

COMMODORE'S BLOG

With sailing in full swing, our racers are regularly out on the water at Ramsgate and further afield. I hope all who entered the Round The Island Race had great time; more to follow.

Our cruising fleet, who have been equally as active this year, are now enjoying the delights of the Dutch inland sea. Have a look on the RTYC face book page to catch up with their frolics.

With boats and crew away it can occasionally be a little quiet in the club this time of year. Not this year, we've been inundated with visitors thanks to the great weather. We've had visits from the Royal Mass yacht club *en masse* (sorry), who certainly took advantage of the club bar. Also the Royal Cinque Ports Yacht Club raced up to see us and again took full advantage of the hospitality shown at the bar and from our caterers. We've receive very complimentary letters of thanks from both clubs commending our staff on their efforts all round. So well done to all.

Just a few weeks left to finish the final tuning of all the racing machines before our biggest events of the year Round the Goodwins followed by Ramsgate Week. Always an exciting event with a great deal of time and effort put in by so many to make the week run seamlessly (or at least appear to). Volunteers make up the backbone if an event like this. So, if you'd like to be more involved, please contact the office and express your interest. Even if you're not racing, come and enjoy the electric atmosphere in the club, whether for a drink in the sun while watching the racing, supper in the evening watching the sun go down or dancing into the wee small hours. Hopefully, something for everyone.

Happy Boating

Andy Beaumont-Hope
Commodore

250 CLUB DRAW

MAY 2017

£25	Nº 160	Mr C Nicholls
£50	Nº 5	Mrs P Jones
£100	Nº 26	Mr P Orrill
£200	Nº 16	Mrs J Mann
SNOWBALL		
£25	Nº 205	Mr R Oates (Absent)

JUNE 2017

£25	Nº 195	Mr A J Brighton
£50	Nº 158	Mr R Sparrow
£100	Nº 179	Mr A Bedwell
£200	Nº 13	Mr S Flegg
SNOWBALL		
£25	Nº 164	Mr S Flegg !!! (Absent)

NEXT DRAW
SUNDAY 30 JULY 2017



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 old and new together.



SOCIAL MEDIA

Another really busy month in the club meant that I've been kept busy on social media! So we started the month off by announcing the winner of May's photographic competition which was Stewart Jarvis with the picture below. So many entries being sent in now which is great to get the club engaged in this way.



Our cruisers have been off touring Holland and so I've been kept busy posting holiday snaps, a few of which are below.



And our racers have been all over the place including our yachts *Principessa*, *Entropy*, *Cobra* and *Rollerskate* doing Round The Island, and there are a couple of photos from that race here.



Other members have been causing trouble in France; read an extract from Anthony (Tony) Nicholson's blog elsewhere in this edition. And Fiona and Nick Rawbone have safely arrived in mainland Italy from Turkey after a problem-filled few months. You can follow their blog on Facebook under YachtNoStress - (bad choice of name, was bound to jinx it!) as they travel from Turkey to Gran Canaria to compete in the ARC.

We were pleased to play host to the Ramsgate Festival launch party. This is happening once again at the same time as Ramsgate Week and leaflets are available around the club for you to find out what is happening shore-side.

Due to other commitments, Chairman of Ramsgate Week, Steve Stokes, was unavailable so I put my posh frock on and welcomed them all to the club. They were very complimentary about the coverage we give them on our Ramsgate Week Facebook and Twitter sites which was lovely for me to hear, and have been supportive of our regatta too. We are co-manning an information tent by the Harbour Museum during the regatta and it's great for the town to have both events running together.

We have been happy to share the brilliant news that Ron Cannon has been made an MBE for his services to the RNLI. Very well deserved, and we are all extremely proud of him. There is a picture of him below.



And we have also shared the very sad news that yacht *Capella* from Breskens YC lost its keel whilst sailing 10 miles off Belgium in a race with the loss of 2 sailors confirmed and 1 still missing. Three were rescued, clinging to the hull after being at sea for some time, by a passing dredger. Sadly the owner, Frans Maas, a regular to Ramsgate Week and the Euro Regatta was confirmed as amongst the dead. All of our thoughts go out to his family, friends and members of his club.



