

COMMODORE'S BLOG

It appears each month I write my piece for the Temple Bell I am astonished that another month has passed although this one, for me personally, has been very full on. As many of you are no doubt aware, *Principessa*, I and an excellent crew started our month off by competing in the Rolex Fastnet Race. An amazing adventure that would not have been possible without the support of everyone involved. Having a great crew helped. But it is a far bigger team effort that puts a campaign like this together, allowing the lucky few of us crew to compete in such an amazing event. (More on the race later in this issue).

It's very much like the RTYC. A huge amount of effort is put in by many behind the scenes to enable the few of us in the front look in control.

Having been away for most of August, we thought it would be nice to partake in some more of the Club events. Thus, we joined the cruisers and made our way up the East Coast. What a great weekend. Itinerary all organized for us, though we may have gone off-piste a little. But again, the organisation behind the scenes kept us relaxed but fulfilled. We hope to fit rather more cruising into *Principessa's* busy schedule next year (if they'll have us?).

It's great to see the club so active, I'm sure the lovely weather has helped, long may it last.

Andy Beaumont-Hope
Commodore

250 CLUB DRAW AUGUST 2017

| | | |
|------|--------|-----------------|
| £25 | N° 136 | Mr I Nassif |
| £50 | N° 23 | Mrs F Tomlinson |
| £100 | N° 10 | Mr D J Limon |
| £200 | N° 18 | Mr F Martin |

SNOWBALL

| | | |
|------|--------|------------------|
| £150 | N° 175 | Mr L Nielson (A) |
|------|--------|------------------|

**NEXT DRAW
SUNDAY 24 SEPTEMBER 2017**

WELCOME TO NEW MEMBERS

We have had a steady stream of new members this year, but we have been remiss in formally welcoming them to the Club. Below is this year's list, thus far.

| | |
|----------|---|
| January | Piers Hodges & Jenny Sandford Anthony & Elizabeth Harris |
| February | Robert Gunston |
| March | Heaher Leatt Simon McCarthy Adrian Smith Dominic Murphy Fred Whitehouse |
| April | Owen Croft |
| May | Nicholas Cole Peter & Vivienne White |
| June | Timothy & Melissa Sperryn Reg Walker & Jacinta Elliott |
| August | Peter & Jane Hewitt Penfold |

VICE COMMODORE'S BLOG

I feel honoured and very proud to have been asked to take over as Vice Commodore for the remainder of 2017 and I would like to thank members for all the texts and e-mails of support that I have received.

I was pleased to make a start on the job during Ramsgate Week when I was able to welcome the EAORA fleet to Ramsgate and assist with their 'red diesel in Belgium' problem, bringing in our local MP Craig Mackinlay and South East Television and offering Ramsgate as an alternative venue for their September Buckley Goblets Race. This had been planned for Ostende but is now being hosted by the RTYC.

As most of you know, Bev and I always disappear down to our boat straight after Ramsgate Week, and this year we are visiting Heinz and Liliane Utiger (also RTYC members) in Switzerland on our way home, so we don't return until September 14th, just in time to have a hand in hosting the Buckley Goblets.

However, I am just as busy here in Grande Motte as they are running the NACRA 17's world championship, and I have been roped-in to help organisation shore side. A busy and exciting week mixing with all the Rio 16 Olympic medal winners and a very strong GBR team. I will have all the stories and photos for the next issue.

Dick Smith
Vice Commodore

SOCIAL MEDIA

August is traditionally a quiet month after all the excitement of Ramsgate Week in July with most people off on holidays. That means the club appeared quieter but the Facebook page was kept busy posting everyone's holiday snaps.

