

PUNNET

SUMMER 2026

**The Magazine of Strawberry
Island Boat Club in Doncaster**



In your Summer 2026 edition of Punnet

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Front cover - Late evening sunshine in the mid North Atlantic



EDITORIAL



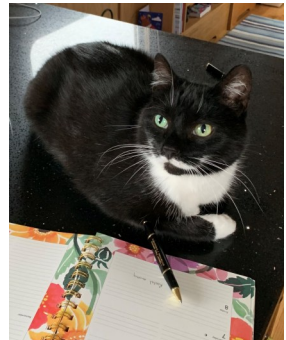
Welcome to the Summer edition of Punnet

Dear All,

I hope you've had a fantastic Summer and been able to enjoy our very warm weather while it lasted.

Well, we've been out on the boat again and producing Punnet on board is never an easy task but I hope you will enjoy this edition. There's plenty of adventures, lack of water, stoppages and more Plan Bs than you can shake a stick at so enjoy the trials and tribulations of some of our brave pioneers attempting to boat this season!

Some of you will know that we normally cruise with our littlest shipmate, Bennie Cat. Unfortunately, he became very ill whilst out with us this year and did not make it home. There were so many curved balls this year and this was not one we expected but it just goes to show that you can not always plan for everything. Our thanks go to Minster Vets, Salisbury Road, York as they were kind, compassionate and gave Bennie excellent care whilst he was with them.



So, with the Rally just around the corner plenty of help is needed to make this a successful event. Please see the Rally Team if you can help in anyway and let us make this even better than last year, if that is possible! We have many visiting boats so it is a good opportunity to showcase our amazing club and SIBC hospitality.

Included in this Punnet is a 'Take 5' quiz sent in by Sue B. Get those brain cells stimulated and in quiz frame of mind as Wednesday Night Quiz will be starting up again in the Autumn. Watch out for notifications on Facebook and also posters around the Island.

Anyway, for now it is good bye from me and good bye from the press operator. We will see you around the Island for more fun and frolics.

Donna Ward



Commodore's Column

How did that happen? Already through July and time seems to go at such a fast pace.

What's been happening with our great club?

Well we've got a new bridge and many thanks need to be given to the people who made this happen: the grinders, welders concrete mixers, sweeper-uppers, food and drink makers and designers. We all know who were involved. We now have a bridge that will last for many, many years to come.

We have a team of volunteers that makes all the events happen in the club and galley crews who feed us. The members that decorate the clubhouse for many events. Thank you to you all.

As you will see many rescue ladders are being fixed to our moorings. As always the moorings team is looking after not just the structure of the moorings but the welfare of members and their safety.

The slipway team always working hard to give us not just a safe but an easier way of getting our boats out for maintenance. Please don't forget the biscuits, snacks and I'm sure the odd alcoholic beverage as a way of thanks to these guys for what they do for us.

Many members are away flying the flag not only for the club but also the Fund Britain's Waterways campaign. I'm sure there will be some good food and drink along the way and what weather have they had. One report was that someone may have to buy a butty for all the silver propellers that they collected.

We have given the go-ahead for a galley refurbishment. Many members have put their thoughts into what would make the galley easier to work in. Hopefully, this will be well underway by the time this edition of the Punnet is produced.

Looking forward to this year's Rally and preparation is underway. This year's looks to be as good as it's ever been and a big thanks to the Rally Team for all the work they are putting in. This event takes a lot of planning.

Sadly, our steward has decided to retire. I don't mean sad for Ian, I mean sad for us. I'd like to thank Ian for his work and commitment to Strawberry Island and wish him all the very best for the future. I'm sure we might occasionally see him back on the Island.

Probably, last but by no means least I'd like to pay respect to our committee both past and present for the time and commitment they have given to our great club. Some tasks and discussions are hard and some we don't really want to undertake but we do so with consideration and a level head so the outcome is the best for our club. Please don't forget we are all members and volunteers, the same as each other.