And then we got to the end of June and we were happy to announce the winner of the June photographic competition which was Lucy Dames with her selfie on *Cobra*.



Much, much more has happened but sadly I have to draw the line somewhere, so to find out more about our busy, vibrant club get on Facebook or twitter!

And as usual, anything you would like to promote, bearing in mind this will be seen by non-members too, feel free to email me on coxinthebox63@gmail.com.

All the best,

Karen



RAMSGATE WEEK 2017

23-28 JULY

ramsgateweek.com

JULY DIARY DATES

- | | |
|------------|--|
| 6 July | Coffee Morning 10.00 am – 12 noon |
| | All Welcome |
| 8 July | Hosting the Prize-giving for the Cannonball Race from Ostend to Ramsgate |
| 13 July | Walking Group – see notice in this issue |
| 22 July | Ramsgate Week Registration Begins |
| 23-28 July | Ramsgate Week |
| | The Bands |
| 23 July | Hotsy Totsy |
| 26 July | Hyperactive – 80s Night Dressing-up |
| 27 July | Coco |
| 28 July | The Moments – 60s/70s |
| 29 July | Pirate Night – Fancy Dress with Rum from our Sponsors Westerhall |

Club Catering During Ramsgate Week

- | | |
|-----------|--------------------------------|
| Sunday | Roast Carvery |
| Wednesday | Curry Night |
| Thursday | Mexican Night |
| Friday | Carvery |
| | All £10 pp buffet style |

WALKING GROUP



RTYC Walkers 13th July 2017

11am VIKING SHIP

walk to

PEGWELL BAY COUNTRY PARK
Sandwich Bay Road, Cliffsend,
CT12 5JB
(this should take about 20 mins)

Leisurely walk around the nature reserve 1.5 miles (approx.)

Leave PBCP at between 12 noon and 12.15 pm (when we are ready). Walk or drive back to Viking Ship Cafe for lunch if you so wish.

For those that would rather just do the Pegwell Bay Country Park walk, please meet us in the car park at 11.20am
There is a £1.30 parking charge (if the metres are working!!)

This walk is open to the elements so please wear appropriate gear. Binoculars may be useful.

Davena
07760 402479

TEMPLE TEASER

from Stuart Carter

Answers on Page 12

Round the Island

1. Who organises the annual round the island race?
 2. How long is the course (approximately)?
 3. What year was the first race?
 4. How many Royal Temple boats competed this year?
 5. To the nearest 50 how many boats took part in this year's race?

America's Cup 2017

6. What was the name of the “boat” and nationality that won the America’s Cup this year?
 7. What was the name of the winning Skipper?
 8. Who came second in the Challenger playoffs?
 9. How many America’s Cup matches have there been?
 10. Which Country has been selected as the “Challenger of Record” for the next America’s Cup?

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John - Owner of John's Yacht Sales

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SAILING

We are well into the summer part of the programme with Summer and Evening Series races predominating. It is good to see that entries in these series have remained buoyant with all the club's boats in the water and out competing. There has been a stuttering start to the Evening Series due to conditions at either end of the range, but we finally got a race completed on 5th July and duly celebrated with a BBQ at the club afterwards.



Several of the Royal Temple racing yachts have been away taking part in other events. *Cobra* has been busy at the Cote D'Opal Regatta which consisted of a mix of coastal passage and windward leeward courses between Nieuwpoort and Gravelines.

We left Dunkerque and made our way down to Cowes where we were joined by *Only Magic* at the IRC National Championships. In summary the racing was brutal, both in terms of the conditions as well as the competition. I think it is fair to say that, at least considering our own performance, we have much to learn – but once we'd licked our wounds we all looked back on a regatta where we learned a huge amount about both our performance but also of these types of events. We will return to test ourselves again, but I also intend to bring some elements of this pinnacle of IRC racing back to the RTYC programme of races, hopefully as early as the Autumn Series, so watch this space.

