

COMMODORE'S BLOG



July really becomes the month of Ramsgate Week. The club house turns into a hive of activity, the intensity only slowing after the final race.

We really could not have asked for better weather. More wind than expected for the first two days, followed by very calm days for the rest of the week. Great for all the light weight flyers and easier on the wallet as the light weather generally assists with a lack of breakages.

It takes the combined effort of an amazing team working tirelessly throughout the year to make one week appear to run as smooth as silk and yet again that team have pulled it off. Congratulations and thank you to everyone who has pulled out all the stops to make RW2018 a great week. I would suggest a well-earned rest, but I see the emails are already flying as the organization of RW2019 gets underway.

As things settle down it's time to take advantage of the continued amazing weather. A number of the cruisers are off across the channel for a few days and the racing crews are preparing for the weekend open regatta, leaving plenty of room to enjoy a few G&T's on the terrace while watching the sea at its best, glistening in the summer sun.

Andy Beaumont-Hope
Commodore

**250 CLUB DRAW
JUNE 2018**

£25	Nº 147	Mr P Woodward
£50	Nº 30	Mr W Phillips
£100	Nº 148	Mr & Mrs N Wright
£200	Nº 22	Mr & Mrs J Barrett
ROLLOVER		
£125	Nº 19	Ms A Barrett (A)

JULY 2018

£25	Nº 174	Miss S Tweddell
£50	Nº 191	Mrs J Summers
£100	Nº 46	Mr C Rook
£200	Nº 123	Mrs P Bleazard
ROLLOVER		
£150	Nº 56	Mr A Nicholson (A)

AUGUST 2018

£25	Nº 19	Mr & Mrs J Barrett
£50	Nº 18	Mr F Martin
£100	Nº 31	Ms M Barry
£200	Nº 69	Mr B Smith
ROLLOVER		
£175	Nº 128	Mr D Tomlinson (A)

NEXT DRAW
Sunday 30 September at 3pm

Hottest Ramsgate Week Ever!



SOCIAL MEDIA

Looking back through July our social media is full of sailing, you'd never guess we were a Yacht Club! It's so lovely to see how active all our members are and how well the club sailing is supported. At the start of July we held our mini regatta, and danced the night away to Steve Huckle. Alan Page provided some great video footage for us as he followed the fleet around in his new speed boat. Midweek racing also continued and has been well supported and after one of the races a Dutch sailor sent us a few pictures of our yachts out sailing.



Just a reminder that there will be no food served for the next evening series on 15th August due to a changeover in the catering department.

There was a great little article in the *Guardian* called **A Day in the Life of a British Beach**; from fishermen at dawn to midnight kisses. If you look at our Facebook page you can read it, it's quite interesting

We followed *Scorchio* and *Entropy* as they sailed the Round the Island Race, very little wind and extremely hot - typical of most of July's weather. The results were *Scorchio* 10 hours, 57 minutes coming 11th in a class of 39 and 90th overall in IRC. *Entropy* nearly the same, 10 hours 58 minutes, 7th in a class of 38 and 63rd in ISC rating.



Scorchio crew enjoying dinner



Martin Ross (Entropy), I see no ships...

The glorious weather meant that our Sunday racing prize giving were held on the balcony. Open Series 5 is pictured below, classes 3&4 3rd place Manana, 2nd place Pippy, 1st place Miss Amelia. Classes 1&2 3rd place Xpedite, 2nd place Black Diamond, 1st place Assassin.



Miss Amelia crew



Assassin crew

On the 10th July it was the revamped club bar's 8th birthday, how has that time flown? It was lovely to welcome Andrew McIrvine then Commodore of RORC and now Admiral of RORC back to our club the night before as he officially opened the new bar. He and his crew of *La Reponse* were on delivery having just competed in the around the Island Race and en route to Holland to compete in the ORC/IRC World Championships, an event Andrew has been championing for 10 years. Andrew was responsible for bringing the X99 World Championships to the club in 2000 when he was Commodore of RORC. He is also the Sec. General of the International Maxi Assoc. for yachts greater than 60ft. I had last met him in Antigua during the Caribbean 600's when he came over to say hello having spotted our insignia on my shirt.

He is second from the right in the picture below.



