



24-26 August 2024  
Rally Programme

# Welcome!

Hello from your team of Rally Organisers. It's taken us a long time to get here but we've made it! Many months of planning, meetings and at times some soul searching, all whilst trying to deliver the best value for money event which we hope will appeal to you all. Times in recent years have changed and as a result the look and feel of this event has had to adapt and reinvent itself, like everything else around us.

We would all like to say a BIG Thank You for choosing to spend your Bank Holiday weekend with your ATYC.

For any questions you can find us on page 8 & 9

## *Highlights*

### **Page 3**

ATYC Chairmen's Statement

### **Page 4 & 5**

Regulations within the Docks

### **Page 6**

Lock Movements

### **Page 7**

Dinner & Breakfast Menu

### **Page 8 & 9**

Meet the Team

### **Page 10 - 11**

Massey Shaw - A Dunkirk Legend

### **Page 12**

Time Table of Events



If you have any news or interesting items you would like to share with your fellow Thames boaters via the ATYC website then please send it before the 25th of each month so that it can be published in one of our news bulletins. Send your stories by email to:  
[communications@atyc.org.uk](mailto:communications@atyc.org.uk)

The ATYC Website is updated weekly as well as an informative News Letter published monthly on behalf of the Committee of the Association of Thames Yacht Clubs. The views expressed by contributors to the news letter & bulletins are not necessarily those of the editor or the MTYC Committee.



[Find & Join us on Facebook - ATYC Clubs](#)

# ATYC Chairmen's Statement

Welcome to the 2024 Associations Rally at West India & Millwall Docks.

Thank you for joining your committee for what we hope will mark the return to annual rallies, this being the first since the Pandemic lock downs.

You will have seen from the schedule that we have attempted to bring the usual contents of the Rally together. All be it some time ago, we listened to the club members and stopped trying to run the tradition of boat handling competitions and have introduced demonstrations which we hope will be of interest and relevant to your boating on the Thames. All thanks to the skippers and their crews kind enough to take part in these.

Please let us know, in advance, if possible, of anything you would like to see.

As the Spring Dinner Dances have produced swelling numbers in the last two years and this rally receiving the support of all in attendance, we hope we're reading the right message that the ATYC still has a place in the clubs up and down the river and thereby with the members.

Ever increasing interest in the open meetings and AGMs over the last couple of years has also been very positive. We have been pleased to offer interesting guest speakers such as Maria Herlihy, Waterways manager for the Environment Agency on the Thames with an entourage of her officers and also the Harbourmaster of West India Docks from the Canal & River Trust.

We are always keen to hear the input from the clubs so please do contact your club ATYC representative, you all have one, with any questions or concerns you may have.

Politically, we continue to represent the clubs through various groups which exist to run and to support the running of the River. Sadly, much like many areas within Government and even in similarity with business everywhere, the powers that run the Thames cannot keep up with rising costs for during these financially distressing times.

We continually try to bring pressure to bear on the authorities but their staff on the ground are bound by the restrains from on high. It's not ok for so many locks to be unmanned, for so many non-compliant craft to be all over the place, or for itinerants to continue to ignore the rules we are all bound by. We agree it's all not ok BUT please try to remember that the lock and weir keepers and their assistants are each doing their best.

We continue to work on your behalf behind the scenes attending meetings and asking questions and one day, we hope, their funding will cover their costs and the costs of providing the services we require.

In the rest of this brochure you will find all the details that you need for the rally weekend. We sincerely hope that you enjoy your stay in London and the cruise here and back to your home mooring. Above all, WELCOME to everyone and ENJOY the rally.

*Chris & Andrew*

# West India & Millwall Dock Regulations



As visitors to the docks the ATYC have submitted a risk assessment document for this event covering all the clubs participating in the rally. Whilst there are many rules and regulations within the docks we have listed a few key ones in the bullet points below that apply to our visit. Please read and ensure you understand what is expected of you. If you have any questions please contact the rally organisers

The Canal & River Trust is the Statutory Harbour Authority (SHA) for the West India and Millwall Dock System (the Docks). As such the SHA has legal obligations to comply with marine and harbour legislation and The Port Marine Safety Code (The Code).

The SHA is responsible for managing and running a safe and efficient harbour: they have responsibilities in relation to the safety of people and vessels within the harbour, efficient navigation, and protection of the port environment.

Operation in and around the harbour and on Trust land is implicit acceptance of these terms and conditions.

- All vessels within the port are to comply with the appropriate International, National and Local Regulations for the type of vessels.
- All vessels within the port are to be licenced with the relevant authority, insured and in possession of a valid BSS certificate.