Looking forward to a happy Autumn for everyone,

Chris

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Licence YOUR Boat through your Club

You should *all* know that SIBC gets 5% commission on your Boat Licence if you renew through the club.

Unfortunately, 40% of members do not use the club to renew their licence. This means we are losing out on a considerable sum of money each year, which could help to keep our mooring fees down!

This year we have 'lost' around £2000.

It is unfair on the Members who do use the Club to renew their licence as they are contributing to Club funds and the others are not.

You are probably already aware that when you licence your boat, the Canal and River Trust give an early payment discount of 2.5%. Another 2.5% discount is available if the licence is purchased online.

If you license your boat through the Club, you will still get the 2.5% discount for purchasing on line as we license your boat via an agency website i.e. online.

It is easy to renew your Licence:

I will license your boat at the club or you can ring me on 07831 169880 and I will do it over the phone. All you need is your boat index number and your up-to-date insurance details. Payment is by credit or debit card only.

Please license your boat at SIBC as we earn 5% commission on each licence, which helps to keep your mooring fees down.

Just a note of caution. CRT will automatically renew your licence when it is due if you have registered your card details with them and the Club will lose out on the commission! You need to log in to CRT and uncheck the automatic renewal box. Ring me if you need any help with this!

Peter Harbon Treasurer & Trustee

STRAWBERRY ISLAND BOAT CLUB

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Telephone – 01302 364954

www.sibc.club

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Committee Responsibilities

Chris Drayton	Commodore / Plant
Keith Brough	Estates / Grounds / Mowers / Pool table / Showers
Phil Jefferson	Estate Manager / Cruise Master
Lesley Drayton	Membership / Galley Compliance / Participation / Keys and Fobs
Ken Collier	Harbourmaster
Malcolm Dawson and Ken Shaw	Work Party Coordinators
John Southcombe	Maintenance / Awards / Health and Safety
Derek Wildsmith	Health and Safety
Paul Mellors	IT / GDPR
Carole Malpass	Administration / Club Compliance
John Clark	Fire Safety
Wayne Cramer	Bar Manager
Mandy Atkinson	Assistant to the Treasurer
Mick Hirst	Website
Donna Ward	Punnet / AWCC / Safeguarding and Welfare
Sharron Lomas	Membership / Safeguarding and Welfare
Colin Whitworth	Assistant Harbourmaster
Don Musgrave and John Robinson	Slipway / Hardstanding

Dates for your Diary

(All may be subject to additions or change)

Below is a list of events which are planned for the Autumn and Winter of 2026. More dates will be added once plans are finalised. You can find out further details on the Members' Facebook group or by speaking to the Social team

2026	
29th August	Club Cruise - Heck
11th - 13th September	Club Rally Weekend
19th September	A Night At The Dogs
26th - 27th September	Commodore's Cruise
10th October	Quiz Night
24th October	Macmillan Coffee Morning
24th October	Guest Speaker - Guy Fawkes
31st October	Ghost Ships of Doncaster
7th November	Laying Up Supper
21st November	Ladies' Night
5th December	Christmas Singalong
12th December	Adult Christmas Party
13th December	Christmas Lunch
19th December	Christmas Draw
31st December	New Years Eve Party

Harbourmaster Matters



Hello everyone,

Your Moorings Team have had a busy Summer so far.

The land opposite the hard standing has had the trees removed, this provides much better access for the hoist and a better environment for those on the hard standing. Our aim now is to move topsoil on to the land and plant native trees and shrubs, for this task we will be looking for help from our members. Probably a dedicated group of volunteers to put your own mark on the site, if you are interested in this as a participation project, please get in touch.

Earlier in the year the Moorings Team were busy rebuilding several moorings that had seen better days. There is always a job for this busy team and we have a project list which prioritises the next job. If you can't wait for the team to get around to your mooring, we can provide material and advice for any D.I.Y. / self-help mooring repairs.

