

COMMODORE'S BLOG

What a busy time we are having at the Club; Murder Mystery evening, quickly followed by the fitting out supper and before you know it the Frostbite Cup, our first race of the season. More on these to follow.

This month the RTYC celebrated our 160th year with cocktails, canapés and brilliant entertainment by *Hotsy Totsy*.

It's amazing to be involved with a club with such a history and to be part of keeping that history moving forward for years to come. Imagine the stories that lie within the walls of our venerable club house.

The world has seen many changes over those years, but when you stand looking out from the clubhouse windows over the balcony, beyond the harbour it really hasn't changed as much as we think. The sun rises and sets, the tide rises and falls, vessels move in and out between the harbour walls, just as they have since the club was formed. Albeit the vessels may have changed a little, diesel not steam, wind farm work boats not ferries, but sailing is still sailing, though the introduction of the winch has made trimming a little less demanding.

But what will be seen by our predecessors in 160 years, much the same I hope. But imagine the speed of their foiling yachts.

Whether you are just pottering up and down the coast, across the Channel, having a pleasant jaunt around the cans on a Sunday or pushing hard with a well-oiled crew to win each race, may you have fair winds and plenty of fun.

Andy Beaumont-Hope
Commodore

250 CLUB DRAW FEBRUARY 2017

£25	Nº 111	Mr A Tomlinson
£50	Nº 178	Mr T Peacock
£100	Nº 90	Mr T Strong
£200	Nº 151	Ms P Coburn

SNOWBALL)

£25	Nº 11	Mr A Ketteringham (Present)
-----	-------	--------------------------------

MARCH 2017

£25	Nº 134	Mr P Lowe
£50	Nº 123	Mrs P Bleasard
£100	Nº 161	Mr M Champion
£200	Nº 26	Mr P Orrill

SNOWBALL (2016 accrued rollover)

£25	Nº 43	Mr B Young (Absent)
-----	-------	---------------------

NEXT DRAW SUNDAY 30 APRIL 2017



**HOTSY TOTSY PERFORMING FOR THE
160 CELEBRATIONS**

SOCIAL MEDIA

Yet another busy month on the Social Media side so let me start by reminding everyone of the **Monthly Photographic Competition**, enter on RTYC Ramsgate Facebook or by emailing me a photo direct, and it's always a vaguely nautical theme.

The winner for February was Josh Lidstone with a beautiful picture of a rainbow over the harbour, and March was won by Jane Mann with a picture of Slingshot's trimmer Karen Smith. Well done both of you! And don't forget £20 credit on your gold card is at stake each month!



On our **Ramsgate Week Facebook Page** we have been busy welcoming yachts who have signed up in March, and we have been kept very busy as 11 signed up. This is probably due to a promotion we had been running to go into a draw to win an ICOM radio, donated by our sponsors Icom for entrants in March. We have lots of newbies, from Sovereign Harbour YC in Eastbourne and also as far afield as Grimsby and Cleethorpes YC. The full list of current entries is on www.ramsgateweek.com and don't forget the Early Bird Discount for entering before the end of May.

The first weekend of April saw our first races of the season, and the first race with Stuart Carter as a Race Officer.



Action shot of Stuart in the Race Hut!

As previously mentioned by our Commodore, we marked our 160th Anniversary with cocktails after the Frost Bite Cup race with dancing to **Hotsy Totsy**; a brilliant afternoon.

As you know I have a select group of photographers that I have cultivated and one of them, Malcolm Kirkaldie, has kindly sent me pictures from the weekend's races. If anyone would like the pictures emailed to them please ask me, they are free and for us to use as we wish. Just a couple of shots below...





At the Quiz Night in my best “school ma’am” mode with my able assistants, Katie and Clive

Two club members, Nick and Fiona Rawbone, have set off on an adventure and you can follow their blog on Facebook at Yacht NoStress.



That’s all from me, but remember if you want any club function promoted on social media please do not hesitate to contact me, email coxinthebox63@gmail.com.

Karen
Social Media Coordinator

Coffee Morning

1st Thursday in every Month
Coffee Morning 10am – 12
Come for Coffee
We are now offering freshly ground coffee!

Coffee & Cake £ 3.50

Coffee is available all through the day, the morning is simply a way of bringing members and staff new together.

