

# TEMPLE BELL

The Newsletter of the Royal Temple Yacht Club

April 2024

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



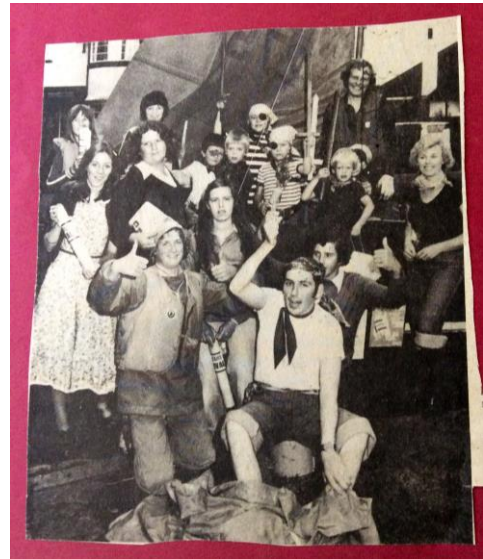
## COMMODORE'S MESSAGE

As Chris's article this month will tell you, about twenty years ago we were holidaying in Antigua and found ourselves in Nelson's Dockyard. Whilst he was running around looking at the yachts and getting excited about the prospect of Transatlantic sailing, I took myself off in search of coffee and cake in a cafe under the eaves of the Yacht Club. Never then would I have dreamt that I would eventually end up as Commodore of a Royal Yacht Club.

Our journey with the Club started whilst having dinner with our friends Bill and Kathleen Williamson in Thai Orchid. Chris wanted to start sailing again as our children had grown up by this time so weekends were no longer spent at hockey clubs and horse riding. He asked them how we could contact the Club, and they replied you need to speak to the Commodore. Pushing back their chairs they called across to Davena who was having dinner with her family next to us and the rest is history!

My teenage years had been spent sailing at Broadstairs Sailing Club, not because I was a keen sailor but because I was going out with one of the sailors. I did sail on Forlands, supposedly uncapsizable, however we managed to capsize it much to the amusement of past Prime Minister Edward Heath who was watching from the pier! I was in good company though as Chris's father John Cox also managed to capsize one too, something I found out a few years later when we started dating.

I still have many good friends from my early days in Broadstairs SC, in particular Roy and Mary Fomison who have not changed at all over the intervening years. I'm the one in a dress on the left-hand side of the newspaper clipping with Dave Tomlinson front left and Roy and Mary on the right-hand side. This was taken when we took part in the Broadstairs Carnival many moons ago.



Joining the Royal Temple Yacht Club was great fun! Bob and Terri Booth were in charge of Entertainments at the time and made sure that we were invited to all the events, sometimes even sat at the top table. We threw ourselves with relish into the social side and Chris was crewing on *Cheeky Monkey* with his school friends Graham Jones and Andrew Ketteringham.

I was asked to join the Committee under Mike Brand's Commodore-ship and started to take an interest in everything that went on at the Club. I spent many fun years as part of the Race Hut team under Terri Booth with Elizabeth Anderson, Meg Chater, Rose Marie Horton and Jules Simmonds.

In order to expand my knowledge, I did my Race Officers' course and also took my Day Skipper theory course, just so I could understand what was being said in the bar! Many sailing holidays also occurred during this time.

Teaching myself Social Media meant that I became responsible for running our Facebook and Twitter pages, expanding this to include Ramsgate Week as well as the Ramsgate Illuminations pages.

My role on Committee was originally Entertainments Chair putting on large events that would include all our neighbouring Sailing Clubs. Also, my wingman, Clive Nichols, and I would run quiz nights monthly with up to 12 tables of 6 at a time. In fact, it got so rowdy that occasionally we would resort to dressing up as teachers! Andy and Angie Ketteringham were still organising the bread and cheese back then!



After many years I joined the Sailing Committee and eventually took over the running of Ramsgate Week, a role I still have and love! Ramsgate Week had traditionally been the role of the Vice Commodore but I was so keen to take it on that an exception was made for me, but a few years later I'd become Vice Commodore.

It was never on the cards for me to take over so early but as we know circumstances change and so with the support of the Committee I stepped into the Commodore role late last year.

So, for those who don't know me very well, I hope that you can tell how much I love our Club and have its best interests at heart. I thank you all for entrusting it into my hands, I feel very honoured indeed.

All the best  
**Karen**  
Commodore



### **REPRINTING THE EMAIL FROM YOUR COMMODORE**

Dear Members,  
I wanted to send out a short letter to all Club members thanking you for the support and trust shown to myself and the General Committee at our AGM Sunday past. I completely understand the emotion and concerns raised by the resolutions passed; as John Chater said we have a legacy to protect. However, there will be no legacy if we do not take action now to move this Club forward into the future.