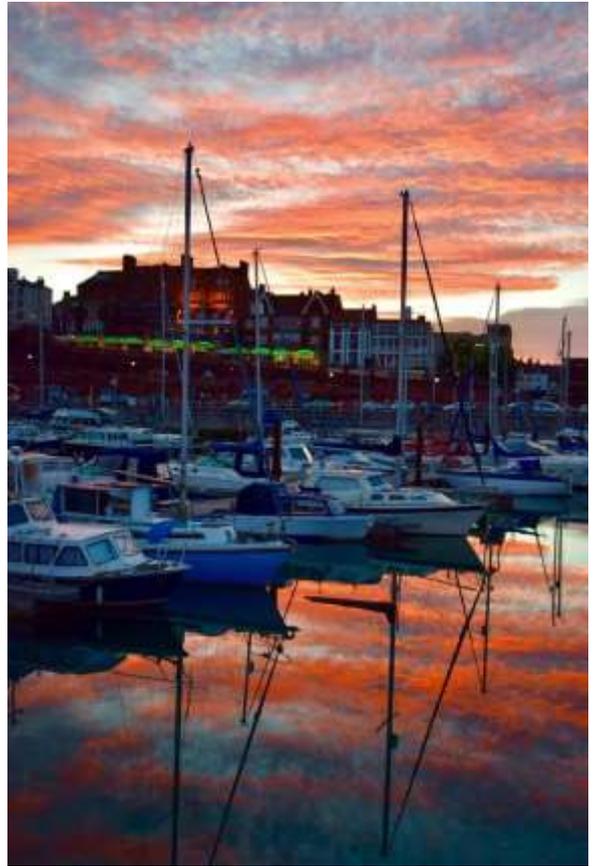
We started the month off by covering the Commodore's big adventure on *Principessa* in the Fastnet Race. Terry Adams' article is on page 5. A "welcome home" reception was held at the club for the crew. A great evening of stories of the adventure accompanied by a glass of bubbly!



In actual fact the winner of this month's photographic competition was a picture of Yacht *Principessa* taken by Prue Nash, that's shown below. We didn't have many entrants, just 3 this month, so please don't forget to email them to me and I will put them forward for September's competition.



One of our past photograph winners, Brian Whitehead, sent me a lovely picture of our club that he took, which is below. It's beautiful and captures the sunsets that made Turner's paintings so famous.



The Broadstairs Water Gala was a lovely sunny day, and our Ramsgate RNLI took both their boats round so that the public could have a look around. Our very own Clive was on hand to help people aboard.



Our cruisers went off on a trip to Pin Mill Marina in Woodbridge, and my roving reporter Martin Morgana kept me updated on their rather tipsy progress with a series of pictures. It appears a fun time was had by all!! The pictures below are of a few drinkies on deck, and the second is the hangover cure breakfast onboard Pintail!





The last weekend of the month was a complete contrast to the start with absolutely no wind! We had the Dyson Dash taking part locally, the Allez to Calais and also Chris Cox taking part in a JOG race from Cowes to St Peter Port Guernsey. No wind meant that yacht *Panther* with Chris onboard had to retire and head to Cherbourg for fuel before motoring home. The Allez to Calais only one boat managed to finish, the rest retired! That boat was ICOM Assassin owned by Peter Jackson and as well as his regular crew he was joined by our Ramsgate Week friends Team Delft. Below is a picture of the crew and a little clip from Team Delft's Facebook page:-

"We did very well today; 1st place!! However, we have to note that all the other boats didn't finish because of the lack of wind. Instead of intensive racing and head to head battles, we were very busy maintaining our summer tan☺. It is now time for a beer with the lovely crew of *Icom Assassin!*"



And the Dyson Dash also suffered, even the BSC fleet had to cancel the second race due to a lack of wind. A couple of pictures below from my roving photographer Jo Brand. Just a quick note that this will probably be yacht *Rollerskate's* last race as they are retiring her to concentrate on the new boat so I have included a picture of her too!

Our club members are still continuing with their adventures abroad, Anthony Nicholson and Julie are posting lots of updates from the South of France and Nick and Fiona Rawbone have reached Spain with their yacht *NoStress* and planning their trip across to the Canaries. Claire Thomas and Peter Binskin-Barnes are having great fun in Spain where she is writing her hilarious blog on top tips for lady sailors, an extract is below:

"Top tips for lady sailors' husband:

Please try not to put your freshly caught fish in the freezer on top of your lovely wife's ice cubes that she has made for gin and tonics. Whilst she is proud of you for catching one small mackerel and that you are the best hunter known to man, having mackerel flavoured gin was not quite what she had in mind and she may be slightly peeved!" and....

"Top Tips for Lady Sailors:

Do not let your darling husband put his WD-40 in the same rope tidy bag as your P20, whilst P20 may make a reasonable dry lubricant the other makes a sodding rubbish sunscreen and would smart a bit. Definitely no pudding!"

Also members may remember Simon and Helen Ward who have been sailing their yacht *Karios II* around Britain to raise money for the National Autistic Society. You can follow their blog on www.crazysails.blog/blog. They hope to finish back in their home port of Chichester on 10th September.



As always if you would like me to share anything then please feel free to email me.

All the best,

Karen



Highway MARINE Ltd

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- Established for over 45 years
- Free hardstanding while your boat sells
- Full boatyard facilities at the best price in Kent

TESTIMONIALS:

Mr and Mrs Jones, 1234 Main Street, Dover, Kent. We have been with Highway Marine for over 10 years and have sold our boat through them. They are very professional and efficient. We would highly recommend them to anyone looking to sell their boat in Kent.

