

TSCC



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Chairman's Log

Welcome to this special full colour 20th Anniversary / Diamond Jubilee edition.

Due to the many good reports and photographs members have contributed, It would be duplicity for me to talk about past club events in this issue. I know that the Editor is sorry that some items kindly sent by members will not make publication this time, even though he has included extra pages.

I am so pleased to share with you the news that Hinchley Wood Masonic Lodge has presented us with a most generous donation of £500. This is a thank you for the support we have given them by attending their charity functions over the years. 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 requests for financial help towards specific projects that will benefit young people in the Scout Association or Girl Guiding UK.



The photo shows 1st Bookham Beavers with some of the balls they purchased with our donation.

We are delighted to welcome back to the Club Brian & Doreen Townsend who have rejoined us after a break of a few years. Brian was an active scout leader until reaching retirement age and was among the first group of people to join the TSCC.

*The Committee will be meeting shortly to plan an interesting programme for 2013. 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, please send your ideas and or offers of help to:
Margaret at: margaret.marrill@o2.co.uk*

Finally, I would like to put on record how much I really appreciate the continuous support and help that Rosie gives to me personally, the committee and the members of the Club. She is my right hand and at times the left one as well. We both hope to see you at one of our gatherings in the near future, in particular the ATYC rally at Beale Park-Pangbourne.

*Best wishes, and enjoy the rest of the summer,
David*

"DIAMOND" GARDEN PARTIES

2012

This year it was decided to have a party to celebrate 20 years of the Thames Scout Cruising Club. David and I said come to our house for a garden party. The date decided was Saturday May 19th. Way back in January I visualized a balmy summer's day with everyone outside in the garden, maybe playing a few games i.e. Boules, Jenga and some betting on Buster's horse racing game. Tables and chairs set- out with pretty tablecloths and fine china, all very genteel.

During the week before, the wind howled and the rain poured (we were in the middle of a drought with a hose pipe ban) and any genteel ideas were abandoned. The heating was turned on and everything was brought inside. Saturday dawned and a large iced chocolate cake, decorated with the TSCC logo, was collected (PHOTO ON FRONT PAGE). Helpers arrived to set out food, and then hung up balloons, found



chairs from all over the house; ladies in the kitchen jammed and creamed over 50 scones. Then the others began to arrive bringing sandwiches, trifles, Pavlova's and cakes to join the scones and sausage rolls. A feast fit for a queen. John did an excellent job as car park attendant managing to get 8 cars parked on the drive, an all time record. Chilled Cava was drunk and enjoyed by all then we started on the afternoon tea and joy of joys the sun came out and everyone spilled out onto the patio. The afternoon went so quickly that no one found time to play the games just

enjoyed talking to friends old and new. Tony was toasted and we sang Happy Birthday to him. It was really lovely to have Graham and Iris join us from Norfolk especially as Iris was only 5 weeks into recovery from having a very serious operation. In all, 41 members plus Sally's Mum came and it was a lovely happy and friendly gathering. With all the help and support in the organizing, I am sure it won't be another 20 years before the next one.

The following week, David and I had the great privilege of being invited by the Lord Chamberlain to Buckingham Palace, for a small intimate garden party along with another 8,000 of Her Majesty's subjects. Suitably attired we set off in the car with a large sticker on the windscreen giving us permission to park in The Mall. After a long traffic jam through Kensington we reached Constitution Hill with none of the promised police to direct us, but instead a gang of surprised construction workers were trying their hand at directing the traffic. When we reached the front of the palace the work of erecting stands for the jubilee concert had begun and the workers weren't letting anybody down The Mall. We went back and forth between The Mall and Birdcage Walk three times. At one stage it was seriously suggested by a man in a yellow jacket, that I drop off and David should find somewhere to park in the Victoria area. Eventually we managed to find a parking space by ourselves on the pavement in Birdcage Walk. (Made a mental note to recommend John to Her Majesty as a parking attendant as I am sure he would have had no trouble fitting 8,000 cars on her front drive).



Eventually we managed to find a parking space by ourselves on the pavement in Birdcage Walk. (Made a mental note to recommend John to Her Majesty as a parking attendant as I am sure he would have had no trouble fitting 8,000 cars on her front drive).

It was a beautiful sunny day and arriving at the gates we were met by a jolly policeman asking everyone to have a passport in one hand an invite in the other and a smile in the middle. Now we were walking across the gravel drive (just like home?) and up to the front door. Walking on the red carpet that The Queen had walked on and into her palace, it was beginning to hit me just how very lucky we were. Senior scouts lined the way along with palace servants. Beautiful chandeliers twinkled overhead and cabinets of priceless china lined the walls. We were directed out onto the terrace and into the gardens. Along the left hand side was a huge marquee where tea was being served. (Could they beat the fare offered by the TSCC?) Egg sandwiches, yes; Ham sandwiches, yes; Cucumber and Mint, no; we had Salmon with our cucumber and there were no sausage rolls. There were scones with jam and cream, mini éclairs, strawberry tarts and sponge cakes. So yes we at the TSCC knew

how to cater for a garden party. There was tea, iced coffee or apple juice to drink but no Tesco's Cava to be seen.