Committee member Lawrence Mayne has been tasked with setting up an Estate Subcommittee working on ideas for the building. They will work under strict terms of reference as a purely advisory body but will look at everything from selling all or part of the building and report on the terms of our Title Deeds, etc. This is a huge task but thankfully we have a wealth of skills in our Club in this area, including builders, architects, surveyors, etc. Our House Officer, Alan Lucas, will also revisit the situation with the main bar floor and get more quotes in for the work that needs to be done. Our insurance company has given us very strict guidance on this and obviously we all want the floor to be safe so we can have live music again.

In the meantime, I'm aware that our Vice Commodore Judy has been speaking to many of you for ideas to bring people into the Club. We will be setting up more sub-

committees, hopefully with some fresh faces, to look at membership costs, as well as ways to bring new members into the bar.

We have accepted that we are unlikely to get a full-time caterer at present but if anyone knows any people willing to do pop-up restaurants, we would be happy to discuss with you.

Maybe we could set up a book or film club? Open our hold bar as a rehearsal space for a choir or a band. A fashion show night or make up master class with Prosecco. Art classes on the balcony. Even an old fashioned beetle drive! No idea is silly, please talk to us. We already have plans to hold an open day for small local businesses who would like to have a space to hold a meeting, as well as local Undertakers to offer wakes. If we want to keep our beautiful building, then we need to use every part of it.

However, the Committee cannot do this on our own, we need people experienced in the hotel trade, people who have marketing skills, also people willing to sweep, or jet wash the balcony and plant pots out.

Something we can all do is talk to your neighbours about the Club, invite them in for a drink. If you have a boat in the harbour then talk to your boat neighbours, get them up into the Yacht Club.

I'm sure that if we all work together then our Club will continue long into the future.

Thanking you all for your support,

**Karen**

### **...AND ON THAT NOTE, WE HAVE A MESSAGE FROM COMMITTEE MEMBER, NIGEL**

Dear Friends

I'm sure by now you are all aware of the Club's problems, I now have an opportunity for several members to assist me in recruiting more members and marketing the club. It is so important we do something as soon as possible so please contact me on 07966 932980 or [nigel@edge-enviro.com](mailto:nigel@edge-enviro.com) if you can offer your time to help.

I look forward in hearing from you.

**Kind regards  
Nigel Collingwood**

**IN LIGHT OF THE FOREGOING – PLEASE DO NOT MISS THE ARCHIVE ARTICLE AT THE END OF THIS NEWSLETTER. IT MAKES FASCINATING READING ON SEVERAL LEVELS. THE FINAL ARTICLE ON RAMSGATE WEEK WILL BE FEATURED NEXT TIME. OUR HOUSE OFFICER'S ARTICLE ON PAGE 9 ALSO RELATES TO OUR CLUB'S ILLUSTRIOUS HISTORY.**

### **200 CLUB RESULTS March Draw**

£25	Nº 96	Mark Andres
£50	Nº 5	Sue Foster
£100	Nº 68	Anne Peers

**The next Draw will take place on  
Sunday 28 April at 3:00 pm**



## ENTERTAINMENT NEWS



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

## RTYC INSTAGRAM PAGE

Lawrence Mayne is setting up a new **Instagram Page** to promote sailing at our club. Please follow him on the following link.

If you are sailing/racing/cruising here or abroad please send your footage to Lawrence so we can flood Instagram with our sport

[https://www.instagram.com/sailinglifertyc?igsh=MTZhN2NmbjM3NWQZQ%3D%3D&utm\\_source=qr](https://www.instagram.com/sailinglifertyc?igsh=MTZhN2NmbjM3NWQZQ%3D%3D&utm_source=qr)

**The Easter Raffle was appropriately drawn on Easter Sunday and £426 was raised towards the Roof Fund. Many thanks to Judy for organising and our staff, especially Dee, for twisting arms and selling the tickets.**



### TEMPLE TEASER No 71

#### Nautical Trivia

Solution on page 10

## CRUISING SOCIAL FRIDAY 12<sup>TH</sup> APRIL



ALL WELCOME

1. In what year was the Battle of Trafalgar?
2. What is the proper name for a true tidal wave that runs up a narrowing channel or tidal river such as the River Severn?
3. If a ship sails 10 leagues, how many nautical miles has she travelled?
4. Which well-known hymn of the sea opens with the words: 'Eternal Father strong to save, whose arm hath bound the restless wave'?
5. If there is 12-metre charted depth, 4-metre height of tide and your vessel draws 2 metres, how much water is there underneath the keel of your boat?
6. The surf company *Rip Curl* was founded in which Australian town? A. Torquay, B. Wollongong, C. Coolangatta, D. Margaret River
7. Which island off the coast of County Cork marks the halfway point in a famous biennial yacht race that's been running since 1925?
8. The instrument used in celestial navigation to measure the angle formed at the observer's eye between the celestial body and the sensible horizon is called a what?
9. If the rabbit comes up out of the hole, goes around the back of a tree and jumps back down the hole, what knot have you tied?
10. Name the Royal Navy's light cruiser moored in the Port of London and open to the public since 1971.

