



An Association for Retired Professional Engineers

NEWSLETTER August 2016

President's Message

Welcome to the August Newsletter. We have now completed our spring/summer programme of visits and outings. As you will read in this newsletter, these covered Filching Motor Museum, Amberley Museum Electrical Hall, and Borde Hill Gardens. We were fortunate with fair weather and the events were well supported by our members and their guests.

We do try to give an indication in the programme if our visits and outings are suitable for those with mobility problems and, as you undoubtedly already know, Field Place, where our autumn/winter programme of talks will shortly commence, is very accessible.

I hope that there is something of interest for all of you: I also encourage you to bring along anyone whom you may know with an interest in the subject matter of our talks, which as you know are open to both members and non-members. On this latter point, we still need your help in recruiting new members for the long term future of the RCEA. Now that we have an excellent up to date website, it is worth asking anyone who may be interested in our activities to take a look.

I would also encourage you to come along to our monthly coffee mornings. The dates are in the newsletter and are arranged on the third Thursday each month for members at the Spotted Cow, Angmering and for members and partners on the last Thursday in the month at the Swallows Return, Worthing.

Just to repeat a previous comment; if you have not done so, please let Malcolm know your email address so that he can send you items of news and reminders about our activities. We never publicise or pass them on so you can be sure you will not be swamped by unwanted mail as a result of letting us know your web address.

Our Christmas lunch this year will take place on 14th December at our traditional venue, the Windsor House Hotel in Worthing. The Committee will be pleased to see you and your guests there.

I hope to see you at our forthcoming talks on the second Tuesday of the month.

Derek Webb
August 2016

PROGRAMME OF EVENTS 2016

- | | | |
|-----------------|----------------------------------|---|
| Thursday | 15th September | Coffee – at Spotted Cow, Angmering |
| Tuesday | 20th September | AGM and Talk – Modern UK Tramways |
| Thursday | 29th September | Coffee – with Partners at Swallow's Return |

Tuesday	11th October	Talk – "PowerFrame" - The Small Scale Tidal Generator – Generating Electricity from flowing water
Thursday	20th October	Coffee – at Spotted Cow, Angmering
Thursday	27th October	Coffee – with Partners at Swallow's Return
Tuesday	8th November	Cooch Memorial Lecture – Volk's Electric Railway – the Past and the Future
Thursday	17th November	Coffee – at Spotted Cow, Angmering
Thursday	24th November	Coffee – with Partners at Swallow's Return
Tuesday	13th December	Talk – The Thameslink Project – Electrical Challenges
Wednesday	14th December	Christmas Lunch, Windsor Hotel, Worthing
Tuesday	10th January	Talk - Ship Propulsion – from Paddles to Jets
Thursday	19th January	Coffee – at Spotted Cow, Angmering
Thursday	26th January	Coffee – with Partners at Swallow's Return
Tuesday	14th February	Talk - Smart Metering
Thursday	16th February	Coffee – at Spotted Cow, Angmering
Thursday	23rd February	Coffee – with Partners at Swallow's Return
Tuesday	14th March	Talk - Industrial Process Automation - a skim across the surface
Thursday	16th March	Coffee – at Spotted Cow, Angmering
Thursday	30th March	Coffee – with Partners at Swallow's Return

All Talks and Meetings will commence at 2.30 pm and be held in the Chichester Room, Field Place, Worthing unless another venue or time is indicated.

Timings for visits and outings will be as printed in the detailed description of the activity.

Coffee mornings commence at 10.30 am.

Membership Subscriptions 2016/2017

These are due on 1st October 2016. Can you please send your cheque for £15 to the Hon... Treasurer, Tony Tomkins, 2 Badger Drive, Haywards Heath, RH16 1EP (Reply slip at end of newsletter.)

Website of the RCEA

Our website, www.rceasussex.org.uk carries the very latest information on all of our events.

New Members and Speakers for Talks

The RCEA needs new members and speakers to ensure that we can continue as a thriving organisation. Please think of appropriate people you know and encourage them to come along to our talks and hopefully join the RCEA.

We also need more speakers to give talks to us on Tuesday afternoons from September to March. We are aware that many Members have the knowledge from their working careers to provide interesting talks. If you are willing to give a talk please let us know. Speakers from outside organisations are increasingly harder to find and often seek payment for their services.