- No vessel is to enter the Trust waters without appropriate insurance covering Third Party claim and Harbour Insurance, including cover against foundering, salvage and wreck raising claims.
- Insurance cover is to be maintained throughout the time the vessel is in Trust waters.
- The Master of any vessel and its crew in the port or alongside any berth are to comply with any directions by the Harbour Master or his/her authorised representative.
- Ensure your vessel is secured properly: a minimum of head and stern lines, together with springs are recommended.
- The Master of a vessel shall not use or permit her to be used for drift trawling or other net or line fishing in any part of the port without permission of the Harbour Master.
- BBQs are not permitted on and by moored vessels and Trust land without prior permission, see events.
- Discharge of sewage is prohibited as are the use of sea toilets.
- All vessels may be the subject of a security check conducted by the Trust or other agencies as directed by the Police HMRC, MCA or the Trust.
- Unless previously agreed with the Harbour Master, programmed, and published, vessels are not to move unless the Master considers it an emergency. Masters or Owners wishing to move their vessel outside of a published programme are to seek and achieve written Harbour Masters approval before moving.
- Non-Commercial diving is not permitted within the port unless in exceptional circumstances, and only after following due process. Diving operations are to be approved by the Harbour Master.
- West India Marine Control VHF Channel 13, manned 30 mins before planned moves.
- West India Lock Side (line handlers) use VHF Channel 13 to communicate.

# Lock Movements



To enable all the clubs to prepare their passage plans for attending the rally listed below are the arrival times at the docks for each scheduled lock movements.

## **Friday 24th August**

Available only to boats that have booked the Friday Arrival Package  
Lock opening at 14:30hrs  
All boats to arrive no later than 15:00hrs

## **Saturday 24th August**

Morning Lock Movement  
Lock opening at 08:30AM  
All boats to arrive no later than 10:00AM

## **Monday 26th August**

Morning Lock Movement  
Lock opening at 09:30AM  
All boats departing the lock 10:00AM

## **Afternoon Lock Movement**

Boats to start filling the lock at 14:30hrs  
All boats departing the lock at 15:00hrs

Channel 14 (used by London VTS) should be monitored by member boats on the way downstream.

Channel 13 to be used to communicate with the harbour master on approaching the lock and within the lock.

Channel 15 used on exiting the lock into the dock and during the weekend.

After departing on Monday and travelling back up stream Chair Andrew Bernstein will lead the flotilla on Knot Arf. At the rear of the fleet will be Chair Chris Turner on 'Silver Sceptre'.

# Dinner & Breakfast Menu

Join us on Saturday night for the Chairmen's Drinks Reception, Dinner & Disco. Enjoy a 3 course buffet style meal at the Britannia International Hotel is included in Packages B, C & D.

Those who choose to attend the event without a boat or are travelling as guests can purchase separate dinner/disco Meal Tickets on the website priced at £30.00 per person. (drinks not included).

**DRESS CODE: Smart Casual or Club Blazer**

## Starters

Help yourself from the buffet selection below

## Soup of the Day

- Chef's Choice Carrot and Coriander Soup
- Selection of Salads
- Tuna Niçoise Salad
- Cajun Mayo Potato Salad (V)
- Tomato and Cucumber Salad (V)

Mixed Leaf Salad (V)

Chef's Choice Salad (V)

## Condiments

Rustic breads

Mixed Olives

Dressings for Salads

Olive Oil

Balsamic Vinegar

## Mains

Help yourself from the buffet selection below

- Roast Lamb
- Sweet & Sour Chicken
- Mediterranean Fish with Tomato Sauce
- Fusilli with Pesto Cream Sauce (V)

## Accompaniments

- Steamed Rice (V)
- Potato Choice of the day (V)
- Steamed Vegetables (V)

## Desserts

Help yourself from the buffet selection below

Chef's Choice Hot and Cold Desserts served with Coffee & Tea

(V ) denotes vegetarian. All our food is prepared where nuts, gluten and other food allergens are present. The above menu descriptions do not include all ingredients. If you have a food allergy, please let the hotel staff know before ordering or consuming the food. Full allergen information is available on request

## Sunday Breakfast

A Buffet Breakfast on Sunday morning is available to all delegates and guests and served at the Britannia International Hotel. Help yourself to your favourite breakfast items for a great start to your day.

Breakfast Tickets are just £15.00 per person (including Coffee & Tea) and must be booked in advance via the website.



**Chris Turner**  
**Joint Chair**  
**'SILVER SCEPTRE'**  
0796 664 8459



**Andrew Bernstein**  
**Joint Chair**  
**'KNOT ARF'**  
0797 319 1906



**Roger Haile**  
**Treasurer**  
**RAGAMUFFIN II**  
0790 599 2624



**Dennis van Wonderen**  
**Communications**  
**MARIA THERESIA**  
0776 859 5919





**Theresa Scrutton**  
**Secretary**  
**'LUCY ANN'**  
0776 292 3934



**Peter Scrutton**  
**Deputy Chair (non tidal)**  
**'LUCY ANN'**  
00778 531 3289



**Pam Chart**  
**Events**  
**'ROSEL'**  
0751 281 4768



**Richard Hart**  
**Committee**  
**'LORD AMORY'**  
020 7363 0323

# Massey Shaw - A Dunkirk Legend



MASSEY SHAW was built by J Samuel White of Cowes, Isle of Wight in 1935. She was built to a design of the London County Council, who wished her to be able to go under all the bridges of the Thames and its tributaries at any state of the tide.