**Don't forget to book your table and join us for the Quiz Night Friday 19<sup>th</sup> April**



## RTYC CRUISERS



### CRUISING & EVENTS 2024 ALL WELCOME

The Easter weekend started off our Cruising Season with the traditional Shake Down to Dover Cruise. Sadly, Storm Nelson disrupted proceedings on Good Friday but George Jackson with *Stella Maris* and Colin Chapman with his family crew on *Bamboo* took the opportunity of Saturday's calmer weather to motor down to Dover on calm seas. By the afternoon the sun had lifted the mist and the sailors enjoyed the best of the weekend's weather.



Sunny Dover

On Easter Sunday Ross and Sally with *Denali* sailed down to Dover but by this time the Dover fleet had looked again at the forecast and decided to head back home.



*Stella Maris* and *Bamboo* enjoyed a great sail back to Ramsgate on a freshening breeze. *Denali* returned home on Easter Monday in a very stiff southerly no doubt in record time. Many thanks to George Jackson for organising this Cruise.

## 2024 CRUISING CALENDAR

### 12<sup>th</sup> April

2nd Friday Cruising Social

### Saturday 4<sup>th</sup> May to 6<sup>th</sup> May

West Mersea Rally - (Mark Andrews) 10<sup>th</sup> May

2nd Friday - Cruising Social

### Friday 24<sup>th</sup> to Monday 27<sup>th</sup> May

Calais Rally - (Jonathan Hague)

### 14<sup>th</sup> June

2nd Friday Cruising Social

### 29<sup>th</sup> June to 14<sup>th</sup> July

Normandy Cruise - (Mark Andrews)

### 12<sup>th</sup> July

2nd Friday Cruising Social

### Saturday 6<sup>th</sup> / 7<sup>th</sup>

EAORA Race to Ostend, then on to Breskens and Southern Holland. Opportunity to accompany and Cruise on to Southern Holland.

### 9<sup>th</sup> August

2nd Friday Cruising Social

### 11<sup>th</sup> to 16<sup>th</sup> August

Ramsgate Week

### 18<sup>th</sup> August to 1<sup>st</sup> September

Cruise to Holland. - (Jonathan Hague)

### 13<sup>th</sup> September

2nd Friday Cruising Social

### Wednesday 4<sup>th</sup> to 11<sup>th</sup> September

Cruise to St Katherine Docks - (Don Gray)

### 11<sup>th</sup> October

2nd Friday Cruising Social

### 8<sup>th</sup> November

2nd Friday Cruising Social

### 13<sup>th</sup> December

2nd Friday Cruising Social

## CRUISING COMMITTEE

Alan Lucas, Anne Peers, George Jackson, Jonathan Hague, Mark Andrews, Nigel Collingwood,  
**Don Gray – RCC**







## SAILING/RACING NEWS 2024 Season

The sailing season is starting with the first race of the Spring Series on Sunday 7<sup>th</sup> April; it will be good to get back on the water. For many it has, as always, been a long winter.

As I am feeling my way into my new role as RCS I would welcome feedback and suggestions on how we can improve the racing across 2024.

I would also like to thank Piers for his splendid effort over the past couple of years; he is going to remain as part of the team moving forward.

The divers have been busy locating the ground tackle to put the marks back out, unfortunately ICOM is proving illusive and the decision has been taken to use the ground tackle from what was Ivor Thomas. As a result, we will be issuing new coordinates for ICOM once installed.

I would also like to thank Fiona and her team for once more manning the Race Hut.

Looking forward to seeing you all in the Club for a beer to celebrate being back on the water!

Cheers  
**Andy Ketteringham**  
RCS

## NAVIGATION SCHOOL – CLASS OF '24 YACHTMASTER GRADUATES



Big congratulations to the students who completed this year's **RYA Yachtmaster Theory** course. Hopefully your dedication to the course will now assist you to advance your sailing into a journey of a lifetime.

*Bon voyage*  
**Navigation School Team**

## POOL UPDATE from CAPTAIN SIMON

The **RTYC Pool Team** has concluded the 2023/2024 season in style winning its final home game to confirm themselves as **Champions of Division 2** enabling them promotion to Division 1.

