

TSCC



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Thames Scout Cruising Club
Newsletter No. 91

January 2013

Chairman's Log



As I sit down to write this log I am sure many of you are thinking about packing your suitcases in preparation for our cruise across the North Sea to Zeebrugge, and probably the Club's most ambitious Christmas party yet.

Some thirty of us are reminiscing on our super lunch at the **Victory Services Club**, and those who braved **Winter Wonderland**, on perhaps the coldest day of the year, are probably still thawing out.

Our **Annual Dinner** at the Elizabethan Room, Glenmore House, proved ever more popular with nearly 70 guests enjoying a splendid feast and dancing. Thank you to everyone who brought along all the raffle prizes that raised the splendid figure of £365.

During our **"Backstage Tour"** of the Theatre Royal Drury Lane, we went underneath the stage to be shown the ancient mechanisms that make the stage go up and down. Ray Mears is absolutely convinced that whilst he was standing in the gloom, Nell Gwyn who died in 1687 blew gently into his ear. "Lucky Old Ray".

Margaret has regrettably decided not to put herself forward for the club Secretary's position next year, as her clerking for school committees as well as main governor meetings for two of her schools, means that her workload has become quite heavy and these meetings at times clash with ours. On behalf of myself and the other members of the committee, I would like to use this opportunity to express our sincere thanks for her support and all that she has done for the club over the last few years.

Our last **committee meeting** was mostly taken up with finalising the programme of events for 2013, which will be published in time for the AGM. We sincerely hope you agree that it contains a little of something for everyone.

Calling all those members associated with Scout Groups or Guide Companies. Please do not forget that the Thames Scout Cruising Club is a charitable organisation, and although our funds are limited, we do want to receive written requests for financial help that will benefit young people in both Associations.

Rosie & I are grateful for the many thank you letters, telephone calls and emails we have received over the year and hope that you had an enjoyable Christmas.

Please accept our good wishes for a Happy & Prosperous 2013.

David

HURLEY 11th-16th July 2012.

Once again we decided that our club upriver trip would be to **Hurley lock island** moorings as we had enjoyed all their facilities last year. We were so sure the weather would be kinder to us this time, especially after the terrible weather on the day of the Diamond Jubilee Pageant, but no, 2012 was not the BBQ year we had been forecasted.

After listening to news of red and yellow boards on the river 10 boats managed to make it to Hurley, **Gorjess, Autumn Breeze, Blue Mink, Blondie, Patty, MV Saluki, Myownie, Enterprise V, Sea View and Orlando. Halcyon Daze** had planned to come down the Oxford canal but couldn't get under Osney Bridge and onto the Thames. Undaunted Dusty and Mary made their way back to their moorings and came down by car and spent 2 nights on Gorjess with Gordon and Jessie.

David borrowed a large marquee from his friend Derek Dale and what a boon it proved to be thank you Derek. With all hands on deck we managed to get it up before the rain started and by 5pm 34 of us were enjoying Pimms and nibbles all wrapped up as if it were bonfire night. When all the bottles were empty and the rain stopped long enough, everyone wandered up to the village to The Rising Sun for steak and wine, we were joined by Max and Linda and Ray and Jackie who had come by car.



The next morning we left the village on a coach trip to **Highclere Castle** by 9a.m. Twenty of us were bowling along the country lanes to see where Downton Abbey had been filmed, as we drove through the estate between fields of sheep we almost expected a shepherdess to appear over the hill with her crook and with blue skies and white billowing fluffy clouds Highclere came into view the perfect English castle looking like a smaller squashed version of the houses of Parliament. It turned out that it had been the same architect Sir Charles Barry who had designed both buildings.



On Friday 13th we had a lazy morning but in the afternoon everyone got together in the marquee where we had lots of laughs playing quots organised by Ray M and making our brains hurt trying to think of the answers to the fantastic spooky quiz organised by Bob and Diana. In the evening it was back to the pub for

fish and chips.

Saturday it had been hoped that we would have been able to go down river for afternoon tea at Enid Blyton's old home but the red boards were out again and the visit had to be cancelled. Fortunately Ray and Jacquie C had come by car and very kindly went shopping for us and we had a cream tea in the marquee.