At 4 o'clock all food and drink stopped being served, Her Majesty arrived on the veranda along with Prince Phillip, Princess Anne, Princess Alexandra and the Prince and Princess Michael of Kent. As luck would have it The Queen chose our side to come along and meet special members of the public. We stood for 40 minutes and managed to get a very good view of her as she stopped to talk to a lady 4 rows in front of us (there were another 4 rows of guests standing behind us trying to get a glimpse).

At 5 o'clock Her Majesty went into the royal pavilion to have tea and the rest of the guests strolled around admiring the gardens. We managed to find a seat in the shade and did some "subject" watching. Quite a few members of the clergy were there wearing long red vestments, several mayors with fancy chains of office and lots of ladies struggling in high heels on the lawns. Later we saw many of them carrying their shoes and one older lady determined not to have sore feet was wearing trainers under her long dress. We listened to the bands and enjoyed the sunshine and felt very honoured to be among the chosen "few".

At 6 o'clock it was time to leave and make our way home. My only regret was that I didn't take my camera, we had been told that they weren't allowed and as I thought my bag would be searched (it wasn't) I left it at home. So many guests were taking photos and a picture taken in the palace gardens would have been a lovely memento of a very special afternoon. But we have magical memories of being so close to Her Majesty, this tiny, amazing woman with beautiful skin, a radiant smile and wearing the most fantastic diamonds I have ever seen, or will ever see.

Rosie

A well deserved invitation. Congratulations David and Rosie.

THE QUEEN'S DIAMOND JUBILEE

THAMES PAGEANT

Eight months had passed since our rehearsal for the Pageant and this is my account of the days leading up to and including Sunday 3rd June 2012.

David had spent many hours on Orlando in preparation: painting, checking equipment, servicing the engine, polishing, dodging rain showers and making many necessary new purchases - including navigation charts of the River Thames from Teddington to Southend , 15 metres of chain and 35 metres of warp in case we have to drop anchor.

Wednesday 30th May.

We left our moorings and travelled to Hampton Court meeting up with Rod and Val on Hazell Nut and Kathryn and Sue on Leo No2, both narrowboats from Byfleet Boat Club. We even had enough sunshine to have a skippers meeting on the tow path enjoying chocolate cake, strawberries and cream with a glass of sparkling wine.

Thursday 31st May.

With empty poo tanks and full of water and diesel we were joined by "Mr David", another narrowboat from Birmingham and "Swingbridge" a rather strange looking charity boat often manned by ex offenders. We locked through Teddington bound for Limehouse to join the rest of the Pageant Narrowboat Squadron, who were moored along the wall 7 deep. There was a 2 hour briefing outlining every possible eventuality. Following an excellent meal at the Cruising Club we had an early night as we had to be up and ready to leave at 6.30am to travel to West India Dock via Bow back waters.

Friday 1st June. 6am.

Having been given a specific order in which to leave Limehouse, a lot of manoeuvring took place. Then 1 boat suddenly decided to empty its poo tank at the last minute, which meant that we eventually set off in a completely different order than planned, bound for Bow locks only to get there an hour before the lock keeper. We continued to wind our way through the back waters with lots of stopping and reversing and eventually joined the Thames at Trinity Lighthouse. It was then just a short cruise up the river to West India Dock. Once through the lock we saw Cruisers, Dutch barges, Historic and Dunkirk little ships already moored and by 3pm we were tied up after taking eight and a half hours to do a 45 minute journey had we entered the Thames at Limehouse .

We "signed" in taking our passports and getting a wristband without which we were told we couldn't travel in the pageant. Our friends Lesley and John collected their wristbands and we relaxed for a little while. At 7pm skippers and navigators from all boats had to attend a briefing in the Hilton Hotel. After which we took the DLR to Limehouse and joined the crews of the TSSC flotilla for a meal in the Cruising Club. We were given a big cheer as we arrived which was really lovely. After chatting and listening to tales of how the others came down river and of all the different plans members had to watch the pageant we made our farewells and took the train back to West India dock.

Saturday 2nd June.

We had been contacted by Sky News to do an interview and were waiting for the interviewer and camera man to arrive. At the same time we were also waiting for the scrutiniser to come and give Orlando



the all clear. David had all the lifejackets laid out along with the first aid kit, rope and chain plus the anchor already for inspection, the engine compartment cleaned and polished, in fact everything was shipshape. The scrutiniser arrived and inspected all of the paperwork including our Generic Passage Plan then David showed him round the engine compartment. Lesley and John arrived from their hotel to help put up the flags and decorations, while David and John were measuring flags and tying shields to the side of the boat Sky News arrived. A very keen and enthusiastic interviewer chatted to us for half an hour; this was cut to about two minutes when shown on TV. After a very enjoyable meal at the Turkish restaurant beside our moorings Lesley and John returned to their hotel as they had to be back on board at 7am for the big event.

Sunday 3rd June. 6.45am.

