

COMMODORE'S BLOG

It's quickly approaching the end of the season with only two races left and hopefully a nice sunny weather window for the cruisers to take a short hop across the channel prior to the potential pitfalls of European travel after the 31st. Let's make the most of the end of the season.

As the summer aspects of the RTYC slow down so the social functions ramp up. It's your attendance at these entertaining evenings that help keep the club lively over the winter months. Please have a look at the events calendar and come along and support your club.

One such event, just gone, was a talk from the **Frontier Engagement Team**. The F.E.T were set up to help track potential terrorists entering the UK illegally. Being so close to the continent, Kent is the ideal short hop across the channel and hiding within a group of illegal immigrants is one potential opportunity to enter the UK illegally.

The team have asked, as we are often waterborne and see many comings and goings not witnessed by others, if we could report any unusual or suspicious behaviour.

Please have a look at the website, details are shown on the poster.

Hope to see you in the club house soon.

Andy

250 CLUB DRAW RESULTS		
September 2019		
£25	Nº 45	Mr B Carthew
£50	Nº 38	Mr D Smith
£100	Nº 56	Mr A Nicholson
£200	Nº194	Mr A J Brighton
ROLLOVER		
£125	Nº 20	Mr B Sales (A)
NEXT DRAW		
Sunday 27 October at 3pm		

Don't ignore it, share it
Working together gets results

Help us to protect Kent. With over 100 active airfields and airports and 350 miles of coastline and waterways the county provides a convenient gateway to and beyond the South East.

If you live, work or relax in these areas you will instantly notice anything unusual or different.
Reporting unusual or suspicious activity could help to combat crime and terrorism.

Your role...

If you see any activity or behaviour you think is suspicious around an airfield, coastline or waterway, report it:

- Report it online www.kent.police.uk/report
- In an emergency or if life is in danger, call **999**.
- Alternatively call Kent Crimestoppers on **0800 555 111** if you want to remain anonymous.
- Record as much detail as possible, this can be done in a few simple steps using the Country Eye app. Download for free at www.countryeye.co.uk

Remember any small amount of information could lead to a big result:

- Do not take direct action yourself
- Do not confront suspects
- Do share information as soon as possible

Kent Police

Thank you for helping to keep Kent safe.
www.kent.police.uk/dontignoreitshareit

The “Don't ignore it, share it” campaign aims to encourage the local maritime and aviation communities to work together, through the sharing of information with Kent Police.

Kent has 350 miles of coastline and if you live, work or relax in these areas you will notice if anything appears out of the ordinary. It has been proven that local information reports can play a significant role in helping Police to increase safety, reduce criminal behaviour and disrupt terrorist activity.

If you see anything suspicious around the coastline, waterway or local airfield you are able to report it via our Ports Control Room tel 01303 297320. This is not a public number and should only be used to report incidents of this nature.

By reporting unusual or suspicious activity you could help to combat crime and terrorism.

Frontier Engagement Team
Kent Police

ENTERTAINMENT CLUB EVENTS DIARY

OCTOBER	
Friday 11	RNLI Supper
Saturday 12	Antiques Valuation
Saturday 19	Supper & Prize Giving hosted by the Cruisers – All Welcome
Sunday 20	Sailing Crews' End of Season Lunch
Saturday 26	Halloween Fancy Dress Party featuring "International Gin Day" Raffle **
NOVEMBER	
Saturday 2	Sailing Prize Giving
Sunday 10	Remembrance Sunday
Thursday 21	Quiz Night £5 pp incl. Cheese Platter per Table
DECEMBER	
Sunday 1	Sunday Lunch, 250 Draw and RNLI Shop
Thursday 12	Decorating the Club for Christmas
Sunday 15	Children's Christmas Party
Date tbc	RTYC Service
Date tbc	Officers' Drinks
Friday 20	Illuminations Presentation
Saturday 21	Christmas Dinner (Members Only)
25-26	Opening Times tbc
Monday 31	New Year's Eve

**** We are asking our generous members to make donations for the Gin Raffle**



RACING CREWS LUNCH

Sunday 20th October
3.00pm

Bangers & Colcannon Mash
With Stout Onion Gravy
And Dessert
£15.00pp

Please book and pay through the bar or office
info@rtyc.com 01843591766

HALLOWEEN FANCY DRESS PARTY NIGHT



SATURDAY 26 OCTOBER
DISCO
"INTERNATIONAL GIN DAY" RAFFLE

PIP'S PILATES

Sessions will be held at Royal Temple Yacht Club, Ramsgate, CT11 9HY. For more information on classes and times, please contact me via telephone or email.

