

## COMMODORE'S BLOG

Firstly may I take this opportunity to wish everybody a Happy New Year.

The club has been really busy on the run up to New Year with two very well supported events in spite of the rotten cold doing the rounds.

The Christmas Dinner was highly entertaining and a very enjoyable affair followed by our sold out New Year's Eve party. A huge thank you to everyone involved, and attending, these happy events and a report appears on page 3 of this newsletter.

Moving swiftly on; we are now gearing up for a week at the London Boat Show. We are still short of a number of helpers to assist on the Boat Show Stand. If you would like to represent your club at the show please contact the office. If you are just popping up shopping or browsing come along and say "hi", there may even be a beer or glass of wine left.

In closing, it is with great sadness I have to inform you of the passing of Warren Tuddenham, a longstanding member of over 40 years. In that time Warren rose through the ranks, Hon Treasurer, Vice Commodore, Commodore and finally as a Trustee. He was equally as active within the club cruises, visiting many of the places we still visit today.

Our thoughts and prayers are with Cathy and her family at this time.

**Andy Beaumont-Hope**  
Commodore

### 250 CLUB

The December Draw will be on  
**Sunday 8 January 2017**  
3pm

**Why not enjoy lunch at the Club and  
be on the spot for the Draw?**

**CARVERY**  
**SUNDAY 8 JANUARY 2017**  
**COMMENCING 12.30**



Please book your table  
**01843591766**

### **250 CLUB**

**Don't Miss**  
**Saturday, 4<sup>th</sup> February!**  
**featuring the**  
**January 2017 Draw and Rollover**  
**plus The Big, Big Draw**

**£250      £500      £1,000      £2,000**

Further details to be announced.

All results will be published in the March  
edition of the Newsletter.

**NOTE FROM THE EDITOR**  
**THE NEXT EDITION WILL BE PUBLISHED IN EARLY**  
**MARCH.**  
**THIS MONTH WE HAVE SEVERAL NEW**  
**CONTRIBUTORS FOR WHICH I AM MOST GRATEFUL.**  
**MAYBE WE COULD START A TREND.**

## SOCIAL MEDIA

Happy New Year to everyone!

Today is my first report as the Yacht Club's **Social Media** person. Now I know not everyone in the club does this so I just want to explain what it is and why it's important to the club.

Social Media is basically Facebook and Twitter. You can access them from your smart phones, or from your home computers. They're not complicated, but you have to remember that the majority of what you post can be seen by anybody and you have little control of it once it's out on the web.

The RTYC has three sites that we use on Facebook, for various roles:

1. **RTYC Ramsgate:** used for promotion of the club and also to advise members of upcoming events. Photographs of formal evenings like prize giving, photographs of our yachts sailing at home and away, etc, all will be posted on this page. We also have followers who are non-members so we actively promote the club as a fun place to be to try to increase membership. There are 866 followers on this page.
2. **Ramsgate Week:** the clue's in the name! Photographs of the presentations, fun pictures from around the dock and club during the week are posted. Also, as people sign up for the regatta we welcome them on this page. Special offers for entry or Boat Show and information about our sponsors also go on this page. News of any yachts that compete in Ramsgate Week who do well in other regattas will also be shown here. Again we have non-members following us, a lot from abroad, or from other yacht clubs; we have 724 followers on this site.
3. **Ramsgate Illuminations** (mainly used during November and December): this is where all the information about the event is posted and also some stunning photographs which are sent in by visitors and local photographers. As a fairly new site, we currently have 384 followers, the majority of which are non-club members, but it does mean we have some control of what's being posted.

Any of these pages are accessed by typing the name in the search bar and clicking on the thumbs up button - like them!