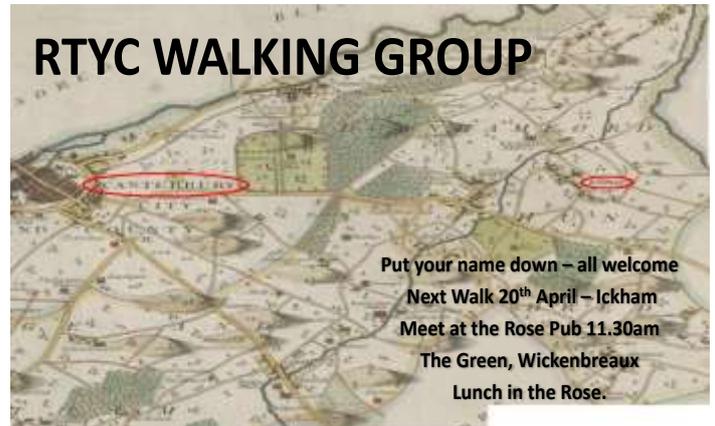
SNOOKER COMPETITION



Hat-trick Royston wins again. Royston 3 Bruce 1. Well played both players and superbly officiated by Bob.

WALKING GROUP

RTYC WALKING GROUP



DIARY DATES

April

6th April Thursday

Coffee Morning 10am - 12. Coffee and Cake available. £3.50.

8th April Saturday

Pool Competition 7.30pm in the newly refurbished **Hold Bar** join in or simply come and support your fellow members!

15th April Saturday

Live music with **THE MOMENTS** celebrating Clive's 60th Birthday! All Welcome

20th Thursday

Walking Group Beautiful Ickham walk **11.30am.**

Starting at the Rose Pub, The Green, Wickenbreaux, Canterbury CT3 1RQ

Please let me know if you would like to join the group. All Welcome.

22nd Saturday

St Georges Day Dinner An entertaining evening with Poetry and Music in the hands of MC Stuart Carter. Traditional 4 Course meal. Black Tie. £25. **7pm for 7.30pm.**

Book at the bar limited places available.

29 April Saturday

Pontoon Party 2pm onwards – see poster

RTYC PONTOON PARTY, ALL WELCOME
Saturday 29th April
Bring a bottle & Bring a bite,
Stay an hour, Or stay all Night!
King George 5th Pontoon
Western Inner Marina

RTYC PONTOON PARTY, ALL WELCOME
Saturday 29th April
Next to Princepsa
1400 hrs Onwards



Pool Competition Saturday 8th April - 7.30pm in the newly refurbished hold bar.
Enter your name on the notice board – or just come and watch and cheer!

New Lunchtime Menu
Starting Friday 7th April
La Magnolia & RTYC
Bringing you lunch daily
Monday – Saturday 12 – 3pm
No need to book !

Daily Lunch Menu will be courtesy of
La Magnolia - more on this to follow!

**St George's Day
Dinner**
A traditional evening with Music & Poetry
Saturday 22nd April
7 for 7.30pm
Traditional 4 Course Black Tie Dinner
£25.00 MC Stuart Carter

BSC & RTYC Combined
**DINNER
Dance**
Broadstairs Pavilion
10th June 7pm for 7.30pm till 12.30am
CoCo
Will entertain you
TICKETS Adults £35
Juniors £30 (3 - 18 yrs)
Three Course Meal
Black Tie Event
Raffle in aid of Sailability
www.rtyc.com

REPORT ON OUR MURDER MYSTERY EVENING

The club took a step back in time recently as it was converted into an elegant passenger liner from the 1920's. Fully booked for the cruise every berth was occupied by a stylish collection of gangsters and flapper girls. Apart from one couple, who late for the dinner gong, arrived straight from the pool, very unsuitably attired in swimwear of all things! Luckily enough they had the figures to carry it off and so the Commodore kindly granted them permission to stay.

A multi course meal was duly served to the discerning guests when, oh horror! the evening was dramatically interrupted pause for effect..... who would have believed it? another pause for effect..... someone had only gone and killed the blooming Captain!

Murder, murder went the cry, a dastardly crime had polluted the hallowed halls and corridors of the good ship Royal Temple. Obviously no club member would stoop so low as to commit such a heinous crime, certainly not when food and wine were on the table anyway, so the spotlight fell firmly onto the crew, a sorry looking bunch of ne'er-do-wells for sure.

Honestly this fantastic night out was fast turning into a murder mystery, I was shocked I can tell you.

Undeterred, and only pausing to eat more food, drink more drink, and discuss the finer points of the IRC handicap system; each table quizzed the crew members on their whereabouts at the time of the murder most foul and, of course, any potential motives for disliking the honourable Captain.

