

# TEMPLE BELL

The Newsletter of the Royal Temple Yacht Club

July 2022

Contact the office at [info@rtyc.com](mailto:info@rtyc.com)



**Euromarine Insurance**  
**RAMSGATE WEEK 2022**  
17-22 JULY  
[www.ramsgateweek.com](http://www.ramsgateweek.com)

- Sunday - Round the Goodwins (stand-alone)
- Monday - Regatta race
- Tuesday - Regatta race
- Wednesday - IRC East Coast Championship to Friday
- Thursday - QEII cup
- Friday - Gold Cup race

Euromarine Insurance Ramsgate Week is widely recognised as the 'friendly regatta' and the alternative to Cowes.

Once again we are extremely grateful to have Euromarine Insurance as our headline sponsor. [www.euromarineinsurance.com](http://www.euromarineinsurance.com)

## COMMODORE'S MESSAGE

A month has passed since my last email and what a splendid month it has been; it really has flown by. We have welcomed many visiting sailors to the clubhouse, along with the Dunkirk Little Ship Club, we have partied, had Friday night fun and held our very first RTYC 'in house' Summer Ball.

I'm sure the ball will be spoken about by others but I must take the opportunity to congratulate Rachel Morgans as the Entertainments Chair on making this event happen. Whilst we have held Summer Balls previously, they have always been held elsewhere and so this really was new territory and very much the right approach for the club. From the fizz on arrival to the last beat of the band EK1 at midnight it was a totally superb night.

Our new parasols are now in place on the terrace to shade users from the sun of what we hope will be a glorious summer.

Ramsgate Week is fast approaching with Registration taking place on Saturday 16th of July and the 'Around the Goodwins' race on the 17th. The club will be open from 11 until late every day. (10 am on registration day) with music most nights and food available Monday to Friday.

The menu, at £12 pp, is:

Monday: Thai Chicken,  
Tuesday: Paella,  
Wednesday: Curry,  
Thursday: Bangers & Mash  
Friday: Mexican

We must give the caterers a chance to plan so meals must be booked in advance. Saturday by 8pm for Monday etc, and yes **book all five nights on Saturday and you will only pay £55 for the week!**

Membership: the drive for new members is working! We now have potential members walking in and taking a look, and yes that IS resulting in a much-needed rise in membership applications. I have always made it clear that we remain a Members' Club. When visitors try us they walk away with an application form to apply to join. We will always exclude individuals who, as non-members or ex-members, abuse our rules, be it on attendance or behaviour.

This Friday is games night and the terrace will be buzzing, better still it's a long month and so we have a quiz night on Friday the 29th.

I hope you enjoy the sun and I look forward to seeing you at the clubhouse or on the water.

*Martin Morgans*

## 200 CLUB

### May Draw

£25	Nº 18	Mr F Martin
£50	Nº 50	Mr P Curtis
£100	Nº 2	Mrs S Foster
£200	Nº 98	Mr J Williams

### ROLLOVER

£25	No 15	Mr J Eastwood
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### June 2022

£25	Nº 150	Mr E Ball
£50	Nº 90	Mr T Strong
£100	Nº 58	Mr & Mrs M Brand
£200	Nº 98	Mr C Denby

### ROLLOVER

£25	No 137	Mr A Ward (Absent)
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### NEXT DRAW

TBA

## ENTERTAINMENT NEWS



### Join our WhatsApp Group to keep up to date with forthcoming Club events

June has been a busy month for the club, starting off with the Queen's Platinum Jubilee weekend. The club house was decorated with the traditional signal flags in addition to the home sewn bunting made by some of the crafty members.

To start the celebrations on Thursday, the RTYC hosted a reception for the Little Ship Club as we watched from the balcony, welcoming in the last of the flotilla to the harbour. On Friday night the club helped Chris to celebrate a very special birthday with a live band. The Little Ship Club shared their annual celebrations with the us on the Saturday. The club was filled by both RTYC and Little Ship club members who enjoyed a feast upstairs. Once back in the bar, there were speeches and there was a gift of a Little Ship Club shield to thank the RTYC for our hospitality. The shield has now been mounted in the clubhouse along with the framed Little Ship pennant. The weekend finished with a traditional Sunday carvery, where members stayed late into the evening drinking and enjoying the last of the bank holiday weekend.

