

Twickenham Yacht Club Newsletter



Welcome to the 2014 round up newsletter. The start of the year is a time for ruminating on the great year just past at TYC and planning for the future. Below are a few reflections on the last year, times further past, and sailing in general. We start, however, with the key dates for next year.

The club's social calendar continues to be busy after the Christmas festivities, with a barn dance on 24th January and a chance to choose the club wines for the next year on the 7th February wine tasting event. There are too many events to mention but please book early for the annual ball on 28th February and check the online calendar on the club website for other forthcoming events.

February also sees the club AGM on 11th February. Please come along to have your say on the club. Anyone interested in becoming more active in running the club should speak to a committee member or senior club member soon.

Dinghy sailing activities will resume with the start of season talk on 22nd February before hitting the water on 14th March for the practice race. Other key dinghy sailing dates for your diary are the Firkin trophy at Minima Yacht Club on 16th May followed by the Enterprise and Solo open on the 17th. Lifeboat week starts on the 15th June, the annual regatta will be the 4th and 5th July. The Nephele trophy is scheduled for the 13th September with the national 12 open on the 4th October.

Keyhaven Yacht Club have again invited us to visit for a week starting on the 1st of August.

The trailer sailors start the year with a fitting out party on 10th April.

Cruising activities resume on 24th April with the popular cruise to Brentford followed by a cruise to the Old Swan on the 16th May.

Don't forget all [events](#) are listed on the [website](#), including the fixtures lists for both [sailing](#) and [cruising](#). Finally if you want to keep up don't forget the [photo gallery](#)!

Club Contact details: information@twickenhamyc.co.uk **tel:** 020 8892 8487

Events of 2014- notes and reports on the events of 2014.

Motor Cruising in 2014

This year there was a full programme of cruising events. A number of events had to be rearranged because of the weather and river conditions but in the end a good year's river cruising was completed including long distance cruises up and downriver and tips to local venues such as fish and chips in Brentford. Cruising members also made an enjoyable trip to our sister club Minima Yacht Club in Kingston for their regatta in September. Thanks to all involved for a great year's cruising.



Catherine and Richard returning from the River Wey trip

Dinghy sailing in 2014

We have enjoyed a full season of dinghy sailing at the club. The season started with the regular start of season talk given by Pip Deverson, this year with assistance from the club's new senior instructor- George Crowe, and a focus on the role of race officer and support boat officer in running a safe and successful race.

The start of the season seemed to be in peril after February saw much of the Thames Valley under water and a torrential flow of water through the Thames in February. In the end a break in the weather allowed the first two competitive race to start as planned although there were two cancellations later in the session one.

The club's first club session of the year was held in April. The session consisted of a support boat handling contest designed as a fun way to raise the profile of support boat handling. This was the competition's second year but the first that could be watched by spectators from the new balcony and to use the new pioneer support boat. Thanks to Pip Deverson for judging the competition. Most competitors handled the course with aplomb and an overall winner was not chosen. A tougher course is planned for next year in this developing event.

In April the club also recorded the great success of becoming an RYA on the water training centre- more on this in training.

Early season successes continued with a well organised Firkin Trophy won by Twickenham sailing on home waters followed by an enjoyable Enterprise and Solo open meeting which was dominated by visitors- David Beaney and Sarah Hirst-Malin from Castaways Sailing club won the Enterprise trophy, while the Solo contest was won by Andrew Boyce from Papercourt. Particular thanks go to class captains Nick Martin and Robert Brignell for organising these events.

Lifeboat week in June was a success with all races sailed despite light winds- thanks to Leslie for once again organising the racing.

The annual regatta was well attended with visitors from Minima yacht club. The wind on Saturday was very light but it filled in just enough to provide good light wind racing on Sunday.

A successful Keyhaven week was held at the end of July- see report for details.

As summer ended a large party of Twickenham members- both sailors and cruisers could be found at the Minima Yacht Club regatta with two members winning trophies. Full report by Tom Hill.

September saw eleven boats compete in the annual Nephele trophy in light winds. The race was won by Ian Herst.