Mr and Mrs Smith, 5678 Park Road, Margate, Kent. Highway Marine helped us to sell our boat very quickly and at a good price. They were very helpful and friendly throughout the process. We are very happy with their service.

Mr and Mrs Brown, 9012 Hill Street, Deal, Kent. Highway Marine are a very professional and efficient company. They helped us to sell our boat very quickly and at a good price. We are very happy with their service.

Highway Marine Ltd, Pillory Gate Wharf, Sandwich, Kent. Tel: 01304 613925. www.highwaymarinegroup.co.uk



TEMPLE TEASER

Nelson and Trafalgar

from Stuart Carter

Answers on Page 10

1. What was the date of the battle of Trafalgar?
2. How many British ships were involved in the battle of Trafalgar?
3. What was the name of the Commander of the Combined Spanish and French fleets?
4. What was the name of the Flagship of the Franco-Spanish Fleet?
5. What was the name of the port where the British fleet blockaded the enemy before the Battle?
6. Where did Nelson lose his arm?
7. And which eye did he lose at Bastia in Corsica?
8. What was the name of the Captain of Nelson's Flagship, HMS Victory?
9. Which ship brought the first news of victory at the battle of Trafalgar to British shores?
10. Where is Nelson buried?

SAILING

(The Next Generation)

A number of yachts taking part in the Dyson Dash took children out – it was a lovely day. *Cobra* seemed to have a whole coach load aboard and they were taking great delight bombarding the other boats with water bombs. The two girls aboard *Amalie* sang their way around the course. Other boats, including *Raquel*, also had a younger crew.



Cobra's crowd



The Amalie singers

and the next generation of Brand sailors took a bow after Summer Series Race 6. Welcome to Francesca!



WALKING GROUP

Thursday 21 September 2017

Please either walk or drive to the Viking Ship Café and meet **Rosemary Thornily** there at **11am**

The walk will be around the Pegwell Bay Nature Reserve where we hope you will see lots of lovely sea-birds.

There are sloes and blackberries in abundance in this area.

Enjoy your lunch at the cafe!

My apologies for not being there but will hopefully see you all at the next one in October
Davena



DIARY DATES

September

| | | |
|-------|----|--------------------|
| Sun | 3 | Commodore's Choice |
| Thurs | 14 | Cruising Social |
| Thurs | 21 | Walking Group |

October

| | | |
|-------|----|---------------------|
| Thurs | 12 | Cruising Social |
| Thurs | 19 | Walking Group |
| Sat | 21 | Trafalgar Night |
| Sun | 22 | Racing Crews' Lunch |
| Sat | 29 | Prize Giving Supper |

November

| | | |
|-------|----|-------------------------------|
| Thurs | 9 | Cruising Social |
| Sat | 11 | Cruising Supper & Prizegiving |
| Thurs | 16 | Walking Group |

December

| | | |
|-------|----|-------------------------------|
| Sun | 3 | AGM |
| Thurs | 7 | Decorating the Christmas Tree |
| Sun | 10 | Children's Christmas Party |
| Thurs | 14 | Cruising Social |
| Fri | 15 | Illuminations Presentation |
| Sat | 16 | Christmas Dinner |
| Thurs | 21 | Walking Group |
| Thurs | 21 | Officers Drinks |
| Sun | 31 | New Year's Eve Party |

RTYC

Navigation School

Winter Theory Courses 2017-18

The courses listed below are now enrolling.

The course fee is £230 which includes all RYA Course Materials and Examination Fees. You will find Applications Forms on the table in the Main Bar or upon request from the Club Office.

Choose the Course that is right for you.

Day Skipper

Tuesday Nights 10 October 2017 – 20 April 2018

Yacht Master Offshore

Wednesday Nights 11 October 2017 – 11 April 2018

Yacht Master Ocean

Monday Nights October 9 2017 to April 2018

Please contact the office for further info

The Commodore's Fastnet Race

Reported by Crew Member Terry Adams

On Sunday 6th August 2017 at 12-00 the Commodore and crew of *Principessa*, a Grand Soleil 43, followed in the footsteps of current and past RTYC members such as Gordon Greenfield, Jim Humphries, Paul Woodward, Dave Tomlinson and others and set off on the 605 mile Fastnet Race organised by the Royal Ocean Racing Club. The route of the race is from the start line off the Royal Yacht Squadron in Cowes, along the south coast past Portland Bill, then to the Lizard in Cornwall, across the Irish Sea to the Fastnet Rock, 9 miles off Baltimore in SE Ireland, and then to the finish in Plymouth, via the Scilly Isles. The race has a time served reputation for being one of the most tactically demanding in the international calendar and can be extremely tough when the weather turns foul.