New Member

D. Mattinson, C.Eng, MIET

New Handbook

A new handbook is being prepared and it would be helpful if you let Malcolm Hind malcolmhind@msn.com know if you have any changes to your address, telephone number, etc. In particular if you have a new email address, as we now send out news updates and reminders of all our forthcoming meetings via e mail.

RCEA Insurance

Members need to be aware that the insurance policy that the Association holds is solely for the protection for the assets and liabilities for the Association as an entity. The policy does not provide cover for personal injury or loss to individual members. Members attend the Association's events at their own risk; although under some circumstances there may be some cover from the insurance arrangements of the venue owner.

Newsletter Entries

If you would like to provide an article for inclusion in a future newsletter it would be most welcome. We are always looking for new material. As a guide an article should be prepared as a Microsoft Word document, preferably in font size 10 and font style Times New Roman but this is not essential since all text will be 'standardised and formatted' when composing the newsletter. Pictures can be incorporated into the newsletter and are best supplied as JPEG images as separate files and separately from the text. (Word documents incorporating pictures can sometimes be very large files and are often not easy to manipulate into a suitable format for the newsletter.)

Southern Retired Chartered Engineers (SRCE)

We have received the following information from the SRCE regarding their programme for the remainder of this year and hope to be able to give you fuller details of next year's programme in our December newsletter. Unfortunately the SRCE no longer have a website and this is the only information available.

7th September - Lunch in Poole followed by a trip to Brownsea Island

October (no date) AGM and lunch

17th November - Lunch in Salisbury followed by a visit to the Salisbury Playhouse to see 'The Wipers Times' (about the satirical newsletter that was circulated in the trenches during the first world war)

Any member interested in any of these activities should contact Jeff Williams by email to: jagwilliams@waitrose.com.

Brief Detail – Talks, Outings and other activities September – December 2016

AGM and Talk.

Tuesday 20th September 2016 - Modern UK Tramways

Ian Wetherell RCEA

After a brief introduction on the history of tramways in UK, Ian will give a roundup of current modern UK tramways and discuss some design factors for current and future tramways, including signalling, power supply systems, control systems, tram train designs, rail profiles, low floor trams and tram priority issues for street running.

Talk.**Tuesday 11th October 2016 - "PowerFrame" - The Small Scale Tidal Generator – Generating Electricity from flowing water**

Alan Saunders, Managing Director and Chief Engineer of Saunders Energy Ltd.

Alan will take us through his journey from concept, through development to commercialisation of the innovative new tidal electricity generator - PowerFrame. He will explain the choice of turbine and how he has engineered the generator to develop the maximum energy from tidal and river flows.

PowerFrame is the first of a new generation of small scale in-stream tidal generators developed to provide predictable renewable energy. The company aims to be the leading designer and manufacturer, creating a centre of excellence for this industry, to manufacture locally and create skilled employment.

Talk.**Tuesday 8th November 2016 - Volk's Electric Railway - the Past and the Future.**

Peter Williams, Volk's Electric Railway Association

The talk will cover the history of the world's oldest operating electric railway (which runs along the Brighton seafront) in two stages, the first from 1883-1940 with the Volk family, including pictures/ film of the famous 'Daddy Long Legs' which enabled the railway to travel through the sea at its eastern end, and then from 1940 - 2015 under Brighton Council ownership.

There will be a look into the future with emphasis on the recent Heritage Lottery Grant, which will allow the Volk's Electric Railway to build a new Aquarium Station and Visitor Centre, new sheds at Banjo Groyne, and to restore three cars.

Currently we are planning a visit to the Volk's railway during 2017.

Talk.**Tuesday 13th December 2016 - The Thameslink Project – Electrical Challenges**

Martin Sigrist CEng, MIET, Principal Design Engineer E&P, Thameslink Programme

Martin will discuss electrification works associated with the Thameslink programme to allow the introduction of new rolling stock on the 16 Thameslink Routes. This will include particular issues in the way the electrification design has been integrated with other disciplines and how particular issues that have arisen had to be resolved, such as development of the AC/DC interface at Blackfriars with the signalling system including aligning the European Train Control System (ETCS) virtual signals with the fixed arrangements for the AC/DC traction sections. In addition, how issues between the AC/DC interface, in terms of stray DC currents and track insulated rail joints (IRJs) are being dealt with.

Christmas Lunch

Wednesday 14th December 2016

RCEA Christmas Lunch, Windsor Hotel, Windsor Road, Worthing BN11 2LX.

