

THAMES SCOUT CRUISING CLUB

NEWSLETTER



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TSCC Cruising the Wey & Arun Canal



Chairman's Log



Hi everyone, can you believe that this will be my last Log as your Chairman of TSCC? The past three years have gone so quickly, but they have been very active years for our club; most importantly, we have had lots of fun together.

There were a few moments of frustration sorting out our Constitution, but we do seem to have got there now.

On the social side, what a great success! When I look back at the events we have organised I can say "well done to everyone who contributed". Our Fitting Out suppers down at Ajax have been great fun with a happy and relaxed atmosphere, a good way to get our season underway. We also have tried to do something different for our Annual Dinners and I'm sure that each one has been very well received. We had some great outings such as Thursford, The Magic Circle, The Battle of Britain HQ at Uxbridge and the Wey and Arun boat trip. On top of that we have always supported The Heritage Day at Walton plus The RNLI regatta and, to cap it all, our boat gathering at Boveney with the Pimms and strawberry tea - wonderful. All of them have been very enjoyable and a huge success. Although, maybe, it's time for other changes. Bring it on.

Your committee has carried out all the events above and many other duties with a great deal of planning and effort so it only remains for me to thank them all.

The future of our club depends on its members getting involved. Let us hope that maybe some new committee members will come forward.

Best wishes to you all,

Ray.

Wey and Arun Trip

I hope all those who came along on the boat trip enjoyed themselves as much as Ray and I did. It was a lot of work, but well worth the effort. Thank you so much, to all those who helped on the night.



Dusty gave a fascinating commentary on the progress of the canal. Thank you Dusty. The food was delicious and thanks to the lovely weather on the day, it made it an outing to remember.

We wish the Wey and Arun Canal Trust success with their wonderful project.

Elaina Mears

ISSUES WITH SECURING AND HANDLING ROPES

When lock keepers ask boaters for the mooring rope, and it is not possible to just hand it over, some keepers are continuing to experience having the rope thrown directly at them. It is certainly not unknown in some instances for the ropes to have steel shackles or thick knots on the end of them.

Mooring lines should be correctly coiled with the lay of the rope, and the full length thrown in front of the lock keeper's feet, thereby giving the keeper an opportunity to take hold before the possibility of it falling back into the river.

In some instances lock keepers have found that the other end of thrown ropes are not securely tied to the boat, resulting in a number of near misses, but included an incident which resulted in a temporary lock keeper breaking his ribs as he helped a boater who had not secured the rope on the boat.

Just holding a boat that could be over 10 tons, with the line in your hand without taking a turn around the bollard is bad practice and in some locks could be extremely dangerous.

IWA NATIONAL FESTIVAL & BOAT SHOW BEALE PARK 28-30 August 2010

440 boats registered at the Festival together with a similar number of tents, caravans and motorhomes. This was a really big event for the Thames. It was also very well organised and highly enjoyable.



We had been feeling very nervous thinking about the journey from our mooring in Windsor up to the Festival site at Beale Park. Was the river going to be very crowded with queues at the locks? Would we get overnight mooring en route? We had to leave our departure until the Thursday before the event, which opened officially two days later on the Saturday. However, we were to be pleasantly surprised as the river was very quiet – there were never more than two or three boats in a lock at a time and Henley, where we stayed Thursday night, was practically deserted. The only place we had to queue was at Whitchurch Lock – the lock just before Beale Park – but, we had had such a good trip that we did not mind. I would like to pay tribute to the lock keepers who did an excellent job both before and after the event. They undoubtedly helped to keep the traffic moving and all in a very friendly spirit.

When we arrived at Beale Park on Friday afternoon, it was quite a sight with (mainly) narrow boats moored six abreast as far as the eye could see. It became clear that people had staggered their arrival time at Beale Park over quite a number of days thus, as far as I know, the river was never over-congested.

Many of the boats were dressed overall and, with the sun setting ahead of us, it was very picturesque. The mooring masters were all well organised and we were soon ushered into our designated position with the other TSCC members around us. The TSCC boats were Orlando, Patty, MyOwnie, Madam, and Blue Mink. There were also some of our friends from the Byefleet Boat Club.