The decision to enter the race came about from a germ of an idea some two years ago when a makeshift crew got together on *Principessa* to take part in a race with 36 Belgian boats to Nieuwpoort in Belgium. The outcome was that we came 5th overall and during conversation at dinner in the yacht club that evening, and feeling rather bullish about our performance, felt that with the right crew the boat could do quite well in future races. This conversation led to someone suggesting that it would be a good boat in which to do the Fastnet Race and this in turn led to the majority of crew chipping in by saying "well I wouldn't mind doing it"! The conversation was resurrected during the cruise back to Ramsgate the following day and an outline commitment was made by all on board to try and put a campaign together.

During the winter months the campaign was formally put in place and plans were made to get the boat and crew prepared for the safety aspects of the campaign. This also necessitated getting a fully committed set of crew members who were prepared to pay their share of the cost as well as commit to the qualifying races that were required as part of the conditions of entry.

Throughout the 2016 season the crew was gradually assembled and the boat was entered into the RORC East Coast Race and the Cowes – Dinard/St Malo race, primarily to put the crew through their paces and see how we gelled over the time period of a long race. Being on a boat with 8-9 guys over 30 hours or so is a lot different to a 2-3 hour race around the buoys on a Sunday morning! The main outcome of this was that from the results we achieved from these two races, the Commodore realised that the sails he had on the boat were not up to it and that investment in new sails was essential if we were to make a reasonable account of ourselves. Equally, we considered doing the Ushant Race that season (a total of 400 miles) but realised that the crew were simply not ready for a race of this length.

Over the winter and early spring 2016/2017, a percentage of the crew did the sea survival training course in Southampton as part of the mandatory safety requirements. New sails were ordered and the boat was entered in The North Sea Race (from Harwich to Scheveningen in Holland), the East Coast Race and the Cowes-Dinard/St Malo and achieved much improved results in each of these races.

Following these races, the Fastnet Race rapidly came around and the boat had to be delivered to Cowes in sufficient time to allow it to be prepared and victualled for the race. This delivery trip proved to be nightmarish with 35 knot winds on the nose off Selsey Bill leading to the crew getting soaked to the skin and very beaten up! The rest of the crew followed down a day or so later and we then joined in with the end of Cowes Week fireworks and parties.

The day of the race soon came round and during the morning we prepared for the safety inspection by fitting on the storm jib and storm trysail and putting on our lifejackets with safety tethers to display to the race authorities. Once cleared of this we proceeded to the start area, which was a boiling cauldron of yachts of all sizes from 30' to 115' long and multihulls of gargantuan proportions! These were crewed by sailing luminaries from around the world, including America's Cup skippers, various members of crews from Volvo 65's and Vendee Globe yachts. The starts were at 20 minute intervals, which, thankfully, allowed you to get clear of the start area before the larger boats came through.

We were in Class 2, so as a class we started midway in the fleet of starters. Even so, with a total of 65 in our class, it was really exciting cutting our way through the line of fired up boats and crews as we made our way up the Solent towards The Needles. The wind was a 15-18 knot south-westerly, bang on the nose, requiring a full beat up the Solent on an ebbing tide. All the way to Hurst Castle and the Needles we held our own and were in the leading bunch of 10 boats when we cleared the Solent.

Once clear we then had the first major tactical decision to make. Do we head for Portland Bill, or do we head out sea to clear it some way off? Most of the larger Class 0 boats quickly headed towards Weymouth Bay, but we reasoned that by the time we got there the tide would be about to turn so we decided to stand on and keep in the weaker tide. This was a tactical error on our part as the top boats in our class that had taken this inshore route then benefited from an inshore wind shift that headed us as we went out to sea causing us to lose quite a bit of ground. Once clear of Portland Bill most of the fleet headed out to sea towards the mid channel TSS (Traffic Separation Scheme) as this provided a good heading on the other tack to clear Start Point. At Start Point the wind gradually started to fizzle away down to 3-4 knots leading us to travel backwards at times. In this situation we would normally kedge but as the water was 75 metres deep it was out of the question! This shifting fickle

wind continued until we reached Lizard Point when it started to fill in from WNW. This then presented the next tactical decision, do we go to the south of the Scilly's or do we go up the north Cornwall coast and then tack at the northern end of the Scilly's TSS? After weighing things up we decided it was a no-brainer to take the latter option, but not long after we had set out on our committed course the wind headed us and prevented us from doing the leg in one tack as had been done by the boats ahead.