Lesley and John arrived on a very grey and drizzly morning. It was a bit of a tight squeeze getting everyone dressed in leggings, waterproof jackets, hats and life jackets. We were just about to cast off and head for the lock when the message came through to stand down because B W staff wouldn't be on duty until 8am!!!! What a great start. Eventually we were called into the lock behind the traditional steam narrowboat President (from the Black Country museum) belching coal smoke all over us. The O2 Dome at 8.30am was



shrouded in low cloud as the lock gates opened and 100 boats left West India Dock. The Thames Barrier was later closed for the rest of the day to help keep everything on an even keel. Once again we were told to get into a specific order so instead of everyone clearing the lock then getting into position some came to a standstill at the mouth of the lock and tried to wait while others passed, this nearly ended up in a rugby scrum fortunately after some yelling and hooting everyone cleared the lock and set off up river to the mustering buoys above Hammersmith Bridge.

It was now time for the first food of the day, bacon sandwiches all round. As we cruised up stream we began to pass other ships and boats getting into position. The avenue of sail looked impressive with Thames Barges with their distinctive brown sails and the tall ship Tenacious from the Jubilee sailing Trust (which will be the cause of another article). We passed rowing boats, skiffs, inflatable's, barges, all manner of boats of different shapes and sizes preparing to be part of the largest pageant ever seen on the Thames. The weather was miserable, so very cold and wet. We arrived at our mustering point where another scrum evolved in trying to get into our correct positions and moor on our particular buoy alongside the boat next to us in the procession. It was now midday and time wise we were on schedule. We had a couple of hours to wait and were due to leave at 2.40, so plenty of time to have lunch and for each boat to have its final inspection by a member of the PLA staff and to be given our Pageant pennant.

We had just finished lunch and David was attaching the pennant to the flag pole when a cry went up "we are leaving NOW" It was only 2.20 and we hadn't got our waterproofs on let alone our life jackets, David was saying" it's too early", but no, boats were casting off and moving into the centre

of the river. It was a bit of panic stations on Orlando but we managed to get into position. We were off on our way downstream towards the first bridge, Hammersmith. We had been going for about 10 minutes when over the radio came the message "you are too early the Dunkirk and Historic boats haven't left their moorings", so all the narrowboat squadron of 40 boats had to slow down and start going in reverse (I won't print what David was saying at this time). We got going again only to then hear Louis on Madam announce on the radio that he had lost all power and couldn't proceed. It ended up that Madam had to be towed to Putney pier with the engine compartment full of diesel, such a sad situation for Louis as he had been heavily involved in all the preparations and was the pace boat for our squadron.



Photo: Simpson

As we proceeded past Putney another call on the radio "we have an intruder" a small day boat with an outboard motor and 6 passengers including a babe in arms all without lifejackets was moored in the centre of the river with pageant boats trying to manoeuvre around it. A police boat went alongside and moved them on.

At all our briefings we had been told to keep to a steady 4 knots. It didn't work out this way. We went from reverse to 5 knots and back all along the route. We passed office blocks and apartments adorned with flags and bunting, on the bridges people cheered all getting colder and wetter as the afternoon progressed. At Chelsea bridge stalwart TSCC members Ray, Elaina, Sally, Les, Jackie and Ray waved and cheered us on. Now Lesley and John decided to go inside as it was just too miserable to continue sitting outside. The rain was really pouring down and managed to drip off my hat onto my coat and through 4 layers of clothes. We were nearly at Tower Bridge. Lesley and John came out to see the Spirit of Chartwell moored outside H.M.S. President with Her Majesty the Queen and the royal party on board. There she was, this tiny, wonderful woman dressed all in white standing and waving at each and every passing boat. A lump came to my throat and I am sure there was a tear in my eye (not just rain) I felt so proud to be British and that David had put Orlando's name forward for the pageant it was all worthwhile just to see this exceptional woman who has reigned over our country for 60 years.



Photo: Simpson

Now it was all systems go to get back to West India Dock. David let me take the helm while he had a natural break, on his return 15 minutes later he insisted I went below. After changing all my clothes I thought it would be nice for Lesley and John if I lit the fire which David had already laid and only needed a match. Unfortunately as I went to close the fire door the pin dropped out. What ensued was reminiscent of Waterloo station in the 1950's, the boat filled with smoke we had to open the door as we were all coughing and spluttering. John valiantly managed to get the pin back in the door which was getting hotter all the time. Eventually normality returned and warmth spread throughout the boat.

Outside the wind was whipping up the rain so it felt like hailstones on David's face. We passed Greenwich thinking not too long now. But no we had to go past West India almost to the Thames Barrier and back to Greenwich 3 times before it was our turn to go into the lock. Once in the lock David threw a rope which wasn't caught first time, he was then shouted at to go into reverse and he realised that the rope was round the propeller. So it was down into the weed hatch to clear the prop, fortunately it had only gone round once. There were ambulances on the lock side ready to take anyone suffering from hypothermia to hospital (several from the previous locking had needed to be treated.) How thankful were we to be safely moored up at 9.30pm after such an eventful day.

Well done David, an amazing experience which would have only been improved by blue skies and sunshine.

Rosie

One other TSCC boat was seen in the Pageant – Silver Sceptre, with Chris and Linda Turner, as seen in this picture taken near the Millennium Bridge. Our sympathies go to Louis Jankel on Madam, who went through all the rigorous preparations only to have his engine break-down just as he was setting-off to join the river Pageant.