Captained this season by Simon Northrop who took over the task from Adrian Smith. Adrian obviously enjoyed playing without the distractions that captaincy can bring by rolling out an impressive 7 victory's with only 2 defeats through the course of the season!

Notable performances by the rest of the team include fantastic runs of 6 games unbeaten by both "Coach" Justin and Martin and these performances set the foundations to the impressive start to the campaign as we went on an unbeaten 6 match streak.

Despite a squad rotation enforced by the many holidays and injuries of core members for instance Coxy jaunting around on a yacht, Chris Y travelling around Europe then returning to break his foot, Nick Cole permanently sunning himself abroad and Justin trekking in Egypt to come home with some tropical disease the team kept on putting it to the other league teams and ended up the season dominating by winning ten matches and only suffering 2 losses.

Our players most importantly had fun and certainly enjoyed the visits to other "Establishments" in the town with notable moments from Adrian "First Aid" Smith who came to the aid of a spectator who was not exactly grateful!! Eric "Eye" Ball's WF Shots, Our Ladies Rachel and Lisa nearly overturning the Hare and Hounds hotshots and Ryan's various "Genius" Black Ball shots all led to entertaining evenings!

Special mentions must also go to Piers who will fly the flag for RTYC as he has won his qualifying matches in the singles championships and contests the final in April where the rest of the team will be cheering him on from the grandstands at Finals night where we will also be presented with our trophies for winning the league, it was a pleasure to captain this team and whilst I will be handing over the reins to my vice "Capitan" Ryan the team will be in safe hands going forward.

## SNOOKER FINAL

*Simon changed code, donned his white gloves and refereed the final of this year's Snooker Tournament. After a fascinating match with some superb shots played, Justin emerged as the deserving winner. Well done both for a good match, played in excellent spirit. Piers has a second chance of glory in the Pool Singles Final. Good luck Piers.*



Continuing Chris Cox's epic sailing adventures...

## ANTIGUA TO FERNANDO TO CAPE TOWN

Late January I flew to Antigua and re-joined the crew to continue the next two legs of the owner's circumnavigation. I love Antigua; Twenty years ago Karen and I were holidaying in Antigua and visited Shirley Heights Lookout, which has fantastic views of Nelsons Dockyard. Next day we visited the Harbour and also Falmouth Harbour admiring the many super and mega yachts. This is where I first saw postcard adverts for crew! And so, my sailing journey began. I could never have imagined that I would ever be walking in Nelsons Dockyard with my Musto sail bag, about to get on a big boat for a crossing to Fernando De Noronha and then onto Cape Town; but, here I am – doing just that.

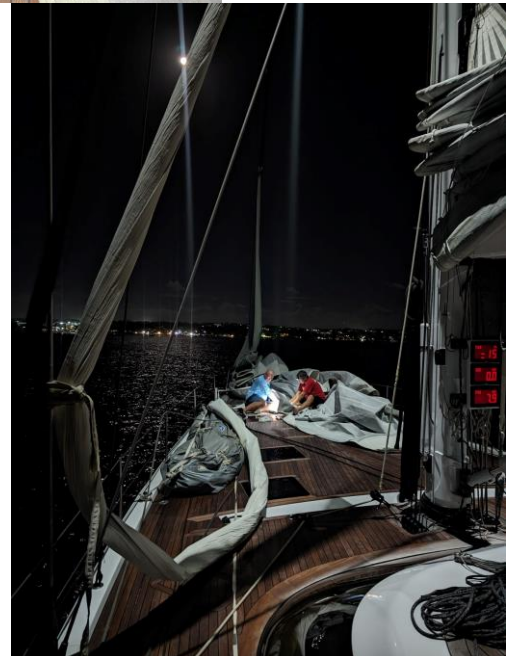
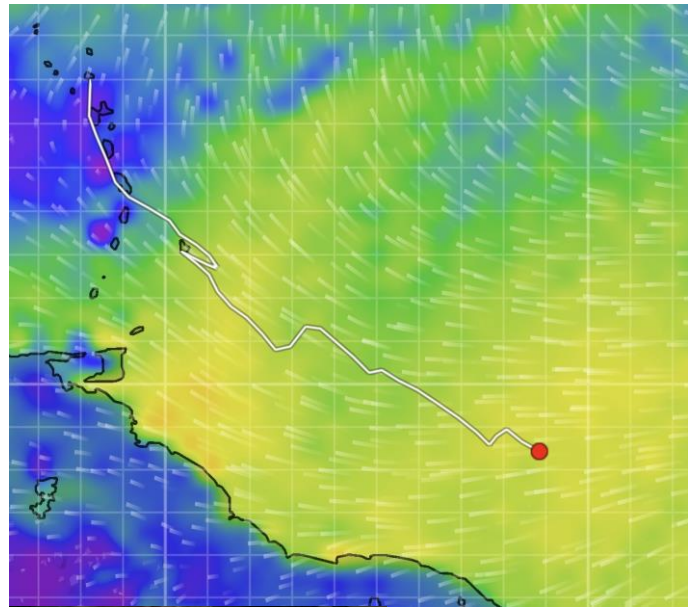