Other essential work that has been carried out is the fitting of water rescue ladders. This is a two-year project and so far eight of the sixteen ladders required have been fitted, these are on the mainline section where the greatest risk and priority remain.

I am very pleased to see the work that some of our members have put into their leisure and storage areas. We now have some fantastic looking moorings and they often raise comments from our visitors.

Over the Autumn and Winter we will be improving moorings, mainly on the east loop and wherever the greatest need arises.

We do get lots of visitors on the moorings, often with favourable comments about our club and sometimes with a membership enquiry. We don't know how blessed we are. Thank you to every member that participates and socialises at Strawberry Island.

At the time of writing, we have 24 boats booked in for the rally.

Enjoy the rest of the summer and come back ready to join in again.

Thank you,

Ken Collier

PARTICIPATION 2026

What Kind of Club Do We Want?

From time to time, it is worth asking ourselves a simple question: What kind of club do we want?

Do we want a club that is active, welcoming, well maintained, and full of events and opportunities for members to enjoy? A club where people know each other, support each other, and are proud to belong?

If the answer is yes, then we all have a part to play.

When new members join the club, one of the questions we ask is whether they would like to get involved and help when needed. The answer is almost always positive. They tell us they would be happy to help, take part and become involved in club activities. Existing members also regularly say they are willing to help when asked. It is encouraging to hear this. However, the reality is that when jobs need doing, events need supporting, or volunteers are required it is often the same familiar faces who step forward time and time again.

This is not about criticising individuals. Everyone has work, family commitments, holidays and other responsibilities. However, a club cannot thrive if only a small number of members are actively involved.

The truth is that our club does not run by itself. Every event, every improvement, every repair, every working party and every social gathering happens because members give their time and effort to make it happen. Much of this work is carried out by the same dedicated group of volunteers. Some are committee members but many are simply members who care about the club and quietly get involved whenever something needs doing. They are the people who help organise events, prepare the clubhouse, assist with maintenance, support rallies, tidy up afterwards and step forward when help is needed. They do this willingly, but they cannot do everything forever.

It is also important to remember that committee members are volunteers. They are not paid for the many hours they spend managing the club, organising activities, dealing with administration, planning improvements and solving problems. They cannot be expected to be available 24 hours a day, seven days a week and the responsibility for running the club should not fall on the same small group of people.

Our participation forms will soon be sent to all members. These are not intended to criticise or embarrass anyone. They are simply a record of the ways members have contributed to the club over the past year. Every contribution counts. This could be helping at a work party, assisting at events, supporting rallies, helping with maintenance, serving on the committee, helping behind the scenes or giving time in any other way.

One of the great strengths of our club is that so much is achieved through members volunteering their time. This helps keep our costs down, including membership subscriptions and mooring fees. If we had to pay outside contractors or employ people to carry out many of these tasks, those costs would ultimately have to be passed on to members. Volunteering is not just about getting jobs done—it is one of the reasons our club remains affordable for everyone.

We also need members to support our events. A successful event needs more than organisers; it needs people to attend, join in, and create the atmosphere that makes club life enjoyable. Events are planned because members want them but they can only continue if members support them.

Our upcoming rally is a perfect example. It requires volunteers to help with preparation, running the event, welcoming visitors and clearing up afterwards. You do not need special skills and you do not have to give up a huge amount of time. Even a small contribution can make a big difference.

If you have ever thought, "Someone else will do it" then perhaps this time that someone could be you.

The most important question is not "what does the club do for me?", but "what have I done to help my club this year?".

Another question we should also consider is: Should we really have to ask?

A club is more than a place to keep a boat. It is a community created by the people who belong to it. Membership is more than paying an annual subscription - it is about being part of something and helping to make it successful.

