that is, as I could still not walk properly on my leg.

Severe gales were warned, so we headed for a large sheltered marina, **Corncarneau**; not a wise decision. As the wind increased in strength the water in the marina became more and more turbulent and the pontoons started moving with gaps appearing. Then the whole area was ablaze with blue flashing lights as the fire service

arrived in force using chains and winches to try to hold the pontoons together. The marina was then evacuated and we had to leave *Hiawatha* to the mercy of the elements and the French Fire Brigade. We did our best to resist this move but, when the main runs to the shore started breaking up and with three-foot waves running through the gaps, we changed our minds. We went to the restaurant with some people from the Channel Islands who were in the 'same boat', and did what you can do best in France, eat and drink away your cares.

Actually the French were great. They put us up in a training centre, gave us a good breakfast and, other than a few scratches, *Hiawatha* suffered no damage.

We eventually left **Concarneau** still trying to head south. We got as far as **La Taballe** before turning back north because of the weather, but on the way, spending a lot of time at **La Roche Bernard**, walking and doing things other than sailing, in an area

which is probably France at its best: well worth the trip up the river.

Dolphins galore

Bearing in mind that Jill had spent much of the holiday looking for dolphins and only seen two from a distance, her highlight came just after leaving **Loctudy** on the first leg home. Sailing in light winds, we were suddenly surrounded by about thirty of these beautiful creatures, swimming round and under *Hiawatha* in amazingly clear water. They stayed with us for about 30 minutes, almost worth the trip alone.

In spite of probably wearing foul weather gear as many times as shorts and not being able to take advantage of the superb Brittany beaches as much as we would have liked, it was a trip well worth doing and one we will not forget. *Hiawatha* behaved impeccably throughout the trip, but then, boats generally do.

Paul Atkins
Hiawatha

Fitting Out Time, Again

With Vice-Commodore - David Knight

As I write this it is the end of February, the weather is exceedingly cold, with a ferocious wind; and I have been working on the boat.

Insanely I have just spent the last 5 hours polishing *Dionysus's* hull in -5 degrees C, wind chill with flakes of snow flying past! This time of year the boat yard is a very bleak and empty place, with only the odd die-hard member appearing just to check his/her boat over. Each year I treat myself to a rigorous fitting out ordeal, but yet where are the other boat owners, why aren't they so engrossed in their preparations?

At the end of last season I explained to 'her in doors' (She Who Must Be Obeyed) that this year, little needed to be done. Then the usual happened. Whilst I had the mast off, I thought, why don't I take the opportunity to complete some outstanding jobs, so, whilst the boom was at home, they definitely needed attention! Those few jobs quickly grew into a mammoth task, that may well take me well into the sailing season to complete.

More Jobs and More

You may have seen *Dionysus* on the hard by the chandlery, with her white/grey slurry blasted bottom. This is where the nonsense started. We needed to remove 15 years of anti-foul paint; any new coats that I

applied were only partially adhering. Once I got this far it was only going to be a quick over-coating of primer and anti-foul; well that is what I told SWMBO. Then somehow the question of epoxy coating arose, and I was told, - 'you'd be mad not to, once she's in that state'. This produced the normal flurry of reading everything that I could lay my hands on, as to the pros and con's of protecting the bottom. Even now I am undecided as quite what to do, as it may take many months for the hull to dry-out sufficiently.

The mast has been removed so that I could run new cabling to the steaming and masthead lights. It seems some previous, well meaning owner did this in 3 core domestic flex, and managed to lead the cabling through a sheave exit, so that every time the topping lift was adjusted, it cut further into the flex, allowing salt water to do its worst. Whilst the mast was in this state of disrepair I found several items that needed replacing, overhauling, or just cleaning. SWMBO suffered much horror when the halyards came home and were placed in the washing machine! Thus they were wrapped up and tucked into its drum shortly after she had disappeared off to bed!

Whilst I was this far, and the boom was at home, I needed to investigate why the single line

reefing was so difficult. Just what you need as the wind pipes up; it takes a near Herculean effort to pull the reefing lines through their lead blocks, and through the boom, and eventually reduce the sail. I now believe I have found the culprit. The 10mm diameter lines that had been used, were squeezing through 8mm diameter blocks! So now the boom is fully re-strung with some fancy high-tech but smaller diameter string.