This leg is estimated at 2200 Nautical Miles heading south from Antigua past Guadeloupe, Dominica, Martinique and then SE for North of St Lucia and on to Fernando, Brazil.

We cleared out and motored to the fuel pontoon and took on about 2400 litres of fuel and headed out and straight into some lively conditions and a fairly big sea. 2<sup>nd</sup> reef and a staysail and we were off. The seven crew are all experienced ocean sailors and we all quickly adopted our watch patterns. As we passed to the lee of the islands we, of course, had massive wind shadows which occur in just a few boat lengths; 25 knots to nothing and then back again. All going well we were fetching along nicely.

Day 3 and I hit my bunk at 6:00 am and woke 3 hours later and the wind was behind us! Why are we going back! During a sail change the jib furler snagged. The crew operating a Harkan 1111 motor winch was not watching his jib and sheet. The furler stopped, the winch carried on, and the jib foot was torn. Disaster! The jib had to be repaired and dropping a jib that size onto the deck at sea and then repairing it was not an option. So, the boat had to be turned around and we headed back to Barbados and an anchorage in Carlisle Bay.

Two teams and six hours of stitching the sail repaired we were back under way. But, this had cost us two days and we lost our weather window. Antigua to Fernando is not a great passage as you were working in the trade wind belt. We should have been fetching and later in the journey reaching. We weren't. We had lost our weather window and what was routed as 10 days became 15!



Fifteen long days working to windward. It was hard for the crew and the boat. Markus, the engineer was having to deal with poor electrical connections in the bow sail locker due to wave slamming and sea water on the decks. Claire, our hostess, was struggling to cook in the galley. We made our progress East and South, the North star dropped below the horizon after 6 days. Not the



most eventful leg, there are no ships or other yachts out here, just a few fishing boats, and flying fish of course. The number of squalls increased, and we had a couple of big ones, 43 knots being the largest. We were running off south to keep the apparent wind speed down, but this was pushing us into ocean current so we had to keep taking off to the North East which really hurt our VMG. Just a bit frustrating. And the humidity climbed as the equator approached, and sleep harder to find. Day 14 and we are surrounded by a huge pod of dolphins, which was a great sight after 2 weeks and heralded the arrival of King Neptune later that day. There were four Pollywogs, myself included, who were judged by King Neptune (aka Alex Alley) as worthy, emerging as Shellbacks, and presented with a welcome cold beer, with an offering to Neptune to ensure a continued safe passage.



We dropped the hook and cracked open a cold beer, and relaxed. Everyone was tired. Alex headed off to get us cleared in and we did a few boat chores, including washing the decks down due to the salt accumulation. Later that day we went ashore in search of restaurants. The following day we had an island tour arranged which was a lot of fun discovering this small 5km wide island and its great landscapes. We got to snorkel with a large turtle and a reef shark and body surf on another beach. It was also carnival time and the small town was buzzing.

HDG	°M	COG
154		148
POS		P 0
N 0°00.000'		S 0
W 37°34.497'		



A few more days of punching wind and current and with the help of the engine we arrived in the small tropical island of Fernando De Noronha. Seventeen days and 2900NM, much longer and further than routed originally; it was a relief to motor into this beautiful anchorage, escorted by one of largest known pods of twister dolphins.