June's Games Night developed into a pool competition split between members and a group of their teenager children. Although on this occasion the adults won, it left the youngsters wanting more and keen for the next opportunity to beat their parents. It created a wonderful atmosphere of fun and laughter. Friday 29<sup>th</sup> July will be a Quiz Night with cheese provide; please remember to book in your chosen team early.

Nikki Redd joined the club for Music Night, where she sang a combination of classics and current songs, allowing members to dance the night away.

July saw the return of the Summer Ball to the RTYC clubhouse. Members were welcomed with a glass of fizz and some beautiful music played by Kay. The theme was the sea, so the club was decorated with fish and balloons, sand and shells adorned the dining tables. A delicious four course meal was followed by live music played by EK1 in the bar. Chris kindly agreed to be the photographer for the night, and a photo station was set up under a waved balloon arch. The evening was a great success and I would like to say a massive thank you to all of those who have volunteered their time, effort and energy to make the evening so special.

**Rachel Morgans**

# QUIZ NIGHT

FRIDAY 29<sup>th</sup> JULY  
7:30 pm

£1 per entry  
Includes Cheese Platter  
Teams of 6 people

Contact the Office  
to Book  
01843 591766

### A SELECTION OF PHOTOS FROM THE SUMMER BALL

*Many thanks to our photographer, Chris Cox*





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## TEMPLE TEASER No 60

### BUOYAGE

FROM STUART CARTER

Solution on page 12

1. What do the initials IALA stand for?
2. What does this buoy Indicate?



3. Which IALA region covers North America? IALA A, IALA B, IALA C or IALA D
4. What does this buoy tell you to do?



5. What is the light pattern of the buoy in Question 4?
6. What does this buoy indicate?



7. What is the light pattern of the buoy in Question 6?
8. What does this buoy indicate?



9. What is the light pattern of the buoy in Question 8?
10. What cardinal mark does this colour pattern signify?



## FROM OUR VICE COMMODORE



Apologies for the brevity of my report but as you can all imagine the run up to **Ramsgate Week** is always chaotic.

As many of you have seen from my pleas on WhatsApp, best laid plans don't always come off, and a few spanner's have been thrown in the works at the last moment. However, I'm sure that it will all be 'alright on the night', as they say.

I'm sure you will all welcome our visiting yachtsmen with open arms, especially the lovely lads from Holland, Danny Besse, Dennis Reijke and their team. Hopefully the bar has enough Barcardi for them!

From last year's feedback we have decided to start the week off slowly and will not have any bands playing until the Monday night so people can get the chance to catch-up with each other. Please come down, support the bar and have a great evening.

Live music will start at 9pm and a quick run- down is as follows:

**Monday** we have **Elgin Towers**, an Elton John impressionist.

**Tuesday** is **open mike and jammin'** session. Peter Giffen has kindly offered his band as a house band and we are encouraging the many musicians and singers out there to take to the floor.

**Wednesday** we will have **Ozzie and The Ugliers** playing.

**Thursday** is an 80's band called **Vertigo Park**.

**Friday** we have the **Dial**.

In advance I'd like to thank everyone who has offered to help, and in particular the support from Paul Woodward and Elizabeth Anderson as well as the RCS.

See you on the dance floor!

**Karen**

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# RTYC CRUISERS

Please remember to join us for our regular, 3<sup>rd</sup> Friday in the month, Social Evenings.



## 93rd Year Little Ship Club Rally & Anniversary Dinner, Calais 28th May 2022

High winds greeted our planned departure date of Thursday 26th. **Blown Away** and most of the fleet decided to delay 24 hours. **Principessa** and **Remi** took advantage of an early lull to drop lines and go. **Blown Away** and **Splash** came out from the inner on Thursday evening's tide to moor on the allotted East pontoon in front of the wind farm cats. The outer pontoons were full with visiting Oostende racers. Five minutes of bombardment from the incoming waves was as much as we could take and after pleading with Port Control **Splash** and **Blown Away** were allocated the front slot on the Mexican waving West Breakwater. Jonathan dropped **Avventura's** lines at 02.00hrs. **Pintail** and **Saje** were behind. The sleep deprived crews of **Blown Away** and **Splash** left at the more sensible time of 05.00hrs.

