

# THAMES SCOUT CRUISING CLUB

## NEWSLETTER



February 2011

No. 86

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*Join TSCC on  
a trip to the  
ATYC Rally in  
London  
this August*



## Chairman's Log



It is an honour and privilege to take over the Chairman's position within the Thames Scout Cruising Club, and to follow in the footsteps of John, Dave, Paul and Ray. I sincerely hope that, with your support, I live up to their ideals and expectations, whilst contributing towards the Club's continued evolvement and the maintenance of our affiliation to, what appears to be, an ever changing Scout Association.

It has no connection whatsoever to my previous career that, before the next edition of this news letter, the majority of our members will either be locked up in the Clink or confined to the Tower. (Look out for reports on the experiences of incarceration after their release).

Before reading further, please make sure you have a cup of tea or a glass of wine ready.

Your committee really do need your help. If you feel you have any suggestion which will help our Club, or you are prepared to give committee members a hand with organising events, even for just an hour, it would be most appreciated. Please send your ideas and or offers of help to our Honorary Secretary, Margaret Marrill at: [margaret.marrill@o2.co.uk](mailto:margaret.marrill@o2.co.uk)

We are all interested in reading what members have been up to, so if you have any contributions for publication in our newsletter, please send them to the Editor, Peter Simpson at: [simpson.p@ntlworld.com](mailto:simpson.p@ntlworld.com) Also, should you have information that you think would be helpful to members if on our website, please forward it to Peter.

**Have a look at: [www.ThamesScoutCruisingClub.org.uk](http://www.ThamesScoutCruisingClub.org.uk)**

If you know of any persons or companies who might be interested in advertising in our newsletter, or on our website, would you ask them to contact Peter directly, there is no charge to members and special rates can be offered to others.

For those who did not attend the AGM this year, please be advised that unfortunately, due to holidays and family commitments, no members of the committee will be able to make the Easter cruise to Windsor on 22<sup>nd</sup>– 25<sup>th</sup> April. If the weather is favourable and you intend to go, give me a call on 020 8398 1212 or e-mail [David.sowter@nahs.org.uk](mailto:David.sowter@nahs.org.uk) and I will let you know if anyone else is up for it and put you in touch with each other.

Finally thank you for your time in reading the above and I look forward to seeing you soon.

*Best Wishes*

*David.*

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## TSCC AGM

The new Chairman presented Ray Mears with a pair of cut glass tumblers

as a thank

you from

Members

for the

three years

he had

served as

Chairman.

Ray had not

only steered

the club

towards its

new

Constitution

but he had

maintained

a very happy and relaxed atmosphere within the Club and within the

Committee. Ray told me he wanted to be sure that he thanked people for

the lovely food that was donated for the tea at the AGM, particularly the

delicious homemade cakes. He also thanks everyone for the cut glass

whiskey glasses and wishes David and the Club well for the future.

We were pleased to welcome back Bob Breeze to the Committee which

otherwise remains unchanged. Full details are on the website. Ed.



# THE MANSION HOUSE

On a beautiful sunny January morning a group of 28 members and 7 friends enjoyed a fascinating visit to The Mansion House, a rare surviving Georgian town palace in London, with magnificent interiors and elegant furniture. The Mansion House provides the Lord Mayor of the City of London with living, working and entertainment space. Built in the age of Hogarth, the Mansion House, then as now, is a symbol of the City of London as the world's leading international financial and trading centre.

We entered through the official reception area where over hundreds of year's dignitaries and world leaders have been received. We were given an explanatory talk by John Davies the Keeper of Walbrook Hall, who has the most entertaining way of telling stories about the Mayor's residence and the tales behind many of the artefacts. During the tour, he explained the history of the House, how it has been used by previous Lord Mayors, and the important role it plays in supporting the current Lord Mayor.

On the first floor, we saw most of the Harold Samuel Collection, which comprises eighty-four 17th Century Dutch and Flemish paintings by such masters as Frans Hals, Nicoleas Maes, and Jacob Ruisdael. Standing in the magnificent Egyptian Hall, where the Chancellor of the Exchequer gives his annual speech to the City, we heard about how all the fragments of the large stained glass windows which had been shattered during a bombing raid in World War Two, had been collected and taken to a place of safety until the end of the war, then put back together

like a jigsaw with only one small piece needing to be replaced. The chandeliers in the saloon were breathtaking and we all had a laugh when John Davies said the cleaning contractors weren't called "Trotters Independent Traders".

