

# TEMPLE BELL

The Newsletter of the Royal Temple Yacht Club

July 2023

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



## COMMODORE'S MESSAGE

With the Solstice behind us Ramsgate Week can only be weeks away; I am pleased to say that preparations are well in hand with 34 boats already registered.

On the 1st we held our Summer Party a magnificent celebration which saw the Club, and especially the Hold Bar, busy until the early hours.

With the departure looming of our long-serving Manager, Barry Stone, after Ramsgate Week we are organising a leaving party for Saturday 29th July. I am sure a great many members will wish to attend to give him the send-off he so deserves. Andy Ketteringham will be making all the appropriate arrangements and will welcome contributions from members.

I am pleased to inform you the we will welcome a new Manager a few weeks before Barry's departure. Katie Noakes has accepted the offer as General Manager of the RTYC; she will be supported by Lisa Caulfield who has taken on the Bar Manager's role. Katie's long experience managing larger venues for a well-known brewery will, no doubt, bring interesting and fresh ideas to the Club and help make us more profitable.

Sadly, I have some more sobering news. It would be impossible to have been a member for any length of time without hearing of the issues with our roof - it is possibly the first thing I was told about when I joined! Well, the time has come I am afraid and we can no longer muddle along with patches and sticking plasters. You will have seen the scaffolding in place whilst numerous roofers have been up there, pontificating and suppling their views and costs.

This week your Committee unanimously took the decision that the work must be done and before this winter. The cost is a painful £40,000 to £45,000. We will commence fundraising immediately and look for any way we can to raise additional capital to cover the cost. Be in no doubt, we will consider anything. Should you have a cunning plan, please share it. Should you find that your life savings far exceed your needs we would be happy to assist! Maybe you discover you have far more boats than you need and want to sell one off and donate the proceeds! Possibly you would wish to pay for 50 roof tiles. No offer is too large or too small to assist the club. We have set up a GoFundMe appeal <https://gofund.me/74baf6eb>. Please share this link far and wide. As a club member should you wish to donate to the appeal, please do so directly to the club and not via the link which is for the general public.

Now for some very positive news. Within three months we will be offering breakfasts, lunches and evening meals in our very own restaurant. Details are being finalise d and more details will be announced soon. This is such a positive step forward for our club which not only benefits members directly but will also enhance our hotel facilities.

Our terrace is actually blooming and I look forward to seeing you over the next few weeks.

*Martin Morgans*

## 250 CLUB RESULTS

### June Draw

£25	Nº 91	Stuart Carter
£50	Nº 58	Mike Brand
£100	Nº 24	Hugh Mockett

**The next draw will be on  
Sunday 25 July at 3:00pm**

## ENTERTAINMENT NEWS



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

So far this summer we have hosted two very successful wedding receptions both of which helped to fill the clubhouse and the club's coffers. The club rooms looked spectacular with the staff and volunteers making the clubhouse look like the perfect venue to celebrate a special day.



We have also hosted several birthday parties and wakes. A mixture of in-house buffets and externally sourced caterers has allowed the club to offer the appropriate experience for every occasion.

The **Pool Team** are back in full swing on Thursday nights, which again is bringing people into the club on a typically quieter evening. The pool team is always looking for extra players so do come along on a Thursday night to join in. The pool table trial has now ended and I am pleased to say that the fruit machine is no longer a feature.

Saturday 17th was an incredibly busy day with both a private party and the RTYC hosting the EAORA boats in the hold bar. Our European friends had a sunny sail over before a prize giving and celebrations long into the night. Our bar team worked incredibly hard and should be thanked for their considerable efforts.



The beginning of July saw the Club's first **Caribbean Summer Party**. The club was decorated from top to bottom including a beach bar on the terrace to serve the welcome piña coladas. All who attended received a flowery garland to jazz up their Hawaiian shirts, making everyone beautifully colourful



with some even fluorescing in the disco. Caribbean street food was in abundance, with jerk chicken, rice & beans and a selection of traditional vegetarian pasties. The evening moved downstairs to enjoy more cocktails and

Rob's Video DJ down in the Hold Bar. Dancing went on late into the night before people snuck off to continue the party elsewhere into the wee small hours of the morning. A big thank you to all the new Entertainment Committee who volunteered to come in on the morning of the party to adorn the club ready for the evening.



The fortnightly **quiz nights** are back up and running in their usual slots (1st and 3rd Friday of the month). The teams are of six members and the tables book up quickly, so please book via *WebCollect* or call the office. Please ensure you pay at the time of booking in order to secure your seat and your cheese board. Until you pay your seat is not booked and your cheese not bought!