The opening ceremony took place on Saturday and one of the speakers was Mike Shefras, Deputy Chairman of the ATYC, and this years' Event Chairman for the IWA Festival.

There was a full programme of events taking place on the lake, the bandstand, the arena and the entertainment venue (which was in a huge marquee). In addition, there was a multitude of trade stands and other exhibitors.

Some of the lake activities included Newfoundland dogs, hovercraft, historic boats and model boats. On the arena, activities included Knights of the Crusade, falconry and hand bells.

Helpers came round each day to take away rubbish and there was a "Lavender Boat" to cater for the bucket-and-chuck-it users. A small shop sold food and other essentials. Engines could be run twice a day at defined times to re-charge batteries.

Being at the event was very easy-going with people wandering between their boats and the activities as they felt inclined. TSCC members met-up in the entertainment venue in the evenings where we were able to share a table and the odd tipple. There were four evenings of entertainment with, for us, the highlights on Saturday and Monday. Saturday was Big Band Night with the BBO big band – this was a fabulous swing band (who can be heard every last Thursday of the month at Marlow British Legion). Monday featured The Trends. Originally formed in the 60's they have played with many famous artists and they played a lot of

60's music – they were excellent entertainment and everyone had great fun listening and dancing to their music.

This was an excellent event. It takes place every year in different venues around the country. It takes place on the Thames around every fourth year – I will be looking forward to attending again.

Peter Simpson

Medway and Belgium Trip



"I must go down to the seas again, for the call of the running tide is a wild call and a clear call that may not be denied." Not my words, but from John Masefield's poem, Sea-fever. At school we had a painting of a man and boy, by the shore, sitting on a log washed up by the tide. The man was telling the boy of his days at sea in the old sailing ships, pointing out to sea, old clay pipe in hand. Maybe in the back of my mind this and the above verse from the dim and distant past got me into boating.

On Sunday 30 May, accompanied by both our son and son-in law, we set off from Teddington for Chatham Maritime Marina, where we planned to do a course for the ICC (International Certificate of Competence). We had talked to other boaters around our marina and people we knew who had done coastal trips, looked at books and charts and built up lots of information. Next we consulted the

chart and tide tables, plus helpful advice from Tony Scott, to complete our “passage plan”.

The weather forecast had given wind force 3, calm. As we approached the Medway the waves were coming up on our starboard and we were rolling from side to side. On completing the turn into the Medway the waves came over the bows, and I mean “over”, the windscreen wipers were going full belt. All the crew were peering through the spray to spot each buoy. We wondered about a force 5 or 6! [We were to find out about this later.] At last, calmer waters, with Chatham Marina just round the corner, but where? We went past it, turned round and then spotted two small flags each side of a lock gate. We’d made it – a good two hours earlier than anticipated! Our daughter then arrived by car with our granddaughters for a cup of tea and slice of cake before taking our son-in-law home.

On Monday we swotted and stocked up on food for the next two days of hard work. On Tuesday it rained all day and Richard, our RYA instructor, took us and our son John through the theory part. He was impressed with our knowledge, as we had all done our homework. On Wednesday we spent a very calm day on the river. We successfully completed the practical course, and Richard was pleased to tell us we had all passed. Our daughter’s father-in-law joined us for the return journey. We left Chatham at 9.30 am and at the end of the 6 knot speed limit a flotilla of 10 boats went past at high speed. They cut across the Medway channel just before the Montgomery wreck to go up the estuary, so we followed. Following our progress on the chart by the different buoys we passed, and at one point taking a bearing from a water tower, we used our ICC coursework in a real situation. We passed the Barrier, into London and under the bridges. One was under repair – it had the straw bale hanging down. Having speeded up earlier to go round the estuary, we were too early to pass through Richmond half weir gates. We slowed right down around Chiswick, but still got to Richmond Lock with the gates closed, so used the lock. As Ratty and Mole from “Wind in the Willows” would say, “*Good to be back on our beloved river again*”. We had to do the Thames locks ourselves, as it was now after 6 pm, and we arrived back at Penton Hook at 9.30 pm.

Shortly after our return we discovered that the MDL Marina at Woolverstone, near Harwich, was organising a cruise in company to Belgium, leaving on 31 July. We thought this might be too much for our novice status, but nevertheless contacted the Manager at Woolverstone, who assured us that we would be fine and he would put us with other experienced boats of our size.....

