



KIER GROUP
FELLOWSHIP TRUST

Welcome to the Maple Cross Fellowship Newsletter

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We've had just two meals to report in this issue. The first at Biggles in the autumn and the second at Shendish Manor for our Christmas get together.

There was also one site visit, picture above, which was to the Kier HS2 site near Wendover in Buckinghamshire. There were limited spaces available but Norman, and others, from Maple Cross were there and he said it was very interesting with the cut and cover tunnel 🚧 and a large viaduct 🚧 being seen. It appears to have been a grey day but some people are smiling so it must have been good. The contract was on a cost plus basis and a number of milestones were reached giving the company bonus payments. So good news for Kier financially. I've also been keeping my eye on the company share price which seems to have turned a corner and dividend payments are due to resume next year. Good news for the Fellowship as well.

In this issue we have the first part of Nigel Burrows circumnavigation of the UK in his yacht the Anna Marie. It's a good read of derring do on the high seas with a few pubs being visited on the way. Still why not, you have to eat and drink somewhere! I'm looking forward to the second instalment to see how the problems of the raw water cooling pump were resolved.

Shirley and I managed to get away to the Cotswolds for 10 days and had an enjoyable time even though the weather wasn't the best. But just visiting various National Trust & English Heritage sites plus Batsford Aboretum made it very interesting especially the latter with their excellent lunch.

I was due to go on the HS2 visit as well but due to a gas leak at home had to cancel which was disappointing, still somebody else was able to take my place and the leak was resolved within 2 days so all worked out in the end.

I'm completing this with a hope for it to be out before Christmas, and I'd like to wish you all a very happy Christmas and hope the new year is a good one.

Jeff Taylor



Cotswolds - 2023

Sayings from Duncan

Headlines seen in newspapers

Something Went Wrong in Jet Crash, Expert Says Really?

**Police Begin Campaign to Run Down Jaywalkers
Now that's taking things a bit far!**

**Panda Mating Fails; Veterinarian takes over
What a guy!**

**Miners Refuse to Work after Death
No-good-for-nothing' lazy so-and-so's!**

**Juvenile Court to Try Shooting Defendant
That's taking things a bit far!**

**War Dims Hope for Peace
I can see where it might have that effect!**

**If Strike Isn't Settled Quickly, It May Last Awhile
Ya' think so?!**

**Cold Wave Linked to Temperatures
Who would have thought!**

**New Study of Obesity Looks for Larger Test Group
Weren't they fat enough?**

**Astronaut Takes Blame for Gas in Spacecraft
That's what we get from eating those beans!**

**Kids Make Nutritious Snacks
Do they taste like chicken?**

**Hospitals are Sued by Seven Foot Doctors
Boy, are they tall!**

**Typhoon Rips Through Cemetery; Hundreds Dead
Did I read that right?**

**Couple Slain; Police Suspect Homicide
They may be on to something!**

Hopefully some of
these will raise a smile.



Biggles - Autumn Luncheon

On Thursday October 12th on a cloudy day after some nice morning sun, we gathered at the Biggles Restaurant at Denham aerodrome, one of our go to places.



18 people attended and we had a lovely meal. There was a choice of 6 starters and 6 main courses, and for dessert the "sweet trolley" on which all the items looked nice.



Norman gave a speech at the end explaining how Kier have increased the funding provided to the Fellowship which shows that the company's financial position must be improving.

He also mentioned the Christmas meal where so far he had 15 people attending, hopefully more will decide to come nearer the time.

A new Fellowship website is being set up within the main Kier website, hopefully it will be launched soon.



I remembered to get a selfie this time!
(Ed.)

"Kier have increased the funding provided to the Fellowship which shows that the company's financial position must be improving"

Christmas Lunch



It was a reasonable day with occasional sun, though cold, as we arrived at Shendish Manor. The heating was on in the building and we soon settled down for a chat in the bar before the meal was served.



The Christmas crackers were silent to help with recycling. Perhaps it would be better to dispense with them completely, which would be much greener.



There were 27 at the Christmas meal and we had a private room with 3 tables so quite cosy.



After the 3 courses Norman gave a short speech advising of the forthcoming events and that having the meal on a Tuesday this year had presented problems for some so he'd try and arrange for the usual Thursdays in future. The tea / coffee and mince pies were self service . The coffee was good though the mince pies less so.