After reaching the northerly point of the TSS we then tacked and headed across the Irish Sea and, apart from two or three relatively short tacks, followed the rhumb line all the way across. As we made our way across the Irish Sea the wind started to build to around 22-25 knots, peaking at close to 30 knots, and with a nasty confused sea it made it difficult to maintain a steady course. This was compounded by the fact that we had stowed some rubbish bags in the anchor well on the bow, which is quite deep. With the pounding of the bow, the bags ruptured on the anchor and tea bags wet wipes and other assorted rubbish came spilling out blocking the drain holes! As the water spilled over the bow it went under the cover and gradually filled up the locker with nearly a ton of water! The effect of this was that we couldn't understand why the boat was becoming so slug ish and were having so much difficulty passing smaller boats. We didn't discover what the problem was until we were about 5 miles from the Fastnet Rock. After bailing out for about 1^{1/2} hours and clearing out the foul rubbish, the boat started to feel more lively again as we proceeded to round the Fastnet Rock. Even so, we felt that this must have lost us at least 2-3 hours of time.

On our progress to the Rock, Dave Lester, one of our crew, telephoned a pal of his, a top dog in events management at Rolex, and asked if there was a possibility of having a photograph taken of the boat rounding. He said he would see what he could do and a boat was sent out from Baltimore with a photographer on board who took the lovely photo that is shown below and passing around social media. As they say, "it's not what you know but who you know"!



Once we had rounded the Fastnet Rock, the wind dropped for about 2-3 hours, but then started to build again and by the evening was up to 15-22 knots. By this time we had the big downwind spinnaker up and the boat was really getting into her stride. This set up a friendly competition between the two watches of five crew who set out to out-do each other on the maximum speeds attained. This led to the boat being really powered up down the waves, which were building up from the Western Approaches providing perfect surfing conditions. The first watch achieved a maximum of 15.9 knots but with the wind building up to gusts of 28 knots, the second watch achieved a maximum of 18 knots and gained maximum bragging rights! We kept this up right through a night that was enhanced by bright moon light and meteors and by the time we had reached the Scilly Isles had taken back around

1^{1/2} hours from the boats ahead and pulled back several places.



From the Scilly Isles to Plymouth it was a drag race where we had the opportunity to use our Code 0 sail, which allowed us to blitz off another 8-10 of the boats behind us, to the point where we couldn't see them anymore and also maintain the distance we gained on the higher rated boats ahead. During this time we were accompanied by large pods of dolphins that played around us, leaping across the bow. We also spotted a basking shark and a hump back whale!

We arrived in Plymouth at 23:28:43 on the 10th August, a total time of 4 days 11 hours 28 minutes 43 seconds and covered 839 miles from dock to dock. We achieved a position of 28th in class out of 65 and were 173rd out of 370. At the end we were tired, elated and absolutely gagging for a beer at the 24 hour bar in the Race Village! Every one of us agreed that it was a brilliant experience and one that we wouldn't swap for anything; several of us saying that we want to have another go if the opportunity arises. We had great camaraderie as a crew and got on really well together.

For those of you that love your racing and have thought about the possibility attempting something like this, be aware that as well as exhilarating, it can be cold, wet, physically and tactically demanding and very tiring, but the crew are unanimous in saying that if the chance comes up take the opportunity with both hands and have a go!

Principessa crew: Andy Beaumont Hope (Owner/Skipper), Graham Eggleton, Terry Adams, Alan Lucas, Dave Lester, Michael Heyward, Mitch Stokes-Carter, Lewis Poole, Barry Smith, Peter Giffen



...and now, from the sublime to the

P.P.P.P.P

Some of you that frequent the inner harbour may have noticed that *Spectra* has not been looking her best of late. A new house, a job that takes me overseas every other week plus racing on *Entropy* have all rather got in the way of looking after my own boat properly. Well enough of the excuses, Norma and myself had a conflag and decided we would lay *Spectra* up for a year or so and give her a proper refit ready for our next big trip away. Sandwich Marina have on the hard rates that are half of those offered by Ramsgate, the staff are very friendly, and they have a 20 Tonne hoist which should be able to handle *Spectra* providing I didn't turn up loaded down for a world cruise; happy days. The only limitation was we could only get lifted on the highest tide of the month so this was a very narrow window of opportunity kind of deal. Well that's the preamble and if you're still with me here is the story.