The menu is as below and early booking is advised due to the limit on numbers catered for.

Applications should be received by **Friday 9th December 2016** to ensure places. The cost this year is **£29 per person**.

Reply Slip is at the end of Newsletter.

'Resident' parking tickets can be obtained from reception if hotel car park is full.

Handicap parking can be arranged by including car registration number with booking application.

Lunch Menu

Butternut Squash with Tomato Soup & Garlic Croutons
Prawn, Mango & Chilli Cocktail Drizzled with a Mango Dressing
Spinach & Ricotta Stuffed Portobello Mushroom with a Fresh Herb Salad

Roast Breast of Turkey - With Lemon & Sage Stuffing (Bacon Wrapped) & Cumberland Sausage
Rump of Lamb Slow Cooked in a Rosemary Sauce & Set on a Minted Pea Mash
Roast Breast of Chicken Stuffed with Mozzarella Cheese Wrapped in Bacon with a Barbeque Sauce
Salmon Fillet Pressed with Lime & Corriander Baked set on Crushed New Potatoes with Crème Fraiche
Roast Vegetable Filo Pastry Strudel served with Red Pepper Coulis
All Served with seasonal vegetables

Christmas Pudding – served with brandy sauce
Mulled Wine Trifle
Baked Blackforest Cheesecake served with a Cherry Compote
Trio of Cheeses with Celery, Grapes, Chutney & Selection of Biscuits

Coffee and mints

Talk.

Tuesday 10th January 2017 - Ship Propulsion – from Paddles to Jets

Antony Tomkins - Hamilton Jet

The talk will describe and illustrate the development of propulsion systems for mechanically driven ships. Earliest powered vessels were mainly paddlewheel driven mimicking men with oars. Then followed a long period when the main propulsion system was by immersed screws with steering by rudder. In more recent times there have been some significant developments, including pod systems for relatively slow speed vessels and water jet drives for high speed, which give significantly improved and precise handling as well as some other operational benefits. The talk will touch on how modern electronics are increasingly involved, as with all of life today.

Talk.

Tuesday 14th February 2017 - Smart Metering

Ashley Pocock FIET, Head of Industry Change, Regulation and External Affairs at EDF Energy

Smart Metering is currently one of the largest of UK Government's major projects costing £12bn and involving the construction of a National Communications Infrastructure and the installation of some 100m devices into 30m plus homes and small businesses by 2020.

The talk will provide a walkthrough of the UK Smart Metering programme, how it was initiated and why Government has imposed obligations on the UK market to roll out smart metering, the policy and regulatory landscape, the actors, the end-to-end design and the technological roadmap to address obstacles to an economic, safe and secure deployment.

Reports

Visit to the Foulkes-Halbard Collection on 10th May 2016

Karl Foulkes-Halbard welcomed us to the Collection and started by showing us round Filching Manor – strictly a twin solar Wealden hall – originally built in 1450 for William Parker. Karl thinks that the front door is original, which makes it one of the oldest front doors in private ownership. The main hall is filled with antique furniture and a collection of arms and armour, including several halberds – Karl assumes that his family name means that they must have been halberdiers at some point in the past.



Slightly more friendly is the Parliament Clock hanging from the railing protecting the mezzanine floor. In addition to the main hall, we looked into two side rooms, again furnished with some beautiful period items as well as cabinets filled with motoring memorabilia. Karl was on hand to discuss the provenance of any of these pieces, and told us that, after his father had bought Filching Manor, they discovered that it had previously been owned by one of their ancestors, as well as William Cavendish (Prime Minister briefly in the 1750s).

After we had seen the Manor, we walked over to the Campbell shed. As the name suggests, this houses a number of items that had belonged to Sir Malcolm Campbell and his son Donald, together with Leo Villa (who had been mechanic to both Campbells). Karl's father, Paul, had been a friend of Leo Villa's and Leo had given or sold many of the items to him. The mementos included overalls, steering wheels from Bluebird record breakers, wind- and water-tunnel models of Bluebirds, the Metropolitan-Vickers Beryl gas turbine engine which had originally powered the K7 Bluebird in which Malcolm Campbell died while trying to break the water speed record on Coniston Water (for that run, the Beryl had been replaced by a more powerful Bristol Siddeley Orpheus engine).