The future of our club does not rest with the committee alone or with the small group of regular volunteers who always answer the call. It belongs to every member. Whether you volunteer your time, attend events, support activities, or simply take an interest in club life you are helping to build the club we all want. The choice is ours. We can be members in name only, or we can be the people who ensure our club remains strong, friendly and successful for many years to come.

Participation Team

The logo consists of the letters 'S', 'P', and 'L' in a large, bold, serif font, each letter contained within its own square frame.The logo features the words 'BOAT COVER' on the top line and 'SPECIALISTS' on the bottom line, both in a bold, sans-serif font, enclosed within a rectangular border.

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Island Maintenance



Hi folks.

This year's rally is fast approaching so some dates for your diary:

Saturday 5th September is rally clean up.

Wednesday 9th September rally set up.

Thursday 10th September rally set up.

Friday 11th September rally set up.

Monday 14th September rally clear up.

Saturday work parties:

Saturday 31st October.

Saturday 28th November.

December to be confirmed.

Saturday 16th January 2027.

Saturday 20th February 2027.

Saturday 20th March 2027.

Malc and Ken.

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A Bridge too far (gone)

The Island bridge, the artery for access, was beginning to show signs of wear and needed a bit of TLC. The deck plates had started coming loose and the plate used was flat mild steel meaning it was slippery when wet. The club had been donated two 12mm durbar sheets and agreed to purchase another two for the refurbishment.

I asked around and soon press ganged a team to undertake the simple task of lifting the plates replacing them and re-fixing them. On Monday the 9th of February the team were assembled, armed and ready for the task ahead.



Pugh (MS), Pugh (IS), Barney McGrew (AM) and Cuthbert (JS) were all that were needed.

Grinders out we began removing the first plate, the idea being lift one, fit one then do the next. By doing this we always had a base to work from. After removing the railings and cutting the first plate out we were ready to lift and replace. That wasn't bad we thought, we might get it all done today... These were the sentiments ringing out.

BUT OH MY GOODNESS, we lifted the first plate and saw the condition of the two outer I-beams, they had rusted through, were peppered with holes and were also twisted. It was obvious that NO NEW PLATES were going down today as this was more than a plate change.

What do you do in such circumstances? First, go for a cup of coffee and gather your thoughts. Then a phone call to a fellow member MH to give his thoughts having designed bridges and done structural calculations.

MH turned up whilst we were still slurping on coffee and agreed that the condition of the bridge was not great.

We discussed the option. New I-beams needing additional bracing and new plates on top required, all needing ordering and planning in. No option but to put the old sheets back down and a weight limit of 3.5 tonnes was imposed until the repairs had been carried out.

Steel was on order and the 9th May was the re-planned date. The team arrived along with the remaining Trumpton fire team CD and JL.

The Handrail was removed, plates taken up and we then set about removing the concrete base. What a job, I think the mix was 1 sand, 1 cement, it was tough alright.

Over the course of the first weekend we had both I-beams out and replaced, just as planned and so on track. The following weekend we all reconvened and fixed the remainder of the plates.



Once complete there was a grand opening ceremony with Johnny Two Decks doing the honours and smashing a bottle of plonk on the side.

The bridge now has a load capacity suitable for our needs as we know the structure and the steel used.

This was a great demonstration of what can be achieved by a team of volunteer SIBC members working together. I would like to say Thanks To You All.

John Southcombe



Fund Britain's Waterways

What a rollercoaster the 2026 Fund Britain's Waterways campaign cruise has turned out to be. What began as an ambitious flotilla has become a vivid reminder of just how unpredictable—and fragile—our inland waterway network can be. With stoppages appearing at every turn, it has been impossible to plan far enough ahead to organise events or invite MPs and local VIPs to join us along the route.

The problems began with boats from Strawberry Island being held up by the continuing issue at Keadby Lock, which still prevents access back onto the canal from the River Trent. Then the Leeds & Liverpool Canal added to the challenges with two broken bridges. Meanwhile, Keadby Rail Bridge has remained stubbornly awkward, only opening when the temperature is below 19° C—not especially helpful during the warm weather we have been having.