Our Ramblers went off on their Eric Ball mystery tour and seemed to have a lovely time, once again glorious weather helped.



Then we went into the madness of Ramsgate Week, from which most of us are still recovering. That will be covered in more detail in a separate issue, but just to say that social media was kept busy supporting our sponsors and also keeping competitors up to date with the social side of the club.

During the week we had the RNLI join us to make a presentation to Rod Oates, a separate report on that is included in this issue.

A few pictures from Ramsgate Week



Our Mini Regatta is taking place 18-19th August. We have music starting at the earlier time of 7.30pm from *Einstein's Children* and a BBQ being served after sailing.

All the best

All the best
Karen

ACADEMY NEWS

Well, Ramsgate week saw a number of Academy members turn up for the Racing which was great to see. I hope you all had a good time. It is encouraging that some members are coming back and sailing throughout the year.

Academy Grant

A very interesting development, that was recently received, is the availability of a new Grant that has been offered to the Academy members. It is worth around £9,000 for an individual, which pays for training at UKSA at Cowes, for approximately six months. If you reach the standard required you have the opportunity of a job for a year, working in a holiday resort on yacht and dinghy maintenance in Europe. This also includes teaching clients how to sail and look after their dinghies and equipment. For the right person this could be an amazing opportunity, so don't miss out! Contact Nigel Collingwood (Academy Officer) Mob: 07966932890.

There is also a new Academy **'What's App'** group being run by Nigel on Mob: 07966932890. Please join so we can update you on events and new issues, etc.

Nigel



SUMMER SERIES REGATTA

18th & 19th AUGUST

BBQ AFTER RACING SATURDAY £6pp

MUSIC FROM *EINSTEIN'S CHILDREN*

(feat. Ashley Taylor)

SATURDAY 7.30pm



TEMPLE TEASER

from Stuart Carter

Solution on Page 11

1. What is the term for a navigational mark whose periods of light and dark are of equal length?
2. What is an Ash Breeze?
3. What is the term for the drooping of bow and stern when the hull is supported by a wave?
4. The word "dead" in the navigational term "dead reckoning" is generally believed to be derived from what?
5. Also known as Corposant, Cormazant, Capra Saltante, and Corbie's Aunt, this phenomena at sea was considered to be a bad omen if its light fell upon the face of a seaman, but also was thought to foretell the ending of stormy weather. What is its more normal name?
6. When a rhumb line cuts a meridian at an oblique angle it is called what?
7. Caribbean Pirates were called buccaneers. What were French Pirates called?
8. What is the significance of the following three coordinates: 41° 43' 35" N, 49° 56' 54" W; 41° 43' 32" N, 49° 56' 49" W, and 41° 43' 57" N, 49° 56' 49" W?
9. Flotsam is debris that was not deliberately thrown overboard. Jetsam is debris that has been deliberately thrown overboard. What is Lagan (or Ligan)?
10. Lines on a weather map connecting points of equal pressure are called isobars, and of equal temperature, isotherms. What are the names of the lines connecting equal points of salinity?

Broadstairs Sailing Club
invites entries for

**The 10th Dyson Dash
Hospice Race**

A series of 3 handicap races held annually
in memory of Steve Dyson

Monday 27th August 2018

3 handicap races back to back (all to count)
on a committee boat course
first warning signal not before 10.55
Yachts with an IRC are invited to race from the
same start line, warning signal not before 10.40
prizes will be awarded to the first 3 boats overall with the winner
receiving

The Dyson Dash Trophy

Additional prizes including the "Two Fat Ladies"
Trophy will be awarded on the day

**The entry fee will be a personal donation to
the Pilgrims Hospice**

Breakfast available in the Club before racing and a buffet after



RAMSGATE WEEK 2018 SUMMARY

Reports from Martin Law

(We will be publishing a separate bulletin covering the week in more detail very shortly)

Day 1 – Round the Goodwins

The traditional start to Ramsgate Week, the Round the Goodwins race was unable to be run this year because an initial lack of wind coupled with unconvincing light and variable weather forecasts forced the organisers to set an inshore course which could be more easily shortened.

