

COMMODORE'S BLOG

The season is in full swing both on the water and around the club house. For those who missed the Murder Mystery evening it was again an excellent night, and for those of you who've heard me sing before, you'll know just what you missed. See the photos in Karen's report later.



We then had the ever popular Navigation School Supper which was a very entertaining evening. Congratulations to all on passing your exams with some exceptionally high marks. Now the weather is, hopefully, improving there will be no excuses to not go out and put all that studying to the test. I would also like to thank the instructors for without whom we would not have this ever popular arm to the club.

Even more events are planned for May, especially helping to celebrate the Royal Wedding; do hope you're able to join us to toast the happy couple.

The scaffolding is still covering the building at present, although works are well under way. We are also taking the opportunity to use the scaffolding to do a number of additional little jobs that have come to light; re-attaching the RTYC lettering, where some of the fixings had started to corrode, and painting the veranda. Once complete the front of the clubhouse should look like new.

I look forward to catching up at one of the many events this month

Andy Beaumont-Hope
Commodore



In what has been dubbed "**The Margate Branch of the RTYC**" – our Commodore and Rob Smith at the QEQM A&E department awaiting stitching of their war wounds from Sunday's race.....At least they're smiling!

HENLEY ROYAL REGATTA

RTYC members have been offered the opportunity to attend the Henley Royal Regatta this year. We have the option of Wednesday 4th July, Thursday 5th July or Saturday 7th July; prices vary for guest members and parking.

If any member is interested please contact the office on 01843 591766 for details

Club House Opening Hours

The Clubhouse will normally be open to members during the following hours.

The bar opens at 12 noon daily.

These hours may be extended or curtailed at discretion of the Honorary Secretary.

Summer Season	1st April to 30th October
Monday to Saturday	1200 - 2300* **
Sunday	1200 - 2200*
Autumn Season	1st November to 23rd December
Monday to Wednesday	1200 - 2200* **
Thursday to Saturday	1200 - 2300* **
Sunday	1200 - 2000*
Christmas Opening Hours 24 December 2018 to 2 January 2019 To be advised	
Winter Season	4th January to 31st March
Monday to Saturday	1200 - 2200*
Sunday	1200 - 1800

* The Club will close earlier if no members are present

** Midnight or at the discretion of the Bar Manager on function evenings

Elizabeth Anderson
Honorary Secretary

250 CLUB DRAW

APRIL 2018

£25 N° 15 Mr T Drummond
 £50 N°128 Mr D Tomlinson
 £100 N°193 Mr S Carter
 £200 N° 177 Mrs T Booth

ROLLOVER

£75 N°205 Mr R Oates (A)

MAY DRAW

Sunday 27 May 2018 at 3:00 pm

SOCIAL MEDIA

At long last the sailing season has started which meant that I am able to share pictures of our yachts all over social media. In fact one of my photos of Yacht *Foxy's* crew was chosen as one of the RYA's sailing images of the weekend for twitter:



And as well as images that I have taken around the pontoon my trusty photographer Malcolm Kirkaldie has been sending me pictures of each weeks race, a couple of which are below. You can tell which was taken on a gloriously sunny day and which was on a miserable, cold day; a very mixed bag of racing weather so far.



We also had a first on the **Ramsgate Week Facebook** page with a video of Vice Commodore and Ramsgate Week Chairman Dick Smith making the monthly prize draw live being shown on Facebook. The winner of the Icom

Radio was Lyra of London. And we also shared a brilliant article by member Martin Law from Miss Amelia, inviting people to Ramsgate Week that appeared in Yachts and Yachting. Remember if you enter in May you will be placed in a draw to win a bottle of Gin and Vodka from our sponsors **Copper Rivet**.

Club member Eric Ball gave and fitted a work top for the Race Hut which is very useful when checking yachts leaving the Harbour as demonstrated by one of our race crew Jean Conron below.



And a plea on Facebook for more people to volunteer as race hut crew has been successful which means we are training new people into this role. It's great fun and if you're not actually racing means you can still be involved. If anyone else fancies having a go please speak to Julie Rook, Paula Walking, Stuart Carter or any others of the race hut team.

Honorary Member Alex Alley came up with his crowd funded yacht *Pixel Flyer* for a visit and to try out his new auto helm. Sadly lack of wind meant that he wasn't in time to get to the club but I paid a quick visit to him in the Harbour. He starts his solo Round the World record breaking attempt in November, and you are still able to sponsor him on his website.