With the need to raise money for the roof repairs the club will be holding regular **Raffles** in the club. Raffle tickets can now be purchased on your gold card over the bar or by calling the office.

Please join in the raffle to support the club by purchasing tickets or if you have any donations they will be greatly received for prizes.



## CRUISING SOCIALS

The next date is

**Friday 14th July**

From 7.30pm

Everyone welcome

A great way to catch up with old friends and make new ones!



**TEMPLE TEASER No 69**  
**Famous Ships**  
**FROM STUART CARTER**  
**Solution on page 8**

**SATURDAY NIGHT IS PARTY NIGHT**  
**ALL WELCOME**



**Rachel Morgans**  
**Entertainments**

### **Is it you?**

**One of our veteran members is intrigued to know if he has now become the longest serving member with unbroken membership.**

**He joined the Club as a Cadet member on 1 January 1960 – some 63 years ago! Is there any current member who joined before then?**

**Do let Sue Foster know if you did!**

**I am still waiting to hear.....**

1. What was the largest of the ships used by Christopher Columbus on his first voyage to the New World - *Santa Maria*, *La Pinta* or *La Nina*?
2. On which ship did the Japanese sign the *Instrument of Surrender*, on September 2, 1945, bringing an end to their participation in World War II?
3. What was the name of Lord Nelson's flagship at the Battle of Trafalgar in 1805?
4. The German Battleship *Bismarck* is usually given credit for the sinking of which ship during the Battle of Denmark Strait in 1941?
5. What British ship was torpedoed by the Germans, and turned American opinion against Germany, leading to America's entry into World War I.
6. This ship carried the first load of Separatist Puritans (later called Pilgrims) from Great Britain to North America.
7. This ship was the biggest of its type ever built in the history of naval warfare. What type of ship was the *Yamato* - Submarine, Battleship, Cruiser, or Aircraft Carrier?
8. What famous Carrick-style warship, flagship to Henry VIII's Tudor navy, sank in 1545?
9. What ship was scuttled by her captain in the River Plate estuary near Montevideo in December 1939?
10. Which English Galleon circumnavigated the Globe between 1577 and 1580 was commanded by Sir Francis Drake?



## FROM THE VICE COMMODORE

With **Ramsgate Week** all in hand and looming on the horizon I thought for a change I would talk to you about the RNLI in my role as Club representative and also as Ramsgate RNLI Press Officer.

You may have seen on the news that, due to migrant work that has been carried out in Ramsgate, the Operations team have decided to station a Tamar class all weather life boat at Ramsgate. The reason behind this is that there is nearly double the amount of deck space and the general services that are covered by Ramsgate would be more suitable to a Tamar.

Sadly, we are not getting a brand-new boat, instead we will get the *Diamond Jubilee* 16-23 which is planned to leave Eastbourne early August and be taken to Poole for a re-fit. Our crew will take part in conversion training, obviously they are all fully trained in the Trent class but will have conversion training to the Tamar.

We hope to have the Tamar with us mid-October and we will run both the Trent and the Tamar until all crews are satisfied. At that point the *Esme Anderson* which, at nearly 30 years old is one of the oldest boats in the fleet, although with lots of new parts, (think Trigger's broom) will be sent to Poole for refit before going to Eastbourne.

Have you wondered what the numbers mean on the side of a lifeboat? The first two numbers denote the length of the boat, and its class. *Esme Anderson* is a Trent class and is just over 14 metres long, so her number starts with 14. The second set of numbers is the build number, again *Esme* is 14-02 which means Trent class, 14 metres long and 2nd of her type to be built. The *Diamond Jubilee* is 16-23 meaning a Tamar

class, just over 16 metres long and 23rd of her build.

What does amuse me is that since the decision has been taken to give Ramsgate the Tamar we have not been out on one migrant shout! Oh well, best to be prepared!

All the best

**Karen**

**Vice Commodore & Ramsgate Week Chair**





## SAILING/RACING NEWS

The Spring Series is in the books with *Buccaneer II* winning the IRC Class and *Pippy* claiming the series title in the Cruiser Class.

We are part way through the Summer / Offshore series, which is regularly seeing a good turn-out of boats, possibly driven by the fact the series is part of a larger Club Championship for 2023.

Evening series racing is also underway and seeing the competitors enjoying a relaxed evening sail followed by fish and chips at the Club.

This weekend will see the return of the Summer Mini Regatta – I hope to see a good contingent of our fleet for what promises to be a fun weekend.