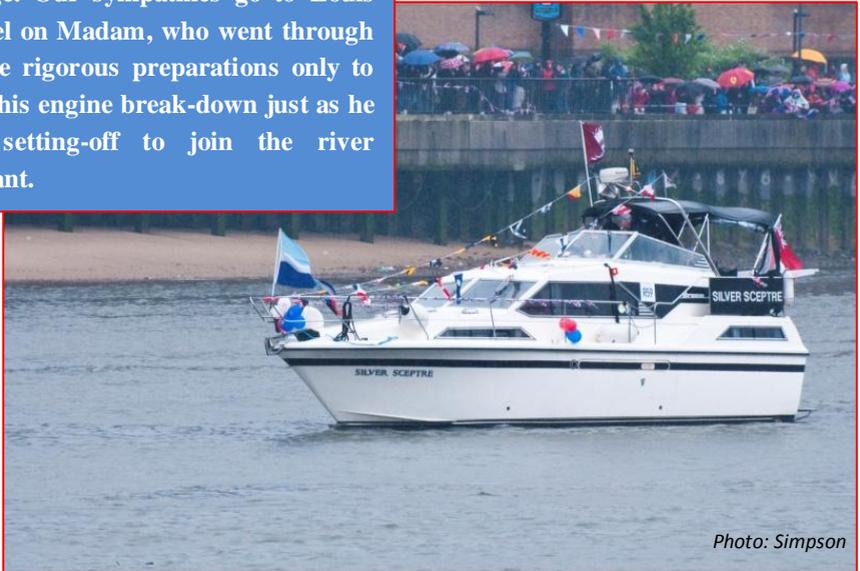


Photo: Simpson



This is Joan and Martin Raftery's photo of *Gloriana*, moored at Richmond, taken when they were travelling up to Limehouse on Autumn Breeze. Joan says one of their best

moments of the week was travelling on the top deck of the bus, front seat, and travelling for free. She also enjoyed the company of the TSCC crowd which, she says, is second to none; "everyone gets on so well, and one never feels out of place. Us boat-less people do feel rather embarrassed belonging to a boat club and not having the where-with-all to float down river".



We had a wonderful time at the Diamond Jubilee Celebrations despite having to get

up at 6am and braving the dreadful weather to enable us to get a prime view from Chelsea Bridge. The Pageant was fabulous and we had an added interest as our son was privileged to be asked to row in The Bakers Livery Company's Gig, their boat was just behind Glorianna.

What a great day never to be forgotten

Elaina.

This was Ray and Elaina's view from Chelsea Bridge – a position they earned by applying to enter their boat in the River Pageant – not a bad way to be let down!



Orlando, Madam and Silver Sceptre were the only boats owned by members of the TSCC included in the pageant. Anyone entering a boat to take part in the Pageant, but were not picked, were allocated a reserved viewing position on one of the bridges. Les and I were on Chelsea Bridge, along with Ray & Jacquie and Ray & Elaina. We were lucky to have

such a marvellous view of the whole Pageant and we will never forget the sight of all the boats coming towards us with the "Cathedral Bells" Boat starting the whole thing off. It had been so well organised into different boat sections starting with the rowers who had 7 miles to row in very cold and windy conditions.

Next was the "Spirit of Chartwell" as the Royal Barge. We could clearly see the Queen, Prince Phillip, Catherine, Prince William, Camilla and Prince Charles.

We were given an unexpected free packed lunch and drinks. The

atmosphere was truly amazing and the comradeship of the boaters on the bridge was something we shall never forget.



We stayed a week in Limehouse Marina and went to many events connected with the Diamond Jubilee, e.g. Family Day in Hyde Park, The Queens Carriage Parade and the Musical Spectacular by the Massed Bands of Her Majesty's Royal Marines on Horse Guards Parade, which was indeed marvellous. It was a week we shall never forget, and we were so lucky to be part of it.

Sally Holdaway

BIRTHDAY GREETINGS FROM A FOUNDER MEMBER

As a founder member it was especially with great regret that Emily and I were unable to attend the TSCC 20th Birthday Party and trust that all went well...

It was on Saturday 17th November 1990 at the Annual Dinner of the Albany Yacht Club with Dave Meineck as Commodore that John Donaldson, Neil Winckless Myself and our partners were sitting round the same table for dinner that the subject of a club for "Scout Leaders" with cabin Cruisers on the Thames was discussed and later mentioned to Dave Meineck .The four of us agreed and later put together some ideas which became the original club constitution.

John Donaldson then the County Commissioner of Greater London South West obtained approval from Scout Headquarters for the club to be formed and on Wednesday 22nd January 1992 at the 1st Hook Scout HQ Surbiton the inaugural meeting of the TSCC was held.

The early membership came from the length of the Thames, Lechlade to Woolwich. and soon became the largest club on the River Thames.

It is good to see the TSCC continuing so well and every good wish for the years to come.

Paul Richardson

THE ROYAL SOCIETY OF ST GEORGE 'JUMP THE GUN' ON ARMED FORCES DAY

On the wet and windy evening of 23rd June, Imber Court in East Molesey was the venue for a truly fabulous evening of entertainment and acknowledgement of the sacrifices made by members of our Armed Forces. The Royal Society of St George hosted a Midsummer Charity Ball celebrating the Diamond Jubilee of Her Majesty the Queen whilst at the same time raising funds for: The Royal Navy & Royal Marines Charity; ABF the Soldier's Charity; and The Royal Air Force Benevolent Fund. Guests unanimously agreed that it was indeed a wonderful event with several unexpected surprises.