In addition, I have a Twitter page under the name of @RamsgateWeek. Again a lot of the regatta information is sent out on this but we are limited to short sound bites of only 140 characters. A number of our sponsors use this to keep their name fresh in people's minds. We have over 1400 followers on this and it's growing fast. Anything of interest is sent out on this; for example an Honorary Member, Alex Alley, has just set a record for the fastest time single-handed around the Isle of Wight in an Open 40 yacht. He is doing it to raise his public awareness so he can raise sponsorship for his Solo Round the World attempt. So we 'retweet' anything he posts to help him, but we can also raise our own club's public awareness by the fact that he is a member, and gain access to his 1386 followers.

The Ramsgate Week sponsors love the fact that we are supporting them throughout the year by this means.

Another example is Shepherd Neame who are very generous with their sponsorship, we promote all of their local events, their Pub of the Year awards, any new brands they are promoting by retweeting their tweets, and they do the same for us. This gives us access to their 15.4 thousand followers as well.

I hope this explains what I know is a grey area for some members, and also helps explain how important it is for the growth of the club and also to attract sponsorship in. Please speak to me if you need help. But in the meantime here is a selection of photographs from the past months social media.



*A photograph by local photographer Steve Burton, from the Ramsgate Illuminations site.*



*Alex Alley celebrating his Record, from RTYC Ramsgate and Ramsgate Week site.*



*Anorak Corner and the first race of the season for the little Boats from RTYC Ramsgate site.*

All the best  
**Karen**  
**Social Media Coordinator**

## **PARTY-GOERS REFLECT ON OUR END OF YEAR EVENTS**

December 17<sup>th</sup> was the Evening of our **Black Tie Christmas Party**. The Members-only Evening was a sell-out success and everyone had a great night enjoying the Turkey, trimmings and Christmas pudding.

To get everyone in festive mood, Dick Smith had arranged Dylan Thomas themed renditions interspersed with talented solo singing performances notably from Lucy and Jeff. The music of Stuart Horsburgh (sp? with apologies we have been unable to check his name) on the piano was much appreciated and the competitive Carol singing put us all in the Christmas spirit.



*The "Three Kings" entertaining us at the Christmas Dinner. Unfortunately, Steve seems to have a balloon attached to his head*

The party-goers thanked David and his team for providing the excellent food and service and our thanks must go all of those behind the scenes whose efforts contributed to this memorable evening.

December 31<sup>st</sup> saw the best being saved until last. The **Opulence and Elegance Black Tie New Year's Eve Party** was a Super Event to finish off 2016. The Dining room was fully decked out with decorations and balloons and on entering the room all guests were treated to a professional photograph taken by Barry Duffield. The table decorations were amazing; chocolates had been glued to table centre pieces and napkins were folded to look like dress shirts enclosing the menu.



The Ladies were gifted a small bottle of Champagne each and every table was crammed with crackers, chocolates, wines, Port and goodies.

The five-course gourmet dinner which included Salmon, Crab, Guacamole, Beef Wellington, Sorbets, Chocolates, Cheeses, Port Wines and Ice creams, was enjoyed by all.

A toast to absent friends brought happy memories of those who will be sadly missed.

Again special thanks were deserved and given to David and his staff for this most excellent dinner. We understand that our Commodore and his wife Sarah, with much assistance from Elizabeth, Jo and Carol, were responsible for the fantastic table decorations.

After dinner, everyone retreated downstairs to the bar and the energetic danced to the duo **Wilson Ford**.



*Who raided the photographer's dressing up box at the New Year's Eve party?*

The Harbour Fireworks got everyone on to the balcony at Midnight. The Council's excellent 15 minute display was seen by all from the best vantage point in Ramsgate.



Again our thanks must go to all who worked so hard to make the evening a great success and a special thank you goes to our hard working RTYC staff who laboured into the early hours of 2017 to look after the revellers.