“The Christmas crackers were silent to help with recycling. Perhaps it would be better to dispense with them completely, which would be much greener”



The service was good and the food lovely though some found the portions large, which was better than the alternative.



Thanks to Irene for the use of some of her photos in this edition © .

Anna Marie - UK Circumnavigation

by Nigel Burrows

Introduction

The plan was to sail my 10.7m sailing yacht, a Dehler 34, clockwise around the UK. I wanted to do it in one season and I knew from previous cruises that a rest after 10 to 14 days sailing was advisable. Also I knew my wife Anna was not keen to sail on the open seas so going through the Caledonian canal would allow her to join me. Consequently, I came up with a plan to sail the following legs with a one week rest between.

Leg 1 - Home Port Suffolk Yacht Harbour to Milford Haven, Wales

Leg 2 - Milford Haven via the East coast of Ireland to Dunstaffnege, Scotland

Leg 3 - Dunstaffnege/Oban via the Caledonian Canal to Port Edgar, Edinburgh

Leg 4 - Port Edgar, Edinburgh to Home Port Suffolk Yacht Harbour



Leg 1 Home Port Suffolk Yacht Harbour to Milford Haven

Together with my brother in law Peter we set sail on **Wednesday 24th May** for Ramsgate. The sails had been put on the boat about 10 days before and had not been touched. On raising the main for the first time, and much to my surprise, a nest containing an egg fell out and unfortunately broke. The wind soon died and we motored most of the way to Ramsgate, spotting a porpoise and seal on the way, arriving at 15.30.

The following day we left at 07.00 on route to Eastbourne. Much stronger winds 15 to 20knts blowing from the east so sailed with two reefs in the main, making it much smaller. Off Lydd we were called up by the range control boat and informed that live firing was under way and could we go $\frac{1}{2}$ NM, further out to sea, we did not argue. We arrived at Sovereign Harbour Eastbourne at 16.00 having covered the 63NM in 9hrs an average speed of 7knts.

Anna Marie - UK Circumnavigation (Cont)

Friday 26th May we left Sovereign Harbour at 09.30 for Brighton marina, just a short distance along the coast. The winds were still blowing strongly from the East, so we sailed under the jib only arriving at 13.30.

The following day our destination was Gosport, this meant a passage through the Looe channel off Selsey Bill. To get a favourable tidal stream through the channel, it can be as much as 5knts, we needed to leave Brighton at 06.00. The wind was still from the East and blowing 15knts so made good headway.



At around 09.00 we were visited by a pod of about ten dolphins which continued to circle the boat for about 10 minutes before swimming off in the direction of Selsey Bill, a lovely sight. We arrived at Gosport at 15.15.

There was a change of crew at Gosport with Peter leaving and my friend Steve joining me. Steve and I left Gosport on route to Poole, a distance of 40NM, on **Monday 29th May** at 07.00. Good winds blowing from the East at 15knts. We sailed under the jib and had to reduce that as the winds picked up to 22knts. We entered the harbour following the small ships channel and made our way around Brownsea Island arriving at Poole Quay Haven marina at 13.30. As it was a Bank Holiday it was very busy especially as the sun was shining but the berthing master found us place.



Tuesday 30th May we left Poole at 07.50 on route to Portland Harbour a distance of 22NM. Again we had strong Easterlies and at times were doing 7.5knts with the jib up only. We arrived at Portland Harbour entrance at 12.40, it took us another 30 minutes to motor to the marina. This man-made harbour is one of the largest in the world and the marina is in the Southwest corner. The marina and its facilities were developed as the sailing venue for the 2012 Olympics. Soon after we arrived an army Chinook helicopter flew in together with a few smaller helicopters. We later learnt that this was Suella Braveman arriving to inspect, what is now the location of the asylum accommodation barge.

The following day we were up at 6.00 to leave at 07.00; it was overcast with strong winds. There is a tidal race around Portland Bill which can be dangerous if you get your timings wrong. There had been many discussions on the pontoon, the previous evening, between boat skippers about it. It was comforting to see that we had got the timings right for the passage plan as everyone left with us plus other boats coming out from Weymouth. Most boats went in close to the headland where there is a narrow passage to avoid the tidal race, we went out to sea, which is further but, as it was my first time around this headland was the safest option. We could clearly see the confused water between us and the headland. We started with the jib only, but by midday we put a reefed main up then eventually a full main as the winds died; our top speed was 7.6knts. We arrived at Torquay marina at 16.15 giving us an average speed of 5.8knts. After that a drink was required. The recommended pub was the Hole in The Wall, dating back to 1540, which served good beer and excellent fish and chips.