Sunday and another coach trip. Another great find by Elaine, **Taplow Court**. This used to be the home of Lord Desborough but is now owned by a lay Buddhist group who open it a dozen times a year. Lord Desborough brought the modern Olympic Games to Britain in 1908 so



it seemed fitting to pay a visit in 2012 when London was hosting the games again. Twenty two of

us spent a most enjoyable and interesting afternoon there. On returning to the moorings the sun was shining and we decided to strike the marquee because we weren't too sure what the weather would be like in the morning. What a good thing we did because Monday it was back to grey skies and rain. In the evening six of us walked up to the village and joined the locals at a fundraising evening listening to a harpist playing in a pretty garden watching Red Kites flying overhead looking magnificent in the setting sun.

Next morning we said our goodbyes with a couple of brave boats venturing upstream but most of us returned downstream to our moorings, the journey taking a lot

less time than coming up river.

Maybe next year we will be able to enjoy our boats in blazing sunshine??

Rosie

Other News.....

We are sad to report the death of Roy Whitehead on 14th December. Although no longer a member, he joined the Club around the time it was formed and he had a Freeman boat called 'Summer Cloud'. Apparently, it was all very sudden, he was diagnosed with terminal cancer at the end of October. Goodbye old friend.

The 1st Hurst Green Scout Group is using our £250 donation to purchase and install a gas bottle cage at their new head quarters.

2nd Thames Ditton Guides are using our £250 donation to fund some external lights for their hut.

Jacquie & Ray Churchill tell us " we have moved Thrupenny from Laleham to Temple Marina, between Temple and Hurley Locks. This was largely thanks to Andy & Pauline Vine who moor there and who put in a good word for us. We were closely vetted by the owner and I suspect Andy's kind words fooled her into not using the black ball."

ATYC RALLY 2012



On the afternoon of Friday 24th August, six boats from TSCC, namely **Gorjess, Blue Mink, Jacoby, Patty, Orlando and Autumn Breeze** arrived and moored up at **Beale Park, Pangbourne**, to participate in the 59th annual rally of the ATYC. Nothing was on the programme for Friday evening, so after eating on board, Pauline & Peter and Ray & Elaina joined Bob & I on Autumn Breeze for a drink, and a very pleasant evening ensued.

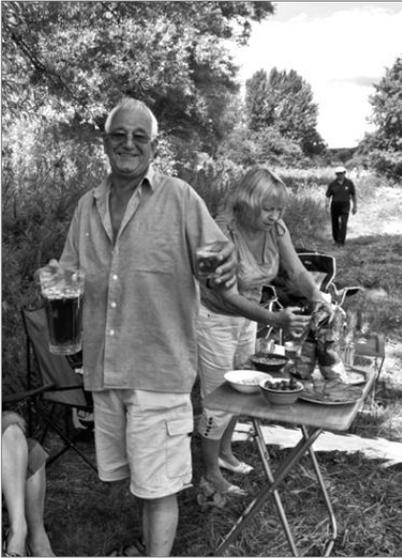
All clubs had been asked to illuminate their boats so Saturday morning, in between the rain showers, saw us setting up our lights and generators. In place of lights, Ray & Elaina had a figurehead called '**Madge**' which they fixed to the front rail of their boat and which was illuminated from inside. This caused a great deal of amusement. All this exercise called for refreshment and we were delighted to be summoned to Orlando around noon for Pimms and nibbles, some of us sitting on the bank and some on the back of Orlando. After whiling away a very pleasant hour or so we gradually drifted back to our boats for lunch and for most of us, I suspect, a welcome snooze!

That evening was the **BBQ** which was to be held in a pavilion in the Beale Park Centre. This is a purpose designed centre which has been built in recent years. Unfortunately, access to the park is no longer through the gate which fronts the river, but is by a much more circuitous route. Because of the rain, the path was very muddy in places and some of us decided to wear Wellington boots and change into more suitable shoes on arrival. The BBQ

was cooked outside and we were called, table by table, to go and queue up for our food. By the time our turn came the rain was bucketing down and we got rather wet.....but the food was excellent. The meal was followed by a **quiz run by Penton Hook** which was great fun. We then had to re-negotiate the muddy path back to the moorings which by now was VERY muddy and quite hazardous. It was a good job we all had torches and those of us who had worn boots were glad we had done so. Even so, some people did slip and fall over, but no-one was hurt. We turned on our lights when we returned to the boats (photo front cover) as they were to be judged that evening. We were very pleased with our efforts and the judges professed themselves to be "very impressed." And so to bed!