We ended our tour with a visit to the Gold and Silver vaults, and saw the Mansion House Plate Collection, the Lord Mayor's Sword and Mace, the gold Fire Cup that had survived the great fire of London and the Pearl Sword, which according to legend was used by Elizabeth I at the time of the opening of the Royal Exchange in 1571. I'm sure many of us would have liked to have spent more time there, gazing in amazement at the beautiful craftsmanship that had gone into creating the tableware and ornaments before us.

On her way out of the building the Lady Mayoress Barbara Bear, stopped to have a chat with some members of our party. (There is no prize for guessing who spoke to her.)

After leaving The Mansion House we walked along Cornhill to Ball Court for lunch in Simpson's Tavern, which is a traditional English eatery and has occupied the site since 1757 when Thomas Simpson was given it by his father. It is situated opposite The Jamaica Wine House where Pasque Rosee in the mid 17<sup>th</sup> Century founded the first London Coffee House.

As we said our goodbyes and went our different ways everyone felt that they had enjoyed a very interesting insight into part of the City's glorious past.

*Rosie Sowter*

## ***Medway and Belgium Trip (Part 2)***



So, on Wednesday 28 July, we set off again from Penton Hook. Our son and his fiancée joined us at Limehouse and went with us to Woolverstone. We arrived there on Friday 30 July, just as they were about to start the briefing meeting, which was not quite as organised as we had expected. Trevor, the organiser, suggested we should, “see Chris over there, he’s got a boat about your speed”. Chris turned out to be an experienced seagoing boater and he helped us to plot the route to Nieuwpoort that evening. The original plan was for us to leave at 6 am on Saturday morning to travel with his boat and another boat, averaging around 14 knots. However, the weather forecast for Saturday was not good and we decided to delay our departure until Sunday, spending a leisurely Saturday afternoon in Ipswich. Three of the larger boats did set off on Saturday, but returned three hours later because the sea was too rough. On Sunday morning we set off at 6 am with the other two boats. The yachts had already left and the faster boats left later that morning. Out into the North Sea, the

first few miles were choppy, but as we got used to the waves it got better. Seeing the shoreline getting further behind us, then going out of sight was an experience. A few miles off the Belgian coast one of the other two boats got a lobster pot around one of his props. Fortunately, he was able to continue on the other engine, although at a reduced speed, and we all arrived safely in Nieuwpoort harbour around 2.15 pm. That evening all the boat crews and friends, about fifty people, had a celebratory meal in the local Yacht Club.

Early on Monday the yachts left for Holland via the coast. We travelled in convoy with the other motor boats via the canal to Bruges. This was a very pleasant trip, countryside all the way, travelling through a series of lifting bridges. At Bruges we went through a large, round lock, where the first boats in moor up to the wall and then more boats raft on to those already moored, with the central part reserved for very big barges. We travelled round the outside of the city to a marina, where we spent two nights and enjoyed some sightseeing. On Wednesday the bigger boats travelled by canal to Ghent and then planned to travel to Holland before returning to Woolverstone. We weren't fast enough to go with them, so travelled by canal back to Nieuwpoort where we spent another night before travelling by canal towards Dunkerque, staying overnight at Veurne, a small town near the Belgium/France border. Just before we reached Veurne we encountered a rail bridge. We had to use a phone on the bank to ask for it to be lifted. Immediately after that there was a road bridge and we had to radio a different authority to ask for it to be lifted. As it started to lift it got stuck. A man leaned over the side bank wall and said, "It may be working after one hour, but it may be tomorrow, in which case you can stay the night here". Half an hour later the bridge lifted and we passed through. Shortly after this we encountered a lock followed by a very low foot bridge. The lock keeper thought we should clear it, but offered to open it if not. We went under it very very slowly, with an air draft giving us 4 cm clearance - that was with full water and fuel tanks. We moored up at Veurne in the last space available and spent a pleasant, sunny afternoon in the town doing some shopping. The next day we went on to

Dunkerque, keeping a wary eye on the depth gauge. This stretch of the canal was not as wide or as deep as the part between Nieuwpoort and Bruges, but fortunately it was just deep enough for us. As we got into France we again had to go through a lock, which was supposed to be automatic. As we waited a Frenchman moored behind us and told us the lock would open in 1½ hours, so we tied up to some trees and had lunch - so much for automatic locks! When we arrived at Dunkerque we had to stand off for half an hour in a very big basin, next to two French cross-channel ferries, waiting for a lifting bridge to allow us to enter the marina.