Spectra has previously sailed around the world and under our ownership travelled to America and back so a 5 mile jaunt up the Stour to Sandwich with the Spring tide on Wednesday 23rd August was not, I thought, a huge leap in the dark. I had been working overseas again and so it was the evening of the 21st before I could get down to the boat and make sure all was ok. Plenty of fuel (tick), Oil (tick) Batteries (tick) all good and the engine even started first turn of the key. Power (tick), Forward gear (tick) Reverse gear (tick) Steering (tick), water coming out of the exhaust (Bugger!). I figured we'd had blocked the inlet so I ran a hose pipe down to the sea cock and forced water back through. Plenty of water coming up the pipe, none out of the exhaust (Bugger!), "must be the impeller" I thought. Three hours later I had an impeller about 5 mm out of the water pump and it was going nowhere so I gave up for the night. The next day I went and found Clive to see if he has a puller which he did, happy days. Of course, the impeller puller wouldn't fit so the whole pump assembly had to come off. Clive did wonders in the engine bay while I got on with some conferences on my laptop but the news wasn't good. The pump had some worn parts that really needed to be replaced to be on the safe side. I phoned ASAP supplies and went through my shopping list, typically three out of the four bits could be delivered the next morning; one was out of stock (Bugger!). Remember the limited window of opportunity for the lift next day or wait four weeks so a compromise had to be made. We fitted a new impeller, oiled, greased and generally tightened everything up and started the engine. Happy days - water was gushing out of the exhaust, all was good with the world and it was only 5 miles to Sandwich, we were good to go.

Remembering the tropical rainforest hanging from my hull, I decided a Plan B was needed in case the inlet pipe got blocked again and so I rigged a hose pipe from my fresh water deck wash and ran it down to the engine bay. If the inlet got blocked I could run fresh water into the weed trap and cool the engine. With 1000 litres of fresh water aboard I could run the engine for quite a while and keep going. All was good with the world and it was only 5 miles to Sandwich.

At 11:20 on Wednesday 23rd the gate dropped and we were off. Stuart Carter, Martin Ross, Tommy Foster, Chris Rook and I made up the crew which was a bit mob handed to be honest as it was only 5 miles, but a beer and a curry in Sandwich beckoned. Out of the harbour, turn right, scare the cable layer and pass Stonar, BEEP, BEEP, BEEP went the engine over temperature alarm, (Bugger!). Down below to check the engine, no water in the trap, ok not a disaster, "activate Plan B" says I. Water pipe in the top of the weed trap, water pressure turned on, open the deck wash valve, watch the handle break in two (Bugger!). OK not a disaster, get some pliers open the valve. Hooray, water gushing into the weed trap. All was good with the world and it was only 4 ½ miles to Sandwich. Tommy had the first shift which involved holding the pipe into the top of the weed trap. His independent interpretation of this instruction meant that he came back on deck ten minutes later having taped the pipe to the weed trap and all was functioning perfectly (smart ass). Buoys passed, we turned left; we turned right, we passed a load of seals as we entered the Stour. "There must be at least a hundred seals there," said Tommy, "Ninety-six" said Chris, having counted them; it's important to be accurate, after all. BEEP, BEEP, BEEP went the engine over temperature alarm, (Bugger!). Down below to check the engine no water in the trap, no water coming out of the hose pipe, (Bugger!). Is the fresh water pump working (tick), any water in the tanks? (Bugger!). A Plan C was needed and quickly. Short tacking *Spectra* up the Stour was not going to happen so I had an epiphany moment. "Martin, get a bucket" says I, we can pour sea water into the weed trap. A bucket was found and a human chain was formed. Stuart was behind the wheel, Chris filled the bucket and passed it to Tommy in the cockpit who in turn passed it to Martin at the bottom of the companion way, who then chucked half of it over me each time as I knelt at the engine bay door. Anyway, we managed to get a system going, the engine cooled down as we plodded up the river. All was good with the world and it was only 2 ½ miles to Sandwich. "The bloody bucket's gone!" went the cry (Bugger!). At this point I did an excellent impersonation of a headless chicken desperately searching for a second epiphany. Eventually it came to me, cut the top off the old water barrel on the deck and use that as a bucket. Off came the top, on went a line and over the side it went. It took a while to fill but eventually the human chain reformed and water was passed below. All was good with the world and it was only 1½ miles to Sandwich. There is a sound when something breaks and it sounds just like this "Pfwht". The impeller, after so much abuse, gave up the ghost and stopped pumping. Ten minutes later BEEP, BEEP, BEEP went the engine over temperature alarm, (Bugger!). OK we are going to have to drop the anchor I thought, but no, a knight in shining armour was coming up behind. Another yacht was heading up the river. A plea for assistance was given and we were soon under tow. The engine was off and cooling down nicely. All was good with the world and it was only 1 miles to Sandwich. After a while a little launch came into view, it was the Sandwich Marina workboat coming to our rescue. The tow line was passed over and they soon had us in tow.