Four staggered starts sent 50 boats south to Deal Bank by which time anemometers were reaching 18 kts. A spectacular long spinnaker run to Broadstairs saw the class leaders beginning to emerge. Richard Matthew's *Oystercatcher XXX1* from West Mersea Yacht Club, built a convincing lead in IRC1 which was held until the finish, followed by RTYC Commodore, Andy Beaumont-Hope at the controls of *Principessa*, third was *Assassin*, steered by a slightly wounded Peter Jackson. IRC Class 2 was won by *Slingback*, a local SJ320 helmed by Paul Woodward, followed by *Foxy*, Mike and Jo Brand's X-34. Third place went to Niek Spiljard from VW Arne in his X332 *Vanilla*.

The Cruiser classes sailed the same course as IRC boats, with some boats taking almost 7 hours in conditions varying from 5 to 18 kts. Class 5 winner by some margin was Johan Bol's *A Boen!* from Wemeldinge YC, followed by Rick Elliot's *Roxanne* from Rye Harbour SC, and John and Michelle Stonely's *Pippy* from RTYC.

Class 6 Cruisers was won by David Preston, a Ramsgate week regular from Rye Harbour SC in his new First Class 8 *Luna*. Second was Howard Bates *Mallard*, a Westerly Fulmer also from Rye Harbour, closely followed by Andy Ketteringham's First 30 *Miss Amelia*.

Day 2

Monday marked the first day of the Ramsgate Week Series and the IRC Spinlock East Coast Area Championships. As the competitors made their way to the start areas the wind piped up on-cue to 10-12kts.

The Cruisers were sent south from the Club Start Line at the end of the Ramsgate Harbour entrance. A short reach into Pegwell Bay was followed by a beat along the Deal shoreline to the Deal Dolphin mark. Class 7 was won by *Splash* helmed by Ken Welch, Class 6 winner was *Miss Amelia*. Class 5 was a closely fought race with all five boats finishing within three minutes of each other. John and Michelle Stonely's *Pippy* were first by 10 seconds.

The IRC classes started from a committee boat offshore. A long windward leeward course took the yachts from Ramsgate to Deal and then to Longnose buoy near Margate. Despite dragging a spinnaker, Kym and Heather Leatt's *Kylla* went on to win IRC 1. Andy Beaumont-Hope's *Principessa* also showed excellent form in second place ahead of Richard Matthew's *Oystercatcher* in third. Of the 17 strong IRC 2 fleet Mike Liwall and Pete Pearson's Elan 333 *Buccaneer* came out

on top with Matt and Roger Green's *Cobra* in second, and John Barrett and Paul Woodward's *Slingback* in third.



Day 3

Sunshine and 7-8 kts from the South East greeted the competitors at the start line for the second Ramsgate Week series race. The three cruising classes started from the RTYC club start line and were sent east upwind across the Northerly ebb tide. When a large right-hand shift half way up the beat favoured the boats on that side, several positions changed hands. During the two following close reaching legs the breeze rose and stabilized at around 10-12kts. The return to the finish line was by way of a 4 mile downwind leg and a short inshore circuit making for a three hour course. Class 5 was won by Frank Barrett's Elan 333, *Maverick*, which puts them equal first in the in the series with *Blown Away* and *Rush* all on 6 points. Class 6 was won by *Miss Amelia* for the second day in a row putting them 3 points ahead in the series. *Luna* was second and *Mallard* only 10 seconds behind in third. In Class 7 Andy Renshaw's *Wild Rover* was first putting them equal first in the series with *Splash*.

The IRC 2 class was a particularly close fought battle with the top five boats all coming in within 2 minutes of each other. The eventual winner was *Vanilla*, Niek Spiljard's X332 from WV Arne, Netherlands. Mike and Jo Brand's *Foxy* came second and *Slingback* in third.

IRC class 1 was won by another Netherlands boat, *Team Heiner*, a youth sailing academy in their Max fun 35. *Kylla* came in second putting them ahead in the series and *Oystercatcher XXXI* was third.



Day 4 – QE2 Cup

Day 4 marked the start of the IRC Spinlock East Coast Area Championships and a concurrent one day event for the QE2 cup. All classes started from the same offshore line, and all, with the exception of Class 7, sailed the same course of roughly 20 NM.