In late October the national 12 open was held. Scheduling conflicts had pushed this event late into the year. There were fears of strong flows and an early tide meant the start being brought forwards to 10:30. In the event a strong breeze by Twickenham standards set up three hard but enjoyable races. David Croft dominated to win the Thames Challenge Trophy while Roger Hidden claimed best Twickenham Boat.

As always the season ended with the winter series. After the first three races heavy rain and strong flows following the third race looked likely to bring a premature end to the racing, however, moderating flows and good breezes meant the season finished with three excellent and lively races. In total six winter races were held with a total of 18 boats participating.

Dinghy Sailors' Reports

Minima Regatta- 6th and 7th September 2014- report from Tom Hill

This year proved to show a good attendance from Twickenham with five boats from across the three classes competing in the races. Thanks must go to Pip for a well organised trip to take up the bulk of the boats by river and we arrived in good time for the first race. Conditions proved relatively sedate throughout the weekend making for a tricky selection of races, particularly for the visiting boats. Despite this the final results went well for Twickenham with Commodore Nick Titley winning first place for the Solo class. The mixed handicap class proved decidedly Twickenham dominated with Pip Deverson and Peter Hinson taking first place and Tom Hill with an alternating crew of Natalie Page and Luke Crawford coming second. The Enterprise fleet represented by Michael O'Doherty and Chantelle Barletta and Tim Elliot and Rob Brignell put up a valiant effort. However a couple of technical issues and the challenging local conditions allowed Minima to take the top places. As ever the event

proved to be a good social occasion with Minima laying on a much welcomed BBQ at the end of the day's racing. Twickenham's representation was also bolstered by a number of cruiser members and we enjoyed a particularly memorable midnight cruise around the Kingston stretch. A big thanks to everyone who took part, particularly my long suffering crew, and helped in the arrangements for our participation and of course to our hosts Minima.



Edward and Robert get the weight forwards in light winds at Minima

Keyhaven Week 2014- report from Owen Lewis

This year was the best Keyhaven week I have experienced so far- partly because I was helped out by excellent crews on all days and the boat sustained only minor damage and partly because of excellent sailing conditions. The week began with light winds providing competitive opportunities for Twickenham boats while bright sunshine and the highest sea temperatures in decades allowed bathing behind the Hurst Castle spit. Lesley Williams took to the water and even took a dip before retrieved from the clutches of the deep by Jim Hartwell. Later in the week the wind blew up to force being five gusting six, creating exhilarating and demanding conditions. Despite a number of capsizes the experience was enjoyed overall. Nick Titley put in a commodore's performance to be ranked top Twickenham sailor although the locals beat us in the team competition. In total over 60 members participated in the week. Many thanks to Maureen Hartwell for organising Twickenham sailors to attend and to Keyhaven Yacht club for kindly hosting us once again.

Keyhaven Past- Maureen Hartwell

Reflecting on the past year to prepare this newsletter prompted Maureen Hartwell to cast her mind a little further back and to send in this photo of her seated on Mary and Ted Gibson's romantically named boat First Love of the silhouette class. Mary and Ted were among the first Twickenham members to join Keyhaven Yacht Club along with other south coast pioneers including Stan Longford and Reg Le Duke. At the time of the photograph Maureen was expecting her son Lee- now 44 years old. The link between Twickenham and Keyhaven goes back over 50 years.



TYC Social Whirl -2014 Olwen Griffith

2014 saw 18 events organised by Social and we have more ideas for 2015.

Please look out for emails and notices in the clubhouse.

Michael O'Doherty and his team organised a wonderful Annual Ball at the Royal Mid- Surrey Golf Course on 1st February. The raffle sales were greatly aided by the Mayor who really got into the party mood. Several members donated prizes and offered experiences –e.g Michael- Air traffic control Heathrow and Nicole- a day cruise on the Thames and Olwen–Beekeeping. We will be returning to RMS for 2015.

The Start of Season Party was my first proper event as new Social Secretary. Who knew there were so many types of Lasagne? Thanks to all my helpers!

Michael's Pancake night and St George's Day Lunch are now fixtures in our calendar.

A special thanks to Bob Litherland who every year organises 3 great nights- Paella, Moules and a 'Great Roaste'. Much appreciated by the members.