Pip: 07766772112 // pips-pilates@hotmail.com

Friday Dining

1.00pm – 3.00pm

6.00pm – 9.00pm

Please book through the bar or office
01843 591766
Info@rtyc.com

New menu options available



Do you have Cash in your Attic?



Bring it along to our **Antiques Valuation Day** which we are holding with The Canterbury Auction Galleries
Saturday 12th October 2019 - 11a.m. to 2p.m.
3 items for ONLY £5.00
Larger items can be valued by image and everyone will be seen
Proceeds to RTYC Roof Fund





Cruising Supper Saturday 19th October

Menu 7.00pm – 7.30pm Dress: Reefers

Broccoli and Stilton soup
Cottage Pie or Fish Pie (please choose when booking)
Passion Fruit Cheesecake

£23.00pp

Please book via the office or bar
info@rtyc.com 01843 591766

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

SAILING & SOCIAL MEDIA NEWS

A quiet month for me due to being away in America for our daughter's wedding, but I think this will be the lull before the storm when I look at the calendar for the next few months.

Whilst we were in Los Angeles we took the opportunity to check out the local yacht clubs, as you do!

The Shoreline Yacht Club at Long Beach was lovely, very welcoming and reminded me of Broadstairs as the members ran the bar. The yacht club is directly onto the seafront facing the marina, which was huge. Chatting to the members it seems that most people there lived on their yachts, it was more of a cruising club than a racing club, however they are one of the host clubs for the Transpacific race, which is from Long Beach to Hawaii.

One lovely idea was that everyone wore badges with their first names and the year that they joined, great for people like me that can't remember people's names (it's an age thing!) and as visitors they also gave us stickers to wear with our names on. They were charming and very interested in our club. It was interesting to hear that they have the same issues with membership and getting people to join in with functions that we do.



View from the balcony of the Shoreline YC

A day later we visited the much grander Long Beach Yacht Club established in 1929, also one of the hosts of the Transpacific race. This place made our club look like a hillbilly affair! Firstly, we had to talk our way in, they then added our club to their list so the rest of you should find it easier to get back in! Downstairs was a shop, changing rooms, conference rooms, and a reception desk. Upstairs was a massive dining room and a proper dance floor, a library, and a large bar with staff in attendance. There was also a sun deck, and a swimming pool. They had about five Trophy cabinets each as big as ours, and pennants everywhere.

Their signature event is the Congressional Cup, or by its other name Gateway to America's Cup. The Club's race team is the Stars and Stripes Team USA and they will be competing in the 36th Americas Cup in New Zealand in 2021. However, same as us, these events are run by volunteers.



The Congressional Cup

One thing that struck me was how the club was being used by its members, the pool area was full of youngsters having swimming lessons, and the main bar was full of very well-heeled ladies of a certain age, playing card games, apparently they have different clubs use their facilities same as us, it might be worth reaching out to poker groups and see if they would like to use our own club to encourage more use during the daytime.

They have a Sailing Foundation as well which is very successful, and I quote "the foundation focuses on sponsoring activities to promote national and international amateur sailing, as well as enhancing maritime education and creating sailing opportunities for people of all ages and back grounds and particularly those at risk". To support the Foundation they have a fleet of 11 identical Catalina 37 racing yachts, which were donated by Catalina Yachts! These are used in The Congressional Cup regatta as well as day to day sailing. Oh how lovely would that be! Who knows any yacht builders??? If you are visiting Los Angeles it's well worth a visit, they made us feel very welcome!

The Catalina yachts moored directly below the club



The view from their Race Hut.