Sunday morning dawned bright and sunny and our chairs gradually began to appear on the bank and we started to congregate and socialise. At about midday Rosie appeared from Orlando with more jugs of Pimms, only to be followed by Gordon & Jessie carrying a tray of glasses and a bottle of champagne. It was Pauline & Peter's 45th wedding anniversary so congratulations were in order and a toast was duly made. We were delighted to be joined by Chris & Linda Turner who were visiting by car for the day and were pleased that they could stay and celebrate with us. It was good to see them. We gradually returned to our boats to snooze, to fish or just to relax before getting ready for the evening's festivities. We had earlier discovered that the muddy path had been closed for safety reasons because more people had fallen over that morning, one or two even making contact with the electric fence. Therefore, for the formal dinner that evening, there would be limited access through the original gate fronting the river (HOORAY, no need for wellies!). We had a half hour window for access and all return journeys would be escorted back through the gate which would be open between 23.00 and 24.00. We also had to keep quiet so as not to disturb the birds!!



We had previously decided **that the theme for the decoration of our table this year would be the Diamond Jubilee** and that the ladies should wear tiaras and the men crowns and also a dress code of red, white and blue and anything “diamond like” should be adopted by the ladies and that blazers and bow ties should be worn by the men. All of us ladies managed to find tiaras, but the crowns for the men were more of a problem. At the very last moment, our daughter, Alison, managed to find some crowns in Burger King and what’s more they were red, white and blue. What a star! Jessie had worked very hard

making a gold crown for the centrepiece of the table which stood up on a stand from which were suspended silver bells, these to represent the bells on the barge in the river pageant and the bells ringing all over London for the Jubilee. We had red, white and blue serviettes, there were “diamonds” scattered on the table and the place mats were a copy of the emblem on the Jubilee flag flown by participants in the river pageant. So there we were! The ladies wearing red, white and blue with tiaras in their hair and the men looking very smart in blazers with union flag bow ties over their club ties and sporting crowns on their heads. As we sat down for the judging to take place, we felt we had done well. Before the meal was served it was announced that **TSCC had won the best table decoration and also that we had won the best boat illuminations** (photos front cover) so David was able to collect two bottles of champagne as prizes. Didn’t we do well? As we also won best table decoration last year, we will have to go one better next year to try and make it three in a row. Who knows, maybe we will even enter a boat or boats in the boat handling competitions next year and win one or more of those too! Thanks must go to Jessie and to Rosie for all their hard work with the table decoration, but thanks are also due to the men for setting up the lights. An excellent served meal was followed by dancing from the ever popular Derek James whom those of you who have been before will remember from last year.



Sadly all good things have to come to an end, but there is always next year. The Rally will be on 24-

27 August 2013 and will once again be held in West India Dock which is a favourite venue.

On Monday morning after taking down all our lights and bunting, we were ready to leave the mooring, Blue Mink, Jacoby, Orlando and Autumn Breeze to continue upstream for a few days and Gorjess and Patty to slowly wend their way home. We all reflected on what an excellent



weekend it had been, the food was good and the company was even better.



I am sure we are all left with many happy memories.

Diana Breeze



WINNER OF THE RAY ANDREWS TROPHY 2012
-Your best TSCC moment of 2012-

Congratulations to
Diana Breeze



"We're just a couple of swells"



The adventures of Bagpuss to Paris

4th July to 5th September 2012

Part 1

On Wednesday 4th July we made our way to Teddington Lock, picking up our son-in-law's father, who would be travelling with us for the first leg of our journey to Calais. On Thursday we headed for the Medway and Chatham Marina, arriving without mishap, where we had a fish and chip supper and went early to bed.



On Friday 6th we went round to Ramsgate and that evening had a meal in the Italian restaurant, just up from the yacht club. Our passenger had found the choppy seas on the journey to Ramsgate a bit much, so he declined the sea crossing to Calais and returned home by train on Saturday. Having seen our guest off, we spent an hour or so sorting things out. About 2 pm our friends from Wolverstone Marina near Harwich began to arrive with stories of bad sea conditions; one had turned back, but twelve boats made it. As some were motor and others sail, their stories varied. Late afternoon saw "Pym's hour, or two", on board two of the sail boats, rafted side by side on the outer pontoon. On Sunday evening we had our gathering of all boat crews and dinner at the Ramsgate Royal Temple Yacht Club.