The Purpose of Life?

So after all this work will the boat sail faster or point higher. The truth is, she probably won't. Will SWMBO notice the improved safety and ease of reefing? She probably will not. So I have to ask myself, why do I have to put myself through this ordeal.

I can assure you, the boat is the best garden shed, further away than the bottom of the garden, where you can escape for a few hours. Oh, and remember the mobile phone service is a bit patchy at Tollesbury; -

"Sorry Darling I didn't hear your call. - Far too busy to pick up the answer-phone, - but you seem to have it all under control."

Ah, Great!

David Knight

Dionysus

On the Waterfront.....with the editor

Floating with Fellowship

One of the most distinctive landmarks, or should it be sea-marks, for regular Tollesbury sailors is the red lightship half way along Woodrolfe Creek. This vessel – *Trinity* by name – is the sailing base for the Fellowship Afloat, a charity dedicated to providing sailing experiences for young people of all ages. The Fellowship grew out of a summer camp organised by a Harlow church youth group. It established its first base in the Thames Sailing Barge *Melody*, the decaying remains of which can still be seen on the saltings behind the light vessel. In 1988 *Trinity* was secured as a replacement for the ageing *Melody*.

Fellowship Afloat offers courses for dinghy sailors and motor boaters at many levels. It also owns and operates the ‘Saltings’ boat and engine sales company and the adjacent saltings and mud berths. A new venture of the Fellowship is a project to build a jetty to assist berthing on **Lake Malawi**, in Africa. *Trinity* is manned by a small group of (modestly) paid regulars, supported by a number of volunteers from Tollesbury and afar.

TCC members seeking proper training in dinghy training for their younger crew might well consider the introductory and improvers courses that are offered by the Fellowship. Skippers seeking a

day’s freedom to complete that pressing boat job could also consider the Fellowship’s one day ‘**sailaway days**’ that offer younger crew (or indeed whole families) the opportunity to explore the Blackwater Estuary by dinghy and enjoy an evening barbecue alongside *Trinity*. This season’s ‘sailaway days’ are to be held on the 21st of May, the 2nd of July and the 24th of September.

The Fellowship Afloat can be contacted at: The Sail Lofts, Woodrolfe Road, Tollesbury, Essex, CM9 8SE; telephoned on: 01621 868113; or emailed via: courses@fact.org.uk.

The Granary Again

Considerable progress is now being made with the plan to restore the ‘Granary’ at the boatyard’s waterside and reopen it as a community facility. A meeting was held in the Tollesbury Parish Rooms on the evening of the 10th of February to discuss the highly professional report that had been commissioned by the **Mid Essex Historic Buildings’ Trust**. It was presented, with full visual aids and considerable verve, by **Dr. Alan Coday**. The report reviewed the prospects for the building, detailed the likely costs of restoration and considered its possible uses. The Trust believed that restoration was by far the best option and that the building might profitably be employed as a centre for educational activity and exhibitions about the local heritage and environment.

The ‘Granary’, it now appears,

is unlikely to have actually been a store for grain. It was built during the 19th century and had the upstairs windows added around 1920. It may not be of great architectural significance but, as Dr. Coday declared, is an outstanding ‘gateway building’ for the village of Tollesbury in general, and for its maritime community in particular. Restored, it would demonstrate Tollesbury’s pride in its heritage and happenings.

In the plans, the upper floor of the restored Granary will have a tea bar and areas for more permanent equipment and displays. The ‘ground’ floor will remain more open, but available for meetings and elevated displays. Although it is intended to raise the level of the Granary by half a meter, some flooding of the ground floor will still take place at high spring tides. Grills will therefore be in-

serted to allow the sea to enter and then leave with the minimum of damage. High tide access will be facilitated by the addition of a sloped walkway from the Hard to the upper floor, which should cater for all but the highest equinoctial tides.

The cost of full restoration of the Granary and re-equipment for its new functions is estimated at some £225,000 to £230,000, with ready funding from a variety of potential sources. The most pressing issues remain those of creating an effective management structure for the refurbished building and securing income from its use by a range of suitable local organizations. Further details can be obtained from Dr. Alan Coday on 01245 227948 or, more locally, from Julian Goldie.