The Vicar was an early suspect on our table and I was all for waterboarding the nurse but apparently that wasn't the 'done thing' in the 1920's so I was voted down. One member of our table, who shall remain anonymous because I am married to her, thought they had all done it and even Barry was under suspicion for a while.

Eventually, as feathers began to fall and fake moustaches slip from top lips, between courses, the clues were gathered, the evidence sifted and culprits identified. Every table had to make a choice and announce the culprit, but as my table had the aforementioned anonymous sleuth on board we made three choices, (all wrong by the way). You would not have guessed it, not in a million years, well apart from the two tables that got it right that is, but it was the BELL BOY! and he was the Captains BROTHER!! and he was sleeping with SOMEONE!!!! and so was the CAPTAIN!!!! and the maid was the LOVE CHILD!!!!!! of someone or other and I was both CONFUSED!!!!!! and VERY, VERY DRUNK!!!!!! So I really can't REMEMBER!!!!!!.

Anyway the Bell Boy fessed up to the crime and is now doing hard time in the clink until, that is, he has a fair trial and we hang the guilty swine. Indeed in his own words we "got him bang to rights, good and proper like".

All that was left to do was to descend to the bar below for a night cap or three, congratulate ourselves on our cleverness before a taking a short walk home, safe in the knowledge that the world was now a safer place thanks to the RTYC.

Many, many thanks to the theatre group, the organisers, the caterers, bar staff and of course all of you that attended, dressed up and made it a great night out.

PS: The bell boy was found innocent on appeal as the murder was committed in international waters on an unregistered vessel. He has now given up the sea and runs a small B&B in Margate which he brought with the proceeds from a recent inheritance.

Paul Russell



The dining room transformed into a picture of monochrome elegance



The crew and various guests



**Paul and Norma in costume
This manner of dress would never be allowed on
the Queen Mary after 6pm!**

RAMSGATE WEEK 2017

23-28 JULY
ramsgateweek.com



TEMPLE TEASER

Rules & Regs
from Stuart Carter

Answers on Page 12

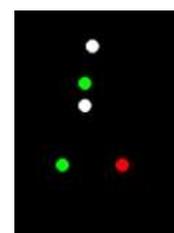
I am pleased to announce the winner of the March Entry Draw winning an iCOM radio is **Eye Eye** - this boat is making its debut to Ramsgate Week - she is a MG246 owned by Martin Cranfield from Sovereign Harbour YC. She will be competing in cruiser class. Congratulations Martin and thank you to our sponsor iCOM for providing the prize for March.

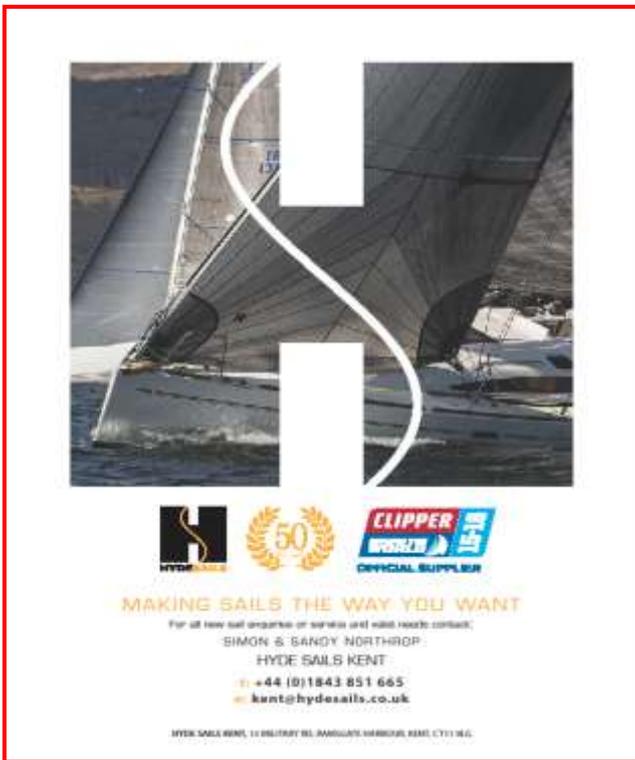
April sponsor **NORTHROP SAILS** will be handing over this **FUNKY** lap top bag. To have the chance of winning, please enter Ramsgate Week during the month of April. Good Luck!!