The Beryl is the first engine to exceed 200mph on water. It sits cheek by jowl with an Austin Seven Ulster with which Karl started his motor racing career; next to that is a red single-seater Ford, given by Henry Ford to Sir Malcolm Campbell after Sir Malcolm had agreed to allow a Bluebird car to be exhibited in Ford showrooms in the USA after he had broken the Land Speed Record on the Bonneville salt flats. Sir Malcolm later gave the Ford single-seater to Leo Villa, who subsequently sold it to Paul Foulkes-Halbard. The shed also houses some items of furniture made by Carlo Bugatti (Ettore Bugatti's father) which are now collectors' items.

Finally, we visited the two motor sheds at the top of the site. The first housed a variety of vintage, veteran and classic machinery – a mix of bicycles, motorcycles, cars and boats. The latter included a replica of Donald Campbell's K7 Bluebird (made for a TV programme) and the Agfa Bluebird II in which Gina Campbell broke the Women's World Water Speed Record at 122.8 mph before an attempt to raise the record later that day resulted in an accident uncannily similar to the one that killed her father. Fortunately, she survived, albeit with two broken collar bones.



Other vehicles on display include a veteran, chain-drive Grand Prix Mercedes and a Peugeot with a splendid serpent horn. The second shed contains the highlight of the tour – the K3 Bluebird that Sir Malcolm Campbell took to 130.96mph on Lake Maggiore in 1938. Karl and his team have been working to restore the boat for more than 20 years. The hull is 70% original, although the magnificent Rolls-Royce R Series racing engine has been replaced by a Rolls-Royce Meteor – slightly less powerful but, although Rolls-Royce would be willing to maintain the R Series engine, Karl explained that it would need to be rebuilt after each run at a cost of £100,000 a time! The restored K3 Bluebird was tested at nearby Bewl Water in 2012 and Karl has taken it up to 50mph. If all goes well, he hopes to take the boat back to Lake Maggiore next year to celebrate the 80th anniversary of the first record run on that lake.

Perry Eastaugh

Visit to Thames Barrier and Tower Bridge on 14th June 2016

On the 14th June 6 intrepid members joined this trip in an event organised in conjunction with the retired members of the IET (Solent). Although only 6 RCEA members joined this party, for those of us who attended it was a most enjoyable day. Even Southern trains behaved themselves for us! On almost any other day we would have encountered delays. Because the trip required a rail journey from this area most started the day at around 0815 to get to Charlton at 1030. This then required a walk to the Barrier of about a mile. Coffee and snacks were available on arrival although, quite honestly, I've seen better. The visitor centre was closed to the general public for the day and open only to organised groups with each being given a 2 hour slot. This ensured dedicated access to the staff on duty and a very active question and answer session.

The visit started with a fully illustrated talk regarding its construction and operating history to date. We then descended to the lower floor of the visitors centre for videos made during construction and operating demonstrations using working models of the entire system. Disappointingly, heightened security didn't allow us inside the barrier itself. Should that have been possible it would have taken the whole day.

Of great interest were the maintenance, backup and redundancy required to ensure the Barrier is always available. The options to make sure that power is always available are both comprehensive and expensive needless to say that for a full

description it is much better to visit one of the numerous websites relating to the barrier. The following I found to be better than most : <http://londonist.com/2015/01/secrets-of-the-thames-barrier>

Here we see the Thames Barrier from the side. One could be forgiven for thinking that these huge structures had something to do with actually holding the water back. In actual fact it is cladding for the associated machinery necessary to operate each section of the barrier. Very impressive since this stainless steel cladding looks as good as new and has been in place in a hostile environment since construction some 35 years ago.