The Russell Newbury Rally went ahead at Stalybridge, but sadly without the boats. Stoppages on the Huddersfield Narrow Canal, Rochdale Canal, Marple Locks and the Peak Forest Canal all prevented vessels from attending. It would have been a wonderful sight to see boats gathered in the centre of Stalybridge to mark 25 years since the canal reopened.



As many members will know, the original plan was to cross the Mersey. Boats were already at Ellesmere Port when news came through that Brunswick Lock had closed because of gate problems. For those unfamiliar with it, Brunswick Lock is the vital link that allows boats to leave the Mersey and enter Liverpool. Without it, narrowboats would be facing a rather different adventure out towards the Irish Sea. Plan B

was therefore brought into action: a cruise along the Manchester Ship Canal.

All along the route, stoppages have shown how vulnerable parts of our waterway system have become. After more than 250 years of service, our canals need more than short-term fixes. They need proper care, planned maintenance and secure long-term funding if they are to remain open and usable for boaters, communities and local businesses.

Fund Britain's Waterways activities continue to be disrupted by canal closures that break up the network and affect everyone who depends on it—from individual boaters and waterway groups to pubs, boatyards, hire fleets and local shops. Even so, campaigners remain determined. Wherever there is a way forward, the flotilla will continue, because recent events have made the campaign's message clearer than ever: inadequate funding has real consequences.



Determined to continue, we headed from Ellesmere Port to Marsh Lock on the River Weaver and the Anderton Boat Lift, which is currently closed for renovation work.

The Anderton Boat Lift is an iconic part of the canal network—I believe it is the only one of its kind in the world. We cannot afford to lose something so important. But it is of little use if boats cannot travel between the Trent and Mersey Canal and the River Weaver because of stoppages across adjoining waterways. This highlights the urgent need for adequate, long-term funding to maintain and protect Britain's waterways for boaters, communities and future generations.

Thank you to all SIBC boats who have been with us on this year's campaign.

A special thank you must go to Shirley, who has flown the flag throughout the trip, whatever the waterways, weather and wayward locks have thrown at her.

Hazel Owen

Middleport Pottery, Burslem.



We spent a lovely afternoon at Middleport Pottery in Burslem, Stoke on Trent, with Alan and Linda. Its strategic position on the Trent & Mersey Canal allowed raw materials and finished goods to be loaded directly onto barges via an historic crane.

Our tour guide John, a volunteer now, but who had worked at the pottery for forty plus years, was very informative.

Middleport Pottery was built in 1888 by pottery businessmen Frederick Rathbone Burgess and William Leigh, and is the UK's last working Victorian Pot Bank (pottery factory) in continuous production. It has been the home of world-famous Burleigh

since 1889. It contains a perfectly preserved, rare heritage bottle kiln, which we were allowed to go inside. Features a restored operational Boulton steam engine that originally powered the factory's machinery until the 1970s, and houses Europe's largest collection of historic ceramic moulds.

Following challenging economic conditions, Burleigh was acquired by Denby Holdings in 2010. Simultaneously, HRH Prince of Wales now King Charles (via The Prince's Regeneration Trust) provided millions to save the factory and secure the jobs of local employees.

The Grade II* listed site is now operated by Re-Form Heritage (nothing to do with the political party) and offers factory tours, a visitor centre, and a cafe.

Shirley Sefton





SBS Yacht & Small Craft Surveyor

If your insurance company is requesting an out of water survey, you require an up-to-date valuation or just want the peace of mind of having a Hull survey why not give me a call or just catch hold of me while I am at the Island.

If you require a Boat Safety Scheme Examination, remember you can book a date two months in advance of your current expiry date without affecting the expiry date of your new certificate. I give all SIBC members a discounted rate.