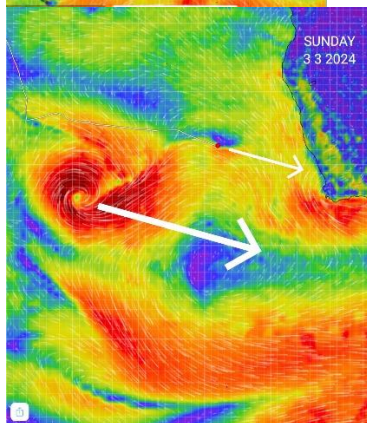
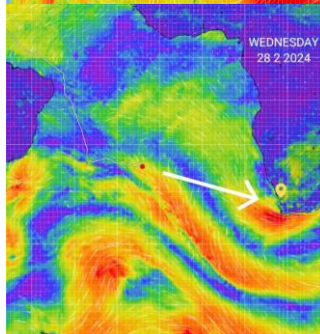
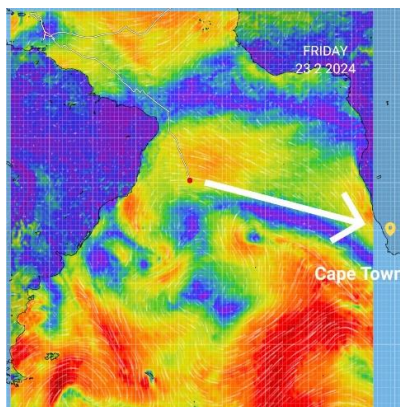
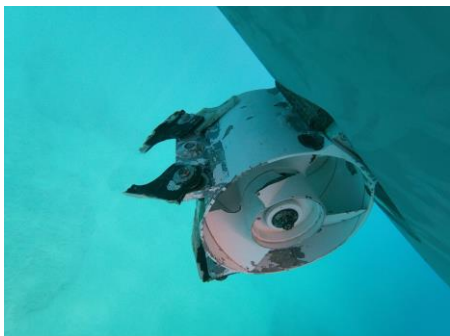
Back on board and the chores resumed. One of the bigger jobs was refuelling. With a draft of 4.0 metres the yacht couldn't get into the harbour and there was no fuel dock either.

Everyone uses jerry cans. We had 14 fuel sacks each 30 litres. These worked really well, but it took us four runs; up to the petrol station by car and then back to the dock, into the tender and out to the anchorage, then up and onboard the yacht and then into the fuel tanks. It was hard work and I'm pleased to say no teak decks were harmed in the fuelling process. This however was NOT the biggest task! During the hull inspection we found that the bow thruster door was missing and Solaris would not allow us to continue 4000NM to Cape Town without a replacement.

Solaris urgently made a replacement door in just two days. A friend of the crew flew to Italy, collected the door and flew to Fernando. We found a shipwright who could make four brackets. Then Alex and a crew member got



their scuba kit on and after some hours of fitting, got the door lined up into the right place and bolted in. Our late arrival into Fernando and the delay for the door meant that we needed to leave as soon as we could. So, divers up, a hot meal and we were off, and yes, the door made it to Cape Town.



Unfortunately, our approach to Cape Town was in deep fog so the first land we saw was the breakwater that morning. We were soon alongside and ready for a cold beer. A few days in Cape Town afforded time to enjoy the V&A Dock, Lions Head and, of course, a couple of vineyards before flying home after nearly eight weeks away.

**Chris Cox**

Fernando to Cape Town is estimated at 4000 nautical miles and three plus weeks. This crossing is all about the weather routing and looking at the weather systems in the south as these will govern the last week into Cape Town. Heading south from Fernando we enjoyed fast reaching conditions for the first week, getting in as much easting as the trades gave us and then tacking to port as the winds changed. Now Alex had to thread the needle, twice to sail us around the St Helena High and this all worked really well and with good speed. After two weeks Alex now was looking at the southern depressions and on cue we found a slow-moving system which carried us into the approach to Cape Town. Arriving after 3797 NM and just 20 days we had a fast and trouble-free crossing.





## SOME OF THE EVERYDAY TERMS WE USE THAT HAVE OLD, NAUTICAL ORIGINS

**Slush fund:** was originally a nautical term for the cash that a ship's crew raised by selling fat (slush) scraped from cooking pots to tallow makers. This cash was kept separate from the ship's accounts and used to make small purchases for the crew.

**Scraping the barrel:** Derived from the historical practice in the early European history of storing food in barrels, when food supplies ran low, only what was on the very bottom of the barrel remained, and had to be removed by scraping.

**Above board:** It is sometimes suggested that the board in question is the deck of a ship and that this term comes from the seafaring practice of concealing pirates below decks (below board) in order to lull the crews of victim ships into a false sense of security.

**Round-Robin:** was a written petition or protest to the Captain to which the signatures are affixed in a circle so as not to indicate a particular person being the originator.

**Whole Nine Yards:** Some people say it dates back to when square-riggers had three masts, each with three yards supporting the sails, so the whole nine yards meant the sails were fully set.

**Brig:** a prison or guardhouse, is a shortening of "brigantine," a two-masted sailing ship often used as a prison ship.

**Posh:** Port Out Starboard Home – Sailing from England to India (before aircon) being the cooler side of the boat in the afternoon (this meaning is contentious, though)

**Hunky Dory:** from a Japanese term "honcho dori" meaning 'main street', where sailors often went for "entertainment" on shore leave.