The boats were first sent on a long upwind leg to the Elbow buoy off Margate. *Oystercatcher* got to the windward mark first, closely followed by *Kylla* and the class 2 boat *Foxy*. On the following downwind leg the wind died a little and with adverse current the winning strategy was to sail high and fast over to the Broadstairs shore-line to hide from the tide before returning to Ramsgate. In IRC 1, *Oystercatcher* came out on top which puts them second in the series so far. Kym and Heather Leatt's *Kylla* was second pushing them to the top of the leaderboard by 2 points. Third on the day was *Team Heiner* putting them third overall also.

IRC2 was again a very close race with the top six boats finishing within six minutes of each other. Winner was *Foxy* followed by *Buccaneer* with Graham Eggleton's *Figaro*, *Black Diamond* third. This put *Foxy* one point ahead in the series followed by *Buccaneer* and *Vanilla* third.

Cruiser class 5 was won by Ken Lee's Sigma 35, *Rush* which puts them top of their leaderboard. *Roxanne* from Rye Harbour Sailing Club was second with Donald Grey's *Blown Away* third.

In Class 6 there was another win for *Miss Amelia*. With three bullets in the series overall this boat will now be hard to beat. Second place was *Luna* and third *Mallard*.

Class 7 cruisers sailed a shorter course and the race was won by Susan Anderson from Margate Yacht Club in her *Gibsea 262*, *Impulse*. *Wild Rover* came second giving them a lead in the series, and Bernard Sealy's Westwind 38, *Karibia Breezes*, was third.



Day 5

Very light conditions and strong tides greeted the competitors for the fourth and fifth Ramsgate Week series races. A postponement of an hour was needed for the wind to fill in for the Cruising Classes. A 15 NM course was set which took the cruisers to Broadstairs and back. Most cruisers were unable to make way against the tide for about an hour until the breeze came up a little. A long slow run against a weakening tide ensued, and those boats that actively sought patches of breeze came out ahead.

The Class 7 winner was *Impulse* with *Karibia Breezes* in second and RTYC's *Splash* in third. In class 6, Rick Archer's Jouet 760 *Amelie* came in first ahead of *Miss Amelia* in second which was enough to give them the series win with one race in hand. Third went to *Mallard* who are now second in the series, one point ahead of *Luna*. The Class 5 win went to Frank Barretts' Elan 333 *Maverick* who are now one point clear of *Blown Away* in the series. *Pippy* was second putting them equal third in the series with *Rush*. Third place today went to *Dabtoe*, Nick Moulton's Sunfast 3200.

The IRC classes completed two races after a short postponement for wind. They were competing for the IRC Spinlock East Coast Area Championships as well and the Ramsgate Week series. The courses were windward/leeward with 1 mile legs and multiple laps taking around 60 to 90

minutes per race. *Kylla* had an excellent day, winning both races leaving them four points clear at the top of the IRC1 leaderboard, *Oystercatcher XXXI* came second and fourth on the day leaving them in second place overall so far, one point ahead of *Team Heiner* who came third in both races.

In the IRC 2 Class, *Foxy* came first and third in the two races, cementing their series lead, Niek Spiljard's *Vanilla* lies second in the series after a second and fourth on the day. Richard Sparrow's J/97 *Only Magic* was also loving the light conditions gaining a third and first.



Final Day – Gold Cup

The final day of Ramsgate Week sees IRC and Cruiser classes compete on the same race course for the Gold Cup event. Fifty yachts motored out to the offshore start line and were met by calm hazy conditions. There was a pause of around 45 minutes for the wind to fill in and all competitors subsequently got underway during slack tide. The upwind conditions were tricky with 7-8 kts from the East with rapidly oscillating wind-shifts concealing an underlying veer to the south. Those who spotted this and went right up the beat came out ahead. Meanwhile the tide was strengthening to the North creating problems rounding the windward mark for some of the slower boats. The IRC classes managed two laps of the triangle-sausage course and the Cruiser course was shortened.

In IRC 1 Peter and Judith Jackson's Pronavia 42 *Assassin* came off the start line well and led around the first mark only to be overhauled by *Team Heiner* and *Kylla*, whose excellent form have seen them dominate the series this week with four 1st and two 2nd places. A consistent performance by *Team Heiner* in their Max Fun 35 put them 2nd for the week ahead of Richard Matthew's *Oystercatcher XXXI* in third.