The final element to our travels was the Round the Island race which is subject to its own story in this newsletter. *Principessa* has also been busy competing in offshore racing, taking part in the RORC North Sea and Cowes-St Malo races in preparation for their Fastnet adventure later this year. Whilst we have a strong and competitive scene in Ramsgate, which is hard to match elsewhere at club level, there are many reasons

why I would encourage boats to go and experience other events and why the club racing programme is designed to accommodate it without missing out on our club series. Aside from the great experience it also ultimately encourages visitors to our own events; e.g. Euroregatta and Ramsgate Week, which further enhances our own racing.

You will all be aware of the very sad news regarding Frans Maas and his yacht *Capella* and, from a purely sporting perspective, it is a great loss to sailing in our region. It does remind us of the reliance we have on our boats and equipment and that it is more than just a tool to race in, it also keeps us safe and how, potentially, things can change if it goes wrong. It is easy to feel secure that your boat complies with the safety regulations, but it is worth heeding this unfortunate reminder and to take some time to consider what you would do if something similar were to happen, how accessible is the safety equipment and is it fit for purpose for the ability and number of crew on aboard?

Looking forward, the next main event is Ramsgate Week for which I'm tempted to say preparations are fully underway. However, since taking over the role of RCS with no prior knowledge of what it involves, my eyes have been opened to what goes on behind the scenes. Preparations for Ramsgate Week never really get underway because it never stops! I have been very fortunate to have Steve Stokes to walk me slowly through what is required and credit for the on the water organisation for this year's event goes to him (and in the unlikely event something has been missed – that was probably what I was supposed to be doing!). There is also a small army of dedicated volunteers, some of whom work all year round to assist.

Going forward we will continue to need ever increasing number of people to provide assistance to run our racing and the main events, so regardless of whether you are sailing or not, please bear this in mind and let me know if you can help with anything. Please also let me know about any aspect of club racing you think could be improved or ideas to freshen things up – all comments and criticism is honestly always appreciated!

Matthew Green

Rear Commodore Sail



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ROUND THE ISLAND RACE 2017

As the sun peeped over the horizon early (very early I might add) on the morning of the 1st of July it looked down on a small patch of water between Cowes and the Bramble bank that was absolutely packed with yachts of every conceivable shape and size. It was the start of the 2017 Round Isle of Wight race and as always with this event the stats were impressive:

1342 yachts Entered
1207 Finished
54 Retired and 11 Disqualified

Our club fielded four yachts this year that I know of and we all gave a good account of ourselves on the day. As always with events of this type half the battle is the delivery, and each boat had to do its own juggling act with the availability of crew as opposed to the need to get the boat to the start line on time. The extremes of planning encompassed *Entropy*, which departed Ramsgate on Wednesday afternoon and arrived on the Hamble by Friday evening after stopping at Dover and Brighton. *Roller Skate* on the other hand did it in one hop leaving early on Thursday and arrived in Gosport on Friday morning. *Cobra* arrived very early indeed having been competing in the IRC nationals the week before and I believe *Principessa* even managed to schedule in a lift and bottom clean at a yard in the Solent as part of their pre planning; organisational skills worthy of a Commodore there I think.

Anyway back to the start line and the yacht soup that we found in the Northern waiting area. *Principessa* was first off at 06:00 followed by *Cobra* 20 minutes later, as they had moored overnight in the Cowes area, I suspect they had been in the Southern waiting area pre-start as we had no sight of either yacht from our position (or indeed for the rest of the day but that's another story).