**In a pickle:** said to refer to keeping the death of Nelson secret when his body was being returned to England in a barrel of alcohol. When asked how Nelson was doing, the reply was "He's in a pickle".

## THE 3<sup>RD</sup> MARQUIS OF AILSA

Having been House Officer of for a year now, I've had the great pleasure to look at the club archives, along with the various paintings you see around the club. The history of our club is truly remarkable, and all have a story to tell. Something that caught my interest was the Vanity Fair Caricatures in the Snooker Room. All are of former Club members.

Archibald Kennedy was the 3<sup>rd</sup> Marquis of Ailsa; he was a Scotsman and an active club member. Between 1909 and 1923 he raced his 40-ton gaff rigged cutter *Bloodhound* regularly at Ramsgate. *Bloodhound* and the Marquis had a successful racing career winning 142 prizes between 1909 and 1914, many wins at Ramsgate.

In 1885 the Marquis founded the Ailsa Shipbuilding Company based in Troon and Ayr, Ayrshire.

The Marquis's shipyard built the Paddle Steamer *Medway Queen*, launched on the 23<sup>rd</sup> of April 1924. The *Medway Queen* was one of the Little Ships of Dunkirk and made a record seven trips, rescuing 7000 men in the evacuation of Dunkirk. She gained the nickname 'Heroine of Dunkirk'.

In July 2021 the *Medway Queen* was towed to our Royal Harbour of Ramsgate to undergo a major refurbishment and returned to Gillingham.

On the 11<sup>th</sup> of May 1964 the Ailsa Shipyard launched the *MV Bowbelle*. Sadly some 25 years later, she was involved in the sinking of the Dunkirk little ship *Marchioness* on the river Thames with the loss of 51 people.

Over 1997/98 two Naval Patrol and Training vessels were launched at the Ailsa shipyard called *HMS Tracker* and *HMS Raider* and are Archer Class. Over the years many Archer Class vessels have moored in The Royal Harbour Ramsgate.

Alan Lucas  
House Officer



## 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.

### Westgate & Birchington Golf Club Wednesday 21st February 2024

In appalling weather, five hardy temples turned up at Westgate to brave the conditions and try to play some golf.

Myself (Don - Captain Robin had to attend a previously arranged meeting), Neville, Sam, John and Simon were about to start when John discovers he had a technical problem with his Buggy and had to give up without hitting a ball.

The round started in reasonable conditions and we were quite optimistic - unfortunately the weather forecast proved to be quite accurate with the weather conditions deteriorating soon after we teed off.

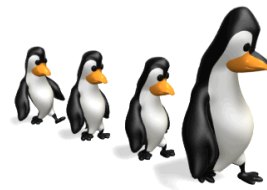
With the wind and rain increasing we were soon very wet and cold. After 10 holes we decided enough was enough and we made our way back to the clubhouse for some very welcome refreshments.

Neville was declared the winner after scoring an impressive 17 points over the first 9 holes. No one could claim the "Nearest the Pin" and I managed win the cake for the 'Longest Drive'. However, the Westgate Assistant Pro told us before we teed off that if we had to retire as a result of poor weather he would carry over our green fees to next month, so I presented him with the cake!!!

**My Best Wishes to you all - Don (Cross)**  
**(For and on Behalf of your Captain, Robin)**

A promotional graphic for Kent Decking Supplies. It features a group of six people in blue shirts standing on a wooden deck. The background is a collage of various decking materials and outdoor furniture. Text includes 'Kent Decking Supplies', 'PROUD SPONSORS OF RAMSGATE WEEK', and contact information: 'Pye Alley Lane, Whitstable, CT5 3AU kentdeckingsupplies.co.uk | 01227 286482'. Logos for B-Deck, oakio, HD DECK pro, and millboard are also present.

## THE WALKING GROUP



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

We had a very enjoyable and interesting walk with members of "Bird Wise – East Kent" on the 21<sup>st</sup> March who pointed out some of the many different species found in Pegwell and also the seals that live on the Stour. We were lucky to have one of the few dry days of the month. Following the walk we enjoyed a pleasant and convivial lunch at Stonelees Golf Club.

Eric Ball has kindly offered to lead the next walk from The Look Out Cafe, Royal Esplanade, Ramsgate to the Viking Café. Thursday 18<sup>th</sup> April at 11:00am.