1st June Thursday. We left Torquay at 09.00 sailing under the jib only but still doing 6.5knts with 20knts of wind behind us. We sped round to the entrance of the River Dart, only a short 10NM and motored up the Dart to Dartmouth with the sun coming out, very pleasant. We called up the marina but there was no space. We initially picked up a buoy but got moved off by the harbour master as there was a cruise ship coming in, he pointed us in the direction of the council pontoon,

not mentioned in my Reeds Almanac, the skipper's bible. We tied up on this pontoon, which is in the river with no connection to the land, but this wasn't a problem as there are water taxis which run late into the night. From Dartmouth we took the ferry to the Kingswear side to see the steam train that runs to Paignton then the ferry back to the Dartmouth side for a beer and a meal. Walking back down to the river to catch the water taxi to the pontoon, we saw a small crowd who were being entertained by a large seal swimming around close to the old fortifications. A wonderful sight in this pretty natural harbour.



The following morning we saw the cruise ship arriving and watched as various tugs expertly turn it around and tie it up to buoys fore and aft in this very narrow river, especially difficult as it was very windy. We set off at 07.00 under full jib. but had to reef that in as the wind hit 25+knts. By midday the wind eased off and we put the full jib out again. Arrived Plymouth breakwater at 13.15 and had tied up in Plymouth Yacht Haven by 14.00. The sun was out and we walked to Turnchapel the local village and had a beer in the Boringdon Arms.

3rd June Saturday. We motored out of Plymouth at 08.00, it was sunny and the winds were light. A porpoise followed us at a distance for a time until just outside the breakwater. The wind filled in and we reached 6 to 7 knots until around 14.30 when the wind died. At 15.00 we dropped the sails and motored pass Plymouth Docks to the Premier Plymouth Marina. As we tied up we managed to drop a mooring line into the water. A beer was beckoning so we decided to retrieve it later. We went to the bar for a beer & booked a table for our evening meal.

In the evening, after our meal we got the fishing tackle out to retrieve the mooring line. The security turned up to tell us fishing from the marina was not allowed. We explained what we were doing and managed to retrieve the line.



Anna Marie - UK Circumnavigation (Cont)

4th June Sunday. The next passage was from Falmouth to Milford Haven, 150 plus nautical miles, which I expected to take around 28 hours. The plan was to leave Falmouth on the morning of Tuesday 6th June and take advantage of the favourable tides. The way the tidal flows split around the Cornish Peninsula, if you leave Falmouth at the right time, you get 3 hours of ebb tide to take you southwest before heading north with 6 hours of flood tide. There was to be a change of crew with Steve leaving and my friends Matthew and Charley joining me. As Steve was not leaving until the following day, we caught the bus into Falmouth old town and went to the nautical museum. We then had to sample the local Cornish pasties for lunch.

I normally do all my passage planning on a navigation app on my iPad pro called Navionics then transfer this to the chart plotter on the boat. I then have the chart plotter as the main navigational aid & the iPad as back up. As we were going to be sailing overnight, and not in sight of land for long periods I took the opportunity to buy charts for Lands End and approaches to Milford Haven as a further backup in case of electrical failure. Back on the boat I plotted our proposed track to Milford Haven. When sailing, we do an hourly log recording position, heading, speed over ground, wind speed and wind direction. For the passage to Milford Haven, we would physically mark our position hourly on the chart, so if the electrics & iPad failed we'd have a good idea where we were.

5th June Monday. In preparation for tomorrow, I cooked a Bolognese sauce & rice for the evening meal and made sandwiches for the day. My new crew, Matt and Charlie arrived that evening. They're experienced sailors, both have their own yachts, so they reviewed my plan for the trip to Milford Haven; and thought it was okay.