The strict starting sequence and ISC race organisers provided a master class in command and control as each group of up to 100 yachts were called forward for starts with 10 minute intervals. After each start, the start time was confirmed to the next group as their 10 minute warning and we all moved into the melee in sequence. On *Entropy* after a five o'clock start in the Hamble we found ourselves waiting in the Northern pool 30 minutes prior to our start time. We had a brief glimpse of *Roller Skate* who apparently had slipped their moorings at 04:00(!) as they moved into their start sequence. Their start was at 06:30 and we saw them cross the line on the shore side pulling ahead strongly under full main and number 3 jib having found a patch of clean air.

Then it was our turn; we deliberately hovered just inside the waiting area watching each start in turn. As our time approached there was a slight drop in wind speed which enabled us to shake out the final roll in the fore sail. We picked our slot in the middle of a line ahead formation of five yachts heading South on starboard tack before hardening up and crossing the line right on time about 25 meters south of the committee boat. Everybody's race followed a similar pattern from here on in.



The start was a fine reach up to the Needles Channel. The best current was to be found in the deeper water so it was a matter of keeping in the channel and manoeuvring for clean air as and when we could. With the GPS showing 9.5Kts over the ground and our chart plotter not working I found myself looking at paper charts properly for the first time in a while but, to be honest, with a thousand yachts all heading in the same direction getting lost would have taken a proper effort on

my part. Before we reached the Needles Channel the first pork pie had been consumed aboard *Entropy*, with Chris Rook (*Entropy*'s in-house butcher) aboard the fare aboard was outstanding and we were fully fuelled for the Spinnaker launch when it came.



Norma kept smiling in the early morning rain

The prevalent wind direction gave the opportunity to launch the coloured sails early and all four yachts stormed up the first leg of the channel. A gybe was needed in the area of the Needles wreck and ledge which with the amount of traffic about made the inside route seem even narrower than normal. Without a plotter aboard *Entropy* we took the safe route around but *Cobra* and *Roller Skate* certainly took the inside route. *Roller Skate*'s trip through the gap was eased by *Cobra* kindly shifting the whole of the Isle of Wight a couple of inches eastwards earlier in the day.

After the gybe we all encountered a foul tide as we pushed into Freshwater Bay and so the navigational dilemma was, just how close do you go into the bay to avoid the tide before the wind shadows from the high cliffs stop all progress. The culinary dilemma was Peppered Chicken Slices, Scotch Eggs, Pasties or Cheese! Spinnakers definitely had the advantage over the asymmetric as the wind moved well astern on the approach to St Catherine's, but powered by a Scotch Egg or two *Entropy* soldiered on under our big black asymmetric.

For us the tide turned in our favour at St Catherine's but the earlier starters would have had to carry on fighting it for a while after that. A glorious reach up to the Bembridge Ledge turning mark involved a pleasant interlude chatting to a passing jet skier and a series of quick comments shouted back and forth as we passed several small gaffers. Finally all good things come to an end and the entire fleet drove into the foul tide and shallow water for the trip back up the Solent to Cowes.

From my perspective no one went north of the fort and so, along with everyone else, we aimed for the gap and prepared to dance with the devil keeping out of the tide on the Ryde Sands. Everyone short tacked along past Bembridge and Ryde with all crews working the winches hard and what fun we had ducking and diving along the coast. Our depth sounder decided it wasn't going to play anymore so, buoyed up by the last of the cheese and remaining chicken slices, I was again fixed to the paper charts calling the tack outs when I estimated one meter below the keel and the back ins well before we hit the white stuff on the chart. The wind went very light and progress against the tide reduced to a slog allowing Martin time to come off the wheel after 7 hours of helming. We witnessed several yachts (not too far in front of us) hard aground as a subtle reminder not to be too bold which caused Martin to jump back on the wheel again. We did however manage to stay in the mix all the way back to Cowes while *Roller Skate* and *Cobra*, who had passed this point an hour or so ahead of us, took full advantage of the slightly stronger winds still being offered by the weather gods at that time revelled in the conditions pulling past several competitors on this leg as did *Principessa* who was still 40 minutes ahead of them.