On Monday 9th sea conditions were still poor, but it was decided we would make the crossing to Calais, with the slower boats setting off first, and we left about 7 am. As we got to the South Goodwin marker, going down the Kent coast, we heard a knocking sound. Nothing appeared to be loose within the boat, and we decided to turn into Dover to sort out the problem. Crossing the east entrance to west entrance to get into Dover Marina would put Thorpe Park rides to shame; we were tossed up, down, side to side, down deep troughs, up on to crests of waves, and then plunged down the other side. We finally made it into the west entrance and then Dover Marina. On mooring up, a chap on the side said, "Do you know your anchor is down?", and we realised that was the knocking sound. Damage to the boat appeared minimal – at least it has not sunk yet! At the marina office we looked at the weather forecast, bad news, force 5 to 7 for some days to come, and staying put was the order for the week. We phoned the boats that had made it to Calais; they were stuck in Calais, as we were in Dover, and told us the crossing had got worse nearer

the French coast. Six days later, on Sunday 15th the weather let up for a few hours so we went over, at the same time as the other boats returned from Calais to Ramsgate. We spent two nights in Calais, and then moved into the French canals.

Part 2

We went via the Calais Canal to the River Aa, then on to the big Canal du Nord, which is made up of many canals, all with different names, but known collectively as the Canal du Nord. The books say the canals are busy with commercial barges, and on our first day we saw three “big” barges, having travelled some 20 miles. The locks are interesting. Our first big one was 13 metres deep and some 120 metres long.



Entering the lock we moved up just over half way, as there were no other boats or barges around. There were bollards set into the wall about a metre above each other. A big drop-down door [known as a guillotine] comes down and the water rushes in. Unlike the Thames, you aren't pitched around, but slowly go up or down, moving your rope as each bollard comes within reach, a bit hard to get the hang of at first, but we soon developed our own method. We were ready for the next lock, which again was 13 metres deep, but - joy of joys - it had floating bollards. You just pop the rope on the one bollard, only a centre rope needed, and off you go. We found as we journeyed on that not many locks had this system. We had intended to go up the River Lys to Lille but, having lost six days at Dover, we continued on the main canal to a lovely mooring at Courcelles, set off the main canal on a small lake. We spent two days here, meeting another English boat. Then we moved on to Arleux, a junction for the canals to central France and Belgium. Here many big barges moor, some empty waiting to pick up loads, others passing through. We moored between them for the night. Moving on towards Peronne the weather improved, with the temperature around 35°C and we came to our first “big tunnel” at Ruyaulcourt, 1058 metres long. The next morning we followed a barge into the tunnel, taking almost an hour from end to end. Arriving at Peronne, we were in luck, only two moorings left. The moorings are next to a campsite and crews from the boats can use the camp showers, etc. The next day we made our way back a couple of miles to the River Somme. What a change - the Somme is a narrow river, with open countryside all around and many lakes feeding off the main river. It was very

tranquil, with no barges and very little river traffic. We marvelled that this peaceful countryside could have gone through such devastation in World War I. We stopped at Cappy for two nights and took on fuel - you have to fill up where you can as there are not many places that sell fuel. We went to a local train museum, run by enthusiasts. There were small steam engines running on narrow gauge tracks, with low flatbed trucks, and some had been converted to passenger carriages. The trains were used to move ammunition and supplies to the front lines in World War I, which were brought up river from the coast to Froissy and then transferred to the trains. On to the town of Amiens. The outstanding feature of this town is its cathedral. Each evening at around 10.15 pm the front is lit in a fantastic display of changing lights, shining on archways, windows and three large doorways. The next morning the German boat moored next to us left the moorings early. We set off about an hour later, only to see the German boat coming back, indicating that the lock ahead, about half an hour away, was closed. We followed them back to Amiens, where they told us that the lock was damaged and would take four days to repair. But this is France – they give the worst scenario, then when the repair is done the next day they say, “How clever we are, getting things done so quickly”. This was the case with this lock, so the next day we all set off for Peronne, that is, us together with the German boat and also a French one. At the last lock on the Somme, no bigger than those on the Thames, but unmanned and operated by pulling a pole, we ran into a spot of bother. We entered first, followed by the German and then the French boats. The French boat indicated for the German boat to move up. We moved closer to the lock gate to make more room, but the German boat did not move. The French boat pulled the pole, two flaps in the front gates opened, in rushed the water pushing us back. We held our ropes tight so as not to hit the boat behind us, but suddenly the water slackened off and our boat moved forward, catching the front rail in the top of the lock gate, with the water still rising. Down went the bows of our boat, lifting the stern out of the water. The Frenchman pulled the red emergency pole to stop the lock filling, but this took some time as he was on his own. We all got off our boats and checked for damage. As most of our hull was now out of the water, the Frenchman suggested we did a quick antifouling paint job, save lifting the boat! He phoned the emergency service to come out to release water from the lock to free our boat. Only damage was the pulpit rails were bent. Out of the River Somme, we returned to Peronne,



just half an hour away, where we stayed two days and visited the War Museum in the castle.