**Don and Mandy Gray**



**My Atlantic Crossing**  
**It's all about Resources**  
**Gran Canaria to St Lucia**  
**20<sup>th</sup> November to 11<sup>th</sup> December 2016**  
**by Chris Cox**

**Wednesday 16<sup>th</sup> November**

I was very excited as I headed down to Gran Canaria for my first ocean crossing. I was taking part in Atlantic Rally for Cruisers and it was a bit more of an adventure than I anticipated. I signed up with [Oceancrewlink.com](http://Oceancrewlink.com) and found my ride, a 50 foot Sweden Yacht named *Scarabaus* owned by Harry Shiers. Today I got my first sight of her in Las Palmas – very nice, a true ocean going yacht. First job, motor round to the hoist for a lift out. Some amazing yachts including a VOR 70 *Sanya* and *Rambler* who went on to set a new ARC record, very exciting and then - disaster. The hoist stop fouled the propeller and bent the shaft. What should have been a pleasant few days before the race start, enjoying the ARC atmosphere, local bars etc., turned into four days hard work whilst the boat was on the hard.

**Thursday**

My major task was provisioning - bit scary not having done this before and deciding what 5 men, none of whom I've met before, will eat for 3 weeks. So right now my best friends in the world are Norma Russell who gave me menu suggestions and shopping lists and Clare from the World Cruising Association. We did not go hungry or thirsty and we had good variety. The skill was in planning, preserving and taking precautions. Clare advised that I half the amount of chicken and double the beef. Beef will last longer if your freezer fails and chicken won't. Guess what?

**Friday**

Returned from our shopping expedition and there were fitters all over *Scarabaus*. Fitters working on the bow thruster, water maker, and auto helm, domestic water tanks. And when our food shopping and water were delivered later there was literally nowhere to put it – Friday night was a late night and none of us were really sure if we would make the start – but we did – just.

**Saturday**

And the list of tasks got shorter and shorter. The prop shaft was replaced and a coat of antifoul and we were lifted in at last. Day spent stowing and securing, a quick sea trial to check the prop and then back onto the mooring so the rigger could get up the mast for some repairs.

**Sunday 20<sup>th</sup>**

Race day and the dock is alive with lots of excited sailors. We still have a task list to complete so we are in work mode. But, literally with one hour to go we are ready and leave our moorings and join the traffic jam to exit the marina and made what was a nice start. Incredible when I recall what *Scarabaus* looked like Friday evening. It was lovely day, just a Force 3, pleasant sailing with around another 225 entries on the water. We sailed into the sunset and would not see land again for 3 weeks! Yes this was a slow crossing.



During the skippers briefing Chris Tibbs warned of a “cut-off” low south of the Azores high. Race boats would go north for a faster passage and avoid a probable wind hole to the south – but face 35 plus knots. We, as most cruisers did, went south and there was a hole. Four days we were becalmed as we waited for the trade winds to fill in after the cut-off low passed to our north.

**Monday to Wednesday**

We are making reasonable progress but the wind is variable. Dropping right off at night when all you can hear are the occasional dolphins to F6 on the beam and confused sea state resulting in bruises on the bruises and the challenges of food prep at sea. Not the trade wind sailing expected. And then I heard of Bob Booth's passing, I am feeling so remote and just in the wrong place. Fortunately my new friends – the crew of *Scarabaus* - were understanding and caring, particularly Roy who was my watch buddy 1-4 am.

**Thursday to Saturday**

Winds are more constant with more East in them and our speed is good – and the boat is in its watch routine. Of the five of us we had two non-sailors and one of them, Julian, is now hand steering with us which is a great help. The days are so busy and then the watch system starts at 18:00 thru to 8:00 and finding time to read a book is not always easy. And then we hit the wind hole.

We motor sail to make way and charge the batteries when the house battery charge alternator stops charging. It needs a new belt and we don't have a spare. We modify a spare engine charge alternator belt – but it does not work. So now we are managing resources. Wind – how long will our crossing be? - and Electricity. Minimise all non-essential use, we need GPS, Windex, fridge and freezer, so no water pumps or lights.

**Sunday 27<sup>th</sup>**

Still no wind so we motor sail all day. I do a water bottle count and we consider what our expected crossing time to be. We anticipated 17 days at the beginning. Right now it looks like greater than 3 weeks! And I am looking at our provisions and so I do another water bottle count.