I hope you don't mind indulging me with my holiday snaps, but I think it might be of interest to some of you.

RAMSGATE WEEK has been ticking along slowly behind the scenes, again due to the main sponsors taking their holidays in September but the website will be updated shortly. Just a reminder to skippers that in your race packs there was Copper Rivet Tour vouchers so if you are looking for something to do on the weekend now that the weather has changed that might be an option.

Social media has been mainly supporting our sponsors and promoting events that are coming up. I've also been following the exploits of RCC Martin Morgans and his yacht Pintail but I'm sure that he will do a separate report on that.

One thing that will not have been advertised, but I have been asked to invite you all too, is Peter Giffen's on 12th October - as has become a tradition he will be celebrating his birthday with Helluvaday playing in the bar. The party starts at 7.30pm and he extends the invitation to all members.

Looking forward to catching up with you all at one of the many social events coming up, I would encourage you all to come along and support the club. See you soon,

See you soon,

Karen
Chair of Ramsgate Week and Social Media



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CYCLING CHALLENGE

Paul Russell swapped sailing for cycling to take on the Palace to Palace Challenge (Buckingham Palace to Windsor Castle), raising funds for the Prince's Trust. Just to add a bit more of a challenge, he rode on a city bike and not a fancy racing machine.



A well-deserved pint at 35 miles



Paul at the end of the road.....
A great achievement for a good cause.

CRUISING



19th October 2019

Cruising Supper and Prize-giving
with music from the *Shanty Men*

(More details will follow soon)

ALL WELCOME



Stella Maris, *Splash* and *Stay Young* set off in good conditions early on Friday morning for Gravelines. Great sail over to one of our favourite spots.



Arrived in good time for some to make a visit to the old town fortifications while others took the opportunity to visit the site where a full-size replica of the 17th century 57 metres 84-gun French warship 'Jean Bart' is being constructed. The local Lidl was an attraction for replenishing wine and cheese stocks. Somehow, we all managed to meet up at varying times at Au Cap Compas restaurant – excellent food here.

Next day saw all boats leaving for Dunkirk in light airs. After about an hour out we sighted something which looked at first like an overturned rib but on closer inspection was obviously some sort of equipment with a large yellow cone identifying the area. Puzzling, what it could have been?



Light airs persisted – as always – on the nose but we arrived in good time for aperitifs on *Stay Young* before setting off into town for yet another good restaurant and excellent meal – being a cruiser is such hard work!!

Sunday morning, having managed to drink all the G & T on *Stay Young*, *Splash* set off in stealth mode for home leaving the other two boats to follow.



Again, bright sunshine and little wind meant motor sailing most of the way.



Quite busy in the 'up lane'.



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Close sail took us near the Guard boat on station between the East Goodwin Buoy and Goodwin Knoll. All our three boats made it safely back to Ramsgate but, sadly on the way, we heard a Mayday call from Ostend Radio calling for assistance in looking for two divers who had not been seen for some hours. We heard later on French news that the search was being halted until the next day. We then learned on Monday that the search had been called off due to the strength of currents at that time.

Anne Peers
Cruising Committee

Trophies to be Awarded

RAF Cup:	Most Meritorious Cruising Performance.
Stuart MacKenzie Cup	For the Most Meritorious Contribution to Cruising
Fred Randell Plate	Most Club Cruises Undertaken
Variety Club Cup	Most Memorable Event.
Stanislaus Jacob Cup	To be awarded within the Cruising Section for the most Meritorious Contribution by an Individual



TEMPLE TEASER
FROM STUART CARTER
Solution on page 10

1. In which Scandinavian city would you find Djurgardbrunnskanalen?
2. A tour around which European harbour would take in the Specherstadt?
3. Which is the only sea defined by ocean currents rather than land boundaries?
4. Of which nation are the ABC islands in the Caribbean Sea a part?
5. Where does the violent squally wind known as the Tehautepecer originate?
6. What was the original name of the Cape of Good Hope?
7. Where is Drake Passage?
8. Where can you sail under the longest bridge in Europe?
9. Which is the largest passenger port in the Adriatic Sea?
10. What is distinctive about the Caspian Sea?