Tuesday 6th June. We set sail at 08.00 from Falmouth with a 2hr watch system, I started followed by Charlie then Matthew. It was sunny with favourable easterly winds. We had great views of the Cornish coastline as we jibed along the coast coming close into land then jibing back out again. We had the lunch of sandwiches & heated up mini pasties and pork pies before we turned the corner at the Longships lighthouse and set course straight to Milford Haven. We were soon joined by a large pod of dolphins that stayed with us for 3 to 4 hours. Matt heated the Bolognese sauce & rice I had prepared for dinner as it started to get dark. There was too much North in the wind so we couldn't keep to the marked track on the chart plotter, but during the night the wind increased and moved more to the east so we could head more on to the right line.



Wednesday 7th June We reduced sail and put a second reef in at the start of my watch at 02.00 but the boat was still leaning over at quite an angle. Both Matt and Charlie had gone down below for a sleep, it was a bit lonely up there in the dark, I clipped my safety line on and thought what am I doing here. I needed to keep a watch out for ferries going to and from Ireland which crossed our track. My boat does not have radar, but the chart plotter shows boats that have an Automatic Identification System (AIS) as a triangle. This system is compulsory on large commercial vessels, but most modern vessels including my boat have it. I could see on the chart plotter a triangle indicating a vessel which would cross

our track. If the bearing from my boat to this vessel stays the same, then we'd be on a collision course. By selecting the vessel symbol on the chart plotter, lots of information about the vessel including whether it is a danger is shown. After a while I saw the lights of the ship and using my hand bearing compass, could tell that it was going to pass behind us. The wind eased a bit around 06.00 but we still made very good time and continued sailing on the same heading of 015 degrees until the mouth of Milford Haven where we tacked and headed up the Haven to the marina arriving at 08.00. We had a sailed the 150NM trip in 24hrs an average of 6.42 knts. We tied up and got the covers on.

It appeared that all that crashing around overnight had loosened something in the toilet and there was dirty water in the bilges. I cleaned the bilges while Matt and Charlie put the covers on the sails and washed the outside of the boat down. We were all tired, so I decided to investigate the leak further when I came back to the boat in a few days time. We closed the boat up and caught the 13.00 train out of Milford Haven.

Leg 2 Milford Haven, Wales to Dunstaffnage, Scotland

Monday 12th June. The plan was to set sail again on Wednesday 14th June but I decided to go back to the boat early to sort out the heads(toilet). My brother in law, Peter, was rejoining me for this leg. On arrival I took the panel off in front of the toilet holding tank & found the connection for the pump had sheared off. We managed to make a temporary repair, but a new waste tank was required for a permanent solution, this would have to wait.



Tuesday 13th June. Milford Haven has a lock so that there is sufficient water for the boats to remain afloat at all states of the tide. This normally operates on demand every half hour, seven days a week, 24 hours a day. We found out that the pumps for the locks weren't working & to maintain water levels the lock gates would only open two hours before high water up to high water. The plan for Wednesday was to sail across the Irish Sea to Kilmore Quay in the Republic of Ireland. To arrive during daylight hours, we'd have to pass through the lock before the first high water, which was 03.28 hours, this was a few hours earlier than I had planned to leave. A friend of mine, Martyn, joined us for this leg. He was travelling from Kent and due to a broken down goods train he didn't arrive until 19.30, nearly three hours late. Not wanting to make Martyn's experience worse we took him out for a beer and some food before we told him that we were leaving very early next morning.

Wednesday 14th June. The alarm went off at 02.00 and we passed through the lock at 02.45, plenty of time to spare before the gates closed. As we were motoring out, a ferry heading out to sea, passed us escorted by a tug. Quite unnerving in the dark. We had favourable winds and sailed along at over 6knts albeit in heavy rain. At around 13.00 the rain stopped, the wind died and a mist surrounded us. With a strong tide against us we motored the rest of the way to Kilmore Quay arriving, in the sun, at 17.30 having travelled 76NM. We nearly missed the entrance into the harbour as two trawlers were moored up leaving just enough space for us to enter. Before departing Milford Haven, I had dutifully filled out the Borders Forces C1331 form, a requirement when sailing from non EU to EU member countries. As we arrived, we hoisted the yellow quarantine flag and as a courtesy the Irish tricolour. We never did see any customs officers.