One of the two boats which had travelled with us to Nieuwpoort had travelled by sea to Dunkerque and on Saturday they picked us up outside the harbour to escort us to Calais. However, to reach them we had to go through a lifting bridge and then past the docks to a very big sea lock, and this meant we left a little later than they intended. We sped out into the open sea, turning to port down the French coast. At one point the other boat radioed, "watch out for that cross channel ferry coming out of Dunkerque commercial port". We thought it was two or three miles away, but soon we were going close to its stern. As we got near to Calais a force 4/ 5 hit us, which was why our friends had wanted to leave earlier, but Bagpuss handled it well. We entered the calm waters of the harbour and were soon moored up with the help of the marina staff. We spent the rest of the day visiting the local shops. We left Calais around 10 am on Sunday with the other boat. Sighting the white cliffs of Dover was very reassuring. We then went round South Goodwin marker and up to Ramsgate Harbour, the whole trip taking about three hours. We said farewell to our escort as they had decided to travel back to Woolverstone that afternoon.

On Monday the weather forecast was better than we had expected, so we bravely set off for Chatham. As we were clearing North Foreland we saw three big container ships which we thought were coming out of the Thames. We changed our course to go astern of them, only to find as we got closer that they were at anchor - must get better

binoculars! Nearing the mouth of the Medway we had to avoid entering a restricted area around an off-shore wind farm. Taking a bearing off the power station chimney on the west bank of the Medway entrance we entered the river and made our way to the Maritime Marina at Chatham. When we had been there in May it seemed such a long way away, but now it felt almost like home. The following day we enjoyed visiting the Maritime Museum, which is well worth a visit. From there we made our way back to the tidal Thames, spending a night at Hampton Court before returning to Penton Hook.

The other boaters on the trip told us that we were very brave. We wondered if we were a little bit daft to undertake such a daunting cruise for our first trip to the continent.

*Les & Margaret "Bagpuss"*

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## London's Rivers

There are a number of rivers in London that drain into the Thames, some visible and some now well culverted underground. A few centuries ago most, if not all, of these tributaries in Central London were, in effect, open sewers into which human, animal, domestic and commercial waste was thrown. The hygienic and health problems associated with this were not of immediate concern to most people, a far more serious problem for them was flooding caused by blockages due to the sheer quantity of solid rubbish dumped in some of the rivers.

The smell caused by these open sewers running into the Thames was particularly severe in the hot summer months and came to a climax in the summer of 1858. Members of Parliament could not use the terrace or the library because of the smell from the river. *The Times* called this the "Great Stink" and ran a campaign for a proper sewerage system to be installed.

The relief of this pollution was one of the initial activities of the Metropolitan Board of Works, which had been established in 1<sup>st</sup> January 1856. Its Chief Engineer, Joseph Bazalgette, was responsible for culverting many of London's rivers and the

construction of a system of “interceptor sewers”. The lowest of these interceptor sewers ran each side of the Thames, the tops of which form the Embankments that we see today. These sewers took the sewage to Beckton (near Barking) and Crossness (near Abbey Wood) for storage and discharge into the Thames on the falling tide. The Prince of Wales opened the system of sewers in 1865. Treatment of the effluent was an activity only undertaken many years later when in 1887 the first sedimentation and treatment process for London sewage was introduced.

### **What remains of these tributaries of the Thames?**

Let’s take an armchair cruise down from Teddington. The first tributary we see is the **Beverley Brook** on the south bank at Barnes, almost opposite Fulham Football ground. The Beverley Brook has its source in Worcester Park and flows through New Malden, alongside Wimbledon Common and across Richmond Park before entering the Thames. Next, at Wandsworth, also on the south bank, there is the mouth of the **River Wandle**, which rises in Carshalton and Waddon near Croydon and flows through Mitcham and Earlsfield to Wandsworth. The Wandle may look navigable at high water but there is a permanent concrete weir about 100m upstream to retain water at Wandsworth at about half-tide level.

Further downstream we start getting to the totally covered streams and rivers. The **Westbourne** rises on the western side of Hampstead and flows down to Kilburn, which is named after its tributary. Its route is commemorated by names such as Westbourne Grove and Bayswater. In 1730, following a suggestion by Queen Caroline, wife of King George II, the Westbourne was dammed in Hyde Park to form the Serpentine Lake. The river, as the outfall from the Serpentine, then flows across Knightsbridge and down to Sloane Square where it crosses the Inner Circle underground line in a large iron pipe visible above the tracks and platform. The Westbourne passes through what was once the Grosvenor Canal Basin and joins the Thames on its north bank in the small gap between Chelsea Bridge and Grosvenor Railway Bridge.