NAVIGATION 2019/2020 COURSES
DAY SKIPPER
&
YACHT MASTER

Wednesday 23rd October 2019

Course fees £250.00 which includes RYA course materials and examination fees.

If you are interested in any of the above courses either leave your contact details in the Club Office on 01843 591766 or email info@rtyc.com

NOW OPEN

RIGA MARINE CLOTHING
your new marine clothing store – right on Ramsgate Royal Harbour
10 Military Road, Ramsgate CT11 9LG

COLIN CHAPMAN, SAILING WITH NIGEL COLLINGWOOD, REPORTS ON THEIR VOYAGE FROM RODA DE BARA TO SICILY ON OCEAN SOVEREIGN

When asked if I would like to help take *Ocean Sovereign* from what had been her home port of Roda de Bara some 60 miles west of Barcelona to Sicily, (920 miles) there could only be one answer. There were going to be three of us on the trip including captain Nigel Collingwood, and bearing in mind *Ocean Sovereign's* size (55 feet long and 5 metres wide and weighing some 27 tons) we were not going to be overcrowded. It was more likely we were going to have difficulty finding each other on board.

Two weeks or so had been set aside for the trip although of course that had to include victualling and generally getting *Ocean Sovereign* ready to sail. We flew into Barcelona on 17/6/19, picked up the hire car and arrived at Roda de Bara late that evening. It took us some 3 days to get ready, including attaching sails, jack stays, spray hood and bimini as well as generally cleaning the boat, particularly the bow and pull pit as a cormorant had made this his home judging by the build-up of excrement which had been baked onto everything in sight.

We finally slipped our lines at 1820 local on 20/6/19, picked up some fuel and waved goodbye to Roda de Bara. Our initial course was 120T, the wind was easterly at 11 knots the temperature was 27c and the sea was calm. We motor sailed initially but were able to turn off the engine in the early hours of the following morning and sail gently by taking up a slightly more southerly course. There was very little traffic to be seen, just the odd ferry as we headed towards the Balearic Islands. Back to motor sailing by 1100 that morning with the wind again veering to easterly. By late afternoon the North West corner of Mallorca came into view and shortly after that Menorca appeared in our 9-o clock. We were aiming for the Port of Mahon but at 2000 hrs it was decided to anchor off the south east corner and continue round to Mahon in the morning. We very carefully headed towards the coast and shallower water. It was dark but the sea was calm, and the wind was only 5 knots. In 5 metres of water below the keel we dropped the anchor and put down 25 plus metres of chain. We waited to see if the anchor was holding and just as we thought all was well a wave broke a short distance off our port side over what we assumed was a rock. Clearly this was not a safe anchorage. We tried to raise the anchor as quickly as possible but at this point the windlass had other ideas and seemed to need frequent rests. However, with the anchor safely up we sailed a short distance further north and tried again. This time we were successful and found ourselves in a bay about half a mile offshore facing some low cliffs with a smattering of villas on top. There was very little light pollution and it seemed quiet as we relaxed in the cockpit with a beer. It was at this point we noticed a light in the sky which was coming towards us and we quickly discovered we had anchored on short finals to Menorca's airport.

The following morning saw *Ocean Sovereign* motoring round the south west corner of Menorca and into the quite stunning natural harbour at Mahon. It is a long inlet with three islands, and we moored on a pontoon just north of the Isla del Rey. The shore on the west side is built up with typical white, Mediterranean, mostly low-rise buildings, ascending the quite steep hillside and there were numerous fishing and leisure boats moored along quay sides and on buoys in the coves. There was lots of

activity ashore and we soon joined them having persuaded the two lads who were in charge of the mooring to take us in their rib as our skipper had already organised drinks at Lorraine's lovely villa perched high above the harbour. There then followed a lovely lunch on the quayside at a restaurant recommended by Lorraine who is the Honorary Port Officer of the RNVR Yacht Club. Oh, to have friends and influence!