Our finish approached, with a large bottle neck forming near Norris Castle and little tide we were gifted the last opportunity of the day to jump a few places. Avoiding the parking lot forming inshore we tacked out to the north of the northern finish line and came back down on starboard right across the fleet to just about squeeze in front of the committee boat and fall across the southern line giving us the jump on at least five yachts.

A tiring but glorious day's sailing was had by all. Huge praise must go to those who delivered the yachts down to the start lines and indeed took them back again afterward. Another big pat on the back to the skippers and owners without whom we would all have wet feet and no sailing.

The end results are below and I have included the times gained by the overall winners (check out the elapsed time of Concise 10!!!!). Special Congratulations to Paul, John and crew on *Roller skate* for being the first Royal Templar home and for the others for flying the flag. All Temple boats came home in the top half of the fleet so not too shabby a performance at all.

The WAGs of *Entropy*'s shore crew have booked rooms at the Royal Southern for next year already so I guess we will be entering again, how about you?

It is genuinely a great day out.

Paul Russell

Navigator, Pie-eater and Opinion-Giver
Yacht *Entropy*

The rest of the Crew:

Martin Ross (owner)	Also the team who
Steve King	} delivered & returned
Tommy Foster	} to/from Ramsgate
Chris Rook	
Norma Russell	
Sue Foster	
Julie Rook	Shoreside Bringer of Beer!



Boat name	Boat type	Division	Start	Finish	Elapsed	Corrected	Overall	Pos
CONCISE 10	Mod 70	Multihull Grand Prix	05:40:00	08:02:23	02:22:23	04:39:47	1	1
YES!	JPK 10.81	IRC Division 1B	06:00:00	12:40:20	06:40:20	07:04:21	1	1
ANTILOPE	Grand Soleil 37	ISC Rating System Division 4D	06:10:00	13:16:14	07:06:14	07:11:46	1	1
ROLLER SKATE	Humphreys 3/4 Ton	IRC Division 3A	06:30:00	14:42:56	08:12:56	07:51:15	161	11
COBRA	Beneteau 34.7	IRC Division 2C	06:20:00	14:40:18	08:20:18	08:14:48	264	18
PRINCIPESSE	Grand Soleil 43B	IRC Division 1B	06:00:00	14:02:20	08:02:20	08:34:10	329	25
ENTROPY	Jeanneau Sun Fast 37	ISC Rating System Division 5B	06:40:00	16:37:17	09:57:17	09:56:05	454	31

CRUISING

**Social Drinks at the Club
2nd Thursday every month**

The highlight of the RTYC Cruising schedule is the summer cruise, and this year we choose Holland and the inland lakes as our cruising ground. It is a beautiful part of the world, and was recommended by a number of members who had sailed here in former years.

We had intended to start on Saturday 24th June, but due to unfavourable weather this was postponed to the Sunday. In the event only three boats departed on Sunday, and four waited until Monday. Again, due to winds, we ended up in different ports, Blankenberg, Nieuwpoort and Dunkirk. However we managed to get together again later on the cruise.

The first stop for most for our boats was Middleburg. It is about half way up the Kanaal Door Walcheren, between Vlissingen and Veere. For most British yachtmen crossing the southern part of the North Sea, it is probably the first really quaint part of the Netherlands they see. The amazing part is that the city was completely flattened by the Germans in 1940. After the war it was rebuilt to its former glory and well worth a visit.

Another place we visited was Zierikzee, and is definitely one of the best places on the Oosterschelde. It's a mile and a half up a canal just west of the Zeelandbrug, and is a major mussel fishing port. There is a marina along the left bank as you go up the canal and then at the top, on the edge of the town, is the town quay. The town is typical Dutch Zeeland with an ornate town hall and lots of gabled buildings.

The highlight of our cruise was a visit to the pretty town of Veere. It has been described as the jewel in the crown of Veerse Meer. The marina in the town is called the Kaai, and is run by the local council. Four boats, *Avventura*, *Blown Away*, *Emily* and *Stay Young* moored up here on Friday 30th. It has an excellent restaurant in the local Yacht Club, where you can get a reasonably priced meal. What made it special for us was that we were gathered together to celebrate the birthday of Elizabeth. We had a really great time, and the whole restaurant joined in singing Happy Birthday to our Hon Sec. We even had some dancing and that seemed to get the other guests going as well.