Whilst we have 600 amp/hours of battery the voltage is dropping and we lose the ship's GPS but we have the hand held for lat and long (Thanks Paul Woodward for that last-minute tip) and paper charts of course.

**Monday & Tuesday**

Fridge and freezer stop working due to low voltage and Clare's advice regarding meat is really paying off. I cook the chicken for two days' meals and then lamb for another two and then the beef over the next week. It worked!

Whenever we get a rain squall its shower time. With no pump we can't access the water tanks and so we are washing in sea water – bring on the squalls.



**Wednesday**

The wind comes from the West and I had a great 5 hours on the helm. Wind from this direction indicates the passing of the low to our North and the change in weather systems leading to trades. We still have 1570 nm of the 2800 to go and I am considering rations still and how we manage the perishables and food that needs cooking. We also know we will run out of gas as we have used half of our supply.

## Thursday & Friday

The wind steadily comes round to the West, we need the trade winds. We are about half distance and its day 13!!! The Windex packed up, again due to low voltage so we rely now on the engine cranking battery to charge our sat phone. We've a few more days of gas and so we really need the trade wind to fill in or we are going to seriously ration the cans and packet foods.

## Saturday and Sunday 4<sup>th</sup> December

Today was also the first day conditions were right to hoist the spinnaker and we had a great day sailing, until the halyard parted at the mast head. Dragging the kite in we managed to put a tear into one of the panels but sadly we did not have any repair tape. So that was our one day of spinnaker sailing – but she did go well.

## Monday to Thursday

Goose winged we made a better heading and with good boat speed but oh did she roll. The trades are with us and the sea built, compared to other boats we were making great speed – in fact in our 3<sup>rd</sup> week we made up 60 places. Night time surfing on 22 tonnes of yacht is huge fun and I am really enjoying this fast sailing.

Tuesday our gas ran out so its tins and packets – but if this keeps up we are going to be fine. We now have less than 1000 miles and typically are making 175 miles per day, so I break into some of the packet rations for the crew including chocolates. Happy crew.

## Friday 9<sup>th</sup>.

Bob's (alias Dave) funeral and I wanted to write something for his card. This is what I emailed to Karen.

Dave,

I've been thinking of you as I cross the Atlantic.

Your sad news arrived 3 days out of Gran Canaria and now we are 400 miles from St Lucia. The crew of *Scarabaus* have looked after me well at this difficult time. I've enjoyed telling them all some great Bob stories and *Marlene* ones too.

I'll always remember how you welcomed and introduced Karen and I to the yacht club. I feel truly privileged to have earned and gained your friendship. You are a special and generous of heart man.

I and we all will truly miss you and will always remember you Bob

With love, Chris

## Saturday & Sunday 11<sup>th</sup>

Trade wind sailing continued, epic seas, surfing and sunsets. Just as we were saying we did not have any serious squalls during the night, we did and several. But it was nice to shower as we shortened sail and that last night we had our biggest winds of F7.

Lights of St Lucia were sighted during the night and as the sun rose we saw our first land for 21 days. We crossed the finishing line, made fenders and lines ready and were soon sipping rum cocktails.

What an adventure and, more than I anticipated, I've learnt a great deal.

Yes we had a lot of problems, which is concerning. However, having just read some Tom Cunliffe helped. He says your first priority is to keep the sea water out (don't sink), have a means of propulsion (and *Scarabaus* did sail very well), means of navigation (hand held, batteries and charts) food and water. Well we had those four and prioritising them avoided problems becoming show stoppers. Very helpful to focus on what's important.

We five completed our crossing and without a cross word between us all and without being hungry!!

Would I do it again? Yes and I'll be better prepared.

