



103rd Entry Association Newsletter

Issue 25
January 2006



Alaska Steamboat
See inside story

Your New Layout Newsletter

Hello Readers,

Welcome to the new layout of the 103rd Entry Association Newsletter.

I have been volunteered to take over from Bob Procter as editor of your magazine.

This new look and layout is to try and keep up-to-date with those software packages that helps one in producing readable newsletters like ours. I am sure there will be teething troubles but after a few issues I might have the hang of it and get it just about right.

I am trying a new section called '**Miscellaneous**' where you will find puzzles, jokes, crosswords and

even the occasional competition where you could win a WHS token. It's early days, so watch this space.



I will also be looking for '**letters to the editor**' to fill a few spaces. Is there anything that you would like to see included or even something that you would like to share with others of the entry? If so let's have some articles and comments from you.

I have resurrected the '**Sales & Wants**' section. Perhaps you

are after a missing photo for your memoirs or some piece of memorabilia that one of us has and is willing to pass on. Here will be the place to ask.

Just send anything for inclusion into your newsletter to me either by e-mail or by letter if you prefer to actually put pen to paper. See the back page for where to send your article.

I hope to produce two newsletters a year. It will of course depend on how much feedback and input I receive from our readers.

CJW

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(New) Editor's comments & editorial

It is with sadness that I report the loss of two Association members in recent months.

Bob Procter (Elect) who died on 10th October 2005 of a heart attack and

Gerry (Dusty) Miller (Airframe) just 10 days later on 20th October 2005 who fought and lost the battle against cancer.

I have enclosed a number of epitaphs received from various people and thought that they were fitting tributes to two fine entry members.

You will all be aware that the Entry Reunion for November 2005 was eventually cancelled.

Attached to this newsletter is a questionnaire for you to fill in, anonymously if you prefer, to help us, the Association committee, to understand why this time there was such a small number of takers for what in the past seemed to be quite successful events.

It should only take five minutes to complete and we appreciate your valid comments. There is even a SAE for its return.

Special Points of Interest

- **Alaska article by Roger Flitter.** A wonderful Thames Steam boat
- See the new **Miscellaneous** Section. Have some fun here.

Bob Procter 1945 — 2005 from Mick Woodhouse

It was a shock when on Saturday 16th October Elaine, Bob's niece, rang to tell me that her uncle had died on the previous Monday morning, the 10th. After a moment's thought I asked "Presumably another heart attack?" "Yes" she replied "Whilst shopping in a supermarket". Bob had suffered a previous heart attack three or four years ago and was taking several pills a day.

I only really became friends with Bob about five years ago when we were both 103rd committee members and he heard about my sailing activities and wanted to join in. He has been on holiday with me and other friends four or five times in the Med and with another of my friends, who I introduced him to, several times on her yacht, taking it to Denmark and the Baltic for up to six weeks at a time.

Bob was the son of an RAF officer and travelled about as a child until his father 'joined him up' to the RAF; the first he knew was when he went for selection tests apparently.

I expect we all remember Bob as a gymnast and he did a spell on the RAF Gymnastic Team.

He left the RAF at 30 after serving at St. Athan and Tengah and worked for British Aerospace at Warton, in charge of test equipment. Recently he had been very involved with voluntary work for the Credit Union at Warton.



Bob stayed single and lived on his own in his house at Lytham St. Annes. His twin brother was tragically killed in a flying accident many years ago when he was a Jaguar OCU instructor.

I and my regular sailing companions will remember him as our butler on board. He was always getting up to make the first cup of tea whilst we laid in, and we were getting the non-stop commentary on what he was doing. Everybody on board knew exactly at what stage the process was but the ladies in their cabins would pretend to be

asleep and wait for the "Coming in ladies", then they would laugh.