Here we see the massive operating arms

A closer look at the barrier



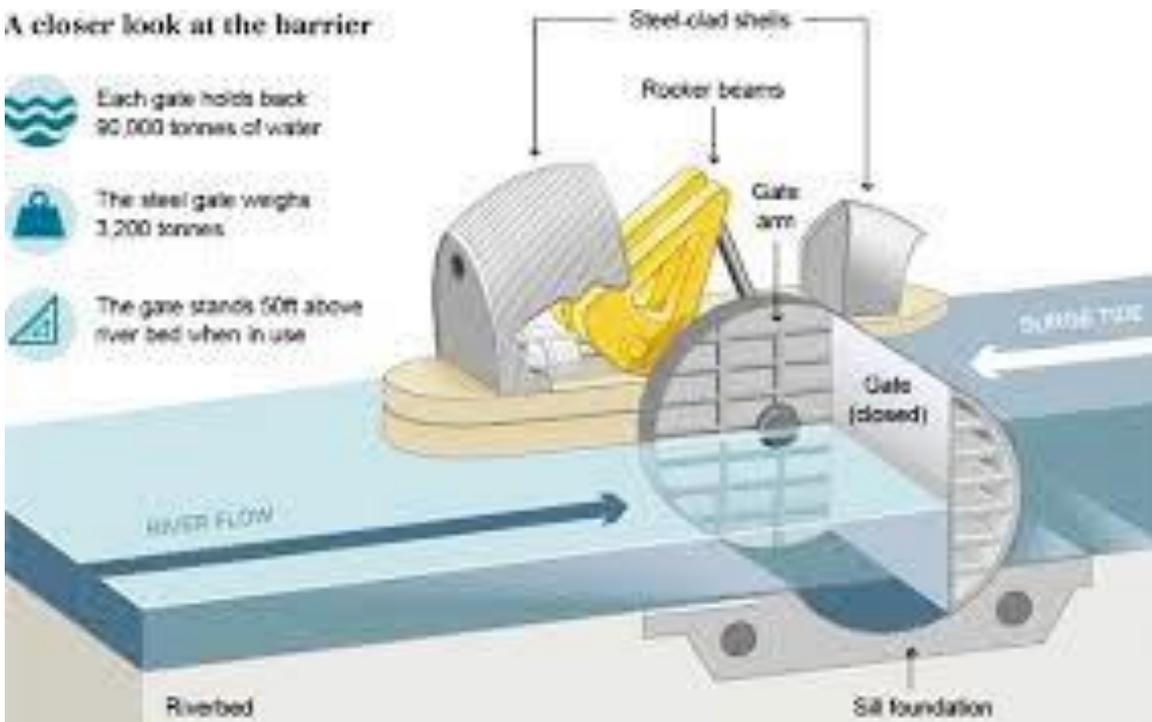
Each gate holds back 90,000 tonnes of water



The steel gate weighs 3,200 tonnes



The gate stands 50ft above river bed when in use



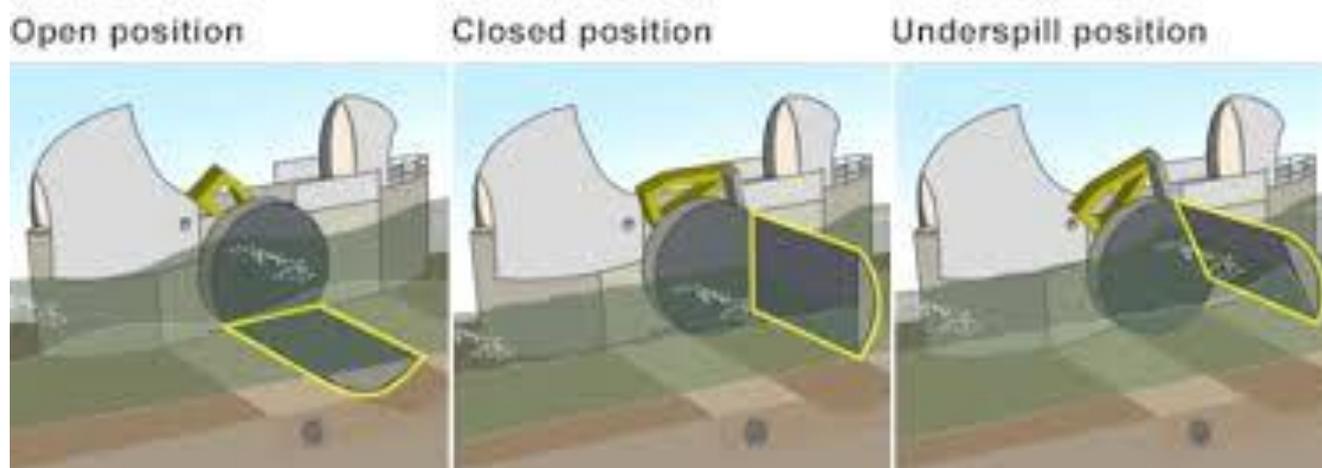
This picture shows a barrier in the closed position. Note the two access and maintenance tunnels built into the foundations on the river bed.

Each piece of the operating barrier was built in a northern shipyard and floated into place. It is difficult to imagine how considering that it weighs some 3200 tonnes! As one would expect nowadays you can find several videos of the operation on YouTube.