**Chris Cox**



An advertisement for Hyde Sails. It features a large, stylized white 'H' logo on a dark background. Below the logo are three logos: a stylized 'H' in a square, a gold laurel wreath with the number '50', and the 'CLIPPER WORLD' logo. The text below reads: "MAKING SAILS THE WAY YOU WANT". For all new sail enquiries or service and valuations contact: SIMON &amp; SANDY NORTHROP, HYDE SAILS KENT, +44 (0)1843 851 665, kent@hydesails.co.uk. At the bottom, it says "HYDE SAILS BERE, 13 MILITARY HILL, BANSGATE, HAMBOROUGH, Notts, CT11 0LQ".

# CRUISING

**Social Drinks at the Club  
2<sup>nd</sup> Thursday every month**

## Ramsgate Illuminations

Following are the prize winners and the categories in the competition.

### YACHTS

1. Aventura
2. Blown Away
3. Oyster
4. Pippy

### BARGES

1. Fryslan
2. Phoenix Queen

### MOTOR CRUISERS

1. Fran
2. Orla
3. Storm along

### SPECIAL EFFORT

1. Emilie

### HIGHLY COMMENDED

1. Daneka & Sheemaun

### THE ARCHES

1. Coco Latino
2. Something Fishy
3. Greek Arch Restaurant.



## RAMSGATE TO CALAFELL, SPAIN Dom Watson

### Part 1

The epic adventure we undertook came about as age advances and better weather beckons. With our children now living their own lives and only ourselves to worry about we decided to move our water-born cottage in Ramsgate and use it for what it was intended – going to sea.

We have a Tremlett 46 – apparently only a few (10 some say) were ever made. Ours has two 306hp TAMD61A Volvo engines BUT silly fuel tanks - two reserve tanks of 259 litres which feed into two main tanks of 350 litres. At full speed we burn 125 litres an hour.

Both engines on tick over we go along at 4.5-5kts and with the small rudders both engines are required to maintain steerage. This will become important later.



Having spent a month overhauling the engines,

replacing bilge pumps and installing waste tanks and a new 390 litre central reserve tank, we were ready to go. Our air draught is 3.2 metres with radar arch down and we draw (safely) 1.6 metres.

We might have been ready but the weather wasn't! So we waited for a break.

Sure enough it came and we departed on a windless, sunny 8<sup>th</sup> October. The Channel was calm, apart from one little squall, and devoid of ships.

Initially we had planned to stop at Boulogne but the weather was so warm and the sea so flat with tide pushing us that we decided to carry on and complete the 93nm journey to Dieppe.

Dieppe is a wonderful unsung harbour. You moor right in the town centre only 9 minutes from the harbour entrance.

There are numerous shops and restaurants and the Harbour Master is a charmer and exceedingly helpful and the stop is not expensive.



Beware the fuel pontoon, it is a tight squeeze to get to and is very slippery – Hazel went swimming!

Definitely a stop to bear in mind as it was only 7 ½ hours for us.

We departed the next day for Le Havre. On the way we were buzzed by an official-looking helicopter and the weather stayed fabulous. The entrance is challenging with buoyed channels all around and sailing boats criss-crossing and cargo vessels bearing down. Fortunately I had also downloaded a Navionics app on my phone which showed exact track and zoomed in



more than the GPS could. It took 5 hours to get in, the harbour visitors' pontoons are miles from the Capitainerie,

which closes at strange times and there is a paying machine for use of the amenities. That too takes some working out. Here Hazel managed to wash and dry her sodden clothes!

The town is really quite a strange mix, its Cathedral is concrete but quite interesting and haunting, as is its library. Le Havre was flattened during the war so there is little of any historic note left. We ate in the Casino as it was the only place open on a Sunday night.

The re-fuelling station is right at the far end of the harbour and their pipes are so short that we had to turn the boat round, notwithstanding that you can only put 100 euros a time in – It took over an hour to fill up.

The exit from Le Havre is extremely confusing the first time you do it as there appear to be three channels. Thankfully my Navionics app on my phone came to the rescue and we managed to find the Seine. Unfortunately we were now pushing the tide and running out of hours, so we decided to continue following the fishing boats in front of us and go in to Honfleur. The fishing boats were most gentlemanly and we all went into the lock in the order we had arrived. There was only one spot on the Visitors pontoons with very little space, but we snuck in sideways. A 60 Euro stopover, it wouldn't be the most expensive, but it was in France!