I was also invited along to cover the **Navigation School Prize Giving** evening where Chris took some great pictures of the recipients for me, a few of which are below. The list of main prize winners were as follows

The Navigation School Trophy for Most Improved Day Skipper went to the class joker Julian Pitts.

The Roy and Mary Fomison Trophy went to the Best Day Skipper which was Jean Conron with an overall score of 98.5%

The John Quartermain Trophy went to the Best Yacht Master with an overall score of 97.6% which belied the fact

that she was dealing with a foreign language - presented to Monika Skiba.

The Noel Smythe Trophy for Best Male Yachtmaster went to Steve Emby with a score of 92.3% overall.

The Commodore's Cup for Most Improved Ocean Master went to Alan Foden.

The Denys Tweddell Cup for Best Ocean Master went to Simon Gasston with an overall score of 100%.

And finally the **Muscateer Tankard** which is in the gift of the Principle was presented to tutor Mike Greenstreet for being Dick's right hand man and running classes on a Saturday afternoon.

A selection of the photographs are below, hopefully Chris will be able to get the rest put on our website in the near future.



Social media also covered the **Murder Mystery Evening** where we had a semi-professional cast entertain us over a lovely three course dinner by our caterer Dave Comiski and his team. The evening was hilarious with impromptu gargling songs by our Commodore, very dubious first aid lessons by the Matron who threatened everyone with enemas and then got progressively drunker through the evening stealing everyone's wine. And it turned out she was the murderer! And add to this the members of the Yacht Club dressed as pupils or teachers and you can see why I haven't laughed so much for ages and can recommend it when they return next year.

And then we also covered the Temple Ramblers on their walk this month. Anne Peers sent me some beautiful pictures of the bluebells on their walk from St Mildred's Church in Preston.



So as you can see we have been a busy club and sadly I don't have space for everything in this article. As usual anything you would like to promote please let me know. I just wanted to finish with this joke that I felt was very timely with the sailing season in full swing.

All the best,
Karen

DIARY DATES

RNLI COFFEE MORNING

Saturday 5th May

The RNLI will be here holding a Coffee Morning

10.00 - 12.30

Every cup donates 50p to the RNLI

19th May Royal Wedding Celebration

To celebrate the wedding of Prince Harry & Meghan Markle the Club will open at 11am and members will be able to watch the Wedding on the TV in the Main Bar.

Members are invited to be part of the Celebration where fizz and a buffet will be available after the Wedding

KEEP A LOOK-OUT FOR EMAILS FROM THE OFFICE FOR NEWS OF FUTURE EVENTS

FROM THE VICE COMMODORE

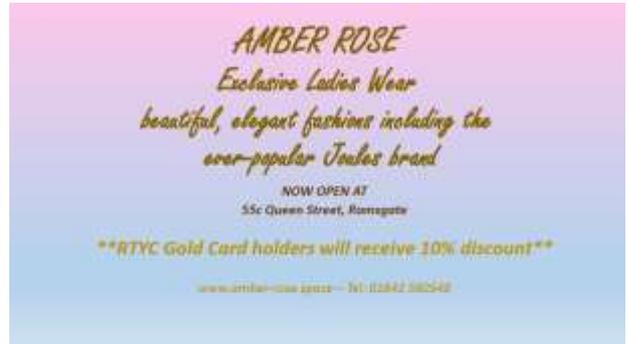
Not much to report from me.

Am presently in Grande Motte, rubbing down and generally up to my ears in antifoul!

But more to report next month

Dick Smith

ATTENTION GOLD CARD HOLDERS!



NB – The discount applies to non-sale items only

SAILING ACADEMY 2018

We started off a few weeks ago with the marketing and registration of Academy Members for 2018. We have, in the past, restricted ourselves to recruiting only at the beginning of the summer. However due to assistance from Academy members we are now willing to take on students at anytime.

I would like to take this opportunity to say thank you to all the skippers that have taken academy students on their yachts as crew and also to all the helpers for training, etc.

Skippers please let me know if you would like an academy member as crew this year.

I'm always looking for interested members to assist with the Academy, especially as we are doing this open-door joining policy which means we will be doing the training over two days.

Nigel Collingwood

Do you have friends or relatives who fancy coming to watch Ramsgate Week and enjoy the fab atmosphere in the club? We still have some rooms available for members. Just give us a call in the office on 01843 791766 and we can sort out something for you.