Les & Margaret "Bagpuss"

Read about Les & Margaret's trip to Belgium in the next Newsletter - Ed.

Girlguiding UK Trefoil Centenary Tour of Scotland

7th August 2010. Caught the 10.30 train to Edinburgh, arrived at Waverley Station 3pm. I met other Trefoil ladies queuing for a taxi. Got to Kings Manor hotel 4pm. Christine my daughter arrived 4.30pm. We drove into Musselborough, sat in the sun. We had dinner together in the hotel. I met with other Trefoil ladies in the lounge after.

8th August. We left hotel by coach by 9am. We drove to Peebles and went to the Castle Venlaw Hotel for coffee. We were met by 2 archivists who told us how guiding was started in this hotel in Scotland. The 2nd lady Maureen Reed was the Scottish Chief Commissioner in 1985 (75 Years). She told us how she went to Buckingham Palace and brought the flame back to Scotland. We went to Dobbies Garden centre for lunch at Stirling, after going round this large round-about 3 times. We drove To Stirling Castle where we had a guided tour of Argylls Lodgings. We were too late to visit the castle. After the visit we received our travel packs, a travel bag, a tin of centenary biscuits, a pen and pad. We then drove to Bannockburn where we were met by Trefoil ladies from Sterling. We watched a film and toured the museum. We drove to Dunblane Hydro Hotel high on the hill.

Lovely views down the valley. The reception was on the 1st floor, one small lift. I got in the lift with 7 cases while the others walked up the stairs. We had a quick change, before a welcome drink. We were joined by the Chief Guide Liz Burnley also 2 Scottish Trefoil leaders.

I managed to get a photo of her with our overseas guides, we had 3 from America, 2 from Australia, 1 from Canada, & 1 from New Zealand. She joined us for dinner and stayed the night.

9th August. We left the hotel 9.30 am, pouring with rain so we couldn't see the view from the hotel. The rain was heavy while travelling through the Trossachs National park and Loch Lomond. We stopped at Luss for lunch, nothing much there; after, we drove a mile to a sheep dog display with *ducks!* It was very good, some of our ladies acted as sheep dogs to chase the ducks round the course. The sun was out over Rannoch Moor and the Pass of Glencoe. We stopped to take photos. We got to the Isles of Glencoe Hotel Ballychulish. This was a lovely hotel overlooking the loch. Before dinner 4 of us had a walk round 2 of the signed walks. Everyone is so friendly in the group.

Tuesday 10th August. Left the hotel at 8.45am in the rain. At Fort William we looked at the flight of lochs, we visited the Commando's Monument at Spean Bridge. We continued past Neptune's Staircase, the Caledonian Canal at Fort Augustus. We had a photo shoot at Urquart castle, very busy. We had lunch at Drumnadrochit, after we had a cruise on loch Ness. We were able to take photos of the Castle from the boat. We had a group photo of all of us in front a model of the Loch Ness monster. We then drove through Inverness to Culloden to visit the battle site and visitor centre. We left at 5.30pm to drive to the Holiday Inn for 6pm. My room was already occupied I was given new one on another floor. We had to leave by 6.30pm to

drive to Cawder for our evening meal. We were met by 6 ladies from Inverness Trefoil Guild. Back to the hotel 10pm.

Wed 11th August. Left hotel 8.45, still raining. We drove to Boat of Garten to board the Strathspey Steam Railway to Aviemore. It was raining very heavy so we couldn't enjoy the view. We had coffee in a hotel opposite the station. We had to cross the railway line to get to our coach. We had a distillery visit at Dalwhinnie. Afterwards we drove to House of Bruar for lunch & shopping. We didn't need 2½ hours here, very expensive. We left 3.45. We drove to the Queen's View at loch Tummel. Unfortunately I left my camera down below in the coach. We arrived at the Hilton at Dunkeld at 5.50pm. Dinner 6.45, we were visited by 4 more Trefoil ladies.