Lorraine turned out to be thoroughly charming, knowledgeable and a leading light in the expat British community being heavily involved with other expats and Menorcans in fund raising and renovating the hospital complex on the Isla del Rey. We joined her and many others on her conducted tour of the complex, and learnt a little of the history the following morning.

Menorca had been under British control since 1708 and during the war of the Spanish Succession was made a crown colony by the Treaty of Utrecht 1713. A request for funds for a hospital was first made by Admiral John Jennings in 1708 but after a long wait when nothing was heard the officers decided to fund the building themselves. The original officers had to petition Queen Anne for reimbursement of their funds. It was completed in 1711 and in continuous use as a hospital until 1964 by the British and then the Spanish.

The British handed Menorca over to the Spanish in 1802 although their presence on the island continued for some further years as it was agreed that they could continue to use the port and ship yard.

All over the island are the remains of British built forts including the very large star shaped fort at the mouth of the harbour of Mahon. However, of interest to us was the role played by Admiral Collingwood a distant relation of our skipper. He and Nelson were midshipmen together and were apparently firm friends although very different characters. After Nelson was killed at the battle of Trafalgar, it was Collingwood who assumed command from his ship *Royal Sovereign* and saw the battle to its successful conclusion. I believe unusually in those times he had boats despatched after the battle to rescue drowning Spanish and French sailors and arranged to have them taken back to Spain. Collingwood was promoted on 9 November 1805 to Vice Admiral of the Red and raised to the peerage as Baron Collingwood. He was also made Commander in chief of the Mediterranean fleet and remained in Mahon despite his requests to return home. He was thought to be too valuable and experienced a commander to be relieved. From Menorca Collingwood controlled the Mediterranean with the Mediterranean fleet based in the harbour at Mahon. In 1809, his health having deteriorated alarmingly, the Admiralty allowed him to relinquish his command. He never made it home, dying probably of stomach cancer on board his ship just off Mahon on 7 March 1810. He was laid to rest in St Paul's Cathedral next to Nelson.

At 1130 on 23/6/19 *Ocean Sovereign* once more slipped her lines at Mahon bound for Portescuso on Sardinia. Our course after clearing the harbour was easterly which meant we were heading directly into wind. We therefore relied on the engine for the first eight hours until 2000 hours by which time we had a north easterly which blew for a while at 15 knots and so we could sail. Unfortunately, by 2200 hours the wind had moderated to 12 knots and varied during the night going as low as 10 Knots. Our progress during this period was modest. By 8.00 am the following morning the wind had once more veered to easterly and we were back to relying on the engine. This was fortunately short lived so by 1000 hours we had a

south easterly which, for the next few hours, varied between 15/20 knots so was the sort of breeze that *Ocean Sovereign* enjoyed, or at least her crew did. The sea became somewhat lumpy which three separate pods of dolphins seemed to enjoy, all of whom came to play leaping and diving round and under the bows and then disappearing as quickly as they appeared.

By 1800 that day the wind had once more decided not to cooperate, and we motored the rest of the way to just outside Portoscuso. Our satellite navigation system on the binnacle was by this time not fully operating so frequent trips to the chart table to check detail were needed. There were also several fishing boats working through the hours of darkness, all seeming to be going in different directions. We had by this time been at sea approximately 40 hours divided into four-hour watches. As a result, the decision was made to drop anchor once more just outside the port but as we were closing gently with the shore in search of shallower water the helm became stiff and we realised we must have tangled fishing nets or pots with the rudder. Anxious not to get the prop tangled as well we dropped anchor and got some sleep as sorting it out in daylight was going to be much easier.

The following morning, we were having breakfast in the cockpit and noticed a fisherman in the distance pulling up pots. He came slowly ever closer until eventually was just a couple of feet from our stern and it was clear that it was his line that we had fouled in the night. Communication with him was difficult although we were confident from his looks that he was less than happy. Mike had come equipped with snorkel and mask and quickly retrieved the fisherman's floats but seemingly uninterested in the rest of his line he simply cut it and went on his way. It was then comparatively easy to remove the line which had wedged between the top of the rudder and the bottom of the boat. It was time to head down the coast towards Cagliari, but our windlass had other ideas. The skipper had already tightened the gypsy wheel but the windlass, apart from a couple of short bursts, was having none of it. It was time to haul the anchor up by hand. Well it is what you have crew for! When *Ocean Sovereign* was once more free of her shackles, the skipper took the aluminium gypsy wheel off altogether and it was obvious what was wrong. The bottom of the gypsy wheel was heavily corroded, and all the teeth had completely disappeared. There would be no more anchoring for us until the whole unit had been replaced even though our ever-resourceful skipper did threaten to try and glue it all back!