If you speak French – as I do – you will have an easier time of it and all the bateliers (barge skippers) are lovely and helpful. So on up to Rouen using the VHF to contact the various and numerous ferries, watching our wash, which at 8 knots was quite considerable. (as a quick rule of thumb divide kph by 2 to give kts). Vedette de plaisance (which is what we are) are, according to the books, not supposed to navigate at night. Something we were told we could do if we desired from 07.00 to 21.00, except on Sundays – the last bit we found out to our cost!



Honfleur is well worth a visit and the restaurants are plentiful, though not cheap.

The next day we departed. The lock was easy, just to lull us into a false sense of security, so off we went up river towards Paris.

The guide book is not wrong the first part is wide and not very pretty. Strangely should you ever do this trip, this is as wide as the Rhone with more going on.

We journeyed on, glad we had both done the CEVNI exam (“Highway Code” for French canals) for now it all made sense, however the BREIL Guide Fluvial has to be taken with a pinch of salt. It is not correct, sometimes the signs they depict for the bridges are way wrong, their advice is wrong and there is no update, although their histories are quite interesting. In hindsight we should have corrected each wrong entry and sent it to them – the Fluvicarte are much better.

When we reached Rouen we decided to go to the Port du Bassin de St Gervais. Beware if you go there to ensure you call the Capitainerie to check on their closing time, otherwise you will not be able to get back in to your boat if you leave, as the gates are electric key operated and there are not that many people about to call upon – we were lucky.

The pontoons are quite short and the depth is suspect, but we got away with it. If you need fuel you need to check they have enough. The town is a good 35



minutes' walk away, along a modern and bustling riverside with numerous gyms and restaurants and eating establishments.

Here we had a most enjoyable meal and were pleased that we had not chosen the city moorings, noisy and uncomfortable. The book said we had to wait for the

tide to pass the Bras du Pre au Loup, when I called up there was no such thing so we carried on our merry way gaining a good two hours which had we heeded the book we would have lost.

The people who name the bridges really lack imagination and so started the fun of guessing what bridges would be called i.e. the bridge carrying the A13 - the A13 bridge, or at Courcelles the Courcelles bridge!!

So on to our first lock (the first of 174 locks!) Amfreville. They seem to have an annoying habit of having a weir discharge right in front of the entrance to



the lock. You are nicely lined up for the

entrance and then ...whoosh! The bows are thrown off course and the next thing you know you are heading for the bank. You cannot afford to carry too much speed in case you get it wrong, but mustn't go too slowly either! The learning curve is quite steep.

The bow thruster a boon! We continued on. There being no harbours and the light fading we decided to negotiate Notre Dame de la Garenne lock and then moored on the bank just after, known as the Ile Besac.



Totally impossible to access by land so we would be safe for the night.

....To be continued

## TEMPLE TEASER SOLUTION

Answers to the questions on page 4

1. **Vodka, Cranberry Juice and Grapefruit Juice**
2. **July 31 1970**
3. **The word originates from the drinking ladle with small holes or scuttles in it to reduce the small talk and wasted time at the water barrel. The holes forced the sailors to drink fast before the water ran out**
4. **Because mackerel is a fish that spoils quickly, merchants were allowed to sell it on Sundays contradicting the blue laws in 17th-century England.**
5. **One Gallon. When beer was not available, as it would often spoil easily, it could be substituted by a pint of wine or half a pint of spirits depending on what was locally available.**
6. **Sauerkraut (pickled cabbage)**
7. **Samuel Pepys**
8. **THE YARDARM. It is considered bad form to have a drink on board before sun is over the yard arm, i.e. approaching noon. Take an extra point if you said the more correct last word FOREYARD!**
9. **A Cornish Pasty**
10.
  - a) **Kipper,**
  - b) **b) Steak and kidney pudding,**
  - c) **c) eggs**
  - d) **, d) Pastry**

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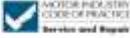
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We're looking forward to a successful year, with some away days squeezed in. We would like to welcome any new members or guests wishing to join us. It's a fun society and a good day out.