At this same time George with **Stella Maris** headed out with RTYC debutantes Rosalie Haran and Sam McGregor in **Lucky Puffin**. Rosemary and Peter in **Willow Wind** nipped out from behind the West Breakwater to leave in front of **Blown Away** as bleary-eyed crews headed out into a calmer sea. A fresh offshore breeze took us all down past Deal to the S W Goodwin, when **Blown Away** turned on a broad reach for Calais the Yanmar was started to keep up speed.



When **Blown Away** approached Calais we caught up with Alan and Jennie on **Saje** who were waiting for green lights. Both of us made the 10.24



bridge opening into the Bassin Quest.

**Blown Away's** hungry crew sought sustenance. We walked up the Rue Royale past the shops and over the canal where we had a fine breakfast at the *Buffet de la Gare*. Across the Parc Saint Pierre we found the *Musee de la Guerre*. This museum is housed in a large bunker built by the German military in 1941. There are 21 themed rooms full of fascinating memorabilia and wartime objects ranging from uniforms and newspapers to Spitfire engines and artillery guns. It shows the extent to which Calais was flattened during the World Wars. How dreadful it is, to realise this is happening in Europe again.

On Friday afternoon Rally participants gathered in the excellent Calais Yacht Club and enjoyed the panoramic views over the harbour. An evening meal was organised



by Alan of **Remi** at Brasserie de la Mer. Our members just about filled the restaurant. The seafood platters were memorable, a great evening was enjoyed by all. Some mariners retired to the Yacht

Club and some direct to their bunks at a very late hour on what was a chilly night.

Saturday started with visit to the Calais market. Amazing selections of meat, fish, vegetables and food of all sorts were on display with crowds



queueing to buy. An exhibition of vintage bicycles and racing Tour de France

memorabilia was on display in a hall next to the market, the Tour is due to make a July stop in Calais.

In the afternoon we all attended the Beer Call on Jonathan's Host vessel, **Avventura**.



Saturday evening brought us the big event: The 93rd Year Anniversary Dinner of the Little Ship Club Calais Rally.

This was once again organised by RTYC member Jonathan Hague.

It was great to see 11 RTYC yachts making up the largest contingent of the fleet.

Over 60 diners enjoyed a fantastic feast in the Cercle Amical Maritime. Jonathan explained that the venue, menu and arrangements remain unchanged each year and that the event has become a historic tradition. The evening was a tremendous success and many of us ended the night in the Calais Yacht Club.



Sunday morning's Bubbly recuperative party with Bacon Butties on **Avventura** was just the right cure for headaches, thanks again to Jonathan, the bucks fizz, baguettes and bacon hit the right



note. Prizegiving was held in the yacht club after midday **Remi** and **Bamboo** left for home after the party. The rest of the fleet decided to



stay for another day.

On Sunday afternoon many of the RTYC contingent took advantage of the excellent free Calais did the Town Hall Tour. Monday morning saw the fleet leaving for home.



**The Fleet leaving Bassin Quest for Ramsgate and Gravelines**

**Blown Away** decided to make a stop at Gravelines for a night. A following tide helped to make the lock into Gravelines' *Bassin Vauban* in under two hours. We were promenading the ramparts of the Napoleonic Fortifications soon after. *Hotel du Belfroi* in the town square provided us with an excellent dinner in the evening.



On Tuesday an exit from the *Bassin* as soon as the depth gauge read 4 metres saw us on the way home in a fresh north westerly.

We were back in Ramsgate at about five in the afternoon

just in time for the heavens to open and give **Blown Away** a thorough wash down.

Fantastic thanks to Jonathan for organising such a super event!

**Jonathan is already taking bookings for next year's event!  
Friday 26th May to Sunday 28th May 2023**

### 2022 CRUISING SUPPER & PRIZE GIVING Saturday 22nd October 2022

Please keep this evening free to join our Cruiser's Supper for a great evening of Food, Wine, Fun and reminiscences of the cruising year.

### 2022 CRUISE TO ANTWERP AND HOLLAND Saturday 13th August to Monday 29th August



We plan to Cruise up the coast to Breskens. From there to travel up the Schelde to Antwerp. At Antwerp we can stay in the Willemdok in the heart of the City. From Antwerp we will retrace our route back down the Schelde to turn North to Yerseke via the Zuidbeveland Canal. Then a two-night stay in the Oyster and Mussel Village of Yerseke. There is much to do and see in this seafood centre of Zeeland. Then a short hop to the lock for the Havenkanaal to Goes for two nights, right in the centre of the lovely City of Goes.