About a month before his death Bob went to the North West corner of Scotland with friends to bring back a yacht that they had sailed there from Southern Ireland. Unfortunately, on the first day, they had an engine failure without sails up and drifted on to a rocky island which holed the boat and which sank shortly afterwards. Nobody was hurt and all were picked up by lifeboat. Because of this setback the crew decided to have a sailing holiday in the Caribbean and Bob booked it, to go out on 4th November. I understand the others will go and intend to take 'Bob' with them and scatter him there!

Of course Bob was also the editor of our newsletter. He always complained that there was not enough material sent to him to make it interesting.

I hear Chris Wales has volunteered to take over. I hope we don't have to rely on obituaries to fill the pages. Good luck, Chris.

Mick Woodhouse

Bob Procter from Kevin Benford (friend)

I first met Bob Procter over twenty years ago when he transferred to Warton from Hatfield with the then British Aerospace. Our paths often crossed with me as a Shop Steward and Bob as a Foreman over the electrical workshop. On some issues we had to agree to differ as happens when dealing with industrial relations, but we always got on.

After Bob retired he threw himself in the working as a volunteer with the Planemakers Credit Union, which became the

first rate Credit Union. As I'm also a volunteer with the Credit Union I saw almost as much of him after he retired as when he was working with us. Bob took on the role as Company Secretary with the Credit Union and spent a great deal of time representing our Credit Union on the various bodies throughout the North West. He spent a great deal of his retirement working with Les, Des and the others for the benefit of others.

Another mutual interest was

sailing. I found out that Bob sailed mainly in the North Sea with a lady I have never met called Eleanor.

I eventually talked him into coming out with us to sail *Classic Wave* from Galway on the West Coast of Ireland to Northern Ireland. It took us a week to get to Colraine in Northern Ireland. We weren't sure if Bob would want to come sailing with us again. How wrong we were. Bob could not quite get over how Barrie Abbott-Hull blagged a Lift with a

stranger in a hire car from Shannon airport to Galway. We then set out and changed our plans as often as we stuck to them. Bob took to this and jumped at the chance to fly back to Northern Ireland and rejoin Bob Hartley to take *Classic Wave* on to Scotland for the summer season. During this last summer Bob spent weeks aboard *Classic Wave* as together with Bob Hartley, Mike Donnerly, Barrie Abbott-Hull, John Preston and myself we sailed the inner and outer Hebrides.

Bob always had his hand held G.P.S. at his side as he double checked our course.

Bob also had an interest in wine and we left it to him to select which wine to buy and which meal to drink it with. This did not stop him taking an interest in the Real Ale as we sailed around Ireland and Scotland although he always

limited his intake unlike some of us and I'm including myself in that. He often thought of others when we were sailing and bought bottles of ale from the Hebridian Brewery in Stornaway on the Isle of Lewis for a friend at home as it is difficult to get around here.



This was typical of Bob, other people were always more important to him than any personal consideration.

I recall dropping him off at

home after one of our sailing trips. He had been away for almost four weeks and joking that we will have to apologise to your neighbours for bringing you back. He replied as quick as a flash that at least my neighbours dog will be glad to see me as I take it for walks.

Another of Bob's interests was music, almost any kind of music. I heard him speak quite knowledgeably about classical music and jazz. While out sailing we visited a number of pubs which had folk rights on. Bob bought a few CDs from the groups that were playing and we listened to them when we were back on board. I would like to finish with something based upon a folk song that we listened to on one of these evenings.

It's called 'So Here's to You' and was written by a man from Fleetwood called Alan Bell.

*So here's to you and our time together
I'll share with you now a parting glass
And bid adieu with a smile and laughter
Our time apart will be short and pass*

*A short time ago we were total strangers
We didn't know if we could be friends
How soon we've come to know each other
And now I know we will meet again*

*We talked of dreams and the good tomorrows
Of yesterdays and their dark despairs
We've had our share of love and sorrow
And now we part as friends who care*

*A long long road now lies before me
And fate will lead me where it will
All through the valleys and over mountains
I'll not forget and remember you still*

*So here's to you and our time together
I'll share with you now a parting glass
And bid adieu with a smile and laughter
Our time apart will be short and pass*

Sent from:

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Classic Wave

Gerry (Dusty) Miller

Dusty's funeral was attended by Tony (Charlie) Chaplin and Brian Lee. Below is Brian's resume of the day.