### A Busy Weekend in June

On the 17<sup>th</sup> June we successfully hosted both EAORA and YCB boats for their Triangle and Link Cup races respectively. I am pleased to report that RTYC racers were coaxed abroad to compete in the Link Cup for the first time in about 5 years – and based upon feedback can expect the participation to grow in future years.



RTYC boats departed Ramsgate for the cruise to Boulogne on Friday 16<sup>th</sup> at a time of the day I rarely see. Conditions were delightful and enabled some of the boats to indulge in some catering, whilst *Stiletto* pressed on with basic rations during their swift kite reach across the Channel!



We received a warm welcome in Boulogne with complimentary nibbles and tipples at the YCB on Friday evening. After a calf-busting hike up to the old town, crews enjoyed nice meals and carried on 'hydrating' after the days' activities.

We raced back on Saturday morning, and after a bit of high seas drama, which saw a migrant dinghy drifting around Boulogne Harbour entrance hotly pursued by a pair of police RIBs, the fleet of nine boats set off for Ramsgate in light winds.

After a few wind holes and showers were dealt with, *Stiletto* finished in just under six hours to take line honours and the Link Cup on corrected time.



A combined EAORA and Link Cup prize-giving was hosted on

Saturday evening which saw crews from around 30 boats enjoying a good evening of 'hydration' and camaraderie.



### RTYC at the Round the Island Race

A good contingent of the regular *Assassin* crew participated in the Round the Island race this year on board Patrick Maffin's Grand Soleil 52 *Cormorant*. In challenging conditions, which saw them elect not to risk trashing the Spinnaker, they recorded a respectable 14<sup>th</sup> in IRC Class 1B against 38 other boats that certainly weren't carrying washing machines and other creature comforts associated with luxury cruising. Well done guys!!

### Ramsgate Week Preparations

We now have 34 confirmed entries for the Regatta and it goes without saying that our focus is now firmly on the final preparations to make the event a success.

**Piers  
RCS**

## RTYC CRUISERS



Please remember to join us for our regular,  
**SOCIAL EVENINGS**  
**ALL WELCOME**

**Our 2023 traditional East Coast cruise was organised by Mark Andrews:**

Leaving on Saturday 17th the fleet was blessed with glorious summer weather and good sailing breezes for the whole week.



Our first stop was the River Orwell and the Suffolk Yacht Harbour at Levington. The next day we headed South to Titchmarsh Marina on the tranquil waters of the Twizzle. On leaving the Walton Backwaters the fleet encountered a severe thunderstorm and a couple of hours of heavy rain as they headed out to spend the night anchored off Stone point.



West Mersea Yacht Club was the next destination with the seafood at the famous Company Shed

Please send any contributions for compilation into the next issue or comments, etc to Sue Foster at [sueandtommyfoster@gmail.com](mailto:sueandtommyfoster@gmail.com)

being the gastronomic highlight of the week. From there the fleet went up the Blackwater to get locked in for the night at Heybridge Basin.



Our last stop before home was Bradwell Marina with the Green Man providing another memorable culinary delight.



*Avventura, Bamboo, Denali, Stella Maris and Tanamera* attended some or all of this cruise and everyone had a very enjoyable trip.

**Mark Andrews**

Our thanks go to Mark for organising this successful East Coast Cruise.

- This Year's **Cruise to Holland** is planned for Saturday 19th August to Sunday 3rd September. The Cruise is being organised by Jonathan Hague and more details will be available very soon.
- An excursion to London's **St Katherine Docks** is planned for the week of Sunday 17th September to 24th September.
- Our **Cruising and Prize Giving Supper** at the Club is on the evening of Saturday 28th October 2023. Please put this date in your diary and join us for a celebration of our Cruising Year.

**Don Gray  
RCC**



You have probably read in the blog Paul's account of their awful experience off the coast of Nova Scotia. Sadly, the damage sustained to *Spectra* means that their insurers have written-off the beautiful craft. Paul and Norma are expected home within the next few weeks. A very sorry end to their dream but at least they are safe.



<http://blog.mailasail.com/spectra>

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## 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.

I must start by apologising for the very late report - I've been racking my brain for an appropriate excuse but I can only come up with the fact that I'm not getting any younger and basically it was Roy Naylor's fault!

As a result of Templars taking holidays, ill-health and various other reasons only six golfers took part in the June outing at Westgate and Birchington Golf Club.