This picture shows the barrier in the maintenance position for cleaning. In this position it is completely out of the water so that all surfaces can be accessed.

This is a view as would be seen from a craft passing through the barrier. The barrier does not impose any more limits on the craft that can pass other than those that already existed for river traffic. The size of craft able to navigate the barrier is impressive and pictures can be found on the internet of an aircraft carrier that was put in place further up the river during the Olympic games.



The diagrams above show the three operational positions of the barrier. It is, on average, closed for flood protection 6 times a year. Weather patterns and tide predictions govern when it is necessary. Generally these occur during the spring tide in stormy weather when tidal surges occur along the east coast such as the disastrous event in the 60's. On that occasion London was fortunate in so far as it was not as badly affected as the rest of the east coast.

Barrier closure takes place during low tide and uses the fact that the river water capacity, even in adverse conditions, can be controlled to be less than that which there would be from the tidal flow. In extreme winter conditions flood control can also be activated further up river at various locks (eg Teddington). The Barrier is reopened when the water levels on each side are level on the receding tide.

Quite clearly its use has to be seriously considered due to the fact that it closes the river to traffic for at least 6 hours in 12 during flood conditions.

Overall, its construction, planning and operation is quite fascinating and the above is a very brief description to whet your appetite for further investigation. It is well documented on the internet and it is to there I suggest one searches for further information.

Like all good visits the one to the Thames Barrier overran! This meant an almost athletic dash to reach Tower Bridge by the appointed time for our guided tour. It required a good walk to Charlton Station and from London Bridge terminal to Tower Bridge (North Side). Lunch was on "the hoof" wherever it could be obtained quickly. Not ideal, but to cram in two very well organised and detailed visits, necessary.

Our guide met us at the road level entrance to its visitor centre. We were then taken through an exhibition room dedicated to its planners, designers, builders and, of course being close to the city, financiers! London in the late Victorian era was becoming extremely congested and at that time there was no crossing down river to alleviate it. This was largely because any conventional bridge at that time would have been a barrier to river traffic which was the lifeblood of the capital. So, it was within those constraints that Tower Bridge was conceived an innovative and

inspirational concept at that time. It opened in June 1894 and soon itself became congested. Where have we heard that before!

We then proceeded to the overhead walkways into which glass floors have been installed. Standing on them is a weird sensation - it's a long way down to the water. The panoramic views across London from this height give an outstanding picture to the city on one side and up towards Parliament on the other. An excellent photographic opportunity.



Tower Bridge viewed from Shad Thames

Carries	<u>A100 Tower Bridge Road</u>
Crosses	<u>River Thames</u>
Locale	London boroughs: – north side: <u>Tower Hamlets</u> – south side: <u>Southwark</u>
Maintained by	<u>Bridge House Estates</u>
Heritage status	<u>Grade I listed structure</u>
Preceded by	<u>London Bridge</u>
Followed by	<u>Queen Elizabeth II Bridge</u>

Characteristics

Design	<u>Bascule bridge / Suspension Bridge</u>
Total length	801 feet (244 m)
Height	213 feet (65 m)
Longest span	270 feet (82.3 m)
<u>Clearance below</u>	8.6 metres (28 ft) (closed) 42.5 metres (139 ft) (open) <i>(mean high water spring tide)</i>