Kylla – Gold Cup Winners

In IRC 2, the Gold Cup winner was Niek Spiljard's X332 *Vanilla* giving them second place overall for the week. Mike and Jo Brand's X-34 *Foxy* was second on the day giving them

the IRC 2 overall series win. Third place for the series went to Peter Pearson and Mike Lilwall's Elan 333, *Buccaneer*.

The Cruiser classes had a hard day of it with the wind/tide making for some long spells of treading water and several retirements. The Class 6 Gold Cup win was taken by David Preston's Beneteau First Class 8, *Luna*, which was definitely the right boat for the conditions today. Second was *Mallard*, with *Miss Amelia* third on the day but having done enough earlier in the week to ensure a first in the series, with *Luna* second overall, one point clear of *Mallard*.



Aboard Series Winners *Miss Amelia*

Class 5 Gold Cup was won by Martin Ross's Sunfast 37, *Entropy*, with Frank Barrett's *Maverick* second and Nick Moulton's Sunfast 3200, *Dabtoe*, third. *Maverick* take the overall Class 5 Cruiser series win by 2 points ahead of Ken Lees' *Rush* with Donald Gray's Jeanneau 42, *Blown Away* in third.

In Class 7 *Wild Rover* made up for yesterday's retirement with a win today to take the Class 7 series overall. Second on the day was *Splash*, giving them second place overall. Third on the day was *Karibia Breezes*. Third overall was Susan Anderson's Gibsea 262 *Impulse* from Margate Yacht Club.

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Lifeboats News Release

Ramsgate RNLI celebrates long relationship with local yacht club

Yesterday evening (Thursday July 26) during the Ramsgate Week festivities, a presentation took place to mark Rod Oates' retirement from his long years of service supporting Ramsgate RNLI.

Eric Burton, Chairman of Ramsgate RNLI explained how back in 1980 Rod Oates had been asked by Ron Cannon to join the crew. Sadly, due to work commitments Rod had to decline but instead he became the Royal Temple Yacht Club's representative on the station's Management Committee and was instrumental in creating the close relationship we enjoy with them today.

Rod went on to become a trustee of the Yacht Club and is amongst their longest serving members. However, with the passing of his close friend, former Ramsgate RNLI Coxswain Ron Cannon MBE in January this year, he felt that, after 38 years, it was time to step down from his role with the RNLI and enjoy his retirement

He was taken completely unawares that a presentation on his behalf was to take place, having been invited up on the pretext of a meet and greet with an unnamed VIP, and was, for once, left speechless when he found himself to be the guest of honour. Paul Cannon, Deputy Coxswain and Ron Cannon's son was also there to give his congratulations and thanks. Rod was presented with a photograph of Ramsgate RNLI station at night.

Our thanks to the Royal Temple Yacht Club for allowing us to make this presentation during their busy regatta, and we would like to thank them for all their hard work fund raising for us during the year. As a charity we are entirely funded by public donations and every penny helps us to continue Saving Lives at Sea.



Eric Burton presenting the photograph to Rod Oates

**Karen Cox
Lifeboat Press Officer
Ramsgate Lifeboat Station**

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THE WALKING GROUP



THURSDAY 16th AUGUST
Broadstairs (Viking Bay) and back
through the park Meet up at the
Obelisk, next to the Pavilion at 11am
Lunch at the RTYC (the Galley)
afterwards

If you would like shorter walk you could turn round at the Dumpton Gap chalets

Why not join *Davena's* WhatsApp Group and 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.

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CRUISING



Don't forget to come along for the Cruising Social

Next Social: Thursday 9 August

EAST COAST CRUISE
11th to 18th AUGUST

- | | |
|-------------|--|
| Saturday 11 | Ramsgate to Shotley Marina |
| Sunday 12 | Shotley to Tide Mill Marina, Woodbridge. |
| Tuesday 14 | Woodbridge to Royal Harwich Yacht Club. |
| Thursday 16 | Hoping to spend night in Ipswich but they are not taking advanced bookings |
| Friday 17 | To Suffolk Yacht Harbour. |
| Saturday 18 | Orwell back to Ramsgate. |



DREAMFINDER TOO

Blog Part 2 continued from the July issue



In the last blog we were planning to sail the Cadiz and Trafalgar waters, then on to Gibraltar, but things change with the direction of the winds. So instead we left Portimao for Lisbon, then on to the Azores, for three weeks, so we have re-planned the Cadiz trip during this coming September.