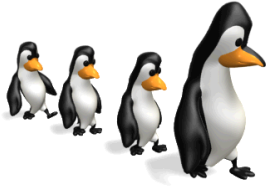
In the absence of our Captain (Robin), I stood in for him for the day. Sam Matsubara, Neville Redvers-Mutton, Alan Stag, Howard Wilton, Roy Naylor (more about Roy, later!) and myself enjoyed a fine round of golf with amazingly good weather and a course in very good condition. As always, we achieved an enjoyable day with some good golf thrown in for good measure.

The 'Longest Drive' was won, yet again, by Alan Stag who took home 'The Cake'. The overall winner, however, was Roy 'The Bandit' Naylor who romped home with a magnificent '45 points' (his card also included a Blob on the 16th.) Well done Amigo!

The Templars' next game is on **Wednesday 19th July meeting at 10.15.** It would be great to see you all. Whilst I can't guarantee the weather I can guarantee a warm welcome and an enjoyable day's golf.

*My Best wishes to you all*  
Happy Golfing  
**Don (Cross)**

# THE WALKING GROUP



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

Details of the next walk will be posted on  
the RTYC Walking Group *WhatsApp* so  
please contact Davena if you wish to be  
included.

Due to holidays and various other events, no  
walk is currently planned this month, although  
some of the Walkers are going on the trip on  
the River Stour to see the seals on Friday.

Julie & Chris Rook are currently walking the  
Thames Path between Oxford and London  
and no doubt we will hear about that on their  
return. After their heroics on the Camino, this  
will be a stroll in the park!

## TEMPLE TEASER SOLUTION

From page 3

1. *Santa Maria*
2. *USS Missouri*
3. *HMS Victory*
4. *HMS Hood*
5. *SS Lusitania*
6. *The Mayflower*
7. *Yamato* and her sister ship, *Musashi*,  
were the heaviest and most powerfully  
armed **Battleships** ever constructed.
8. *The Mary Rose*
9. *The Admiral Graf Spee*
10. *The Golden Hind*



Continued from last month's issue .....

For the benefit of our new members who may not be aware of the long, illustrious history of The Royal Temple Yacht Club, and as a reminder to all, we are re-printing for your enjoyment some articles written by our late, much missed, Archivist and former Commodore,  
**DENYS TWEDDELL**

**THESE ARTICLES COMMENCED WHEN THE RTYC MOVED FROM LONDON, WHERE THE CLUB WAS STARTED AT THE TEMPLE STEPS ON THE THAMES, TO RAMSGATE**

### **COUP DE FRANCE THE FIRST CHALLENGE**

AS reported in an earlier Article, The Coupe de France Trophy offered by the Union des Yachts Francais for competition by yachts of all nations, was won by Mr T Harrison's yacht *Gloria* sailing under the Temple Yacht Club colours.

A year later France sought to regain the Cup and a challenge was issued by *Anna* owned by Comte Blois de Catellaine. This was taken up by *Laurea* owned by Mr E Hore. The races were scheduled to begin on 29<sup>th</sup> July 1899 in the Solent off Ryde Pier.

The course was from Ryde Pier eastward to the Dean Elbow Buoy, then to a buoy anchored 4.5 miles E by S from that buoy, rounding the Nab Buoy, then back to Ryde but passing the Warner Light to port whereas all the other marks were Starboard handed, a course of about 22 miles.

The Start was to be 5 minutes after the second gun; a start before this would have the time added. On the day *Laurea* kept *Anna* under her lee until the 5 minutes had lapsed then went away taking a 35 seconds lead which by the Dean Elbow had increased to 7 minutes. This was maintained rounding the Nab.

On the sail home *Laurea* made a serious error in passing the Warner to starboard instead of port, not realising the mistake until she saw *Anna* rounding it properly. She was now about 4½ miles to the west but immediately went about and against the tide ran to the mark under a spinnaker. At the mark *Anna* was now leading by 3min 47sec. The breeze was freshening and *Laurea* cut down the lead, passing the line 53 seconds ahead of her rival.

First honours to *Laurea*

Two days later the boats took to the water again over the same course.

*Anna* made a very good start while *Laurea* lingered and crossed the line two minutes late. As the race progressed *Laurea* caught up and took the lead. Disaster struck *Anna*; at the Warner her rudder gave way and she had to be towed back to Cowes.

*Laurea* completed the course. The Royal Temple Yacht Club retained the Coupe de France

### **THE SECOND CHALLENGE**

In the previous year the Temple boat *Laurea* defeated the French challenger *Anne* and so retained the Coupe de France. The Duc Decazes issued a formal challenge and commissioned a new boat to be built – *Quand-Meme*.