It was an overcast afternoon on the 3rd of November that Dusty had his final "Graduation Ceremony".

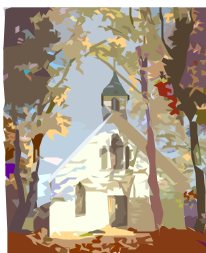
His family and friends gathered in the Village Church at Lamas, Norfolk ready for the 2.30 service, Charlie Chaplin and myself were the only ones from the 103rd, but at least we had a presence.

The mourners were led by Jan, his wife, and children Louise and Stephen and their spouses. Dusty's Mum was there and all were very calm and

up beat given the circumstances. After a 3 hymn service and some good words from the vicar Dusty was laid to rest in the cemetery by the church.

Just one spray of flowers, all donations going to the Macmillan Nurses.

The wake at the "Old Goat" in Skyton (I remember it from my Coltishall days) was well attended and we all went on our way generously fed and watered.



Talking to Jan it would appear that Dusty was diagnosed some 8 months ago and gradually went downhill from there. I believe Charlie had last seen him some 6 weeks ago.

Let's hope it's a good while until any of us has to attend another such ceremony.

Regards,

Brian Lee

Scottish Sea Rescue (by courtesy of Practical Boat Owner)

Not long before the sad death of Bob Procter, he went with some friends to Scotland to bring back a yacht. Unfortunately they ran into some problems in which the yacht eventually sank and the crew rescued. This article is reproduced courtesy of Practical Boat Owner November 2005 Issue no. 467. **Ed.**

Three yachtsmen and a lifeboatman were left clinging to a liferaft and rigging during a dramatic rescue off the Isle of Kerrera, Scotland, last month, (October). The men had been on board the 40ft yacht, *Classic Wave*, which had grounded on a reef at the south-west tip of the island.

the liferaft and passed the painter to one of the men on the yacht.

But at this point the yacht slipped off the rocks into deeper water and began to sink. *Classic Wave's* skipper, Bob Hartley, had difficulty lining the liferaft up with the sinking vessel.



They always say step down onto the liferaft,' he told PBO. 'But it was impossible I literally floated off the deck into the water.'

Neither Bob nor his crewmate, Bob Procter, was able to climb into the liferaft, despite having practised it in a pool on a sea-survival course. While they

held onto the liferaft, Bob found his oilskins were a great help. 'I did suffer cold shock when I first entered the sea, but then my old Musto gear trapped the water and air, and gave me warmth and buoyancy, he said.'

The two men were recovered by the RNLI crew, but lifeboatman Peter McKinnon was left clinging to the rigging of the sinking yacht.

'Up until that point, I'd felt very calm,' said Bob, who was now safely on the lifeboat. But as he saw the crewman in the water he realised what a dangerous situation they were in.

Neither Bob nor his crewmate, Bob Procter, was able to climb into the liferaft

As the yacht was taking on water, Oban lifeboat transferred crewman Peter McKinnon aboard with a salvage pump.

At first it looked like the pump was going to be able to cope with the job, but when it was overwhelmed by a huge volume of water it was decided to evacuate the crew. The lifeboat managed to rescue one of the yachtsmen, but given the Force 6 winds, swells and pitching rigging, coxswain Ronnie Mackillop decided another approach would be too dangerous. Instead he inflated



By a stroke of luck the yacht's own liferaft then inflated alongside the lifeboatman, and he grabbed it as it floated by - though was unable to climb inside.

'Imagine the backwash from the rocks, swells and two-knot

tides,' said Ronnie Mackillop. The sea was like a cauldron; there was no hope of climbing aboard in a buiky lifejacket.

The lifeboatmen were then able to recover their colleague from the water. Bob has praised the actions of the Oban crew.