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Enter Ramsgate Week in the month of May and you will be entered into a draw to win a bottle of Vodka Vela and a bottle of Dockyard Gin from one of our sponsors, Copper Rivet, as well as taking advantage of the Early Bird Discount which is valid on all entries that pay in full by end of May.



The Ramsgate Society
 (Shelters maintenance Fund)
A General (and Local) Knowledge Quiz
Thursday 10th May 2018



19:00 for 19:30 at The Churchill Tavern
Nibbles and Raffle at half time!
£5 per person

Maximum 6 people in each team

Please email Davena
thegreens@uwclub.net to book your table

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TEMPLE TEASER

from Stuart Carter

Solution on Page 11

Ships, Boats and Ports

1. What is the fastest passenger cruise liner in service?
2. What was the name of the raft that Thor Heyerdahl sailed from Peru to Polynesia on?
3. How many funnels did the Titanic have?
4. What is the world's largest inland port?
5. What name is given to the powered water taxis of Venice?
6. Which company was the first to offer a regular passenger service across the Atlantic?
7. What was the former name of the passenger liner "Norway" which was for many years the largest passenger liner in the world?
8. What was the name of the first aircraft carrier?
9. What is the name of Athens port?
10. Who was Edward Smith?

FURTHER JOLLY JAPES AND CAPERS FROM THE LUNAR SEA LOGS

With many thanks to Julia and Josh

Days one and two of the Caledonian Canal - the adventure continues..... June 2017 - Julia's Version



The Lunatic crew for the Caledonian Canal

We entered the Clachnaharry sea lock at Inverness for the 1.30 lock and were met by a very helpful, calm lock keeper who talked us through. There was a large sign saying Ireland this way!



Clachnaharry Sea Lock, the entrance to the Caledonian Canal, The Great Glen, Loch Ness and Ireland!

The lock was timed so that you could then sail through the railway swing bridge, then on to the Muirhead flight of four locks.

We had relaxed once we got on to the canal, thinking things could only get better and there is much less to worry about in a canal as opposed to being out at sea, no tides to think about for example. How wrong we were, we were forgetting this is the Lunacy cruise. At the second lock Mick fell in! We heard a plop and a splash and Mick had fallen into the lock between the lock wall and the boat. Josh's quick thinking saved the day as he put the long swim ladder over the edge and Mick managed to climb up before he got squashed between the wall and the boat. The lock master didn't really know what to do as he said in all the time he worked there no one had ever fallen in! We were lucky as it could have had a very different outcome. We were all wearing lifejackets and will do for all of the locks, they can be dangerous places.



Mick dripping wet after his "swim" in the lock!

The following day (17th June) we left the mooring for the 11.00 Dochgarroch Locking and then into Loch Ness itself. The lock keeper said hello and he had one word of warning, he didn't want anyone going for a swim in *his* lock. Our reputation had preceded us!

The weather was not very nice with 20 knots of wind but SSW so at least a bit warmer. However, when we got into Loch Ness it was very rough and unpleasant. The wind was much stronger here at 20/25 knots and it was gusting up to 34 knots, just on a force 8. Only we could have force 7 to 8 gale force winds in Loch Ness! As usual I wimped out and wanted to turn back, but the

consensus was to carry on. We battled waves and wind on the nose again for a very unpleasant three hours until we saw Castle Urquhart through the mist and we were able to turn into the bay to get shelter. We moored up to a buoy and decided to make a meal as we planned to be there for some time until the weather settled down. At least the sun had come out and the rain had stopped so we all had a well-earned rest.

At just after 5.30pm we decided that the weather had calmed down enough for us to move on and we had to get going as it was a good 3 hours or more before we could moor up again at the next stop which was Fort Augustus.



The second leg of Loch Ness.

The journey was not pleasant, although the wind had eased to about 15 knots the loch was still choppy and there was thick mist and drizzle. We had the radar on but no sign of Nessie. We arrived Fort Augustus at just gone 9pm and luckily there was a space on the pontoon right by the showers, but no electric. We were all happy to be safely moored up and decided to check out the local pub, which turned out to be the Bothy, a lovely old pub by the lock which was very lively. At 11.00 they locked the doors so I have now experienced a pub lock in for the first time!



The Bothy Pub.

Josh's Account

Day 47/48 - Caledonian Canal - Inverness to Fort Augustus

Day 47. Inverness to Caledonian

After a couple of days at Inverness it was time to enter the Caledonian Canal. It proved helpful to have extra people on board so we were pleased that Mick & Linda Lawrence and Pauline Farrance had joined us at

Inverness. Mick and Linda had come by their own car overnight and Pauline had taken the overnight Caledonian Sleeper train, which swayed us to use it ourselves later on.