Meanwhile, three other boats, *Stella Maris*, *Indulgence of Kent* and *Pintail* stopped off at Oranjeplaat where they enjoyed a BBQ and a night in the local yacht club. The next morning they headed off to Bruinisee which is known as the Mussel Capital of Zeeland, and is the gateway to the Gravelingenmeer. There is little or no commercial traffic here, the whole area being devoted to leisure craft. Incidentally, this is the favourite cruising ground of another RTYC member, Brian Chapman.

Rosemary Thorniley on *Willowind* had an unfortunate episode. The oil pump on their boat packed up which meant that they lost their engine in a force 6. But Rosemary, being the experienced sailor she is, handled the situation well. They had to be towed in to Nieuwpoort, but thankfully all is now well, and her and Peter are safely back in Ramsgate.

Some of us were unable to make the full two weeks as planned and had to return to Ramsgate early due to work commitments. However all of those who took part had a really great and enjoyable time.

**Stan Jacob
RCC**





Cruising Calendar

8-9 July	With the Race Fleet Dover
23-28 July	Ramsgate Week
15-27 August	East Coast Cruise Orwell/Lowestoft
September TBA	Cruise Brightlingsea
30 September	Thames Trafalgar Race
24-24 Nov	Beaujolais Nouveau Weekend Boulogne/RCPYC

LOST IN FRANCE

(Foreword from Karen Cox)

This was on Facebook and Anthony Nicholson and Julie Childs have given me permission to put it the Newsletter. They are currently travelling the French waterways on their yacht Juniper having left Ramsgate about a 2 months ago, en route to Corfu. They have a blog on Facebook under Anthony Nicholson detailing their travels and it is so funny! I would encourage anyone to follow their adventures. Bear with me on this one, the post is going to be a long one but trust me, it will be worth the read and should make you chuckle!

KC



I and my partner in crime, Julie Childs, moored up yesterday in the beautiful sleepy village of Beuil and we started on our usual tipple of gin and tonic; unfortunately we soon ran out of tonic. Julie's brother had brought us a

bottle of Chablis for Christmas and told us to enjoy it on a special occasion and this seemed to be it. It only seemed to be two sips of nectar and the bottle was empty. We headed out to a local bar we had spotted earlier only to find the shutters were down at 9pm. Undeterred we cycled to the next town, Demery, about 5 miles or so. Hoorah an open bar and, for French standards, fairly busy.

"Je vous tri un presse beire 50 centilitre, un 25 centilitre sil vous plait " I asked

The barman happy to hear me try to order in French poured the beers then comically put the large beer down in front of Julie and the small down in front of me. He was wearing a grubby, 2011 emblem vest which I don't think had seen washing machine since he brought it. I then noticed the locals were drinking champagne; not snooty quaffers but just the ordinary locals. Well "when in Rome" I thought and ordered "deux champagne".

Mmm more nectar in a glass, be it a flute this time, notes of pear with hardly any fizz. Yum yum "deux champagne" I ordered again.

By this time Julie was demanding two kisses off all the locals as they entered the bar giving their normal greeting to their friends.

Three French lads came in and ordered café with cognac, well when in Rome again were my thoughts and I duly ordered "deux café avec cognac"

Yum yum, another swiftly followed, then a pastis. One for the road I thought and ordered "deux champagne" and as it was the locals' drink, I ordered one for all in the bar. Well, what a good investment that was, before we knew it we were in a lock-in and glasses full of champagne came from all directions.

Time to leave "****!" I thought, we cycled here now we are slaughtered! No problem the bar owner had loaded our bikes into his car and gestured for us to have a lift home.

"Where do you live?"

"On a bateau"

"Where is the bateau?"