David had been planning this evening ever since he heard 'The BBO Big Band' playing at Beale Park, Berkshire nearly two years ago. One thing led to another and soon the idea was born to host a charity event worthy of our Armed Forces.

Two senior non-commissioned officers from 253 Provost Company Royal Military Police, in Mess Dress, set the scene as guests arrived. The evening began with a champagne reception and

everyone was then treated to a fanfare by Trumpeters from The Band of Her Majesty's Royal Marines Collingwood, before taking their seats for dinner. Looking resplendent in their ceremonial dress the Royal Marines were enough to take the breath away. This treat had been kept a close secret so the surprise element of the fanfare added to the expectations of what was to come. Once loyal toasts had been made after an enjoyable dinner, the assembled group were given the special treat of a spectacular display by the Band's Corps of Drums, an absolute highlight at any performance by a Royal Marines Band.



A mention must also be made here of the Windsor & Eton Sea Cadets who helped throughout the evening smartly attired in their Number Ones. These young men and women were a credit to their Unit, the Royal Navy and the Royal Marines.

As if the evening could not get any better the BBO Big Band made their entrance and with their very first Glen Miller number they had the dance floor rocking. The band specialises in performing at charity events and their repertoire is something to be heard. An auction and raffle followed with superb prizes having been generously donated by so many, the star prize being two Business Class open return tickets to Dubai. Before the last dance, a hearty and moving rendition of Jerusalem and Land of Hope & Glory worthy of The Proms rang out over Imber Court just to set the seal on a great night.

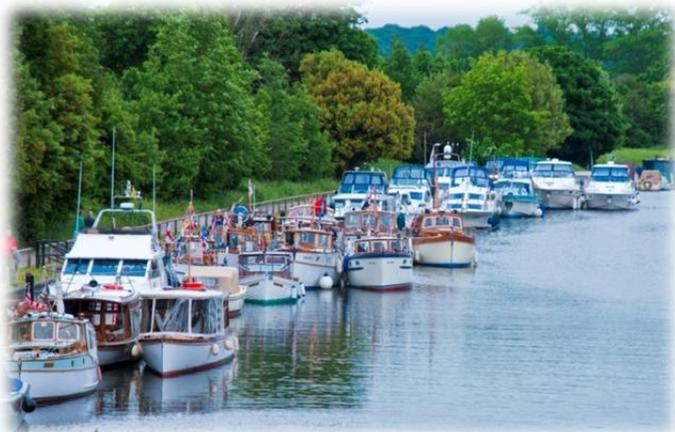
One man's dream and the dedicated hard work by a steering committee came to fruition, raising over twelve thousand pounds to be shared between our Armed Forces charities and giving many people an evening to remember for a long time.

(For information about the Royal Society of St George visit www.royalsocietyofstgeorge.com

Linda Grundy

THE FURTHER ADVENTURES OF MYOWNIE

It was the TSCC Jubilee Week in Limehouse; a full programme in London organised by Rosie and David Sowter and Peter Simpson. There were enough emails about it in the planning stage, going thither-and-non, to make a story in itself. However, the final arrangements were laid down and 13 boats booked to go: Enterprise V, Blue Mink, Sea View, Gorgess, Lady Redmac, Thrupenny, Miss Amanda, Patty, Autumn Breeze, MV Saluki and Myownie, the smallest. David and Rosie on Orlando would go to West India Dock to assemble with most of the other craft that had been entered into the Jubilee Pageant flotilla. Louis Jankel on Madam was entered into the pageant as the lead boat of the narrowboat contingent. We saw also that there were 2 WMC boats (Mustard and Quackers) in the cruiser contingent.



We were all to rendezvous at Teddington Lock on Friday 1st of June; the tall boats of the fleet to be under the command of Vice Admiral Les Holdaway and leaving early (at 0945hrs), well before high tide so as to get under the low bridges in London, while the

smaller craft were to leave later (at 1200hrs) under the command of Lt Comm. Dr A Scott. So twas ordered, but each fleet had to take its chance at Teddington lock, the intention to arrive at Limehouse around 1500hrs. The week's itinerary was very well planned and will evolve as the story unfolds.

Sylvia and I decided to leave on Thursday (31st May), the idea was to take a leisurely cruise to Teddington and to bag a place in the queue, ready for the rush at Teddington on Friday. But we did not get to Teddington. At Hampton Court we spotted Autumn Breeze and were encouraged to stay a while and then encouraged to stay longer with an invitation to join Bob, Diana, Joan and Martin for a fish and chip supper at "Andy's Fish and Burger Bar": and most sociable it was too!

Now, we had assumed that the remainder of the Fleet and Commanders were all saving our place at Teddington. However, on returning late to our overnight mooring from the chippy, at 2315hrs, we saw nav lights approaching from under HC Bridge

and all wondered who could be out that late at night. It was none other than the Lt Comm's Miss Amanda; they stayed the night on the HC mooring.