They did an excellent job,' he said. 'I can't stress enough how having them alongside gives you confidence'.

Re-united in Alaska - by Roger Flitter

Two 103rd Entry members have been re-united after more than 35years. At one of the early 103 reunions Mick Woodhouse and Roger Flitter found that they both had an interest in boats and steam. Mick has spent a number of years building and restoring vintage boats on the River Thames and Roger managed a volunteer steam dredging operation on the Basingstoke Canal and has fitted out his own narrow boat.



Alaska at the Thames Traditional Boat Rally

It was the 130 year old vintage steam launch *Alaska* that was the catalyst for the two ex-Apprentices to work together. Mick was already established as an Engineer on the boat and, as a result of the discussion Roger joined the team as a Skipper in 2000. They have worked

together ever since, mainly during the boating season from Easter to October.

Alaska was built in 1883 on the River Thames and spent many years plying between Teddington and Oxford as a passenger vessel although it became derelict just after the war as marine diesel engines were being introduced. Found in a very sad state, Alaska was restored over a twelve year period to the elegant, highly varnished and polished vessel that is in use today. It still retains the original steam engine which runs like a sewing machine. For the anoraks amongst you there is more

information at: www.thames-steamers.co.uk.

It stems to reason that with a challenge, plenty of brass and some 'proper engineering', Mick and Roger get great pleasure from operating the boat, giving a unique opportunity to many thousands of passengers and showing it off up and down the River Thames.

Roger Flitter



I WA festival at Beale Park, Reading 2003 crewed here by Mick and Roger

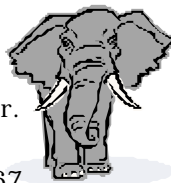
Sales & Wants

This is where you can advertise for something you want, have for sale, rent or give away. Below are pseudo examples of what typical adverts might look like.

For Sale

White elephant for sale. No longer required and needs a new home. Only £99.99p to the first caller.

Tel: D Umbow 010101 234567



For Let

Superb 6 persons villa in France near St Malo. Complete with butler. Only £250/day For more detailed information and availability

Tel: Phred Smiff 012345 678910



Miscellaneous Section

The Fire Fighter

A fire fighter is working on the engine outside the station when he notices a little girl next door in a little red wagon with little ladders hung off the sides and a garden hose tightly coiled in the middle.

The girl is wearing a fire fighter's helmet. The wagon is being pulled by her dog and her cat.

The fire fighter walked over to take a closer look. "That sure is a nice fire truck," the fire fighter says with admiration.

"Thanks", the girl says.

The firefighter looks a little closer and notices the girl has tied the wagon to her dog's collar and to the cat's testicles.

"Little Partner," the fire fighter says, "I don't want to tell you

how to run your rig, but if you were to tie that rope around the cats collar too, I think you could go faster."

The little girl replies thoughtfully, "You're probably right, but then I wouldn't have a siren."

Sudoku

How could I not include a Sudoku puzzle. This is an easy one just for fun to get you in the mood.

Answer in the next Newsletter issue 26.

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

Competition

This is something that hopefully will get some response from our readers.

It is not open to the committee members. Just you readers.

So, something simple to kick off the first of many competitions.

What must not be less than 10 centimetres (100mm), or more than 12.5 centimetres (125mm) in circumference, free from knots and not less than 33.5 metres in length?

Send your answers along with your name and address to the editor at either of the addresses below by Monday 1st May 2006. The first correct answer drawn from the hat will win a £10 WHS token.

Did you know.....

The Jubilee Line is the only London Underground line that interconnects with all the others.

Dates for your Diary

Next Committee Meetings:-
22 April 2006, 11:00, at CJW house
August 2006, (date tbd)
2 December 2006

HAAA Annual General Meeting

Saturday 29th July 2006

Committee Members:

Les Shardlow, Les Garden, Chris Wales, Barry Neal
Ken Banister, Malcolm Watts, Mick Woodhouse, Brian Lee.

103rd Entry Association Newsletter

Editor:

C. J. Wales

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