Thursday 15th June. Clwyd, another friend of mine who lives in Kinsale, was joining the crew and was expected this evening. Whilst we waited for him we caught the bus to Wexford and explored the town. There were lots of unique shops along a semi pedestrianised street and a commercial harbour for large trawlers. We caught the bus back to Kilmore Quay but got off at Johnstown castle, a Georgian/ Victorian Manor House where we had a guided tour around the house and grounds.

The final route to Kilmore Quay is a marked channel called St Patrick's Bridge through a sandbank then a right angle turn on a safe water mark buoy, after which you follow leading marks for 1NM to the harbour entrance. When we got back to Kilmore Quay, we could see a yacht that had tried to take a short cut

and had gone aground. We later found out that it was a French boat and the harbour master had tried to call them up, but they had not responded. It was gone the next morning so must have refloated safely on the high tide during the night, but it could not have been comfortable for them.

We had some great local fish and chips for dinner that evening and ate them sitting at the cockpit table, very pleasant. There are two pubs in Kilmore Quay and we tried them both that evening ending up the Wooden House pub where Clwyd arrived around 21.30.

Anna Marie - UK Circumnavigation (Cont)



Friday 16th June. We left Kilmore Quay at 06.50. The wind was on our nose until we rounded the headland, so we motored. We turned the corner after about an hour but the wind was light and tide strong, so we carried on motoring, it also started raining heavily. The rain eased off at 09.00 but still no wind and a tide of 3knts, so progress was slow. We eventually entered between the outer piers and headed up the River Avoca to the Arklow marina arriving at 17.30. I had phoned the marina ahead of our arrival and had been told to raft up against another boat called Three Swans which was on one of the pontoons in the river. The area around the marina was very industrial. We walked over the bridge and into the old town in heavy rain, where we found Christies, a bar restaurant, serving local sea food and a perfect Guinness.

Saturday 17th June. Up at 05.45 and motored out at 06.30. Initially the wind was fickle and we motored sailed until around 11.00 when the wind increased to 12knts. We cut the engine and carried on under sails only, achieving 6.3knts. We arrived at Dun Laoghaire marina around 12.50 having covered 36NM. From this marina we could catch a train into Dublin. Peter and I cleaned a small amount of water from the bilges, and looked everywhere for where it was coming from, even taking the panel in front of the waste tank off, but it was dry underneath. Much later, when we were coming down the East coast, we found the water was coming from the raw water cooling pump. The engine heat was drying the water in the engine compartment & it was not until it got much worse that I found the dried salts. This was to cause a problem on the last passage, but more of that later.



Sunday 18th June. We caught the DART light railway into Dublin and went to the EPIC exhibition which is the story of Irish immigration. We spent 90 minutes going around it, very interesting, I highly recommend it. Afterwards we had a Guinness at The Ferryman pub, a traditional Irish bar which is full of old bric-a-brac. Then we walked to Temple area where we ate at the Gaelic Boxy a traditional Irish potato restaurant.

Monday 19th June. Up at 06.00 to get underway at 06.30, a sunny day at last. We had 9knts of wind on our side, perfect to get the gennaker out. The gennaker is 90 square meters which is more than the main and jib areas together. It's like a spinnaker but is asymmetric so can be sailed closer to the wind than a spinnaker but not so good for going directly down wind. With this sail up we logged a speed of 8.6knts & at times were in double figures. Around 13.00 the wind increased to 13.5knts, too much for the gennaker, so we reverted to a main and jib. We arrived off Carlingford cut at 14.30 and made our way up the channel to Carlingford marina. It is quite a long way up the channel to the marina and to avoid a sand bank you must go past it and then come back on yourself. It was still very windy and it was difficult to distinguish the opening in the marina wall, but we got in and tied up okay at 15.45 having covered a distance of 53NM. After tidying up the boat we walked into Old Carlingford, a very quaint town, narrow streets with lots of typical Irish bars. We ate at The Carlingford Arms sharing local oysters for starters. Then we had a beer in Ma Bakers followed by another beer in PJ's, all Guinness of course.