Although a bit under powered, it was gamely tugging us up the river. All was good with the world and it was only ½ mile to Sandwich.

Now, unfortunately, the current was quite strong and the river quite narrow which meant that, try as they might, the work boat just couldn't get *Spectra* to go sideways into the mooring awaiting us. We went up the river, we went down the river we even did a pirouette and repeated the performance but the only direction we didn't go was sideways. By this time we had quite an audience and lots of comments came across of, "nice boat that" as we drifted up and down. Several ropes were thrown and several ropes landed in the water. Eventually I'd had enough and started the engine, we dropped the tow and I parked the old girl up first time to the gentle BEEP, BEEP, BEEP of the engine over temperature alarm. All was good with the world and it was 0 miles to Sandwich.

So (I only wrote that because Sue hates sentences starting with "So"), what is the title of this seafaring saga all about? Simple really, it is an old military acronym for **P**rior, **P**lanning, **P**revents, **P**..., **P**oor, **P**erformance.

Paul Russell

Spectra on the hard-standing at Sandwich



CRUISING

Social Drinks at the Club 2nd Thursday every month

The main event in August for the Cruising Section was our East Coast Cruise. *Principessa*, *Pintail*, *Blown Away* and *Assumpta Ann* set off on Thursday 17th July with an overcast sky and a brisk wind. We had the tide with us for much of the way across the Estuary, so we reached Shotley Marina at 15:00. This is an interesting place with a Museum devoted to the former Royal Navy training establishment HMS Ganges.

The following day we had a leisurely cruise up the River Orwell to the Royal Harwich Yacht Club, and in the evening had nice meal at their restaurant.

On Saturday, thanks to Don and Mandy Gray, we had a taxi service to Ipswich for the Maritime Festival there. We had a very pleasant day here with lots of Prosecco to quench our thirsts. I'm not sure whose idea it was to go on the fairground rides, but we did!



...maybe a touch too much Prosecco!??

Our next stop was Titchmarsh Marina, where we stayed for two nights. This is a quiet backwater, with a good marina and ideal if you want to chill out and read a book.

On Tuesday, we motored over to the Deben River for our passage to Woodbridge. There is a tricky entrance here and is best done on a rising tide. The river itself is very popular with leisure craft and needs lots of care to spot the channel marks among the moored vessels. The Tide Mill Marina is situated near to the railway station and a short walk to the town of Woodbridge. It is a nice place to wander around with lots of quirky shops and nice places to eat. The marina has a sill and needs careful consideration if you are planning a trip here. Martin Morgans displayed his skills as a chef and we thoroughly enjoyed a BBQ here.

The marina itself is nicely situated and there are good walks along the river. However, a 36ft boat at Titchmarsh Marina costs £19.50 per night, at Tide Mill it is £31, plus electricity at £3 per day.

We left Woodbridge at 08:00 to give us enough water over the sill and made our way down the Deben, again taking extra care at the entrance. Our last stop was Shotley, and the helpful staff here made it easy to negotiate the lock. The local pub, The Bristol Arms, has an excellent menu and is highly recommended.

Many thanks to Dennis Payne for his hard work in planning this trip.

**Stan Jacob
RCC**



Cruising Calendar

| | | |
|---------------|-------------------------------|----------------|
| September TBA | Cruise | Brightlingsea |
| 30 September | Thames Trafalgar Race | |
| 11 November | Cruising Supper & Prizegiving | |
| 24-24 Nov | Beaujolais Nouveau | |
| | Weekend | Boulogne/RCPYC |

Cruising Trophies

Please present Log Books to either the Honorary Secretary or the Rear Commodore Cruising by the end of October for the previous year's cruising.

RAF Cup: Most meritorious cruising performance under Sail.

Stuart MacKenzie Cup: For the most meritorious contribution to cruising in the last year.

Fred Randell Plate: Most meritorious cruising performance under power. The above trophies are open to any member owning a sail or power boat who can demonstrate that his or her cruise was well planned and executed. The trophies will be awarded to the most interesting cruises not necessarily the longest.

Variety Club Cup 'Best Kept Log or Article'

Open to any RTYC boat, sail or power. Log to be kept in narrative form, noting relevant navigational information as well as interesting shore side activities.