If you are thinking of installing LiFePO4 Batteries and could do with some friendly advice, I have completed a training course provided by the International Institute of Marine Surveying on the safe installation and maintenance of Lithium-Ion Battery systems.

Steve Hutchinson

Email: sbs.bss@btinternet.com

Mobile: 07936977887



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That's Not How To Do It!!! A Grandstand View.

Please note that in this story the 'other' boat is not identified. Details have been cropped from the photos and colours amended to disguise it.

We're booked out of Selby Lock to head up to York. Perfect weather, perfect timing with a 9:00am locking out time meaning we'll be moored up nicely for lunch. We've just pulled up to the lock approach in Selby basin and are chatting to the CRT lock keepers, Nigel who is going on to Naburn and Freya who will let us out. A quick briefing – it's a 7m tide so it'll be quite gentle and we may seem to run out of flow before we get to Naburn although the tide will still be rising. Two boats coming down but we'll almost be at Naburn before we meet them. Keep to the right on exiting the lock and drive through the right hand spans of both the rail bridge and the road bridge which comes up straight after. Oh and by the way, that boat over there (points to half way up the basin) is coming too. At this point I check my watch – just after 8:30. There's no sign of life on the other boat and the pram cover is still up at the stern. Doesn't look like he's going to make it...

A few minutes later the other boat pushes off and runs down to the lock, pram cover still up – I should have realised then ...

We're in the lock, the other boat glides in beside us and all is well, briefing repeated by Freya. General chit-chat in the lock with the single hander. Me, "Have you had the boat long? ", "Oh yes it was three years old when I got it (similar age to ours so 6 years ago)". Me, "Have you travelled much?", "Oh yes, started down south, just headed north and come over the Leeds and Liverpool". Me, "Have you done much river cruising?", "Yes spent years on the Thames". And still the chuffing pram cover is nagging at my brain.

Gently down in the lock, all is well and both boats are controlled properly. As the gates open I ask if he'd like to go first as he seems to be experienced in these things (it's our first time on the Ouse to York although we did do Trent Falls last year). So off he goes, on tickover out of the lock. We follow. The flow takes his front end hard round. No sign of prop wash. I take off the power and settle in the lock for a short while to let him accelerate off and gain some space. Putting on normal cruising revs we head out and get taken by the flow. Nicely positioned in the middle of the river, pointing to the right. Look ahead and there's the other boat on the left side of the river, still

no prop wash. We're belting towards him but if we do, we'll get to the bridge at the same time as him. We're in a 5mph flood tide heading to the bridge – what to do? I knock off the revs but clearly I have no steering. Bash on lots of reverse in the hope that I can create a bit of space before the bridge and still have time to recover. Not ideal but the best I can do. He's still on the left of the river oblivious to what's happening, no prop wash and that canopy's still bugging me.



This photo shows the situation we'd got into – it's not quite as bad as it appears as Donna's camera has a long lens which foreshortens distances. We're still hard astern trying to make some space. By this point it's obvious what's going to happen. He's on tickover on a fast flood tide which is

naturally heading to the port side bank because of the sharp bend that's after the bridges. We've spotted it and eventually it looks like he twigs. The boat turns to starboard. That successfully puts the boat beam on to the central pier of the bridge. Some prop wash sprays up – way too late and the middle of the boat's port side hits the pier fendering with an almighty crash. He's now on full power diagonally across the bridge, luckily on the correct side of the pier and shoots off into the bank at full tilt. There's an almighty crashing of tree branches and he hits the bank. By this time we're just short of the bridge, by some miracle still pointing the right way and in the right place. I put on power and head behind him at the same time as he bashes the boat into full reverse and shoots out into the flow. Full reverse on ArMutch and I stem the flow directly under the bridge. We must have stopped about three feet away from putting our front button into his kitchen window. Somebody was smiling on us that day as we just sat there in reverse as he pulled back and the flow took his back end downstream and across to our port side. That left space for us to power past him and under the road bridge asking him, as we passed, if he was OK. "No problem" came the reply. As we passed he turned into the flow which then caught him and stuffed him into the Selby bank just before the road bridge. We were now zooming up on the tight right hand bend between the Selby mills. The last thing we

saw as we went round was the other boat poking out of the trees and bushes on the river bank.