On Sunday morning our plan is to leave and travel West along the Veerse Meer past Veere and run down the Canal to Middelburg, the beautiful historic Capital City of of Zeeland. After two nights we should be travelling the short distance to Veere, a lovely historic North Sea port with royal Scottish connections.



The last Friday and Saturday of our Cruise should see



us travelling 19nm to Zierikzee for the Zierikzee Havendagen, the annual Mussel Festival Harbour Party. Sunday morning brings us to the start of our return journey to Ramsgate.



This is a just draft plan of our cruise, I expect participants will wish to pick and choose destinations and ports visited en route. A three-night stop in Antwerp gives opportunity to make shorter hops to closer Channel ports if 66nm to Oostende is a bit too far. Please let me know of your interest in this cruise and we will organise get together at the Club to make more detailed preparations and plans.

**Don Gray  
RCC**



## SAILING/RACING NEWS

THE FULL 2022 RACING PROGRAMME ON  
THE CLUB WEBSITE

### RCS REPORT – JULY 2022

Hello to all. I apologise for making this report brief this month, but the organisation of Ramsgate Week is somewhat pressing!

#### Club Racing

Since I last wrote, we have completed the **Spring Series** races which have been well contested. Congratulations to the crews of *Stiletto*, *Foxy* and *Daylight Robbery* who won their respective classes in the series.

The **Evening Series** wrapped up last week, with participants enjoying the races and their 'après sail' fish suppers in Club. IRC class was won by *Expedite* with *Daylight Robbery* topping the cruisers.

Sunday the 3<sup>rd</sup> July saw the ladies take control in the **Ladies Race**, which was surprisingly well attended after the Summer Ball the night before! In winds best described as challenging *Kabluzo* stormed home by a fair margin, leading to rumours that Rob Smith is being sacked from his own boat! Meanwhile *Pippy* bagged the win in cruising class.

#### Away from Ramsgate

In mid-June RTYC boat *Cobra* contested the **IRC Nationals** in the Solent and achieved a very respectable mid class finish against a strong field – well done!

June 25<sup>th</sup> saw the '**Round the Island Race**' where *Cobra* was joined on the water by *Cormorant*, owned by *Assassin* crew member Pat Maflin, and just 1115 other boats!

*Cobra* started strongly and were well up in their class before gear failure necessitated some sub-optimum manoeuvring which saw them slip down the order. Meanwhile on *Cormorant*, the sprinkling of *Assassin* regulars were enjoying an unusually low volume race in Cruising Class in spite of *Cormorant* shredding her genoa 10 minutes into the race, and relying on a stay sail to keep her moving. Once around St. Katherine's *Cormorant* was able to get going properly with the long asymmetric reach past Bembridge, moving her up through the class, finally finishing 8<sup>th</sup> in Class 6A – not bad for a boat with a washing machine still on-board!

#### Ramsgate Week

I'm sure that everyone is looking forward to the upcoming Regatta where, for the first time in years, we will see our friends and competitors return from across the North Sea to compete. I would like to thank in advance the small army of volunteers whom Karen has assembled to support the racing in the hut, onboard the committee boat or shoreside, and of course the Club's hard-working staff.

Finally, all that remains is to wish the competitors the best of luck and fair, or preferably (if I'm being honest) light winds!

Piers Hodges  
RCS



**Alex Jackson keeping a much-needed  
lookout on the beat to the Needles on-  
board *Cormorant***

(credit – Yachts and Yachting.com)

# CLIPPER ROUND THE WORLD RACE

## Leg 6 The Mighty Pacific James Thomas



### A little background:

Over three years have passed since I signed up for leg 6 of the 2019/20 Clipper Round the World Race. Crossing an ocean had always been an ambition of mine, and the Pacific offered the greatest of challenges. Originally the race was to start from Zhuhai in China, a little to the West of Hong Kong, and was split into two races, the first to Qingdao (China's Olympic sailing base) and then across the North Pacific to Seattle. Covid-19 had other plans for the race, however.