We departed the Marina in Portimao at 1.30am early morning on Saturday 15th July, after a crew dinner at our local Restaurant the Mona Liza, an Italian family run place with some of the best Italian dishes I have ever tasted. My crew consisted of a great sailor and offshore skipper, Pedro, who is disabled from the waist down, and brother of my friend Francisco who normally sails the boat with me, plus two other guys both called Luis!. Pedro is the one to the left of the picture who suffered from polio at 6 years of age losing the use of his legs, he has his own sailing school in Lisbon and is highly respected as an excellent sailor and skipper.

As we left the harbour entrance we turned to the west to 272 degrees on the compass in a smooth sea with 8 knots of wind from the north heading for the point off Lagos reaching there at 2.50am, at we changed course to then to 250 degrees missing the two very large fish farms off Lagos and Prida Luz on to the furthest point South in Europe, Cape St Vincent around 25 miles west. Due to no moonlight and the very dark conditions we were using radar for back up as many fishing boats work the coast, also it came into great use of Cape St Vincent where we hit a thick sea mist.

At 3.45am we were off Sagres, well known for its beer of the same name, next was Cape St Vincent, 30 minutes after passing Sagres we hit the sea mist which still being very dark was quite eerie. When you approach the light house at Cape St Vincent from the east it can be quite misleading as there is a point protruding to the south which once round you have a clear sight of the light.

We were off the Light at 6 am that morning still with a light mist, with the sun rising from the east. We now

were on the west coast of Portugal with a heading of 017 degrees heading for the port of Sines some 45 miles on where we intended to stay and rest and have a good



sea fish meal before continuing to Lisbon. We turned off the nav lights at 7.50 am as we had good visibility. At that point, Luis, Number One with the solar panel on his head, who had been kipping down below for three to four hours, was elected to prepare breakfast; not a good decision on our part! Up came dry bread and very hard cheese which needed a chainsaw to get though it! He was relieved of his duties with the order just beers please. Luis Two, then elected to go below and dispose of the mess Luis One had caused and sort out something edible. At 7.55am we change course to 130 degrees to past well clear of the last protruding land point just down from Sines, once around the point we headed for Sines on 006 degrees at 7 knots in a light breeze from the south east.

We arrived in Sines outer harbour at 11.50am avoiding all the large ships at anchor and underway in and out the main harbour and was on a berth in the Marina by 12.40pm. Sines is a small old fishing town with some lovely colourful buildings. The commercial Harbour is to the west, well away from the town.



Saturday evening at Sines!

Pedro is a fish eater, and does he love it! At 6.30 he had a taxi lined up for us all to take us to a special sea fish restaurant, so with his wheelchair in the boot off we set. Well, in 7 minutes we arrived at a very old traditional Portuguese restaurant. As Pedro rolled himself through the door with his determined grin, we were all made to feel at home, as they all knew him very well.

As you can see our meal for 4, was a massive sea bass, which was just grilled and served on our plates, it was mouth-watering and downed with an exceptionally good Portuguese white wine!!



We arrived back on the boat around 10.40 pm that night, so we all thought, well three of us did, after some 30 hours awake we would put our heads down. Well, as Pedro oversaw the charts and running time to Lisbon, bang on 1,30am Sunday on went the engine and off we were again!!

We set course for Number 1 starboard buoy of the entrance to the River Tagus which would take us down into Lisbon and under the April 25th Bridge, on a heading of 230 degrees at 1.45am. At this point we were tracking at 328 degrees and being again very dark we kept watch on deck and via the radar as the shipping of this part of the coast is quite busy. At 4.50am we found on the radar three large fishing boats trawling without any lights. It is said that some do this to get you to foul their nets then claim an insurance payment for damage to their nets. I feel if we had not seen them they would have caused us much greater damage!



We did have some friends arrive to ride shotgun for us, escorting us to Lisbon. At 7.05 am they joined us for breakfast, staying with us for some 45 minutes. While with us, they did entertain us with their antics!! They also seemed to enjoy Luis One's dried bread and cheese breakfast!!