The next hidden river to join the Thames is the **River Effra**, which appears on the southern bank as a large tunnel outfall

near Vauxhall. The Effra rises in Norwood, flows in a culvert to Herne Hill and then to Brixton, where there is an Effra Road. It emerges into the Thames under Albert Embankment near the Fire Brigade HQ building.

**The Tyburn** had its source on the south side of Hampstead Hill and flows down to Regent's Park where it supplied the lake and fed the Grand Union Canal. Its course is now indicated by Marylebone Lane which, I assume, used to be a riverside track. It crosses the lowest points of Oxford Street, giving its name to the Tyburn gallows that were near Marble Arch, and then Piccadilly. The Tyburn divided near to Buckingham Palace into a delta of small streams, one feeding the lake in Green Park. Another stream split near the Thames to form an island, Thorney Island, upon which Westminster Abbey was built. The monks of the Abbey built a mill at one of the mouths of the Tyburn and this area became known as Millbank.

**The Fleet** is the largest of the underground rivers in London. It has two sources on Hampstead Heath. One in the Vale of Health supplies Hampstead ponds and the other in the grounds of Kenwood House supplies Highgate ponds. They go underground where the Heath ends and join near Camden Town, flowing on to Kings Cross. The Fleet then flows southwest under Kings Cross Road, Farringdon Road and Farringdon Street where its valley is still clearly visible and is bridged by Holborn Viaduct. The river continues underneath Ludgate Circus and New Bridge Street to enter the Thames under Blackfriars Bridge.

**On** the south bank there was the **Neckinger** which has been covered for a very long time. Its source was in Peckham and it used to flow past Bermondsey Abbey before entering the Thames at St Saviour's Dock, just a few hundred metres below Tower Bridge.

**Now**, cruising further out of Central London, the tributaries entering the Thames are open rivers. The first one is the **Ravensbourne** on the south bank. This rises in Addington and flows through Beckenham, Catford and Lewisham to enter the Thames at Deptford Creek, which is navigable for a short distance at full tide.

The next river that one meets is the **River Lea**, which enters the Thames on the north bank opposite the Greenwich Peninsula. The Lea is a long river, originating in Hertfordshire and passes through Waltham Abbey before draining Hackney marshes and entering the Thames. The Lea is navigable in its lower reaches and has been canalised into the Lea Navigation further upstream.

I will conclude this little armchair cruise at the Barrier, although there are many more rivers joining the Thames further down, such as the **River Roding** at Barking Creek and the **River Darent** at Erith on the south bank.

*Tony Scott*

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### **MDL Responds to Diesel Legislation Concern**

If you are one of the growing numbers of boaters concerned about the risk of diesel bug, caused by biodiesel in the fuel supply - following the introduction of new fuel quality legislation - you can be rest assured when you refuel at an MDL marina.

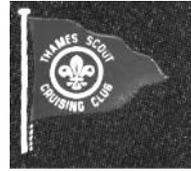
Responding to the new EU diesel fuel legislation requirements, MDL Marinas is leading the way in the industry to offer a new low-sulphur fuel, which is free from all biofuels (FAME-free), in accordance with the new British standard BS 2869:2010 - Class A2.

The decision to introduce this new fuel came after concerns continued to mount from boat owners about the environmental effects, as well as contamination of fuel tanks with diesel bug, which clogs filters causing loss of power and engine breakdown.

Dean Smith, Marketing Director at MDL Marinas, said: “We understand our customers concerns over biodiesel content in marine fuel, and through the support of our supplier, we are delighted to be able to secure supplies of diesel which meet the new British standard. “To ensure this fuel reaches the pump in top condition, we conduct regular fuel tank cleaning and testing. This supply and our steps to ensure we maintain our fuel quality, gives our customers all the environmental benefits of low sulphur fuel with the added peace of mind that the potential problems of biodiesel will be avoided.”

## New Members

Several of you have brought friends to our events during the last few years and, obviously after your encouragement to them, we have all been delighted to welcome a number to membership of the TSCC. In the last few months those below have taken the plunge, having previously tested the water as a guest:-



**Andy Vine**  
**Ray Churchill**  
**Chris Banks**  
**Dave Johnson**

After the initial rush at Boveney last year, more “Partner” members have signed up in the last 3 months:-

**Janet Barber, Pauline Vine, Tania Banks, Gordon English, Linda Grundy, Susan Hayward, Les Marrill, and Mary Miller.**

It must seem rather odd to see this list of names as some are old friends we have known for a long time, but last year the committee spent a great deal of time sorting out our administration and insurance cover, only to discover that partners hadn't been protected under our personal accident policy and were officially denied voting rights at the AGM, which of course meant they were prevented from having a say in important issues regarding the club. Fortunately everything was put in order at the 2010 EGM when it was agreed that for just £3 partners / crew could enjoy our full membership benefits.