I travelled out to join the fleet and my team mates on our yacht, *Punta Del Este* in early 2020 who due to the emerging crisis in China had been diverted to Subic Bay in the Philippines. The race organisers set a short 800-mile race out and back to Subic Bay in the hope that the situation in China would resolve itself given a little more time but with a global pandemic being declared whilst we were at sea, and with countries racing to close borders, I soon found myself on a flight back to the UK with the race suspended. What we thought would only be a temporary hiatus turned into two years, with the organisers finally managing to secure permission for the crews to re-enter the Philippines in February this year.



Race Route



Fleet in Subic Bay, Philippines



Pre-Race Start, Luzon Strait

### Race Start

Having waited over 2 years, on the 20th March the fleet of eleven Clipper 70 racing yachts slipped lines and motored out of Subic bay in procession flanked by a small flotilla of local boats who had come along to wave us off and wish us well. With the wind conditions notoriously unreliable off the north-west coastline of the country the race committee had deemed it prudent to start the race on the 24th from the Luzon Strait which lies between the top of the Philippines and Taiwan. This gave us four days for additional training and race prep as we motor-sailed north. Typically, we enjoyed some reasonable wind and were able to sail for much of the trip. The fleet converged at the start line for a Le Mans start at 12pm. This type of start is used where a start line cannot be laid and involves the fleet motoring along a pre-agreed course, usually a close fetch in line-abreast formation, in an order determined from names drawn from a hat before leaving land. Only mainsails are allowed to be hoisted until 1 minute from start when engines must be stopped. The crew are required to stand toward the back of the cockpit until the timer hits zero at which point teams are allowed to hoist headsails. Running a well-choreographed hoist of a yankee and staysail is a challenge in mild conditions, but the wind had really picked up for our start with a stiff 25 knots from the Northeast. Despite having a decent record of Le Mans starts from previous races, ours was slightly stumbled and we found ourselves after ten minutes mid-fleet. With the wind due to move further East however, and with us being third boat to windward, we were still in good shape and after 6 hours we were holding a slender lead.



Leaving the warmer conditions of the tropics

One of the many race instructions we had to observe was to avoid areas of depth less than 30 meters. We were also given three virtual marks, designed to keep us away from the coast of Taiwan, which we had to leave to port. With the wind slowly moving east we were gradually being lifted towards the first of these marks, but around midnight it became clear that we would need to put a tack in. To this point, and due to the challenging conditions, the helming had been shared between our Skipper, Jeronimo, the first mate, Nano, and myself. This became tiring though and the fatigue contributed to an involuntary tack during a helm change when a wave simultaneously pushed the bow to weather. Our decision of when to go was decided by the boat itself, and so we headed east away from the fleet, and I retired to my bunk for some much-needed rest. When I came back on deck at 7am we had just tacked again, and to my horror I realised that the other watch had failed to recognise that the wind had veered further east and in following the apparent wind angle had sailed almost in the wrong direction for a couple of hours. The mistake cost us and we found ourselves towards the back of the fleet. With only 180 miles under our belts however, and another 6300 or so to go, we kept our chins up and battled on focusing hard on our boat speed and on catching the rest of the fleet. The wind over the next few days stayed stubbornly in the east and for the most part was too far forward of the beam to allow us to hoist a kite which stunted our progress north. As we approached the Japanese island of Okinawa the wind gods dealt us a further blow with the wind backing to the northeast, just the direction we wanted to travel in. With a keener eye on the wind direction – following our initial oversight - we played the wind shifts and soon had gained a few places, moving up to 4th at one stage. Whilst the wind was not in the direction we had hoped, the warm, north flowing Kuroshio current helped to push us along. Around 80 miles off the southern Japanese mainland the current is accelerated to as much as 4 knots and we had planned to take full advantage. This was not without risks as with a north easterly wind creating a wind against tide effect, the sea state can become quite nasty. However, the storm force winds that we had been promised of the mighty Pacific were yet to materialise and so we headed for the strongest part of the current. Sadly, we were not alone in our strategy and so positions remained broadly unchanged as the fleet drifted along this tepid conveyor belt. Inconsistent forecasts, which were to become a defining feature of the race, made tactics at this point of the race particularly challenging. A transition in weather was forecast with two systems due to converge on our track creating an area of very light winds for a time. We chose to position ourselves to the North with the hope of capturing the new wind early, however this transition did not play out as expected and we soon found ourselves drifting on a mill pond, with the fleet further south continuing to progress East. That evening I sat on deck, sails hanging lifelessly from our 100ft high mast when a dragon fly landed beside me. This was to be the first of many and signalled something more sinister was about to arrive. The deepening low to the north must have pushed these prehistoric insects down to us on winds way above us and shortly after watch change, we were to experience the effects down at sea level. The wind increased from 0 to 35 knots in the space of around 2 minutes. We had just enough time to drop our lightweight spinnaker and then hoisted the yankee 3 which we had prepared earlier in expectation of strong weather arriving. This was then followed by three reefs by which time the wind was well into the 40's with occasional gusts close to 60knots. I remember being thrown around in my bunk hoping that my lee cloth would keep me restrained when I heard calls of panic on deck. One of our Spanish crewmates, and one of the doctors on board, had fallen and hit his head on a hatch knocking himself unconscious. At one stage our fellow crewmates feared the worst but having managed to get him down the companionway he came to, and they were able to check for concussion whilst we changed watch. I honestly thought a medical evacuation was inevitable, however four hours later he wasn't just back on deck, but also on the helm and in good spirits.