Progress towards Cagliari was slow. There was a head wind as we went around the south side of Sardinia of 18 to 20 knots and a significant head sea and swell. Despite increasing the engine revs we only managed between 2.5 and 3.5 knots and this continued hour after hour. By early evening we had had enough, and the decision was taken to go into Teulada. Turning north towards Teulada gave us a very pleasant sail into the inlet and so a very nice end to a frustrating day when we had burnt lots of fuel and had little to show for it.

Teulada itself was a very pretty and unspoilt little harbour although the emphasis must be on little. There was nothing there except one restaurant and a small shop and the marina all of which was serviced by a dirt road. The scenery however was beautiful with spectacular wooded hills, steep cliffs and blue sea. Definitely somewhere to get away from it all although I could not help wondering why so much investment was made to build the harbour and pontoons in this location.

The following day saw us once more heading along the south side of Sardinia towards the major port of Cagliari. We needed to replenish *Ocean Sovereign's* fuel tanks and hoped to do this at a small marina just east of Cagliari and just the east side of Capo Carbonara. According to our guide there would be sufficient depth of water for us to get in. However, within 25 metres of the fuel berth with the pump attendant waiting with bated breath we ran aground proving that even master mariners run aground sometimes! The skipper had (so he tells us) been watching his depth gauge carefully prior to our contacting terra firm and had adopted a suitably gentle speed, resulting in our being able to free ourselves without too much drama. It was perhaps just as well that we did not reach the fuel berth since had we done so and filled up the tanks it is very unlikely that we would have gone anywhere afterwards.

Having somewhat retraced our steps and gone into Cagliari we quickly discovered that we were too late for fuel that night so took the opportunity to replenish our stocks of food and wine, the latter having seemed to seep out of the boat somehow. Some things are just a mystery. Cagliari is a major port with a large refinery on its west side resulting in a number of oil tankers being moored just off shore. It is also a busy ferry port with frequent sailings to Malta and, of course, a number of yacht clubs.

By good fortune we had moored almost next to the Hublot Nautic Club. Whilst we did our best to look respectable when we visited this establishment for dinner we certainly did not look as smart as the waiters let alone the rest of the clientele. We had a delicious meal, sampled one or two bottles from their cellar and had easily the most expensive meal on our trip. Marvellous!

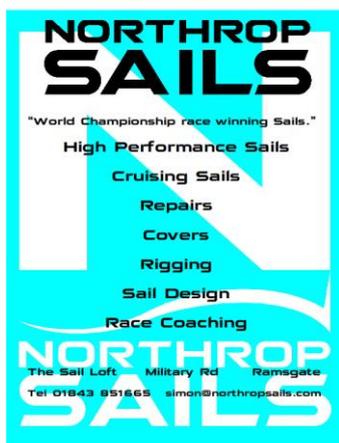
The following morning saw us set sail for Trapani having refuelled the boat and taken out a mortgage to pay for it. As happened so often on this trip either the wind strength or direction was not suitable for anything except motor sailing and so some 27 hours later we reached Trapani on the north west coast of Sicily. Trapani is not a large port but is of sufficient size for small ferries to operate to some of the surrounding islands. It also has a small ship building/repairing operation as well as a significant fishing fleet and fish market which was not far from our mooring. We explored some of the town which dates back centuries and been conquered by the Romans, the Byzantine Empire and the Arabs to name but a few and was even taken by the Normans of Roger 1 and became an important port for the Crusades. However, although possessing some charm, there was obvious poverty and decay. Sadly the facilities for visiting yachtsmen reflected this with only one of the three very cramped showers which actually worked. Despite such shortcomings we were surprised to find ourselves on a pontoon with a 75 foot yacht and then another came in which must have been at least 120 feet festooned with lights and extremely well-dressed guests. The juxtaposition of such wealth and such poverty was stark.