"****!" I thought "eh, it begins with a B"

He drove about 5 miles and asked "is this your boat?"

I squinted the boat into focus "non Monsieur"

He drove on again "this one?"

"Non Monsieur"

And again, "non Monsieur"

Julie then decides to throw up! I don't know why, but I let her throw up all over me to save the guy's car.

"Sorry Monsieur"

"No problem" came the sympathetic answer.

Embarrassed by the situation I asked to be dropped off where we were. Reluctantly he did, waving us farewell as he left.

I hadn't a clue where we were or where I had to get to.

Julie now decides to have a melt-down crying "I told you not to drink too much"

"Me?"

"Yes you, it's all your fault for opening the Chablis"

The police then arrived!

"Where do you live?"

"De ja vu" I thought!

"On a bateau"

"Where is the bateau?"

"Eh it begins with B" I slurred.

Once again, we and the bikes are been driven around the local mooring spots, this time in the back of a police car.

"Is this your boat?"

"Non Monsieur"

Again and again "is this your boat?"

"Non Monsieur"

Reluctantly they had no choice for our own safety we were taken to the police station. All the usual routine had to be followed, checked by a nurse, blood pressure, blood sample, cheek swab and into the cells.

Julie the innocent girl who still had nightmares about the rubber pencil gong she once stole as a child from the green shield stamp shop in Margate was now in custody!

NEXT MORNING

"Bon jour Monsieur come with me" a plain clothed policeman beckoned

"Tell me about last night, I have to write it down, you may have to pay a fine because you're not allowed to be drunk in France"

We was accompanied by a young policeman wearing black combat trousers, short sleeved polo shirt with black leather boots and gloves.

"Well" I started

"We had champagne"

"Ah champagne. It's good for our economy" he stated

"We had two or three" I continued

"Two or three coups?" he asked

"Non Monsieur bottles!"

I caught the eye of the young policeman who was stifling a giggle not wanting to let the older officer know he thought it was funny.

I was thinking how much I was going to enjoy the delivery I was about to give him.

"And one beer" "a large one"

"oh, and I had a pastis"

"Then we had cafe" I waited until he had finished writing, "avec cognac" I added

Again the young copper had to stifle his laugh.

"You had one cafe with cognac" the officer repeated back to me.

"Non Monsieur two"

I could see he was enjoying the interview.

"You must be a professional drinker, I could not drink this much"

"Nor can I" I thought to myself, that's why I'm in here.

"What do you do for a job?"

"I own a joinery company" was my answer

"..... a joy-ner-ary company?"

"Oui Monsieur"

And your girlfriend, what does she do?

Well Julie has not been a teacher for 4 years or so but I couldn't resist my next answer, "she's a school teacher"

More sniggers came from the youngster.

Well you go back to your jail and I'll speak with Julie.

I passed Julie in the corridor her face was riddled with remorse.

Well the papers were typed up and duly signed and no fine was to be seen.

We were reunited with our bikes and told we could go!

Julie's head was bowed with shame and I was dreading the b****ing I was about to receive once outside. Out of sight of the station Julie burst into laughter. I think she was secretly pleased to be Bonnie and Clyde for a night!

A ten mile cycle home followed and we found the boat just where we left it, it's surprising how a night in the cells can focus the mind!

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



The bar in question!

Just to be clear they were not actually arrested just held overnight for their safe keeping!!!

Wow - Remind me to never go drinking with them!

Ed

GOLF



The 2017 Royal Yacht Clubs Meeting was held on May 25 at Brokenhurst Manor Golf Club. This was the ninth Annual Meeting and we were delighted to have ten royal clubs represented. Morning play teed-off in lovely weather with the course in great condition, the contestants enjoyed the traditional glass of port on the 12th and after play repaired to the Royal Lymington for a convivial prize-giving lunch.

The Commodore, Dunlop Stewart welcomed the teams, Alexander Kilgour gave the Golfers Grace and Past Commodore, Rod Perry, gave the Loyal toast.