We are pleased to announce that the 50's 60's Retro Girl Band, Hotsy Totsy, will be performing on Sunday 23rd July. These ladies are full-on entertainers, bringing a twist to favourites old and new!

1. The International regulations for prevention of collision at sea (IRPCS) details what actions are to be taken to prevent collisions. The regulations also details 3 ways in which those actions are to be carried out. What are they?
2. Which organisation publishes the IRCPS?
3. What organisation publishes the Racing Rules of Sailing (RRS)
4. How often are the Racing Rules of Sailing revised?
5. You are in a narrow channel and a vessel behind you, going in the same direction, gives two long sound signals followed by two short sound signals. What is about to happen?
6. What should you do if you are in agreement with the action that the vessel behind you intends to carry out?
7. In addition to the normal sound signals used in restricted visibility what sound signals do Pilot boats sound to identify themselves as being engaged in pilotage duties?
8. How far should a masthead light be visible from on a vessel of less than 12 metres?
9. If you see a mast head white light with an all-round yellow light above it flashing at 90 flashes per minute, what are you looking at?
10. What does this light configuration mean?





RAMSGATE TO CALAFELL, SPAIN

Dom Watson

Part 3 -

After that we felt we could deal with almost anything. Someone heard us for we then had snow, howling winds, driving rain and freezing cold. Unfortunately I had not taken into consideration that the whole of France closes on 1st and 11th November. It was now a race to get to a harbour with train connections to a main town. Lyon was no longer possible so we settled on Auxonne. We thus put in two big 8 hour days with 17 locks and managed to get there on the 10th. Hazel had to fly home so was taken to the station by the Australian Harbour Master and put on the train to Paris and she flew back and my cousin from Nimes joined me for the next part of the trip. The journey up to now had been pleasant with only a couple of nasties. Now I had problems. Neither engine would switch off at the key, it was lift the hatch and use the engine solenoid, I had a small fuel leak when we filled up, the starboard engine was overheating under load and burning oil, and the port stern gland was leaking. The locks were now bigger, but more difficult as they are not designed for small 46' boats. The beautiful towns and wine areas one goes through have no stopping points for pleasure craft and one has to plan very carefully where one is going, for when darkness

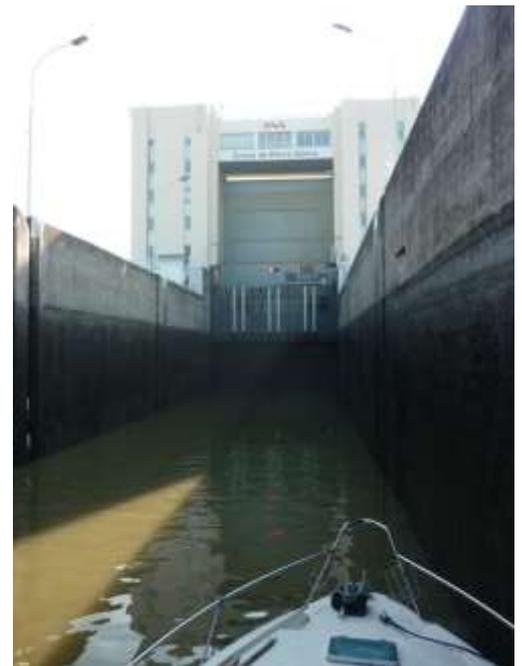
falls it is pitch black and there are no lights on the canals. Twice more I was scared beyond belief and twice more lady luck came to my rescue. More of that later.

We were now on the Saone and then the Rhone. This is big boy territory. Everything is geared for the huge barges and river cruise boats.



The cruise boats are 192 metres long and 11 metres wide. We

continued on into Lyon. Lyon is a large smelly town with nowhere to stop for small boats. It has a large boat repair yard for the cruise boats and a barge training school with a barge school boat. I suppose they all have to learn. We were the only small boat on the river,



probably due to time of year.



Please send any contributions for compilation into the next issue or comments, etc to Sue Foster at sueandtommyfoster@gmail.com

Having mastered the small locks we now had the huge ones to contend with. The bollard slides up and down the side walls. One needs to attach both midships and bow rope to the same bollard as they are too far apart for small boats. The lock gates either go up or slide into the wall and the drop varies from 5 metres to Bollene at 23 metres. All very awe inspiring. If a barge is due one has to wait for them – we waited 2 hours for one to come down and then



spent the rest of the day with the same barge going through the next three locks.

That was the day of near disaster but lady luck was smiling on us.