It is a short 2-3miles trip to the entrance of the Caledonian from Inverness Marina situated at the mouth of the river Ness. I was advised to call up the 'Sea Lock' Lock Master before leaving the shelter of the Marina so that we could get a slot into the Sea Lock and avoid waiting outside, with what can be strong currents. Advice taken, I called up the Lock Master on channel 74 and we were given a 13:30 lock opening with 2 other boats. Timing is critical as we had to enter, book in and exit the lock to coincide with a railway swing bridge opening just after we left the first Sea Lock. Unfortunately, the third boat in our convoy had lagged behind and so the lock closed and he had to wait about an hour and a half for the next one; a lesson that we should remember during our passage. In fact, as we were to find out all the Lock Keepers seemed more than happy to help where they could.

Booking in couldn't have been any easier. We were told that the minimum 'Licence' for the Canal was 8 days and this would cost £20 per metre and, if you wanted to extend this, there would be no problem. You just paid up at the exiting Sea Lock (in our case this would be Corpach at the Fort William end).

This licence covered us for all the moorings in the Canal except the occasional ones that were privately owed. A few of the hotels would offer you an overnight mooring if you had dinner in their restaurant, for instance. Everything was included except electricity, if you were lucky to find some, at £3 per night. All the locks were manned (in some cases by Lady Lock keepers) from 8 in the morning until 6 pm, so timing was important. If you found an empty 'reserved member allocated berth' you could be fairly sure they would not be returning until at least the next day, as they would be the wrong side of the lock outside these times. In most cases the Lock Keepers would be able to tell you in any case. We were given a key for all the facilities along the Canal.

I had had 2 new 'deep cycle' batteries delivered in the morning which I had time to fit to our domestic systems, so hopefully that would fix our loss of voltage that occurred after a short time of use. At one point during our adventure, without our engine running, I could only run our navigational electrics for 2 1/2 hours before the loss of voltage started to trip out instruments, thus we needed to run the engine on most occasions. Hopefully, these new batteries would give us a long extension to this. Overnight testing later on showed this did now work properly again and held voltage for a much longer period.

Day 48. Loch Ness



Exit from Inverness Sea Lock



Eastern entrance to Loch Ness

We now had plenty of time on our side so for the first night we tied up just before Dochgarroch Lock having travelled only about 5 miles, ready to do Loch Ness the next day. This was going to be through the Sea Lock; under the Rail swing bridge; under the Road swing bridge and through the 4 flight of locks at Muirtown; and then under a second road swing bridge at Tomnahurich. Unfortunately, Mick in his eagerness wanted to go for a swim in the second lock at Muirtown. He was trying to throw our Stern line up to the waiting Lock Keeper. It did cause a little worry at the time but luckily only his pride was hurt. We were learning the hard way about these locks as we had a compliment of 5, in the future 2 of us (Mick and Linda usually) would go ashore with our Bow and Stern ropes and walk along with us, tying up to the hooks ashore and holding on as the lock filled.



The canal towards Dochgarroch - River Ness on Left

The fun part was watching all the hire boats trying, with a crew of 2 to do what we were now doing quite comfortably with 5. We were to find out that for a lot of these people it was their first time doing this sort of thing. The Muirhead flight of 4 locks was their first experience with, I believe, very little instructions when they picked up their holiday boat. It must have been a daunting task for them but luckily the Lock Keepers were usually on hand to help.

There was not much at Dochgarroch although a chap and his wife, who stopped us for a chat. He was originally a member of Margate Yacht Club and recognised the RTYC flag and stern markings on Lunar Sea. He used to run a Piano shop in Canterbury and now runs 'Loch Ness Pianos'; what a small world!