The vessel cost the sum of £18,000 to complete, and for that the LCC received a Fireboat with the following dimensions. She was powered by two Gleniffer DC8 eight cylinder diesel engines which were connected to two Merryweather four stage fire pumps.

MASSEY SHAW was heralded as a great addition to the fire fighting capabilities of the London Fire Brigade's River Service.

Within a few months, she had demonstrated her full capabilities whilst fighting a large warehouse fire at Colonial Wharf, Wapping. The fire had gained hold of an eight storey warehouse complex and fire fighting operations were hampered by difficult access.

MASSEY was able to supply a vast jet of water that made a 'firebreak' and allowed the land-based crews to regroup and stop the fire spreading. Newspapers at the time credited MASSEY with saving over a million pounds worth of stock, by preventing the fire moving along to other adjoining warehouses.

MASSEY's finest hour came in May 1940 when she answered a call from the Home Office asking her to take part in 'Operation Dynamo'. She made three trips to the beaches with her volunteer crew of LFB, AFS and NFS Firemen, rescuing some 500 troops from the beaches and bringing back a further 110 to Ramsgate.

In addition to this work, on her return to London MASSEY rescued thirty French merchant seamen when their vessel hit a mine. On her return to her home port, MASSEY was heavily involved in fire fighting operations during the Blitz. Her fire pumps provided vast amounts of water to quell the large number of fires in the Docks and surrounding areas.

MASSEY continued as an operational fireboat on the Thames until 1971, when she was decommissioned by the London Fire Brigade. After this period, she was moved to different locations on the Thames whilst the Fire Authority decided what should be done with her. One of the most notable ideas was that MASSEY would be placed in dry-dock in the Thames Mead Housing Estate, befalling a similar fate as the CUTTY SARK.

Fortunately in the early 1980s she was moved to St Katherine's Dock, by Tower Bridge, where she was seen by several enthusiasts. At this time, MASSEY was looking a sorry state, she was being used as a walk way for people to get to other craft and her general condition was poor. Undeterred, these individuals decided to form a preservation group to restore this historic craft to her former glory on the Thames.

Many 'battles' were fought along the way with the Fire Authority (who still owned the boat) and various other organisations who had their doubts about handing MASSEY over to this unknown group.

Finally, The Massey Shaw & Marine Vessels Preservation Society were given a fifty year lease on the vessel from the Fire Authority, and began to restore her to working condition. In the autumn of 2008, it was reported that she was currently in Deptford Dock undergoing restoration by the Massey Shaw Society.

One of her main Glennifer diesel engines was awaiting a full rebuild over the winter. The aim of the Society was to complete the restoration of the fire boat so that it can be used as a floating educational resource on the Thames. On 31 March 2011, MASSEY SHAW travelled from South East London to Gloucester where restoration work was carried out at Tommi Nielsen's yard, she returned to the Thames in 2013 and is currently moored in West India Dock E14.

We're delighted to have been given exclusive access to MASSEY on Saturday afternoon once we have all arrived in the docks. Further details can be found on the dedicated Massey website [www.masseyshaw.org](http://www.masseyshaw.org)

## Friday 23rd August

09:00-00:00hrs	Boats gather at Teddington Lock in preparation for the passage on Saturday morning.
14:30-15:00hrs	Friday Package Boats Enter the Docks

## Saturday 24th August

05:00-06:00AM	Boats start filing through Teddington Barge Lock
08:30-10:00AM	Lock Open at West India & Millwall Dock
15:00-16:00hrs	Visit to Massey Shaw - Dunkirk Fire Boat
18:00-00:00hrs	Chairmen's Drink Reception followed by Dinner & Disco

## Sunday 25th August

09:30-11:00AM	Breakfast at Britannia International Hotel
11:30-12:30hrs	Boat Handling Demonstration by Ian Weston, narrated on the quayside by Andrew Bernstein
12:45-13:45hrs	Lunch
14:00-16:00hrs	Demonstrations and activities organised by DSP including: <ul style="list-style-type: none"> <li>Ladies helming instructions aboard the DSP launch</li> <li>Rope throwing demo</li> <li>Knotting and splicing demo &amp; workshop</li> <li>Kat Kanoë Activities including Interclub Races</li> </ul>
16:00-17:00hrs	Dockside Afternoon Tea

## Monday 26th August

09:30-10:00AM	All Boats start filing into the lock in preparation for a 10:00AM dep.
14:30-15:00hrs	All Boats start filing into the lock in preparation for a 15:00hrs dep.