The next 48 hours were brutal, and perhaps some of the toughest of the whole race. The sea state became very confused with 3–4- meter waves and consistent 30 – 40 knot winds. We had to steer away off the crests of the waves in an effort to prevent the boat crashing into the troughs below which contributed to a very poor tacking angle and made for very slow progress but saved the boat and crew from any further damage. I suspect that some of the fleet may not have been so careful, with one boat having to detour to Japan to evacuate an injured crewmember and another yacht, *Qingdao*, later reporting serious damage to a check stay which forced them to divert to Yokohama for repairs.



*Storm force winds, and big seas south of Japan.*

The storm had taken it out of us, but the team were still in good spirits and once past the islands directly to the south of Yokohama we started to make good progress north with the breeze moving gradually West. Soon we were on a beam reach, making 11-12 knots and enjoying the last of the Kuroshio current as it pushed us ever farther north. As we did the conditions grew increasingly cold. Prior to the start of the race, we had studied weather data for previous years and determined that a northerly route would offer favourable conditions. Some of the other teams had made no effort to hide their intentions to stay further south in more mild temperatures and it took courage to stick to our guns. Soon we found ourselves alone but for the occasional pod of humpback whales, some 350 miles away from some of the fleet. I remember coming on deck one morning to the sight of freezing fog with occasional flakes of snow falling on deck – it was freezing!



*Freezing conditions NE of Japan*

The cold posed other challenges too including to successful bread making, one of the daily rituals. Crew members resorted to all kinds of methods to help the bread to prove including putting it in a recently-vacated sleeping bag (inside a bowl, I should add), but we eventually arrived upon an ingenious method of using a bain marie. Balancing the dough bowl above a large simmering saucepan we were able to keep the dough sufficiently warm to rise and thankfully the doughy bricks became short-lived.

Our strategy was really starting to pay off though and with a constant 20-30knots of wind and a following sea we were able

to achieve an average speed of around 12 knots for a number of days on end. Our position also gave us a better angle to the start of an exclusion zone which race organisers had set between two lines of longitude below a latitude of 45 degrees, the purpose of which to keep us to the south of a group of islands which separate the Pacific from the Bearing Sea and away from potential ice risk. This helped us to catch and overtake the rest of the fleet and by the start of the exclusion zone we had a slender lead of around 30 miles from *WTC Logistics*.