A quick phone call to Freya at Selby explaining what had happened and where he was and she said she'd go down.



Some time later , I think approaching Kellfield, there's a long straight and I thought I saw the other boat at the far end as we turned towards Cawood. On the final bend to Cawood bridge, these gallant fellows from North Yorkshire Fire and Rescue shot round and asked us if it was us who were in distress. We directed them further down the river.

Their Fire Engine was parked just past the bridge.

On the final straight into Naburn we spotted the other boat behind us. As we had to wait at the lock for the downstream boats to be let out, he arrived just as the lock was ready. He then proceeded to beach his boat on the Starboard side sandbank despite three boaters and the lock keeper yelling at him to move over. His pram cover was still up.

After we moored up I went and chatted with the lock keeper. It seems that the bridge keeper on the railway bridge saw what happened and immediately closed the rail line until the bridge could be inspected. It was closed for two hours and the closure was followed by a period of delays and cancellations whilst trains were relocated. The bridge keeper on the road bridge (yes we were surprised that both are manned) dialled 999, hence the Fire Brigade in their RIB. Both Freya and Nigel had to submit reports. Late in the afternoon I had a phone call from the CRT AOM so he could check details of events. Remember, all this happened on a gentle 7m tide.

12:26

82

< Back

Live times

Close

≡

 National Rail

🔍

TransPennine Express between Liverpool Lime Street and Hull

Description

Following a boat colliding with a bridge at Selby all lines have reopened. As service recovers, trains running through this station may still be cancelled, delayed by up to 45 minutes, diverted or revised.

This is expected until 13:00.

Hull Trains customer advice:

Hull Trains services between London Kings Cross and Hull in both directions may divert via Goole and not call at Howden or Selby.

Please be advised other operators may also be affected by this issue.

As you know, all good stories end with a moral. This one is no different:

For the other boater, don't claim to know about something you don't – karma will get you. How I wish we'd gone out first.

For us, firstly, don't trust someone's boating skills claim and secondly, don't trust someone who boats with the blooming pram cover raised in the summer sunshine.

Mick Hirst.

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The Boater's Kitchen



The aim of the Boater's Kitchen is to provide you with tasty food which can be easily made on your boat. I really enjoy porridge but don't want to eat it in the Summer. This is a great way of still eating reasonably healthily and it takes very little time to prepare.

Breakfast Bircher Muesli

Ingredients

50g Oats
125ml milk
2 tablespoons Greek Yogurt
1 whole apple grated (Pink Ladies are lovely as they are crisp and sweet)
1 teaspoon of lemon juice (stops the apple going brown)
A handful of sultanas (adjust to your taste)
½ teaspoon ground Sweet Cinnamon
1 tablespoon of mixed nuts and seeds



Method

1. Find a suitable container with a lid (550ml container is good as there is room to stir the ingredients without it spilling out everywhere).
2. Start by mixing the oats with the yogurt and then add the milk slowly.
3. Grate the apple and mix in the lemon juice.
4. Add sultanas, nuts and seeds, stirring gently.
5. Mix in the cinnamon and then cover and place in the fridge for breakfast tomorrow. If you find that the consistency in the morning is a little too thick then you can always adjust by adding more cold milk before you eat it.

This will last two people two breakfasts if you add additional fruit or berries before eating. We also find that it is sweet enough but if you have a particularly sweet tooth it also goes well with a drizzle of honey.

Take Five Quiz

Why not take five minutes and identify these groups of five? For every right answer you get a point (i.e. up to 5 points per question) but take a point away for every wrong answer.