Any members who have a yen to run a themed evening please talk to me. Two ideas are in the pipeline already.

Open day saw our first TYC Bake Off. 16 entries, 13 female and 3 male. Come on guys! A new member Mitsie Butler of the Hummingbird Bakery came to assist our Commodore Nick with the judging. Our outstanding bakers were Kathy Ewings and Lesley Williams who won most of the categories. One entrant had to be disqualified – no names- Tesco bakery must have excellent quality control! Several male sailing members have talked of their baking ambitions for the 2015 Bake Off – no I haven't forgotten.

Our Regatta BBQ in July went with a swing. Several members of Minima came to join the fun. Fine weather, a dream team of fabulous helpers and lots of wonderful and varied salads brought by members. In particular I want to praise Nicole Wehden and Michael O'Doherty who cooked 84 steaks to exactly the degree guests requested. That is a feat! Also Lesley Williams and Anne Wells for sourcing and preparing the Strawberries & Raspberries. Mike the DJ (of Radio Caroline fame) got us all dancing to finish off a great night. I vaguely remember a conga line- there may be photos.



Editor's note- thanks to Olwen's prompting this delightful photo was found- sorry if it's a little blurred but you can just make the snazzy new table cloths in the background!

Much Curry was eaten in the autumn months. Thanks to the Ghurkha's Inn.

For Halloween our clubhouse was transformed into a Spooky boathouse full of largely unrecognisable ghouls, vampires, the undead and a large number of carved pumpkins. Over 60 people came to join the fun including 20 children which was great! Fun, food,

games. Kathy's Graveyard cake was sensational. TYC members revealed a willingness to dress up which I will be exploiting in 2015- Lederhosen anyone?

The Laying up Supper in November was fun as usual if a bit crowded and toasts raised over £100 for the Richmond Carers Center.

Our Christmas Party saw a record number of raffle ticket sales – thanks to Lesley Williams and her salesmanship. A silly party game at the start of the evening got people mingling. Tom Hill as baby Jesus was a bit far-fetched but Lamar Raine as a Christmas Cracker was not. Christine O'Doherty and her friends from Hampton gave us a lively Carol Concert. TYC members might like to practice the 12 days of Christmas before 2015. To finish off 2014 there were some memorable costumes at the New Year's Eve party- see the website!

Lastly may I thank Chantelle Barletta, Denise Bajzert, Kathy Ewings, Maureen Hartwell, Philippa Hidden, Emi Sako, Fiona & Peter Sharp, Sue Stamps, Nicole Wehden, Anne Wells, Lesley Williams -apologies if I have forgotten anyone.

Training 2014/2015- Owen Lewis

Since 2011 the club has been an accredited RYA shore based training centre. In April of this year we were inspected and approved as an on the water training centre thanks to George Crowe joining us and taking on the role of senior instructor. We are now able to offer a full range of courses including marine shortwave radio, day skipper theory, first aid, engine maintenance, powerboat two and RYA dinghy sailing certificates.



Engine maintenance course

In 2014 the day skipper theory and radio courses continued to run successfully. This year the engine maintenance course, run for the second time, and covering both diesel and petrol engines was very popular with members who gave good feedback on the course. A number of powerboat two courses were run for both members and non-members including a large contingent from Twickenham Rowing Club who now require all support boat operators to be powerboat two qualified. Thanks to George for his hard

work in teaching these courses, which were greatly enjoyed by members and, thanks to the careful stewardship of Robert Page, also brought in useful revenue for the club.

In the year to come we are expecting to run the same courses as last year but with the addition of our first level one and two courses. I am particularly excited about the dinghy courses as they will allow non-sailors to learn at the club making it much easier to join, hopefully bringing in more members, especially families to the great benefit of the club.

The club has received substantial grant funding over the past couple of years and it is satisfying to think that in 2015 we will be repaying this by improving safety at other clubs, raising the skills of our own members, and introducing new people to the sport of sailing.