Thurs 12th August. We left hotel at 9am. We stopped at Blaire-Gowrie to take a picture of the guide badge in flowers. We had a guided tour of Glamis Castle, This was the Queens Mothers home, Princess Margaret was born here. We visited the museum of the Queen Mother in the old stables. We had lunch in an old pub in Glamis. We were joined by Trefoil Guild members from Monifieth, Dundee and Carnoustie. We had short visit to St. Andrews. I had a look round a church whose outside was full of flowers. We crossed over the Forth Bridge to travel to Netherurd the Scottish Guide Centre. I was up on the 3rd floor, no lift. The room was basic but clean and comfortable. A piper piped us into dinner where we had haggis and a Scottish dinner. We were entertained by ladies from Motherwell, Hamilton and Peebles. We joined in the singing. The dancers showed us the centenary reel one of the ladies had devised. Afterwards we were able to go and buy badges from the shop. We finished with taps.

Friday 13th August. We were joined by the UK Trefoil President Barbara Parke. We left Netherurd at 9.30 after a group Photo. Drove into Edinburgh, I got off at Waterloo Place with 3 others. We walked to the gardens where the floral clock is. We took photos of the magnificent display. The clock, 100 years badge & the Scottish Guide badge all in flowers. Over the top was written in flowers 100 years of Girl Guiding. We walked across to the Royal Mile, very crowded with street entertainment. We had a snack in Hollyrood House restaurant. We didn't have enough time to tour the house. We had a look around the Parliament building instead. We caught the coach at 2.15pm. We drove to Dalmeny House, the home of the Earl & Countess of Rosebery. Trefoil members greeted us at the door. Lady Rosebery took us on a tour of the house. It had lots to do with Napoleon. We had tea and biscuits, and were all given a guide book of the house. We were allowed to drive out of their private entrance and saw the Forth Road bridges at South Queensberry. We drove to Wardie Church on the outskirts of Edinburgh. Netherurd was too far away to go back for an evening meal and get back in Edinburgh for the Tattoo. We were given a supper by the Scottish Guides of Shepherd's Pie, salad, a piece of gateau & tea. We were all given a little goodies bag of a pen, bookmark and fudge. All too soon we left to go back into Edinburgh. The tattoo was fantastic. We arrived back at Netherurd by 12.30am. We had hot chocolate and sandwiches.

Saturday 11th August. We had reflections before breakfast. We had a group photo outside the front door. We left Netherurd 9.15am. I was dropped off at Waverley Station at 10.45. Caught the 12 noon train to Kings X. We arrived in London 5.15pm, pouring with rain. I'm looking forward to next year when I am hoping to go to Our Cabana the Guide World centre in Mexico.

Betty Gosling

RULES OF THE ROAD ON THE RIVER

There was a small book entitled “Manners for Men” by Mrs Humphry published in 1897 and this was re-printed as a facsimile edition in 1993 by Pryor Publications. The book covers manners and good behaviour relating to almost every activity that a man of 1897 undertook. There are chapters dealing with behaviour in a carriage, in the street, in a Hansom, on an omnibus, on horseback, driving and boating on the river as well as a wide range of indoor activities such as at lunch, at dinner, at a ball, at the theatre, etc.

The short chapter concerned with boating behaviour is called “Rules of the Road on the River” and it appealed to me as a glimpse of boating at the end of the 19th century. It is reproduced below.

“There is a rule of the road for the river, and those who boat on the Thames on crowded days fervently wish that it were better understood. There does not appear to be any means of acquiring the necessary information. If such means exist, they have never come to my notice, and, for at least one summer, I spent many hours daily in the agreeable form of exercise.

“Boats coming down with the tide [*current*] keep the middle of the river; those going against it hug the shore on either side, but in passing other boats coming in the same direction they must go out in a semicircle, leaving the front boat the shore. Tow-boats are always given this advantage. In meeting other boats coming downstream which really have no right to the shore, but are mistakenly kept near the margin by inexperienced steerers, the boat going up-stream should not go out, but keep towards the land.

“The rights of the numerous anglers should be respected; and it is not only courteous but politic to do so as it is disagreeable to have the lines entangled in the boat.

“Row-boats give way to sailing boats on the river, especially when the latter are tacking to use the breeze. As to steam-launches, their motto too often appears to be that “Might is right”. Occupants of small boats keep a sharp look-out for these.