We left Cruas, well known for its power station chimney with a drawing of a child on it. A beautiful day that quickly turned sour. We approached the Gournier bridge and entered a bank of thick fog. I had spotted a freighter moored on the port bank so did a very rapid u-turn and lay alongside her. No sooner had we lines tied than the bridge vanished as did the bows and stern of the freighter we were moored to. Then we heard a barge slowly go by. She would have run us down as we could see nothing. Two hours later the fog disappeared and we set off once more. This now made our overnight stop in Avignon impossible and we zoomed off as fast as the overheating engine would permit. Suffice it to say that we ended up going up a creek in the pitch black via searchlight, navionics app and depth sounder to a small harbour, Port de l'Ardoise, where they had heard us, turned a searchlight on and there was one place left.

We ate on board and I slept well that night. At 07.30 next day we set off, passed through the



opposite side of Avignon to its



famous bridge, through Arles and its arena and castle, again nowhere to stop for pleasure boats. My cousin advised that the canals to Sete would be too tricky especially if we met a barge and suggested we go the Rhone route and out at Port St. Louis. That was the worst lock and is the worst place on earth to be moored. We had a pontoon and power, a 10 minute walk to the showers which were useless, and we were weather bound for 7 whole days with



winds up to 80 mph. We had the stern gland re-packed and sorted the overheating – a kinked pipe and bought a new gps as the other three had all packed up.



Now it was the Mediterranean to take on. 250nm left to do to get to our final destination. We decided to do an overnighter to try and make up for lost time....what a mistake!

Having negotiated the 45 minute exit from the port we hit the waves. At night in the pitch black, not fun. We continued on, coming down from the flybridge inside, as waves and spray were coming at us. Down below was chaos, everything that had not been secured was strewn all over the floor, it was impossible to move or stand, the side decks were under water we were rolling so much. After an hour of this we turned back. Unable to take any more and deciding that 21 hours like this would be impossible. We plotted a course back and again with the Navionics App returned to the berth we had left 4 ½ hours previously. The picture shows course out, wiggly, and back! Safely moored we went to bed.



Next morning we started again. The forecast was for flat seas. They were not! However it is the confluence of the Rhone with the Med. The Rhone was flooded as was the Saone, the water coming down to the sea and wind all made a F4 sea more like a F7-8. We now knew what we were up against and could see the waves. We persevered, taking big waves at 30 degrees, avoiding the tree trunks, lumps of wood and other debris floating about and cut straight across the bay. After about 3 hours the seas calmed and we had what had been forecast a .3 metre swell and calm winds. A smooth crossing to Narbonne Plage.

This has a very narrow shallow entrance and we were met by the Harbour Master who took our lines. The berth was short, a slipway at the bows and mooring ropes at the stern. Yet another sideways in berthing. They had no fuel but apart from that it was a pleasant stop. Be aware though that these days a lot of amenity blocks do not have toilet paper and none have toilet seats.

Next morning the port engine refused to fire. Lack of fuel. A quick top up from the spare on board, 20 pumps on the engine hand pump and we were ready to go.

For safety we left, sideways again, and made for Gruissan 6 miles away.

By now the wind was getting up but having added 600 litres (the fuel transfer pump for the 390 litre spare tank having failed) the boat was happy and we



departed to see how far we could go. We kept inshore as the weather was better and for fuel economy stuck at 10.4 knots. With wind and swell we were averaging 12-13 peaking with the odd surf up to 17 knots.

The Med is very different. The swell is not as easy to see, there are no waves as such when going downwind with "x" many knots of wind. A very strange feeling. Surfing is also easier than in the channel, being able to stay on a swell for minutes at a time.

That night we stopped in Banyuls. A very quaint town. The harbour was fairly empty – shut down for the winter, so no power, no water but equally no fee. That night we had the mother of all thunderstorms, torrential rain and lightning. We were in a restaurant and had to time our return to the boat so as not to get soaked. A fairly noisy night.

On down a very rocky coastline with houses perched seemingly on the edge. Lots of little bays, but with no land access and a number of small ports in case of trouble. Due to the fuel leak I had switched off the spare tank feed. As we were cruising the port engine lost revs and started to die.

I hurriedly shot down below, opened up the fuel tap



and after a few seconds, which seemed like hours, the engine picked up and we carried on our merry way.

That day we ran for 8 ½ hours and covered 86 miles, stopping in Mataro. This was expensive. 70 Euros for the night plus a 25 euro deposit for the amenity block key.