We are planning for a Bluebell Walk on the 16 May. Details to follow on the *WhatsApp* Group



## TEMPLE TEASER SOLUTION From page 4

1. 1805
2. Bore
3. 30 nautical miles
4. For Those in Peril on the Sea
5. 14 metres
6. A Torquay
7. Fastnet Rock
8. Sextant
9. Bowline
10. HMS Belfast



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**

## FINANCIAL PROBLEMS

With the ending of hostilities, the Club regained its Club House and, in the Report and Accounts for 1946, the Committee referred to the completion of reconditioning and redecoration by June 1946. Bedrooms were now available for the use of Members. Concern was expressed on a number of points:

The Income and Expenditure Account the receipts from Members' subscriptions were insufficient to meet the normal outgoings of the Club. In round figures, Expenditure ran to £1798 an excess of £146 over income. Fortunately, a member, who wished to remain anonymous, liquidated this debt entirely.

Membership had suffered due to the war, there were now 159 Members including 123 Full Paid and 57 Ladies. During the year 36 Members and 29 Ladies had been elected. The observation was made that the position could only be improved by a large increase of Membership or an increase in the rate of subscription.

By the next year, the 1947 Report shows Membership had increased slightly; there were now 149 Full Paid and 84 Ladies with others 43 giving a total of 276. Revenue for the year was again insufficient to meet the Expenditure – £1652 against £1798.

In the Annual Report mention is made that "the Committee have decided that as from 1<sup>st</sup> January Members should be allowed to bring their wives to stay in the Club providing that they were Lady Members."

A Club Dinner was held after the AGM but this was for Members only (no Guests or Ladies).

Members were generously giving to the Regatta Prize Fund - £123 the previous year and £228 in 1947.

The 1948 Report comments that income from all sources was again insufficient to meet expenditure. Expenditure was just under £4,000 with a short fall in Income of £247.

The Club had been host to the *Kent Yachting Week*; with 65 entries it was an undoubted success. The Club's premises were used and enjoyed by visiting yachtsmen. The Report goes on to say: "Nevertheless, for the greater part of the year, the Club is not sufficiently patronised to ensure its continuance in its present premises".

This problem of costs exceeding revenue continued with shortfalls being subsidised from Reserves.

Matters came to a head in late 1959. The Treasurer indicated that, "once again the financial fortunes of the Club are on the ebb". He pointed out that apart from the more or less continuous expenditure in excess of income there was the threat of cost for the maintenance of the property.

An unnamed person, referred to as Mr. X, had approached the Treasurer with the proposal that he purchase the freehold of the Club's premises at a price of £3,000 and grant the Club a lease of the Ground Floor and Basement at an annual rent of £100 exclusive of rates.

In the offer Mr X was unwilling to accept any restriction on the use of the upper part of the building which initially would be used as administrative offices.

A section of the Club was in favour of taking up the offer and in mid-October a notice of a Meeting of Members was issued hurriedly with this in mind. As the requisite seven days' notice had not been given this meeting was ruled to be out of order and was cancelled.

The possibility of sale was strongly opposed by the Trustees but the question of their responsibility regarding sale and lease was not clear. Led by Brigadier Stebbings they sought Counsel's opinion. In broad terms the ruling given was that the Trustees would be required to carry out any resolution passed by a majority of Members at a properly convened Meeting.

It was deemed that the Meeting called for in October was not properly convened and was cancelled. A Meeting of the General Committee was held on 30<sup>th</sup> October 1959, this was chaired by the Vice Commodore; in attendance were the Trustees and also the Commodore as a Member not as Chairman – one wonders why. Brigadier Stebbings had prepared a brief for the Meeting and this was discussed at length. The offer was rejected, "on the grounds that the time limit precludes giving adequate consideration to

alternatives which must be considered for the continuation and prosperity of the Club,” and this resolution would be put to the Members.

An Extraordinary Meeting of the Club was called for on 27<sup>th</sup> November 1959, when that motion was presented and passed.

It was appreciated that all was not well with the building. Mr AJ Garner offered to arrange a structural survey free of charge. This was carried out on 13<sup>th</sup> November and indicated that the property was in urgent need of repair. There was a vertical settlement crack in the main wall, a bulge in a flank wall causing slipping of joists in the first floor ceiling and together with numerous other faults, the electric wiring was very old. It was noted that the possible market value was in the region of £5,000 not £3,000 that had been offered.

A Sub-Committee was formed with Members D McClelland, EJ Saunders, WG Sargesson, and M Daley to consider ways and means for the continuation of the Club.

A number of suggestions were put forward such as an appeal by the Trustees to the Members for contributions to a fund earmarked “Building, and Club Maintenance and Improvement Fund” and organising parties of the Young Members to tidy up the chattels.

It proved to be a hard road but by sterling efforts and with fixity of purpose the Club was saved. The financial situation was given considerable aid by extended credit from Bar suppliers.

***In the next issue  
Ramsgate Week Continues***