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TEMPLERS GOLF SOCIETY

**NOTHING FROM THE GOLFERS
THIS MONTH**



**This email was received in the office from
Nicholas Gray apropos last month's book
review by Dr Rodney Pell**

Thank you for including Rodney Pell's review of my new book, **Last Voyages**, in your last newsletter. What he did not say is where people can get my book.

Could you please, in your next newsletter, remind people that I am a member of the club, which was not mentioned, and that the book is available from Sharp & Enright in Dover or from Amazon or from any good bookshop. It is also available as an e-book.

My web site, www.nicholasgray.online, gives details about myself, about the book (plus some other reviews) and my next book.

Thanks,
Nicholas

TEMPLE TEASER SOLUTION

From page 4

Nelson and Trafalgar

1. 21 October 1805
2. 33 (including the 4 frigates, the schooner Pickle and the cutter Entreprenante)
3. Admiral Pierre-Charles Villeneuve
4. Bucentaure
5. Cadiz
6. The Battle of Santa Cruz de Tenerife
7. Right
8. Thomas Hardy
9. HMS Pickle
10. St Paul's Cathedral

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Steve Fossett Honorary Member of RTYC

10th anniversary of this incredible man's death. Died 3rd September 2007 in a plane crash over Western Nevada. Aged 63

Record Breaker Extraordinaire

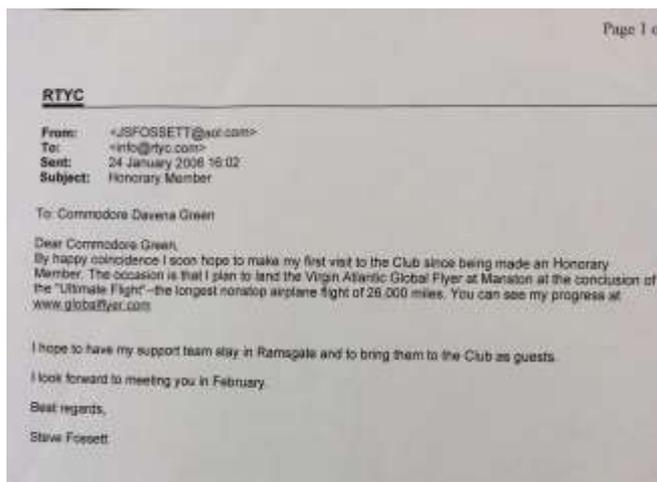
October 20-25th 2002

Round Britain and Ireland Record –
4 days, 16 hrs, 9 min

We met Steve Fossett in October 2002 when the RTYC Race Officer, Jane Smith, was asked to record the finishing time of Round Britain and Ireland record by the huge catamaran *Playstation* – the biggest catamaran to have ever entered Ramsgate Harbour; in fact we doubted it would fit through the entrance. We greeted the crew with sandwiches and soft drinks as they were not allowed to leave the yacht till the record had been proven. They came to the club later and regaled us with their experience. Steve and the crew were very charming and modest. Steve was made an Honorary Member of the RTYC.

February 8-11 2006

Longest Distance Aircraft Non-Stop Distance Record 25,766miles, 76hrs 42mins 55secs



In January 2006 we received an email to say that he planned to land the Virgin Atlantic Global Flyer at Manston Airport at the conclusion of the "ULTIMATE FLIGHT". This flight was due to land at Manston but due to a technical problem was forced to land at Bournemouth. Although disappointed we naturally assumed that Steve

would not show. How wrong we were, at 11am on Sunday morning the staff phoned me to say that a Mr Fossett was waiting in the club for me!!! Once I'd removed the rollers and painted the face I rang up as many people as I could to be at the club, some members were sailing the remote controlled lasers in the harbour, so luckily were close by.

This very unassuming man spoke to us at length about his amazing experiences and we could hardly believe that about 18 hrs earlier he was landing "Globalflyer" at Bournemouth after being in this strange aircraft for 77hrs.

Steve cruelly died on a routine flight over the Nevada Dessert; he broke hundreds of records in flying, ballooning, sailing, gliding, airships, etc., etc. He also climbed many mountains including the Matterhorn and Everest. One of his lesser known achievements was when he swam the English Channel and received a certificate for the SLOWEST swim of the year!!!

The word "hero" is very over-used by the media but for this man it is totally appropriate. He was modest, charming and a true gentleman. I was honoured to meet him '

Steve's autobiography, "Chasing the Wind" is very interesting and states how he made his money and his dedication to breaking records.



Steve & Peggy Fossett in their RTYC caps

Steve was very proud of being a RTYC member and mentioned it on his web-site.

Davena