Tuesday 20th June. We had a lie in as, to have sufficient depth of water, we could not leave the marina until at least 09.30 which was 2hrs after low water. At 09.45 we motored out the marina backwards as far as the main channel, as there was insufficient room to turn. We had 0.4m of water below the keel, but once in the main channel we had a lot more depth and room, we turned and put the sails up and headed up to sea. We were now leaving the Republic of Ireland so the tricolour was lowered and packed away. Once out at sea the wind direction and speed were suitable to put the gennaker up. We had a very pleasant sail of 31NM to Arklow under the main and gennaker doing a top speed of 7.2knts and arriving at 15.30. Arklow is a very small marina with a narrow channel

entrance surrounded by rocks. I could not get hold of the harbour master so motored in and tied up next to a large very expensive looking aluminium French boat. The owner of the French boat helped us moor up. The French skipper expected more of his friends and a succession of large aluminium boats turned up. They had sailed from the Brittany coast via the Scilly Isles. We walked the short distance into Arklow village and had a very nice Chinese meal followed by a few Guinness in the pub nicknamed Mannies after the old harbour master.

Wednesday 21st June. Up at 06.00 to leave at 06.30 to get out of the marina before the tide dropped too far. We mostly sailed but had to do a bit of motor sailing as tide against us was 2.7knts at times. We arrived at Bangor marina around 15.30 and got tied up just as there was a torrential rainstorm with strong winds. I was glad we were safely in the harbour.

All the yacht clubs welcome sailors from other yacht clubs, so we took advantage of this and went to the Royal Ulster Yacht Club for dinner. This had excellent views across the water and we were made very welcome.



Thursday 22nd June. We caught the train into Belfast and did a guided walking tour about the troubles. We saw the peace walls separating the Republicans and Loyalists sectors. I didn't realise that the gates at the interface barriers on the Shanklin and Falls roads are still closed between 18.00 and 06.00. It was a very interesting walk, although a tad long at 3 hours. The guide was passionate about the subject having lived through the troubles. After lunch we walked to the Titanic Exhibition, this is well worth a visit.



Friday 23rd June. Up at 06.00 and left at 06.30 sailed from Bangor on route to Ballycastle a distance of 51NM. We had strong winds and very strong tides. At one point we had winds of 20knts gusting 25knts, and a tide of 5.7knts against us, but we still made 1.7knts over the ground. As we rounded Fair Head and changed course for Ballycastle the wind was all over the place, probably being disturbed by the headland and we did an accidental gybe. Nobody was hurt but four mugs of tea that were just coming up from the galley went over the side.

We arrived at Ballycastle at 15.00 but had to wait offshore until a dredger, working in the entrance, moved out of the way. We were safely tied up at 15.30 to find out that our French friends in their aluminium boats were also there. The Giant's Causeway is not too far away and we decided to get a taxi there. It was drizzling as we walked down to the rocks but well worth it to see this strange rock formation.



Anna Marie - UK Circumnavigation (Cont)

Saturday 24th June. We got up at 06.30; Clwyd was leaving us and caught the bus and train back to Kinsale. We motored out of Ballycastle at 07.30. Initially we had a very fast passage, doing over 9knts with the tide in 200m depth of water. Once we got past Rathlin Island the tide turned, but the wind speed was 16knts and we still made 5 to 6knts. The sun was out and it made for a very pleasant sail across the Irish Sea to Scotland. We arrived at Port Ellen on Islay at 13.10, having sailed 29NM. The entrance channel to the port has lots of exposed rocks but is well marked as the local CalMac ferries use the port. The small marina is owned by the community & profits are invested locally. We investigated access to the local distilleries & found that Laphroiaig was within walking distance so we headed off for a tasting. They were all a bit peaty for me, but Martyn bought a bottle.

Port Ellen is a very pretty but small village with one restaurant and one hotel which served food, both were fully booked, pubs tend not to do food. Fortunately there's a Coop, so we bought food and ate on board. For weather forecasting I use an app called Predict Wind. This gives me predicted wind speeds for up to 5 days. Gusts of 30knts were predicted tomorrow in the Jura Sound where we were going so we decided to stay another day in Port.



Sunday 25th June. Nobody got much sleep overnight as the strong winds moved the boat about and howled through the rigging. The water slapping against the sides also made a noise. The winds eased and the rain stopped around 12.30. We took the opportunity to go on a 6 mile walk around the headland to the lighthouse, which unusually is square. Part of the walk crosses a beach which has 'singing sand', I think it is supposed to squeak as you walk on it, but it did not work for me. I think the sand was too wet.