Part 3

On Sunday 5th August we cast off for pastures new. The weather was fine with temperatures in the mid 30's. About lunch time we moored on the bank side at a spot called Pont d'Ercheu, nothing but fields all around. We took a walk to the local village but it was so hot we turned back before reaching it. Moored with us was a Dutch boat and they invited us aboard for drinks - a very nice afternoon. The next morning we said goodbye to the Dutch couple, who were moving on to look for moorings to leave their boat in France for the winter. They would then go back home to Holland and return the next summer - what a life? We also moved later that morning. Down to Pont L'Eveque where the Canal du Nord meets the Canal Lateral a l'Oise, stopping just the night. Still very little river traffic, the odd barge and one or two motor boats each day. Moving down the Canal de l'Oise we stopped at Compiegne Yacht Club, not much of a yacht club, but close to shops. The town has some very expensive clothing and jewellery shops. The next day we saw the French boat that was in the lock where our rail was bent, waving to us to come alongside, which we did. His wife was now on board, and we spent a few hours chatting, with a few drinks of course. Saying our goodbyes we made our way to a mooring by a bar/restaurant, mooring to a small pontoon with water and electricity - a bit of a rarity at the smaller moorings. Some are described in the book as having electricity and water, but many have been vandalised or just don't work. We stopped for two nights here. Most moorings are very peaceful, away from roads and traffic, no aeroplanes flying low as on the Thames. As we had to be in Paris by 13th August to meet up with the family we needed to get some mileage in over the next few days. As it was still hot we only travelled about 12 miles that day, stopping at L'Isle Adam. We liked this town with its flower beds, clean streets, a big park, large open air swimming pool (full). I'd like to retire there (in my dreams). The next day we reached the River Seine at Conflans-Ste-Honorine. At this river junction there are many barges moored, again some empty, others full and low in the water. Many retired bargemen retire here, just to be near barges and the people working them. We found a small marina opposite the town. That afternoon, needing supplies, we thought we'd walk to the town. To get there we had to walk through the fields on one bank side, over the bridge, then all the way up the other side. Half way across the fields we turned back, it was very hot and there was still a long walk to the town. The next morning we took our boat across, moored with the barges, did our shopping, and went back to the marina. Here we were within reach of Paris and set off the next day. The Seine is a bit busier than other French rivers and canals, but compared with the tidal Thames, almost empty. We made good time up to Paris. Going through Paris in your

own boat is, we were told, some experience, but I think we were concentrating on where we had got to rather than looking at the sites. To pass through the city you have a one-way system going under two bridges, one to the island with Note Dame Church, and the other to the next island. They are controlled by traffic lights, one way on the hour, the other way 35 minutes past the hour. We arrived a few minutes too late and had to tie up to the wall for half an hour, bouncing around when big passenger boats went past. They can go round the island through a narrow channel at the back of the islands, then out into the main river past us - just like being in the pool of London. The lights turned green and off we went. A few hundred yards further on is the lock to the Arsenal Marina. After a call to the marina office, the green light at the marina lock went on and in we went, Paris at last, a day ahead of our original timetable. On the Monday our son and daughter-in-law arrived via Eurostar to spend four days with us, then on the Tuesday our daughter, son-in-law and grandchildren came over from their campsite, just outside Paris, where they were on holiday. It was our daughter-in-law's birthday that day and we all went for lunch, what a good day!



On our return journey, we really did enjoy travelling along the Seine and took in much more of the scenery. We took a slightly different route back and went through another tunnel – this time towed along by an electric barge because the tunnel was not ventilated. We arrived back in Calais a little earlier than we intended, but had to stay there for two days because the weather was too rough to undertake the channel crossing. What an exciting adventure for Bagpuss!

Next summer Bagpuss is planning a trip around the south coast of England.

Les and Margaret Marrill

A FUNNY THING HAPPENED TO ME ON THE WAY TO

By Jim Potheary

Apropos of nothing boatie but an incident that might make you chuckle, and it happened to me. Sylvia and I were off on our hols with a well-known “wrinklies” tour company who provide you with a chauffeur-driven car to the airport and it turned out to be a large people-carrier.