1. What are the names of Enid Blyton's Famous Five?
2. In the Bible, what are the first five books of the Old Testament?
3. Which five brothers made up the Jackson 5?
4. What are Africa's 'Big Five' safari animals?
5. What were the stage names of the five Marx Brothers?
6. Name the five Great Lakes of North America.
7. Who were the five English monarchs of the House of Tudor?
8. Name the five members of the 90s pop group the Spice Girls.
9. What are the 1st five elements in the periodic table?
10. Name the five colours of the Olympic rings.
11. Which five US states have a compass direction (e.g. North) in their name?
12. What are the full names of the five children who go into Willy Wonka's factory in Charlie And The Chocolate Factory?
13. Which five nations are the permanent members of the UN Security Council?
14. Who are the five members of Mystery Incorporated? (Hint- one is a Great Dane)
15. What are the five main human senses?

Thanks to **Sue Beevers** for the quiz. You will find the answers overleaf.

Ask Agatha

Our Resident Agony Aunt - Always there to help with your boating conundrums and worries.



Dear Agatha,

I have always woken up early and well before my wife. A few months ago I made the mistake of making her a cup of tea and I took it to her whilst she was still in bed. She now expects this every single day and is very much taking it for granted. She won't get out of bed until she receives it, in fact she would stay there well beyond lunchtime if I let her and then where would I be? Without lunch I can tell you. My friends at the pub say that I have a point which is why I am writing to you to find the best way forward. How can I stop this habit she seems to have got herself in to?

Hoping you can solve this for me so that she can get back to her wifely duties of looking after me.

Yours sincerely,

M

Dear M,

When I first read your letter, I said to myself 'Good grief! Has the man never heard of a Goblin Teasmade?' Get yourself down to the nearest Argos and buy one pronto! Your wife could enjoy a cheeky morning cuppa whatever the hour.

However, perhaps there is more to this than meets the eye. Could it be she stays in bed in the hope of some saucy shenanigans with you? No, on second thoughts that does seem a bit unlikely, doesn't it? Can you think why that might be?

I know that 'tradwives' are all the rage these days but you may be carrying it a bit too far. So why not do my light-hearted, fun quiz, 'Are you a lazy misogynist?' and see if there are areas you could improve. For further hints and tips, read my bestseller **The Good Hubby Handbook** available from Amazon and all reputable book stores.

I hope this has given you food for thought. Talking of food, my dear hubby is just calling that lunch is ready so cheerio and good luck!

Agatha

Take Five Quiz - The Answers.

1. Julian, Dick, Anne, George and Timmy the dog
2. Genesis, Exodus, Leviticus, Numbers and Deuteronomy
3. Michael, Jermaine, Tito, Jackie and Marlon
4. Lion, Leopard, Rhinoceros, Elephant and Cape Buffalo
5. Groucho, Gummo, Zeppo, Chico and Harpo
6. Superior, Michigan, Huron, Erie and Ontario
7. Henry VII, Henry VIII, Edward VI, Mary I and Elizabeth I
8. Ginger (Geri), Sporty (Mel C), Baby (Emma), Scary (Mel B) and Posh (Victoria)
9. Hydrogen, Helium, Lithium, Beryllium and Boron
10. Blue, Yellow, Black, Green and Red.
11. North Dakota, South Dakota, North Carolina, South Carolina and West Virginia
12. Charlie Bucket, Augustus Gloop, Violet Beauregarde, Mike Teavee and Veruca Salt
13. China, France, Russia, United Kingdom and United States.
14. Scooby Doo, Shaggy, Velma, Daphne and Fred
15. Sight, Smell, Touch, Taste and Hearing



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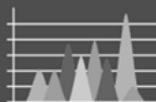
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Please feel free to call or e-mail me if you have any queries. Please note that all prices are subject to change (March 2026 prices).

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