At 7.30am we sighted the No 1 Starboard buoy off the entrance dead ahead. To starboard, half a mile off, was the light house on the "Fort of Buglo" with its bright green light, built to guard the entrance to Lisbon in the old days from the French, as they were a troublesome lot at that time, as they were with us at the time. Forts

in the Solent and Martello towers along our Sussex and Kent's coastline were built to keep them out! From the No1 Starboard buoy we crossed the channel entrance to the port side, then proceeded the next ten miles to Lisbon down the yachts' designated channel between the shore and the port buoys. The wind by now was up to 16 knots and we were reaching down this channel at 8.5 knots.

The first interesting building you see on the port side is the Lisbon Harbour control block; you're not seeing things, it does lean to the South. The story is the architect loved his Port wine and did not want it leaning to the North! Too much to Port maybe?



It was not long before we were passing many fine



examples of old and new architecture, the photo with me at the helm shows the very famous Henry the Navigator; it is modern showing the bow of the ship with Henry standing at the bow with all the other navigators of Portugal down the port and starboard side of

the monument.



Not long after passing we were approaching the 25th April Bridge with the statue of "Christ the Redeemer" overlooking the river and Lisbon on the south bank to the left of the bridge. (The same as the one in Brazil overlooking Rio de Janeiro.)

TEMPLERS GOLF SOCIETY

At this point the heavens opened. It poured down in buckets whilst I was still on the helm. The others made sure they kept dry and kindly later, as it eased off, brought my wet gear up to me! There excuse was I had hidden it. Well this was the first time since 2007 I have had need of it!!



We arrived in the main port of Lisbon at 1.30pm. Turning sharp to port (as though we were returning to the 25th April Bridge), we made our way through all the large ships to the top where the marina is within 5 minutes' walk from the old town. Once moored up, we all sat down to a bacillar mash dinner and some good Portuguese red wine. For those how do not know what Bacillar is, it is dried Cod which was used by all Portuguese sailors, it was standard food on Portuguese war ships, like Nelson crew had bully beef, both very much salted and must be washed to remove the salt. When I was first offered it I felt rather hesitant, but I liked it; you could say it is very enjoyable if you like bubble and squeak!!! The Portuguese have this on Christmas Eve being their main day for Christmas, as we have turkey on Christmas day.



Well the next trip for *Dreamfinder Too* is to the Azores, 780 nautical miles to the west in the Atlantic from Lisbon.

Colin Grundon



Well, we are starting to get more golfers out presumably because of the superb weather we have been experiencing. In addition, we were very pleased to see a couple of guests. Richard Gardner in June ran off with the fine bottle of wine having been nearest the pin in two on the 18th, and also managed a stableford score of 40 points. (Obviously he won't be asked back again). In July, an old friend of Ronnie's and mine, Astrid Watkiss, joined us for the day having recently re-located from SW France.

The winner in June was yours truly with 30 points followed by Ronnie Vaughan with 23. Dave Allen had a superb drive on the 14th to get nearest the pin. In July, Dave Allen had a superb round after a very shaky start ending up with 34 points and winning on countback from me. John Adkin made a very welcome return for his first game of the year and managed an excellent score and also won nearest the pin. Winner of the fine bottle of French wine for nearest the pin in two was Don Cross.

The winners received vouchers for the W&B pro shop and once again have had their handicaps adjusted. For next month, the captain has once again generously offered a bottle of fine red wine to anybody who can get on the green and nearest the pin in two on the 18th. A quick lunch in the clubhouse was made where sarnies and drinks were consumed and prizes awarded. Hopefully we will continue to see more golfers out in August.

The Eclectic results up to and including July now stand at:

1 st	David Say	47 points
2 nd	Don Cross	45 points
3 rd	Dave Allen	42 points



David Say
Captain

TEMPLE TEASER SOLUTION

From page 4

1. Isophase
2. No breeze at all or "calm" so called because it necessitated breaking out the oars which were made of ash wood
3. Hogging
4. Ded (deduced)
5. St Elmo's fire
6. A loxodromic curve
7. Corsairs
8. The grave of the Titanic - stern, boilers, and bow, respectively
9. Cargo that is lying on the bottom of the ocean, sometimes marked by a buoy, which can be reclaimed.
10. Isohalines