At the airport the afore-said chauffeur removed the cases from the vehicle, placing them on the ground immediately to the rear of the car and under the tail-gate, expecting us to move them to the pavement. As I reached in to move the last case the *something – something* driver decided to close the tail-gate right onto my head.

This resulted in a stream of red stuff (for the squeamish I will spell it out quietly) *b-l-o-o-d*, pouring from my scalp. The *something – something* driver handed me a tissue before driving off, which quickly became a pretty red colour.

A nearby BAA worker saw what had happened and gave me loads of paper towels as he helped me to a seat just inside the airport terminal and then beckoned two policemen over to help. They immediately radioed for medical help and within minutes two paramedics had cycled up.

“Ooo” said one, “That looks bad, Ashford hospital for you”.

To which I firmly stated “No way, I have a holiday to catch”.

By now a tour rep had wandered over to see what was happening to his client.

“Ooo” he says “Will he need to go to the hospital”?

“No” says I. Anyway, the bleeding had stopped (sorry, forgot about the squeamish).

“I can glue it” said the other paramedic.

“Then do it” says I. So glue it he did.

Now picture the scene to people coming in and out of the building. There’s this thug on a seat, two armed policemen in black body armour standing over him with a Kalashnikovs across their chests and fingers on the trigger. Two medics patching him up after the coppers had supposedly roughed him up. Clearly a terrorist or drug dealer. Poor sod, wonder what stretch he’ll be doing.

Who cares, we caught the flight and the glue came off after a week. But the sequel to the story is that after the holiday the tour company sent me a huge Harrods hamper – presumably for not suing them.

(Has anyone else got an amusing true story to tell that will give us all a chuckle)

Big Paddle Challenge

Andy Curtis and Piers Bucknell completed their paddle across the Channel in a kayak on Sunday 7th October in just over 4 hours. They finally got the weather they needed and had a fairly smooth crossing without too many ships getting in their way. They said “Thanks so much to everyone that's sponsored us and helped us raise as much as we have (£2867). We decided we should raise money for Cancer Research as, in January this year, Piers' mum (Iris) was diagnosed with lung cancer. 1 in 3 people will develop a form of cancer during their lifetime. In the last 40 years your chances of surviving cancer have more than doubled, this is in part due to the groundbreaking work done by Cancer Research.”

Congratulations to Andy and Piers and fond good wishes to Iris and Graham.

To donate go to: www.justgiving.com/BigPaddleChallenge

TSCC Programme for 2013

All dates and events are subject to change

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| January 6 Sun. | TSCC AGM at Ajax |
| January 15 Tues. | Met. Police Horse Training at Imber Court |
| January 19 Sat. | Burns Night Supper Weybridge MC |
| February 7 Thurs. | Colditz Talk - Union Jack Club |
| February 16 Sat. | Supper @ 'Jaynes'-Skittles Match Byfleet BC |
| March 2 Sat. | ATYC Dinner/Dance Marlow |
| March 2 Sat. | Quiz at Hinchley Wood |
| March 6 Wed. | TSCC Committee |
| March 25 Mon. | HMS President – Fitting Out Lunch TBC |
| April 13 Sat. | Royal Marines Massed Bands at Albert Hall |
| April 18 Thurs | Hearing Dogs for deaf people |
| May 9 Thurs. | Denbies Wine Estate |
| June 5-9 Wed-Sun. | Down River Cruise to Limehouse |
| June 6 Thurs. | Wapping Police Station Museum |
| June 7 Fri. | Tour of Lincoln's Inn |
| June 8 Sat. | Whitechapel Bell Foundry |
| June 12 Wed. | TSCC Committee |
| June 15 Sat. | RSSt.G Charity Ball – Effingham Park Hotel |
| July 24-28 Wed-Tues | Up River Cruise to Hurley |
| Aug. 24-27 Sat-Tues. | ATYC Rally West India Dock |
| Sept. 21-22 Sat-Sun. | RNLI Rally Kingston |
| Sept. 27-29 Fri-Sun. | RNLI College Poole TBC |
| October 2 Wed. | TSCC Committee |
| October 17 Thurs. | Lunch-National Shooting Centre Bisley TBC |
| November 7 Thurs. | TSCC Annual Dinner Surbiton |
| December 6-9 Fri-Mon. | Sinah Warren Hotel–Syd Lawrence Orch'stra |
| December 11 Wed. | TSCC Committee |
| December 12 Thurs. | Lunch at VSC and Winter Wonderland |



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VISIT OUR WEBSITE: Thamescruisingclub.org.uk