The Royal Lymington Claret Jug was won by the Royal Yacht Squadron. The results on count back were:

First

Chris Copeland & Chris Preston
Royal Yacht Squadron 40pts

Runners Up

Johnny Talbot & Richard Sanderson
Royal Navy Golf Society 40pts

Third

Tony Bird & Ron Viveash
Royal Freshwater Bay YC 38pts

Nearest the Pin

Michael McInnes
Royal Yacht Squadron

A raffle at Lunch raised £380 for Sailability.

Diary Note:

The 10th Anniversary Meeting will be held on 31st May 2018

TEMPLERS GOLF SOCIETY

STONELEES GOLF CENTRE

The 10th of May saw 14 members of the Templers turn out at Stonelees Golf Centre for the “Captains Fun Day” out. This event was sponsored in the main by Stonelees and Temple Catering.

We started off with a basket of balls on the range, then set off in selected teams for a round of Texas Scramble on the Heights which included a nearest the pin and longest drive prizes.

The winning team members were, Steve King, John Adkin, David Allen & Dave Comiskey They won, a four ball 18 holes on the Heights. Derek Smith won a bottle of wine for “Nearest the Pin”. Reg Collins won a bottle of wine for “Longest Drive”

The day proved to be a good Team Building event, with a great atmosphere and excellent weather, I’m sure we are all looking forward to repeating a similar day out. If anyone has any suggestions for another away day, let me know.

We would like to thank “Stonelees Golf Centre” for all their sponsorship and support.



WESTGATE – MAY

Our May game at Westgate was splendid, with another big turnout. The top scores were all very close, with 3 players coming in with 34 points, on the count back the first place went to Steve King, well done Steve.

As the last four approached the 16th tee for the longest drive, we could see the marker, there was no way it could be beaten!!!! Mark Andrews stepped up the tee and hit a spectacular shot, driving his ball a further 20 metres. Well done Mark, commiserations to Derek, who must have thought he had it in the bag.

Nearest the pin was a close drawn hole on the 14th between John Barrett and Dave Comiskey. After some accurate measurements were taken, John Barrett was nearest by 100mm. Well done John. Dave Comiskey (that's me) scored 5 points with a par on the 8th which is a long par 3.

Some players suggested that this should constitute a “hole in one” meaning drinks for all should be bought at the bar. The Captain’s view is that a “Hole in One” is exactly what it states, regardless of the points scored. That is the Captain’s final decision. (That’s saved me a few bob).

Dave Comiskey (Captain)

WESTGATE – JUNE

The June round was played on the hottest day of the year in perfect conditions with only the lightest of breezes. In the absence of both Captain & Vice Captain, the proceedings were organised by Mark Andrews. The responsibility clearly weighed heavily on him as he brought up the rear with Sam Matsubara on 23 points, although he has the slight consolation of getting a shot back for the next round.

The fortnight of hot dry weather led to a lot of run on the fairways and very fast greens, so scoring was not always as easy as the conditions might suggest. All the players were chipping from areas near the green that they might not normally reach and stopping the balls on the greens was a real challenge. Consequently the prize for Nearest the Pin on the 11th went unclaimed as none of the 11 participants stayed on the green. The Longest Drive would have been claimed by Steve King with a magnificent 240 yard effort on the 18th, but he could not collect it under the rule preventing any player from collecting more than one prize per round. Steve came second overall with a very solid 35 points, and will be playing off 9 on his next round. Winner overall on 37 points, and playing off 25 on his next outing, was Dave Allen. His round was more of a mixed bag than this score implied, as he scored an incredible 23 points on the front nine, before somewhat wilting in the heat coming home.

Mark Andrews



TEMPLE TEASER SOLUTION

1. The Island Sailing Club
2. 50 Miles
3. 1931
4. Roller Skate, Principessa, Cobra, Entropy
5. 1342
6. Emirates New Zealand
7. Glen Ashby
8. Artemis Racing Sweden
9. 35
10. Italy