Monday 26th June. To get a few hours advantage of the flood tide we got up at 05.00 & left around 05.45 heading to Craobh up the Sound of Jura. On route we passed the Gulf of Corryvreckan, which lies between the Isles of Jura and Scarba and is the site of the infamous whirlpool. The winds were still strong and ranged between 12 to 18knts which meant that when the tide turned, we still made good time arriving at 14.15. having sailed 47Nm. Craobh is a very pretty marina, it also has a club house with wonderful views overlooking the marina, which is where we ate that night.



Tuesday 27th June. Up at 06.00 leaving around 07.00. We planned to sail to Tobermory, but events were to scupper that plan. We went between one set of islands, but missed the channel going through the second set, and the keel grounded, not hard but I decided to play safe and diverted to Dunstaffnage to get a lift out and inspection. We arrived around 10.15 and managed to arrange a lift out for 13.30. Andy from the yard inspected every inch of the joint between the keel and hull and checked the hull with a tap hammer, all was okay. The boat was relaunched and Andy came on board to inspect the entire length of the keel, no problems were found. It had been raining all morning and we were all wet. We should have been in Dunstaffnage tomorrow, the end of this leg, but the weather was not improving so we decided to end this leg today.

To be continued

Games & puzzles

Sudoku

9		5	7		3	6		1
2	6		1		9		7	8
	1	3				5	2	
			9		4			
				6				
			8		1			
	3	9				4	8	
6	4		5		2		3	7
1		7	3		8	9		6

Easy

				8		4	9	
	9		7	1				8
		3						6
				6	1			
4					7		5	2
		6					3	
	8		2			3		
		1					7	
				9				

Hard

Wordsearch

H T B F D L E E D S
 H J R L L P U F S E
 G R I I E M W S A S
 R E S L I A B H W F
 U T T O F H R E O F
 B S O O E G A F G I
 N E L P K N D F S D
 I H X R A I F I A R
 D C W E W M O E L A
 E N A V L R R L G C
 V A J I K I D D I F
 M M X L D B S G W R

Which of these is not in the grid?

- BELFAST
- BIRMINGHAM
- BRADFORD
- BRISTOL
- CARDIFF
- EDINBURGH
- GLASGOW
- LEEDS
- LEICESTER
- LIVERPOOL
- MANCHESTER
- SHEFFIELD
- WAKEFIELD

Also which had the smallest population in 2011?

Answers on the back page.

1973 - 50 Years ago:-

July - The Watergate Committee were advised that Nixon had secretly recorded potentially incriminating conversations.

August - Gordon Banks, the Stoke City and England goalkeeper, announces his retirement

September - The IRA detonates bombs in Manchester and at London Victoria station .

October - The Sydney Opera House is opened after 14 years of construction work

November - Unemployment in the UK reaches a low of 3.4%

December - Coal shortages caused by industrial action mean the 3 Day Week is introduced.

Wordsearch - The words can be found upwards, downwards, on both diagonals and written in either direction.

Kier Fellowship

Contacts :-

Area Organizer

Norman Elliott

41 Kidmore End
Emmer Green
Reading RG4 8SN

T - 01189 472875

M - 07860 342365

E - normane Elliott2@gmail.com

Note the two e's



Newsletter Editor

Jeff Taylor

24 White Paddock
Maidenhead
SL6 3NF

T - 01628 823421

M - 07780 600580

E - kfmaplecross@virginmedia.com

Find us on 

[Kier Fellow Ship](#) - The main profile

[K.F. Maple Cross](#) - Group members only

If you wish to be added to the closed group, send your Facebook e-mail address or details, to:-

kfmaplecross@virginmedia.com

This magazine serves the Kier Fellowship members from the Maple Cross area. It is provided by members for members. Please send any contributions you may have, e.g. items about your history, photos, recent events, holidays etc. which may interest others to Jeff Taylor.

Also if you have any suggestions for other events please contact Norman Elliott.

Also Kier now have a dedicated Fellowship website go to :-

www.fellowship.kier.co.uk

Forthcoming Events 2024

- 15th February Valentines day Luncheon*
- 25th April St Georges day Luncheon*
- 30th June Kier Fellowship Garden Party*
- 22July Windsor Horse Racing*
- 10th October Autumn Luncheon*
- 12th December Christmas Luncheon*

Wordsearch

Leicester is not in the grid.

Wakefield had the smallest population at 325,837 in 2011. The largest was Birmingham at 1,092,330 in 2013.