Friday dawned dull but dry; rain had been forecast (the long term weather forecast was to play a big part in the events). An early start and away to Teddington, where we met up with the remainder of the fleet – the bigger boats had already left for the tideway. A bit of jostling for position and by 12:20 the first of our contingent were through the lock and cruising slowly down river, waiting for the rest to catch up. It was then full steam ahead for Limehouse; with Tony encouraging more revs to make up for lost time.

All was going well until downstream of Wandsworth Bridge an alarm on Myownie's dashboard was screaming. Now, in all the years she has been afloat not once has an alarm sounded so my immediate response was "What the hell is that and where is it coming from"? Ah, a quick panicking search of the dash and there it was, the engine was overheating; then an urgent call to Miss Amanda that I was shutting down to investigate. Tony immediately radioed Blue Mink to be prepared to tow and with the same urgency she was heading to the rescue. However, by the time Blue Mink had approached, I had realised that it must be a blocked water filter and quickly cleared it.

Now, I had cleared the filter at Teddington before going onto the tideway but must have passed over some of that crud that gathers in the eddies – the filter was completely blocked with "Thames debris". To my relief on restarting the engine the alarm stopped and the warning light went out (so that's what it's for!!); my thanks to Peter on Blue Mink and to Tony for their quick action. Heart back in gear and we continued through the very choppy water at Westminster and beyond, to arrive at Limehouse with no further misadventure, and to lock through at 1515hrs. The Lt Comm had successfully timed our entrance with, as I later learnt, only 15 minutes to spare before the lock had closed for the night – well done Tony. That evening we enjoyed a hearty meal and great company in the Cruising Association club house, where we were joined by David and Rosie, who came over from the docks.



Saturday morning (heavy rain overnight and more threatened for later in the day) and Sylvia and I were off to the “Family Festival” in Hyde Park – DLR to Bank (with Limehouse station on the doorstep) and Central Line to Marble Arch. We enjoyed the festival because with 5 performance stages and an arena, and a programme to hand we were able to follow the entertainment around the event site. Unfortunately, the many stalls were disappointing as they were just product advertising marquees aimed only at children; also the queues for food were horrendous. Wisely,

Sylvia had insisted on a picnic lunch; another “I told you so” as I had said that we wouldn’t need it. “Plenty of food stalls”, said I. And the rain stayed away and the sun shone! Home and a late drink in the CA. The



key to enjoyment of the festival appeared to be the purchase of a Programme; some of the others of the club who went were very disappointed in the event.

Sunday, the day of the Jubilee Pageant. The weather did not look promising and rain was forecast for the afternoon. Loaded with waterproofs, small stools to sit on and lots of food, we set off for Bank DLR station and then to walk down to the river. We had heard that many had slept overnight for a viewing spot so we thought not to rush but to walk along the Thames Path towards The Victoria Embankment until we found a spot to get a reasonable view. As it was, the waterfront was beginning to fill up, with the police and security preventing overcrowding at certain access points to the river. Eventually we found a place to park ourselves, just downstream of the Millennium Bridge, opposite the Tate Modern. Stools out, food and reading material ready for a 4 hour wait – we must have been mad. It was cold and quite windy and became more overcast all the time. Even the top ten per cent of The Shard was enveloped in cloud. We enjoyed the friendly banter of the gathered watchers but the wind gusted stronger and got colder and the occasional drizzle did not help.



At last, around 4 o’clock we heard the floating peal of bells appearing from under Blackfriars Railway Bridge, which was followed by the most awesome spectacle of the pageant: the manpowered craft. From under the dark shadow of each arch of the

railway bridge, the river came alive from bank to bank with craft of all shapes and sizes: shallops (including the new, resplendent Queen's shallop, Gloriana), skiffs, dinghies, canoes, dragon boats and many more manpowered craft. The river looked as it did in pictures of river pageants of the 16th and 17th centuries. This was followed by scores of light blue motor dinghies, each flying the flag of a commonwealth nation.

Next was the royal barge, the Spirit of Chartwell, with the Royal Family on board. At that point the onlookers cheered even louder, and it started to rain even harder, but nobody seemed to mind. The huge flotilla of around 1000 boats followed in order: The Royal Squadron, Dunkirk Little Ships, the Historic Boats, Steam Boats, Cruisers (recreational motor boats, including the two WMC boats), Narrow Boats (including TSCC/WMC David and Rosie in Orlando) and, finally, the Dutch Barges (led by our neighbours Edward and Pamela Burrell in their Dutch Barge, Angelus). Unfortunately for Louis Jankel (TSCC), who was the organiser of the narrow boat contingent and was to take the lead in the narrowboat section, Madam had broken down at the start and was unable to take part (dashed bad luck, Louis).

*We had stayed 'till the bitter end, and bitterly cold and wet we were too; but would not have missed it for anything – **we can say that we were there.** I finally found out why I had a wet bum! The “clever” bloke behind me had put his umbrella up and the water was running down my back.*

We left the river, making our way to St Pauls where we found a pub (The Wine Tun) serving food. We were glad of somewhere to warm up, dry out and have some food. Just as we did, the heavens really opened up to a downpour and we thought of the boaters still on the river or going in to West India Dock. We arrived back at the CA Club in time for a drink and a chat.