The angle of the wind had also moved further aft by this point, but with a lead re-established we were keen not to take undue risks and so resisted hoisting our kite in less than favourable sea conditions. Positions of the other boats are provided at 6-hour intervals and it soon became apparent that some of the fleet behind were catching, so on one particularly dark night, with 25-30knots of true wind but apparent speeds in the mid-teens, we hoisted our 340 sq meter code 2. For a time, things were quite manageable, but the wind steadily increased and we soon we found ourselves with constant winds in the 40's and occasional gusts over 50 knots, screaming down waves at over 20 knots. A couple of broaches later, and the kite was back in its bag in the sail locker. The right sail choice is a game of percentages, and reports of spinnaker wraps from other boats in the fleet told us we'd made the right call. Thankfully, conditions eased a little the following day, and we managed to get the kite back up and for a 24-hour period averaged in excess of 13 knots achieving a Clipper record of 320 miles. This helped us to maintain our lead which we held to the end of the exclusion zone, by which point a deepening area of low pressure, in addition to the chasing pack, was giving us plenty to think about. Rain showers brought with them gusts in excess of 50 knots and a confused sea state made things uncomfortable. We were also facing a bit of a predicament. The forecast showed a number of very light areas of wind ahead on our track to the finish. Our Time Zero navigation system and weather routing recommended a more southerly track based on the forecast, however the fleet behind split, with two boats, *Unicef* and *WTC Logistics*, sailing south, and the rest staying to the north on the rhumb line. We attempted to cover and headed south of track with the aim of keeping *WTC* and *Unicef* between us and the finish line but trying not to deviate too far from the rhumb line. As we moved further east however, the conditions to the north became ever lighter and the two boats to the south managed to catch the north edge of a low-pressure system 500 or so miles away. This helped them to move further east and by the time they gybed north, they had managed to sneak a small lead on us. This was a particularly gutting having led for over 3 weeks by this point. Amazingly, as we approached the finish line off Cape Flattery at the mouth of Puget Sound, we spotted the two other boats. They had run out of wind just off the finish line and were fighting a current that runs north along the Washington coastline. For a time, we had visions of a last-minute win, but the healthy wind that carried us to within half a mile of them died for us too and they sneaked across the line ahead. After 36 days at sea and having covered over 6500 nautical miles, I was given the privilege of helping the boat across the line in third place.



*Arriving into Seattle*



*My Bunk*



*Spotting a fellow crewmember at the helm*

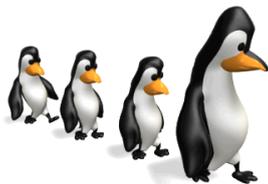


*Crossing the finish at Cape Flattery*



*Carrying out running repairs*

## THE WALKING GROUP



Email Davena with your phone number at [davenagreen42@gmail.com](mailto:davenagreen42@gmail.com) to be added to the group *WhatsApp*

The walk in June was from the Ramsgate Esplanade through to the Viking Ship returning to a delicious lunch provided by Rosemary in lovely weather in her garden. This was greatly appreciated with more partaking of lunch than walking on this occasion!



Details of the next walk will be sent out on the Walking Group WhatsApp. If you would like to join the group to walk (or just come along for lunch) please contact Davena by email with your details and she will add you to the group.

Julie and Chris have completed their fabulous Camino pilgrimage walk through the stunning scenery of Northern Spain. The statistics from this marathon are as follows:

They walked from St Jean Pied de Port, France to Santiago de Compostela in Galicia, Northern Spain taking 45 days, covering 1189 kms which translates to 1,300,000 steps!!!!

Looking wonderfully fit, toned and relaxed they enjoyed the experience so much they would not hesitate to do it again.

## TEMPLARS GOLF SOCIETY



*The Templars Golf Society was started about 20 years ago for members and friends of the Royal Temple Yacht Club in Ramsgate. Our net is cast even wider now and anyone who would appreciate a friendly, sociable round of golf is very welcome. We play off IG handicaps with monthly adjustments at the Captain's discretion!! Those who don't have a registered handicap will be allocated something suitable.*

### Wednesday 18 May 2022 Report

Wednesday 18th May at Westgate 5 intrepid golfers teed off in blazing sunshine to determine who would win the coveted cake for the longest drive, who would win the nearest the pin, and finally which one of these intrepid golfers would be overall champion for the month of May.

After a great day's golf, the overall winner was Alan Stag with 32 points. The longest drive was Howard Wilton who must have a liking for cake because he has taken this prize for the second month in a row. Then last but not least, yours truly managed to drop the ball on the green (very lucky) to take the nearest the pin.

After a fine day's golf we all had brunch and prize giving in the restaurant at Westgate Golf Club.

If any of you would like to join us please get in touch Happy Golfing

**Roy (Captain) Naylor**

(no report on June's match, unfortunately.)

### TEMPLE TEASER SOLUTION

From page 4

#### Buoyage

1. International Association of Marine Aids to Navigation and Lighthouse Authorities
2. New Danger Mark (newly discovered wreck or hazard)
3. IALA B
4. Keep to the South of me
5. White light 6 quick flashes + 1 long flash
6. Isolated Danger Mark
7. A group of two white flashes.
8. Safe water Mark
9. An isophase or occulting white light.
10. West Cardinal Buoy