Yachting in 2015

This year saw Twickenham sailors active beyond the Thames and the Shelter of the Hurst Castle spit in boats bigger than the Enterprise. Bob Litherland made a huge contribution taking club members with him on an extended cruise to Northwest France and a successful entry in the round the Island race as well as kindly and rather bravely allowing a group to take Fandango out for the weekend while the tail end of hurricane Bertha ravaged Britain. Bob has also kindly prepared a few wise words on the subject of passage planning.



Passage Planning- Bob Litherland

The RYA places too much emphasis on navigating the boat and not enough on getting everyone on and off it. In a Yachtmaster exam question you have to plan going from, say, Southsea to Northern Spain leaving when the water is deep enough and the tide in the right direction avoid getting wrecked off Ushant, cross the Bay and arrive in Spain. A more realistic question might be "find an anchorage which is close to a metro station allowing two of your crew to return to central Bilbao tomorrow morning."

In exams you have a willing, perhaps even masochistic, crew. I suggested that two TYC members studying navigation might like to navigate back to Chichester. The most important question was "when do we leave in the morning?" After consulting charts, tide tables and the almanac the answer was "if we leave at 0500 we will catch the tide just as it turns in our favour."

The two other crew members were horrified. "Five o'clock is the middle of the night!" A mutiny almost followed until it was agreed that the real problem was to calculate the latest possible departure time.



Untypical Meteorology question: what do you do with a forecast like this?

The Advanced Passage Planning exam should require the candidate to demonstrate understanding of budget airline, train and ferry timetables.

Planning Fandango's Channel Islands and northern France cruise in 2015 had been reasonably straightforward. There were good air services to Guernsey and Jersey. So the obvious place to change crew at the end of the first week was Guernsey at the north end of the cruising area.

The one who has a disproportionately large influence compared to her size then threw in a googly. She was not joining Fandango for the first week but was going to fly out at the beginning of the second.



Essential aids to modern navigation and passage planning.

During the first week she would be at a music festival which, it had just been discovered, did not end until Sunday evening.

At first this seemed easy. The rest of the week two crew would be happy to spend Sunday in Guernsey and she could fly out early on Monday morning. This plan sank after consulting the tide tables. There was only an hour between the scheduled arrival of the earliest flight and the latest time at which the falling tide prevented us from leaving the marina, too close!

How about Jersey as the start of week two destination? The earliest flight arrived 1hour 20 minutes earlier, but high water was 13 minutes earlier than in Guernsey so we had only gained just over an hour. There was also a backup available, Jersey had a pontoon connected to the shore which was outside the marina and accessible at all states of the tide.

In the old days, before satnav, it was common to be several miles from the desired place as you approached coast at the end of a Channel crossing.

Today navigational problems start before boarding the boat. A couple of years ago two prominent TYC members were in Nantes railway station intending to travel the short distance to Pornichet where Fandango was moored. The train arrived a few minutes early. They boarded. They were surprised that it travelled so fast when the next station was only a few miles away, it must have amazing brakes. Then they realised that it was next stop Paris. Mademoiselle Compostee, took pity on them and endorsed the tickets allowing them to return to Nantes free of charge.

These tales are based on real life events which may have been exaggerated a bit. Names have been omitted to protect the guilty.

Club and Harbour

This year has seen developments in the club. This year was the first with the new balcony which has proved a great success with a view to the race start line and a clear line to the afternoon sun.

Moorings are mostly full while there has been considerable activity among dories and tenders.

Roger Hidden and others conducted an extensive restoration of the large Dory, Stuart Hierne-Cooke restored Skippy for a second time and Pip Deverson scoured the Thames to retrieve the Whit Dinghy- see reports.

The With (pronounced WIT) that got away!- Pip Deverson

All TYC sailing members will know that there are 3 Club sailing boats they can take out for a small fee. In the same way, all cruisers members and those who help maintain the moorings will be familiar with the club tenders.



As I write, there are two club tenders on the pontoon. It wasn't always so, as these boats have been badly damaged in recent years and out of service for weeks.

This tale is about one of the tenders which we will call "The With", pronounced Wit. It's not English and made under licence in Kingsbridge, Devon. There are not many on the Thames!

Eighteen months ago, this boat escaped, slipped her mooring and ran amok for weeks.