New members can contact this year's Captain or the Vice-Captain, David Say:

Dave Comiskey 07765683067

David Say 07966365761

**The next Templers golf day will be at Westgate  
Golf Club**

**Wednesday 18<sup>th</sup> January.**

**Tee off at 10.15hrs promptly**

**Please allow plenty of time.**

## TEMPLERS GOLF SOCIETY

Firstly, the Templers Golf Society would like to thank our Past Captain Mike Foot. Under Mike's Captaincy we had a very successful and enjoyable 2016.

On Wednesday the 21<sup>st</sup> December, 8 brave souls donned their Christmas hats to take on the cold blustery winds and muddy conditions on Westgate Golf Course.

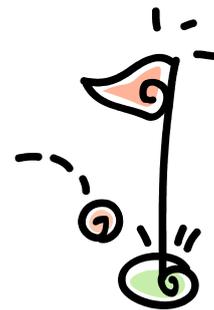
It was a closely fought game. Mark Andrews coming in first with 29 points, therefor losing 2 strokes. Mark also won nearest the pin on the 14<sup>th</sup>, (sorry only one prize allowed).

With only 1 stroke behind, John Barret came 2nd with 28 points, losing 1 stroke. John also won the longest drive, with a magnificent shot on the 18<sup>th</sup> (again only one prize allowed).

Third place went to Don Cross with 26 points, Don received a cascaded prize.

It was great day of Golf with plenty of Christmas Spirit (non-alcoholic of course) finishing up in the club house with a light snack, refreshments and some banter.

**Dave Comiskey**



## WARREN REMEMBERED

Commodore 1997 – 2001

### Tributes from Past Commodores Davena Green & Denys Tweddell

During Warren's tenure as Commodore the club was very fortunate to gain the "Woolwich Bank" as sponsors of Ramsgate Week which changed the face of the Regatta for ever with live bands in the marquee on the harbour cross wall and over a hundred yacht entries.

One New Year Eve the caterers decided to walk out of the club and with Warren cajoling us on, the Entertainments Committee managed to get a dedicated group together to roast beef and ham joints and poach salmon and prepare salads, desserts and cheese to put on a spread for 100 people for which we charged £10 per head and still made a profit. Warren was so relieved he treated us all to champagne for our efforts!

A few members, along with Warren, were playing golf on a regular basis and Warren persuaded Eddie Beale and myself to start a members' golf society which we did and the Templer's Golf Society is still going strong today – all thanks to Warren.

Warren was very proud to have been a Commodore and Trustee of the RTYC and my condolences go to his lovely wife Cathy, his son Paul, his daughter Jane and the grandchildren.

*Davena Green*



So another of the Old Guard has passed away I don't think he would mind my saying that Warren was one of the school of true gentlemen, kind, considerate and ever helpful. As Treasurer and later Commodore, he guided the Club through formative years, bringing his experience gained in the exacting world of Commerce and Merchant Banking. As a Trustee he continued to bring that wealth of knowledge to the regular General Committee Meetings he so ardently attended.

An active participant in the Summer Cruising calendar many a wayward sailor, enbayed in a foreign port, enjoyed hospitality on his beloved *Capital C*.

What a privilege it has been to have him as a close friend; the Club was a richer place with his presence and the poorer with his passing.

*Denys Tweddell*



## OBITUARY

### Warren Tuddenham

We regret to advise members that Warren Tuddenham, past Treasurer, Commodore, and Trustee and active member of the Cruising Section of the Club, died peacefully on the 3<sup>rd</sup> January with his family around him.

Warren had been ill for some 13 years following a stroke.

More details regarding funeral information will be announced, when known.