History

Opened	30 June 1894; 122 years ago
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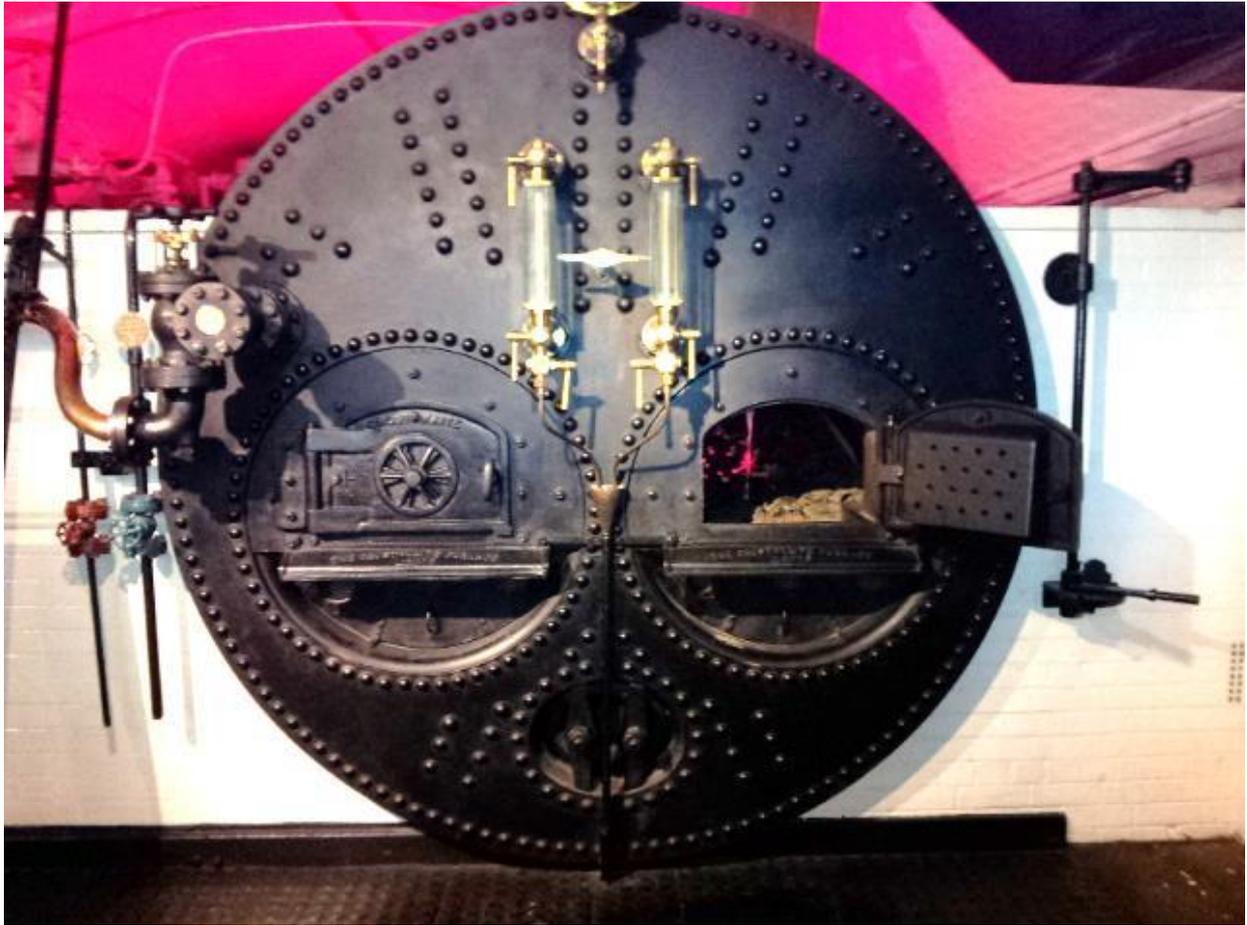
After descriptions of various aspects from the guide we proceeded to the south tower for a descent to street level and on to the "engine room" to view the gear installed originally to operate bridge opening. Quite clearly with an undertaking of this magnitude there are many varied tales and facts regarding its construction and operation. These are best described in Wikipedia at the following link: http://en.wikipedia.org/wiki/Tower_Bridge On the south bank below street level you will find the engine room. State of the art in its day a magnificent restoration of the original steam engine, boilers and hydraulics can be viewed. Needless to say it is enormous and now replaced by a more modern electrically driven set of hydraulics. It is used to open the bridge on about 1000 times a year. Should you wish to see it in operation the times of opening are available on the internet for up to a week in advance so it is possible to plan a visit to coincide.



This shows a view from the walkway of Tower Bridge.

This is a view through the glass floor – not for the faint-hearted!





The picture above shows one of Original Boilers



The picture above shows the original steam engine hydraulic pump

The previous pictures were taken on the day and represents only a small selection of that to be seen. The guided tour was so good and excellently presented by the appointed guide that it was deemed appropriate to offer a tip - yes a tip! Virtually unprecedented for a service that had been prepaid. Overall the day was a great success and personally I would like to see more trips like this but, of course, we do need sufficient interest amongst our membership.