The following day was forecast to be fine after early morning drizzle. Peter Simpson had organised a visit to the Thames Barrier at Woolwich and a guided tour of the museum. This meant an early start for the group on the DLR and a 161 bus to the Thames Barrier. A gentle walk brought us to the museum and café (for needy loos and a coffee).



A guide told us why the barrier was needed (after the 1953 east coast floods) and the City's vulnerability to flooding. He explained why it was built at Woolwich (suitable strata and approaches), how it was built (with navigation spans the same width as the centre of Tower Bridge) and how it worked (submerged segment leaf gates rising from the bed of the river). He went on to describe its current usage (many more times than originally planned) and its future usage and the possible need as water levels rise, for a further barrier down river. The guide did an excellent job telling us about the barrier and made his presentation more entertaining with the occasional anecdote. It was an enjoyable and interesting visit. Thank you Peter.

With the afternoon to ourselves and with fine dry weather, Sylvia and I decided to walk as far as we could back into town along the Thames Path. We passed derelict quays and warehouses and still-working docks engaged principally in the delivery of aggregates: past old pubs that once used to serve the dockers who worked there. We followed the Path until we arrived at the O2 Arena (Millennium Dome): the last time we came here was for the Millennium Exhibition. Imagine our surprise to find it now had a built up and lengthy avenue of shops (mainly coffee shops and restaurants) around the inside of the Dome, and bustling with people.



From the Dome we lost the Thames Path due to construction work in the area. Having walked for some while along busy streets, we decided to catch a bus to Greenwich then to walk through the Greenwich Thames tunnel to Island Gardens and the DLR home. The weather had remained fine all day. We finished with an evening meal in the CA Club, where we met up with most of the gang dining in: David and Rosie having brought Orlando into Limehouse.

On Tuesday (5th June), Rosie had arranged a visit to the Cutty Sark for us all: another early start and a DLR ride out to Greenwich. Since the last time Sylvia and I had visited the Cutty Sark, many years ago, it had been severely damaged by fire, rebuilt and a brand new museum built to show it off in all its splendour: and splendid it looked too. The whole ship had been raised and suspended 3 metres off the bottom of the dry dock and the viewing area under the keel was enclosed in a weatherproof glass roof around her hull. The exhibition had only recently been reopened by the Queen.

A guided tour was not needed as the exhibition inside the hull was very well presented with plenty of explanatory plaques and visual and video presentations. The café was now under the keel at the bottom of the dry dock. Thanks to Rosie for arranging the visit, and our tickets allowed us, at a vastly reduced rate, to visit the “Royal River” exhibition at the Maritime Museum. This told the story of royal and social connections with the Thames through the regal periods of history. Late home and a meal in the CA Clubhouse.

Wednesday, and a late and leisurely start for once: a stroll through St Katherine Dock and the West End to finish up at St James’ Park and Horse Guards Parade for the “Musical Spectacular by the Massed Bands of Her Majesty’s Royal Marines” and spectacular it was too. About one and a half hours of marching, counter-marching and formation marching by more than 200 musicians, while continuously playing

military music, which included “Beating Retreat” and “Sunset”. We had taken elaborate protection (dustbin bag) from the short burst of rain there was. This was followed with everyone dining in the Union Jack Club at Waterloo.



THE RETURN HOME

The weather forecast for the run back up river on Thursday was diabolical: strong wind and heavy rain. Mix this in with the rough water around Westminster, driving against the wind and rain through London’s busy river and with windscreen wipers continually grinding away, this was not a pleasant thought. Why not go back by canal? So that is exactly what Sylvia and I decided to do.

The Regents Canal enters the basin at its top end and this leads on to the Paddington arm and then the Grand Union main line to Brentford – 13 locks to Paddington, passing through Camden Town and Regents Park to Little Venice at Paddington and another 12 locks to the Thames at Brentford; three days should do it! With no canal holiday planned for this year we were getting withdrawal symptoms anyway. So, just after 1100 we wished everyone good bye and bon-voyage and departed through the first lock onto the canal.

That evening, after a damp and windy but pleasant run, we fetched up in Paddington Basin for the night. In the morning we strolled down to Marble Arch to our favourite pub "The Tyburn" for lunch and then back to Myownie and away to the GU. The following evening we stopped for the night in the Slough Arm of the GU: a very quiet and isolated mooring away from the noise of suburbia. In the morning I heard my first cuckoo for around 30 years: the sun was shining and the birds were singing; a great mooring out of season.

Our next run was to be down the GU to Brentford for the night; but this was not to be. Clitheroe's lock was damaged and unusable and the pound above was full of diesel pollution. We were asked by BW staff sent to clear the stoppage, to move off the pound, so we returned to moor at the bottom of the Hanwell flight (and The Fox pub) for the night, and with the locals saw England draw with France in the Euro 2012

Sunday and we had to leave Myownie and go home by bus to run an errand. We



stayed home for the night with the thought of moving on the following day. But this was not to be! We returned to the mooring on Monday to find that the River Brent, which enters the canal at this point, was in spate and in the pound below Osterley lock, the lock moorings were under water that was lapping over the towpath at various points. The flow on the Brent was faster than the

Thames in flood and we dare not move Myownie, safely moored as she was. So, another night was spent at Hanwell!