It had gone for almost two months I asked where it was and no-one knew. It had just vanished- Elizabeth thought it had gone over the weir and off to London!

I was anxious to locate the missing boat because it was purchased by my Dad in the early 70's. It was kept on a running mooring in Salcombe Harbour and served the family well until we sold up and she came to Hampton to be cleaned up. When one of our "big boat" sailors was looking for a good seaworthy tender The With changed hands and went to the South Coast. One time it ventured around the back of Hayling Island, under the bridge at Langstone onto Emsworth, her new home. The crew took flares, extra clothes and provisions just in case! After a few years the "Big Boat" went to a Marina and The With was given to TYC where it has stayed until Summer 2013.

Back to the search! Not one to give up easily I commandeered Nelly Melba and skipper to carry out a search downstream, although she had been missing for weeks.

We asked at Hammerton's first and he knew nothing, then we visited the Raftman who also knew nothing. We looked carefully under the trees and on all the moorings down to Richmond Bridge – nothing.

Our last resort was to ask the boatmen working by the bridge although we had almost run out of enthusiasm and the weir was about to open. The boatman immediately pointed across the river and suggested we go around the back of Corporation Island which backs onto Ducks Walk! We made our way gingerly as it was pretty shallow and as we rounded the bend, there she was tied up to a pontoon - very muddy, full of water with an outboard on the back!

I made enquiries, took pictures and spoke to a nosy neighbour. Some boys had apparently found it, been out for a few jaunts and then tied her up. I told the neighbour I was taking the boat back to TYC after removing the engine, gave him my contact details in case of problems and the rest is history.

This story doesn't explain how The With got badly damaged a year ago and had to be refurbished yet again in Hampton, nor does it tell you about TT Stan with the orange seats, that will keep for time but when you next take a look at the pontoons spare a thought for those sturdy little boats just waiting for an outing, bail them out and thank them for being there!



Skippy- Stuart Hiern-Cooke

Here is short history of Skippy, short because I did not know who owned her before. Gary and I were having a pint in the Barmey Arms when we spotted a very sad looking rowing boat upside down on top of a big pile of rubble in a builders skip. "Look let's rescue that rowing boat and repair it" I said. Gary looked at me as if he was sure I had finally gone mad. As we wrestled with getting the boat off the skip we were becoming something bordering on entertainment for those in the pub garden, no offers of help forthcoming. "Lucky you have your van with you Gary" I said, as we carted the boat over to his van, laughing as we went because, having no gunnels the boat was wobbling around like a jelly. It was a beautiful sunny day and we set to work on Skippy, as we so proudly named her, with some bits of wood and old paint from my garden workshop. Skippy soon began to take shape (literally). Over two days we remade new gunnels, repaired two big holes with fibreglass and gave her a lick of paint. Very little financial outlay, with probably more spent on refreshing cans of ale as we worked in the hot sun. Skippy was born again. I have since heard that a chap from Eel Pie Island, while passing the yacht club on a friends boat saw Skippy and recognised it as his old boat and was chuffed to see that she had been saved.

Twickenham Yacht Club supports the arts- Michael O'Doherty

In spring of 2014, The Corporation of London contacted T.Y.C. enquiring if there were any old wooden sailing dinghies available to donate to their City of London festival. The idea was to make the dinghies presentable to the public, after superficial repairs and a repaint, and then mount them vertically on a wooden platform with a seat attached. A guitar and a book of sheet music were attached. The aim was to encourage passers by to stop and play music in order to inspire local residents, workers and tourists. A total of twelve dinghies were donated and placed in spots within the City of London.

TYC's involvement came about, when Michael O'Doherty donated the enterprise dinghy, "Something Wild", sail no 18475 (with the strong encouragement of Hon Harbourmaster Gordon Slater). The boat was built nearly forty years ago and was deemed beyond economic repair, having rotting timbers in the keel and hog. Previous owners included Andrew Hunter and Chris Weston. The dinghy was stripped of anything re-useable before being collected and towed away by volunteers. After repainting, it was placed in St Paul's Cathedral Churchyard for one month.



Thanks for reading and for your participation last year and here's to a great 2015!