David Thomas

Visit to Amberley Museum on 15th June 2016

On Wednesday 15th June, a party of 17 members, wives, guests visited The Amberley Chalk Pits Museum. On arrival we gathered in the Hay Loft where we received a very informative talk lasting approximately 1 hour on the history of the museum and the evolution of the chalk pits and the surrounding countryside. We all then climbed onto a vintage bus that took us up to the Electric Hall where we were given a demonstration of High Voltage Electricity by David Jones an ex Seeboard engineer who along with John Narborough look after the exhibits within the Hall. Unfortunately John was unable to join us as he had been sent away by the museum on business. After the demonstration and time to look at the old electrical gadgets, we were then on our own to wonder around the rest of the complex at our leisure.

George Woollard

Visit to Borde Hill Garden on 7th July 2016

A total of 19 members and guests joined the visit to Borde Hill Garden on Thursday 7th July. We were given a conducted tour of the garden by Nick Schroeder, one of the team of gardeners. He told us that this was a private garden, originally created by Colonel Stephenson Robert Clarke from seeds gathered by the Great Plant Hunters of the early 1900s, and subsequently tended by four generations of the Stephenson Clarke family (it has been a registered charity since 1965). He explained how the garden had been designed to have areas of interest throughout the year – during our visit Jay Robin's Rose Garden and the Mid-Summer border were in full bloom, and he also showed us some of the remaining flowers on a rare Chinese Tulip Tree in the Garden of Allah.



He also pointed out a few of the garden's Champion trees – trees which are the tallest, or have the largest girth, in Britain. Borde Hill has 83 Champions – one of the largest collections in a private garden. Between May and September each year the garden displays a number of sculptures which are for sale (prices ranged from £150 for an artichoke to over £20,000 for a Bird of Paradise fountain). The weather could have been kinder to us – we had the slightly doubtful honour of seeing the pattern of raindrops on the pool in the Italian Garden, which Nick explained used water with a dark dye to enhance the reflections.

Nevertheless, it proved an extremely enjoyable visit and I certainly plan to return to some of the other parts of the garden – September for the Autumn colours, March/ April for the camellias and magnolias, and May for rhododendrons and azaleas. And, when you feel like a break, Cafe Elvira has an interesting menu – a number of us had lunch there before the start of the tour, and others went back for a cup of tea and a snack later in the afternoon.



Perry Eastaugh

SUBSCRIPTION REQUEST: (2015/2016)

Subscriptions are due from 1 October. Please return this form with your cheque made payable to RCEA for £ 15.00

To: Treasurer, A J Tomkins, 2 Badger Drive, Haywards Heath, RH16 1EP

Full name:... Telephone No

Address..... e-mail.....

.....

I enclose a cheque made payable to RCEA for £..... (£15.00) Please return this form by 1st October 2016 (**Separate cheque please from any other payments to RCEA**)

REPLY SLIP CHRISTMAS LUNCH

To: George Woollard 18 St Lawrence Ave, Worthing West Sussex BN14 7JF (01903 523640 or 07541224769)

Email : Georgewoollard1@hotmail.co.uk

Can you please reserve me places for the Christmas Lunch at the Windsor Hotel, Worthing on **Wednesday 14th December 2016** 12.00 for 12.30.

Full name:.....(Block capitals)

Address.....

.....

.....

Telephone Number.....Name of guest/s

E mail address.....

Car registration number (for disabled parking)

I enclose a cheque made payable to RCEA for **£.....(£29.00) per person**

(Separate cheque for this event please)

Applications by Friday 9th December

If possible, I would like to be seated with.....

Menu choices

Name 1	Name 2	Menu choice
		Butternut Squash with Tomato Soup & Garlic Croutons
		Prawn, Mango & Chilli Cocktail Drizzled with a Mango Dressing
		Spinach & Ricotta Stuffed Portobello Mushroom with a Fresh Herb Salad

		Roast Breast of Turkey - With Lemon & Sage Stuffing (Bacon Wrapped) & Cumberland Sausage
		Rump of Lamb Slow Cooked in a Rosemary Sauce & Set on a Minted Pea Mash
		Roast Breast of Chicken Stuffed with Mozzarella Cheese Wrapped in Bacon with a Barbeque Sauce
		Salmon Fillet Pressed with Lime & Corriander Baked set on Crushed New Potatoes with Crème Fraiche
		Roast Vegetable Filo Pastry Strudel served with Red Pepper Coulis
		All Served with seasonal vegetables

		Christmas Pudding – served with brandy sauce
		Mulled Wine Trifle
		Baked Blackforest Cheesecake served with a Cherry Compote
		Trio of Cheeses with Celery, Grapes, Chutney & Selection of Biscuits

End of Newsletter