This part of the adventure through Loch Ness was supposed to be our highlight. The forecast was for wind SW 3-4 occ.5 and a bit of drizzle, the same for the next 2 days. We should have known this was going to be wrong. How wrong, we would soon find out. After going up the lock at Dochgarroch there was a short, delightful trip along the canal at Lochfour into the Eastern end of Loch Ness. It was like launching the boat off Broadstairs on a bad day! Wind was on the nose having been funnelled down the 22 mile Loch, where, because of the fetch, it had built up a lot. I gave it about an hour; do we turn back or carry on? Urquhart Bay was about 7 miles away and hopefully offered a bit of shelter. The forecast reckoned on the wind dying down by 6 pm. And with the forecast the same for the following day it made sense to press on to Urquhart Bay. The wind was at least 20 knots and the gusts in the high 20's, at one stage we recorded 34 knots and this was supposed to be a nice calm sail in Loch Ness, not force 8! We eventually made the Bay after three hours of tacking, quite close to shore at times, but still in over 40m depth. The Bay was, (luckily for me), as predicted and virtually flat calm whilst the Loch could be seen 'boiling away' with the sight of 'white caps'. We found a mooring buoy, tied up to it and decided to make dinner early and wait for a departure at 18:00 for the run up the remainder of the Loch to Fort Augustus some 15 miles away.



Urquhart Bay from our mooring later in the day



Urquhart Castle

The day was becoming calmer, less white caps in the Loch, however the sun was becoming less inter-dispersed with the drizzle as we left the calm of the bay. The conditions had improved considerably but still 12-15 knots, the sea had reduced and so we could make about 5 knots towards Fort Augustus. The rain, probably very low cloud, we renamed 'Scotch Mist' and it stayed with us for most of the remaining trip.



The differing views of Loch Ness



It was a real shame that the weather, in particular the Scotch Mist that had been with us most of the day. The promised view had not been there for us, except on a few occasions when the sun came out between the rain clouds. We were thankful to arrive at a pontoon about 21:00 and wander ashore for a pub. There was one called the Loch Inn which we were keen to find but as it turned out 'the Bothy' was exactly what we had hoped for. After the rowdy youngsters had left at last orders the barman literally bolted back the window

shutters and locked the front door - I think we all deserved this.



Scotch Mist on our Spray Hood and Scotch at the Bothy



THE WALKING GROUP



If you haven't already joined *Davena's* WhatsApp Group to keep you informed of the walking group's plans, please contact her on 07760 402479.

Also, the details of next walk will be notified by the Club on email.



Just one of the views of the stunning bluebells on the last walk.

We also enjoyed lunch at the Rose in Wickhambreaux – well somebody has to!



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SHEPPEY CRUISE

Assumpta Ann, Pintail and Stay Young joined the Cruise Around Sheppey which took place on the weekend of the 14th April. Photographic evidence below:



CRUISING



**Don't forget to come along for the
Cruising Social
2nd Thursday every month**



The Cruisers have laid out an excellent programme for this summer, as follows:

2018 Cruising Schedule

4 th - 8 th May	Spring Cruise to Gravelines and Dunkirk
26 th - 28 th May	Cruise to Calais with the Little Ship Club. Details to be confirmed.
2 nd - 16 th June	Summer Cruise along the French coast to Honfleur.
15 th - 26 th June	Cruise to the Channel Islands.
12 th - 15 th July	Cruise to Bolougne via Dover to celebrate Bastille Day.

Further information can be found on the Notice Board or the Office.



TEMPLERS GOLF SOCIETY

We still had a fairly poor turnout for the April game at Westgate & Birchington GC. Only four members in attendance, but we were very pleased to see past members Doug and Theresa Hack join in the game.

The winner this month was David Say with 37 points followed by Mike Foote with 32 points. It was good to see Mike again. Nearest the pin was won by Mark Andrews who also managed a handicap massage by winning the wooden spoon.

The winners received vouchers for the W&B pro shop and once again have had their handicaps cut. Again, for this game, the captain had generously offered a fine bottle of Cote Du Rhone Village to anybody who could get on the green and nearest the pin in two on the 18th. Once again none of the golfers managed it so the bottle has been held over now until the next game in May.

A quick lunch in the clubhouse was made where sarnies and drinks were consumed and prizes awarded. Hopefully we will see a significant increase in numbers next month.

The Eclectic results up to April now stand at:

1st Don Cross & David Say 43 points

2nd Mark Andrews 37 points

3rd Mike Foote 32 points



Next game is on

Wednesday 16th May 2018

Tee off 10.15 sharp!!

David Say
Captain

TEMPLE TEASER SOLUTION

From page 6

Ships, Boats and Ports

1. Queen Mary 2
2. Kon Tiki
3. The Titanic had four funnels, however only three of them were functional. The fourth funnel was for ventilation only, and was added for aesthetic reasons, to make the ship look more powerful and majestic.
4. Montreal
5. Vaporetto
6. Cunard
7. The France
8. The Argus
9. Pirreus
10. Captain of the Titanic