TEMPLERS GOLF SOCIETY

What a fantastic turnout for our fourth outing of this season - sixteen players including some previously unseen members ie Doug Hack, Dave Allen and Mike Foote. Must have been the spring weather that encouraged them !!! Also good to see our new members Reg Collins and Piers Hodges playing.

Well the weather was good and so there was no excuse for poor play, so any faults emerging were down to operator error (or apparent equipment failure!) This did not faze our new members Reg and Piers who came in with stunning stableford scores of 44 and 39 points respectively. Anna came in with a respectable 32 points but just outside the prizes. The good news for the rest of us is that the winners have now had their handicaps cut giving us hope for the April competition. Well it's now down to the "old" members as the last two months have seen the "new" guys take all the prizes.

There were also nearest the pin and longest drive competitions but sadly yours faithfully has mislaid the details. If the winners are desperate to be mentioned in dispatches, then please let me or Captain Dave know and you will receive full mention in the next issue. So, as a result of this competition it's all change at the top of the eclectic leaderboard, which is very tight, as follows:
Mark Andrews and Reg Collins 44 points
John Barrett and Anna Oates-Turner 43 points
David Say and Don Cross 42 points
Ronnie Vaughan and Steve King 41 points



Next game is on Wednesday
19th April. Tee off 10.15 sharp!!

David Say
Vice Captain



The harbour is huge but nice and has a fuelling jetty. The pontoons are double width and the area is secure. Interestingly the pontoons are fixed on concrete piles here in the Med, not floating as in the UK due to their lack of

any real tide.

More fuel (another 500 litres) and off we went to our final destination Calafell.

We had to cross the Barcelona commercial traffic, ducking sailboats, the pilot boat and a freighter. Thanks to having crossed the Channel numerous times and sailed the Solent, not a problem for me, just a pain to alter course and ensure we didn't enter the prohibited area.

Passing Barcelona airport and watching the aircraft taking off and landing was quite a sight!

Along all the beaches of Sitges, Casteldelfels, all the famous names and espied several ports with huge yachts and hundreds of masts.



Finally after 5 ½ hours we arrived at our destination, Segur de Calafell. Our beckoning harbour with our berth. The dockmasters were waiting for us and as I reversed in I cannot tell you the relief I felt.

After 202 hours, 5 ½ weeks, 174+ locks, goodness knows how many litres of diesel and our little boat had got us there in one piece. The sun was shining, the sky was blue and cloudless and it was a warm 18 degrees.

The start of a new Mediterranean adventure for Grand Slam and us.

DOM WATSON

Many thanks Dom

**We look forward to hearing about
your new Mediterranean adventure
in the future**

OVER 150 VARIETIES OF FLOORING

Riga Bros (UK) Ltd are a local flooring supplier located on Ramsgate Harbour.

We supply engineered wood, marble, porcelain, luxury vinyl and safety flooring.

We obtain a large proportion of our stock directly from the manufacturers, enabling us to pass on trade prices to our customers.

Visit our showroom today!

Riga Bros (UK) Ltd - Flooring Supplies

10 Military Road, Ramsgate, CT11 9LG www.rigabros.com
 Est. 2003 Tue - Fri: 9:00 - 17:00, Sat: 9:00 - 13:00 01843 446640

TEMPLE TEASER SOLUTION

From page 6

1. Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
2. The international Maritime Organisation (IMO)
3. World Sailing
4. Every 4 years (in line with the Olympics)
5. The vessel is intending to overtake you on your port side
6. One long sound signal followed by one short followed by one long and one short
7. A pilot vessel when engaged on pilotage duty may sound an identity signal consisting of four short blasts
8. 2 miles
9. A submarine on the surface underway
10. Vessel engaged in Trawling maybe 50 metres or more in length, seen from ahead

www.stgeorgesgarage.co.uk

St George's GARAGE

MOTOR INDUSTRY CODE OF PRACTICE
Service and Repair

We pride ourselves on offering a personal and professional service to all our clients and you will never receive anything but the best when you visit. Our location makes us an obvious choice for car servicing in Margate and Thanet as a whole, but our clients come from Whitstable, Canterbury, Sandwich and beyond to consult the specialists at St George's Garage.

Service to manufacturer schedules
MOT's - Tyres - Brakes - Batteries
Air conditioning repairs

Ring us on: 01843 230300
Fax us on: 01843 231302

8-12 Harold Road, Margate, Kent, CT9 2HT