We were running short of time as the skipper wanted to head quite a long way further south to the marina which he had in mind to leave the boat. We therefore set sail again at 1229 local on 29/619 and headed for our final destination which turned out to be Licata. At last the wind co-operated and blew from the north initially at 12 knots and strengthened in the late afternoon to 20 knots. There was little if any swell so a few hours of very pleasant sailing along the south west coast of Sicily was enjoyed with a temperature range of 29 to 32 degrees Celsius. It

could not last and during the night the wind moderated somewhat necessitating firing up the engine once more. Licata was not the skipper's original idea as our final destination. However, as we sailed down the coast and looked at the information we had about the places we were passing we realised Licata had a new marina and they would surely be anxious for business. Negotiations were therefore embarked upon via the VHF resulting in our being tied up in the new Marina di Cala de Sole by 1130.

Licata at the mouth of the Salso river has been an important port on the south side of Sicily for many centuries. It has been subject to the Romans and the Carthaginians and many others and it was even the place where the Americans invaded in WW2. It is full of history and culture in a spectacular setting with many good beaches not to mention a distinctive Sicilian style of cuisine. Local specialities include fresh fish, arancini (fried rice balls) ricotta pastries and what the guide books refer to as robust wines. What is there not to like?

Thank you, Colin. It sounds like you had a very special trip.

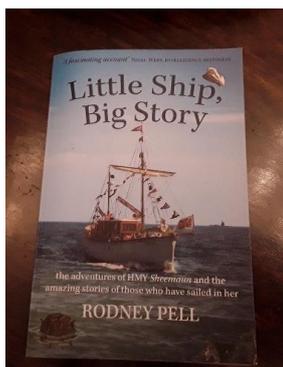


HMV Sheemaun

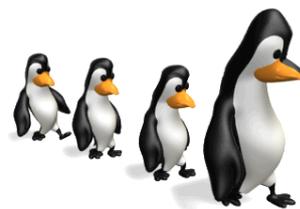
“Little Ship, Big Story”

On Saturday 12th October 2019 Dr Rodney Pell will be signing his new book, “Little Ship, Big Story”, at Waterstones, Westwood Cross between 12 and 2 o'clock.

This very interesting book records the history of *Sheemaun*, which has been lovingly restored over many years by Rodney Pell. She is moored in the Royal Harbour.



THE WALKING GROUP



Last month Rosemary Thornily treated approximately 20 walkers to a BBQ at her home after the walk out to the Viking Ship from the West Cliff, Ramsgate.

A lovely afternoon in the sunshine was enjoyed by all. Thank you, Rosemary.



Please keep a look out on the **Walking Group WhatsApp** for details of the October Walk.

Contact Davena on 07760 402479 to be added to the group

TEMPLERS GOLF SOCIETY

Nothing received from the Golfers this month.
Hope to catch up with them next month



A brief testimonial on the Quality of LateSail Service

Paul and Norma Russell and Tommy and I chartered a bare boat through Latesail last month which we picked-up in Lefkas in the Southern Ionian, Greece. All arrangements worked perfectly and we were impressed with the quality of the boat and the very pleasant, helpful chap, George, in Greece. This is the second time we have used their services, having chartered a 43' catamaran for Christmas 2017. We would thoroughly recommend LateSail.



Our "home" for two weeks - a Beneteau Cyclades 43.4 called *Georges*

Sue Foster

TEMPLE TEASER SOLUTION

From page 6

1. Stockholm
2. Hamburg
3. The Sargasso Sea
4. The Netherlands
5. The Gulf of Mexico
6. Cabo des Tormentas (the Cape of Storms)
7. Between Cape Horn and Antarctica
8. Lisbon Under the Vasco Da Gama Bridge
9. Port of Split, Croatia
10. It is not a sea. It is a lake