By mutual agreement between the Temple Yacht Club and the Union des Yachts Francais, courses would be

mapped out off Ramsgate, the matches to take place during Ramsgate Week 1900. Mr Edward Hore's boat *Laura* would again sail for the Temple, against the new challenger

#### **First Heat**

The first heat scheduled for 9<sup>th</sup> July was to be sailed over a course starting from a line off the West Pier, round the Middle and South Fairway Buoys then to a mark boat moored to the southward, then on to the West Gull Buoy and back to the line leaving the North Brake and Quern Buoys and all marks on the port hand. The course was to be sailed twice round.

It was an 8.30am start with a light NNW wind. At the off *Quand-Meme* made a good start and led to the Middle Fairway and then the S Fairway. Now spinnakers were set for the dead run to the lee mark, *Laurea* ran away so fast that when they gybed over the mark she had over a minute and a half lead. On the broad reach to the W Gull with the flood to help them *Quand-Meme* did better but *Laurea* kept her lead. It was now a beat to the line, after weathering the North Brake *Laurea* kept to the north to check the stream of the foul tide rushing through the Cudd channel. *Quand-Meme* was hit by the full force of the flood. *Laurea*'s lead at the end of the first round was close on six minutes.

In the second round, the reach to the S Fairway was uneventful but in the run to the lee mark *Laura* ran out of wind while *Quand-Meme* found a good breeze and closed up so that when they gybed at the next mark there was less than three minutes between them. This held until the beat home when the challenger made the same pilotage error and suffered the effects of the foul tide. *Laurea* finished over five minutes ahead of *Quand-Meme*.

Heat One to the Temple

#### **Second Heat**

The representatives of the two Clubs decided that a course should be mapped out that would comprise of a dead beat and a run of ten miles each way, so the course chosen was Ramsgate to the Goodwin Knoll Buoy and back, to be sailed twice round.

It was a 10.30 start with the wind ESE light, both got away well but, on the beat, *Quand-Meme* was pinched with her jib-topsail shivering; *Laurea* on the other hand was kept clean full with the result that she drew steadily away. *Laurea* passed close to windward of the North Goodwin Buoy and made a clean fetch to the Goodwin knoll; the French boat had to put in another tack across the tide to weather the mark and lost more ground. By now *Laurea* was over four minutes ahead.

Gybing at the mark, spinnakers were set for the long bore against the tide. The wind was light at times but never failed, it freshened at the Quern and *Laura* made a gain of over a minute in the run giving her a lead of nearly six minutes to start the next round.

It was a beat to the Goodwin Knoll; with *Laurea* leading although at one time a wind shift gave the French boat a bit of a lift and lessened the lead for a time; at the turning mark the time difference was over seven minutes in *Laurea*'s favour. It was a deader run for home with the wind casting back to North. *Laurea* was so much by the lee at the Cudd channel that she had to gybe. She did not reset spinnaker, *Quand-Meme* closed up a little but *Laurea* won the day by seven minutes eleven seconds. The challenge failed; the Temple retained the Cup for another year

### THE THIRD CHALLENGE

In March 1901 the Union des Yachts Francais, through Vice Admiral Charles Duperré, wrote to the Club suggesting the waters of Torquay or Weymouth for the races. The Secretary, Harry Vandervell, replied:

“My Committee hope to be able to give their decision in the matter at an early date, that is, as soon as certain arrangements as to a defender have been concluded. Unfortunately, a member of the Club who had promised to build a yacht to defend the Coupe, withdrew his promise on seeing that there was no chance of the races taking place in the neighbourhood of this club’s headquarters,”

A yacht was built but a further problem raised its ugly head. There was no set International rule of Measurement. The British adopted the Thames Rating or that of the Yacht Racing Association, the French had their own system.

The Coupe de France Races were for yachts not exceeding 20 tonnes.

Came the day, at measurement, the RTYC boat came out at over 20 tonnes according to the French system.

*The Yachtsman* in the August 8 1901 issue commented:

“Much disappointment has been felt at the fiasco at the proposed Coupe de France matches. After everything had been satisfactorily arranged - the defender chosen and a most excellent locality fixed upon for sailing the races – the trifling hitch of the defender being over 20 tons (French) upset the applecart and gave the Cup back to France. We do not know which side deserves our congratulations more – the French for their bloodless triumph, or the Royal Temple for their ‘peace with honour.’ Challenge trophies are sometimes in the nature of white elephants, the International variety most of all.”

***More to follow next month***