“In passing through locks the usual politeness of refraining from shooting ahead of boats in front should be observed. Any active emulation of this kind is a very risky business in the same way when pulling a boat over the rollers. A man is bound to yield the *pas* to ladies or to any boat containing ladies. In fact, the courtesies of the river may be summed up as similar to those on land.”

Tony Scott

TSCC Donations to Scouting.

The 4th Thames Ditton (Ajax) Sea Scout Group had requested a donation to help with heating improvements in their Group Headquarters. The total cost of the work needed is £1600.

The 7th Epsom Scout Group had requested help to replace 15 buoyancy jackets at a cost of £35.95 each.

The TSCC was pleased to donate £250 to each of these Groups and we have received letters of appreciation.

Low Sulphur and Bio Diesel

The Department of Transport has instructed the fuel suppliers to ensure that gas oil (red diesel) supplied for inland waterway vessels is low-sulphur, with a small % of bio-diesel to improve lubricity by 1 January 2011 in order to comply with the EU Directive.

There is a low risk of component degradation and attack due to the low-sulphur and bio additive. In the UK Ultra Low Sulphur Diesel (ULSD) road fuel has had bio-fuel added since 2007 with no reported component failures. There is a small increase in fuel consumption (<1%).

The principal risk to inland vessels is the increased water attraction and suspension in bio-diesel with an increased risk of bug infestation.

As the ULSD/Bio-diesel will not keep as well as current diesel it will be important to use stocks within six-months

The only defence is better fuel hygiene including draining off free water from tanks, more regular inspection and replacement of fuel filters and appropriate use of biocides.

(Reproduced by courtesy of the Dutch Barge Association)

TSCC Needs You

Have you thought about putting your name forward to **join our committee**? To keep our club as good as it is today we need new ideas and opinions to keep moving us forward.

Please consider.

Any Committee Member will be pleased to answer your questions.

Annual Dinner & Photographic Competition

This years' Annual Dinner was held in Molesey Boat Club. The club was formed in 1866 and its' home is a beautiful and traditional example of a Thames Boat House. Our Chairman has been a member there man-and-boy. Thanks to a lot of willing helpers the tables were beautifully dressed. Entertainment was provided by "Sounds Easy" and, due to catering difficulties, a generous (mainly) cold buffet replaced the usual hot meal. Sixty guests all appeared to have a fun time. Our thanks to all those who made the evening possible.

The **Ray Andrews Trophy** was won by **Pauline Simpson** for her



picture "Sunset at Days Lock". We were privileged and pleased to have a professional cameraman – Mike Scott – to judge the entries and he said the standard was very high.

Congratulations Pauline.

NEW BOAT: Linda's new [to her] boat is CHISWICK LIZ.
No rude comments please!!!

Max Grundy

ATYC DINNER DANCE

Saturday 12th March 2011

The Crown Plaza Hotel, Marlow

Dress code: Black tie OR Club blazers/ties.

Ticket price: only £29.50

This includes an excellent three course dinner with
coffee (children 10-16 £15.00)

Dancing to the Panama dance band.

Celebrate the coming 2011 season with other Thames
Clubs.

B & B available at £99 for two.

Please contact TSCC Secretary if you are interested.

TSCC Fitting-out Lunch

Something a bit different!!

24th March 2011

**Join us in The Clink. From the 12th Century until 1780
this was Britain's most notorious prison. Now the
Clink offers a memorable dining experience where
the food is cooked and served by the inmates of what
is now HM Prison High Down.**

Details to follow



TSCC Programme for 2011

All dates and events are subject to change.

January 30 th	TSCC AGM at Ajax
March 12 th	ATYC Dinner Dance at Marlow
March 19 th	Skittles Match at Byfleet Boat Club
March 24 th	Fitting Out Lunch in the "The Clink"
April 22 - 25 th	Easter Cruise to Windsor
May 24 - 26 th	TSCC Cruise to Hurley
June 11 th	Strawberry Tea at Walton
July 8 - 11 th	Limehouse Trip
August 13 th	Sunbury Regatta and Fireworks
August 27 - 29 th	ATYC Rally London
September 10 th	Heritage Day at Walton
September 17-18 th	RNLI Kingston Rally
October 27 th	TSCC Annual Dinner
December TBA	Thursford Christmas Spectacular



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VISIT OUR WEBSITE: Thamescrouisingclub.org.uk