All was back to near normal the following morning so it was off to Brentford and, hopefully, the Thames. But this was not to be! At Brentford we learned that the Thames was in flood and red boards were up at Teddington and Molesey. We were advised by the Teddington staff to stay put. It was not until Friday that we were able to complete our journey under yellow boards and a strong headwind to our mooring at Sunbury. We were very grateful for the concern shown for our safety by various club members.

We had intended to be away on the Boat for a week. As it turned out, Myownie was away for 2 weeks and 2 days. But that's boating and what an adventure!

Jim Potheary

Trefoil Annual Meeting Cardiff and pre-tour to Bronierion

Four of us met at Waterloo on a very wet Monday our trains 15 minutes late because of flooding. Our taxis took an hour to get to Paddington. We missed our train with reserved seats. We caught the next one and found good seats. At Cardiff our coach was waiting for us to take us to Llandinam, Very narrow lanes, our driver had to do a 3 point turn to get into the driveway to Bronierion. This a lovely old house formally owned by the Davis family, and now the Welsh Guiding centre. We soon settled in to our bedrooms 4 of us in a large room with lovely views

All the food is home cooked Roast beef and all the trimmings for dinner.

Tuesday was dry. Our coach took us to Aberystwyth where I met up with my sister. We walked along the front and took the railway to the top. Lovely views across the bay. All too soon, a stroll back to the coach. When we arrived back at the house we decided to walk into the village and found the lovely old church which was open. We were pleased to find kneelers with guide and brownie badges on them.

Wednesday was craft day; we had free time until coffee. We sat out in the grounds in the sun. After coffee we had a talk on the history of the building and then a guided tour. All the rooms are named after mountains and Snowden was right up the top. After lunch we got down to craft. We made a dragon brooch with beads on safely pins, embroidered a dragon picture, a Welsh lady in felt a book mark with a love spoon and finally a daffodil to wear at the annual meeting.

Thursday we travelled to Snowdon, it took 2 hours. Most of us decided to go up Snowden a few decided to go to the Slate Mine Museum. Lovely views on the way up but misty and very windy at the top. The coach was waiting for us when we got down.

Friday time to leave for Cardiff, raining. We stopped at Llandidrod Wells for lunch. Not much there. At Cardiff the driver had to drop us off at 5 different hotels. The 8 of us from Surrey West were staying at the Mercure. My room was on the 7th floor, very grand. A buffet evening meal. After we sat in the lounge, the England match was on, all the Welsh men were cheering on England.

Saturday was very, very wet. 4 of us decided to go on the open top bus, we got very wet so didn't enjoy the ride. We went for coffee to dry off. We had a job finding St.

David's Hall. It is in a precinct. My friend and I were right up the top of the hall. Attended by 1500 ladies and a few gentlemen.

The guest speaker was Rosie Swale-Pope who did a world cycle tour in aid of prostate cancer. She was very funny with what she got up. We had a good walk to find the coach to take us back to the Mercure. Quick change for dinner at 5.30pm. A coach came at 7pm to take us back to St David's hall for a concert. My friend & I managed to get a seat in the front row. We were entertained by Llantrisant Male Voice Choir, then Rachael Howard a harpist. After the interval we were entertained by City Voices, a large singing group. The same walk finding our coach. We were met by scantily clad girls going to a night club.

Sunday we had a choice of 3 outings, Brecon mountain railway, St. Fagan's or botanical garden. There was a lot of demand for the railway so our coach was not leaving until 11.45am. We had a walk into Cardiff found the Catholic Cathedral (very small). We thought we would look at the Cardiff story in the Information Bureau. It did not open until 11a.m. The castle had jousting on, was very expensive so we just sat in the sun watching the world go by. When we arrived at the Brecon Railway some of the hotel groups were just coming off the train. Disappointed with the train, it didn't



go very far. We had to change for dinner again at 5.30. This time the concert was in our hotel. We changed into our posh frocks, tiara, pearls and white gloves. We were the "Surrey Queens" all 10 of us. We were

entertained 1st by City of Cardiff Melingriffin Band and after by the Cardiff Scout and Guide Gang show. After the interval the band came back and we sang patriotic songs waving flags and finishing with taps. A super week arranged by Venture Abroad.

Betty Gosling

TSCC Programme for 2012

All dates and events are subject to change.

<i>August 24th -27th Fri-Mon</i>	<i>ATYC Rally Beal Park</i>
<i>September 22nd -23rd Sat-Sun</i>	<i>RNLI Rally Kingston</i>
<i>September 27th Thurs</i>	<i>Back Stage Tour Theatre Royal</i>
<i>November 8th Thurs</i>	<i>TSCC Annual Dinner</i>
<i>December 8th -10th Sat-Mon</i>	<i>P&O Cruise to Zeebrugge</i>
<i>December 13th Thurs</i>	<i>Lunch at Victory Services Club</i>



At the Limehouse dinner, David's team showing their Pageant wrist bands.

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VISIT OUR WEBSITE: Thamescoutcruisingclub.org.uk