Are there any more of you out there wanting to sign up?

We are fortunate to have more membership applications in the pipeline waiting to be put before the committee. It is really good to know that the Thames Scout Cruising Club is continually increasing its numbers.

To all new members a very warm welcome and we look forward to seeing you at our functions and maybe spotting more TSCC burgees flying on the Thames.

*Rosie & David*



## Skittles Challenge

**Saturday 19<sup>th</sup> March 2011**

**Join us for a fun evening**

**7.30 for 8.00 at Byfleet Boat Club, 4, Old Parvis Road, West Byfleet, KT14 6LE.**

We suggest eating before you go and to bring drinks/glasses and nibbles.

### ADVERTISEMENTS

#### **Boat Safety Examiner:**

Contact Dave Gray (member of TSCC) On 02088904471 or 07956 345939

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#### **FOR SALE: Norman 27 Narrow cruiser** (built around 1970)

(Boat name "Chapter Two") Honda outboard engine, regularly serviced. The boat sleeps five comfortably and has a cooker and portaloos. A new awning was fitted recently.

The boat was used regularly, has a current Boat Safety Scheme certificate and is moored at Windsor Marina.

Asking price £5000

This is an ideal boat for cruising the canals as well as the River Thames. If interested, please e-mail Tony Scott ([ramsco10@btinternet.com](mailto:ramsco10@btinternet.com)).

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#### **TO RENT: LUXURY LAKESIDE VILLA IN FLORIDA**, close to

Disney. Fully furnished, 4 bedroom, 3 bathroom, sleeps up to 10. Private screened pool with pool deck, air conditioned, wireless internet, cable TV, DVD and VCR, fully equipped kitchen etc. Approx. one hour from Gulf and Atlantic beaches. From £400 per week.

For further details or a brochure please contact Bob or Diana on 01932 660489.

## PHOTOGRAPHIC COMPETITION

The Ray Andrew's Trophy 2011

### Subject: Boathouses on the River Thames

The Trophy is presented annually for the best photograph taken by club members. Photos, before judging, will be on show at the Club Annual Dinner. Please either post or give your photos to a Committee Member before/at the Annual Dinner.

Photographs can be colour or black and white and any size. They should be printed and may be unmounted, mounted on card, or framed. Attached to the back of each photo should be a note of:

**Who took it; Where it was taken; When it was taken.**

Entries will be limited to one per individual member (in this instance, a member includes partners and crew). Thus, for example, husband and wife can each submit one entry.

All members are eligible to take part except the judge(s).

Photographs will be returned after the competition.



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## T S Cooks Corner

**This risotto is ideal for cooking on the boat in one saucepan.** It is quick and easy.

**Follow** the instructions on the packet, boiling the rice with the required amount of water. **When cooked** stir in the Parmesan cheese and cream and your choice of

cooked chicken, prawns or cooked mushrooms and stir until hot. **Serve with** green salad.

**Ingredients:** 1 Packet of Riso Gallo Carnaroli **Instant Risotto Rice** (either mushroom or tomato flavoured)  
**Grated Parmesan Cheese**

**Small single cream** (optional)

**Either:** Mushrooms or Prawns or cooked Chicken.

*Pauline Simpson*



## TSCC Programme for 2011

All dates and events are subject to change.

February 25 <sup>th</sup>	Ceremony of the Keys
March 12 <sup>th</sup>	ATYC Dinner Dance at Marlow
March 19 <sup>th</sup>	Skittles Match at Byfleet Boat Club
March 24 <sup>th</sup>	Fitting Out Lunch in the “The Clink”
April 22 - 25 <sup>th</sup>	Easter Cruise to Windsor
May 24 - 26 <sup>th</sup>	TSCC Cruise to Hurley
June 11 <sup>th</sup>	Strawberry Tea at Walton
July 8 – 11 <sup>th</sup>	Limehouse Trip
August 13 <sup>th</sup>	Sunbury Regatta and Fireworks
August 27 - 29 <sup>th</sup>	ATYC Rally London
September 10 <sup>th</sup>	Heritage Day at Walton
September 17-18 <sup>th</sup>	RNLI Kingston Rally
September 23 <sup>rd</sup>	Olympic London Explorer Tour
October 27 <sup>th</sup>	TSCC Annual Dinner
December TBA	Thursford Christmas Spectacular



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*VISIT OUR WEBSITE:* [Thamesscoutcruisingclub.org.uk](http://Thamesscoutcruisingclub.org.uk)