

ROYAL  
SOUTHERN  
YACHT CLUB  
WINTER 2017/18

# *the* SOUTHERN



**J** WORLD  
**80** CHAMPIONSHIPS

---

**SB20 UK  
NATIONALS**

---

**RSrnYC HAMBLE  
CLASSICS**

---

**2018 SAILING  
PROGRAMME**



## OCEAN ADVENTURES.

Our yachts have completed more than 20 million bluewater sailing miles.

With over 40 years of British craftsmanship and the security of worldwide aftersales support, with your Oyster you can sail anywhere, in luxury and with confidence.

565 | 595 | 675 | 745 | 835 | 895 | 118

The Royal Southern Yacht Club has launched a repeat of their successful 'Oyster Week' and will run another event, exclusively for Oyster Yachts, 25th - 29th June 2018 in the Solent.

SALES | BROKERAGE | CHARTER | CUSTOM & REFIT

# OYSTER

[oysteryachts.com](http://oysteryachts.com)

Call us on +44 23 8083 1010

Email us at [info@oysteryachts.com](mailto:info@oysteryachts.com)

### EDITORIAL TEAM

Karen Henderson-Williams - Commodore  
Graham Nixon - Vice Commodore  
Phil Riley - Editor  
Pat Aspinall - Sub-editor  
June Smith - Advertising  
Brian Curtis - Art Director  
Design & Artwork - Owl House Limited  
Editorial - [editor@royal-southern.co.uk](mailto:editor@royal-southern.co.uk)  
Advertising - [junexsmith@gmail.com](mailto:junexsmith@gmail.com)

© The Southern is published by the Royal Southern Yacht Club Ltd., Rope Walk, Hamble, Southampton SO31 4HB and distributed free to Members and other interested parties. Opinions expressed are those of the contributors and are not necessarily shared by the Editor and/or publishers. Although the greatest care has been taken in compiling this publication, the publishers and Editor accept no responsibility or liability for any errors, omissions or alterations, or for any consequences ensuing upon the use of, or reliance on any information given in this publication.

Royal Southern Yacht Club is the trading name of Royal Southern Yacht Club Ltd  
Registered Office: Rope Walk, Hamble SO31 4HB  
Registered in England No. 05372495

### CONTRIBUTORS

The Editorial Team would like to thank the following contributors to this Winter edition of The Southern.

Adam Brushett	Judy Greensmith
Amber Sexton	Karen Henderson-Williams
Ann Hardy	Louay Habib
Bill Carlidge	Maggie Widdop
Chris Gillingham	Mark Tomson
Christopher Hogan	Mike Norton
Chrissie White	Nicky Gardner
David Mead	Pat Aspinall
Dick Long	Pat North
Duncan Wells	Paul Wyeth
Geraldine Davison	Pete Halliday
Gray	Raj Passy
Graham Nixon	Sandie Llewellyn
Jack Neale	Warwick Bookman
Jane Windsor	
Jonty Sherwill	

### ROYAL SOUTHERN YACHT CLUB CONTACTS

Office & Administration  
023 8045 0300

Christopher Hogan *Chief Executive & Club Secretary*  
023 8045 0301  
[secretary@royal-southern.co.uk](mailto:secretary@royal-southern.co.uk)

Sailing Office  
023 8045 0302  
[sailing@royal-southern.co.uk](mailto:sailing@royal-southern.co.uk)

Management Accounts  
023 8045 0304  
[accounts@royal-southern.co.uk](mailto:accounts@royal-southern.co.uk)

Bosun  
07900 872 461

# the SOUTHERN contents

p2-3	The Commodore
p4	The Secretary
p6	2017 Prize Giving
p8	Race management
p9	2018 Race Programme
p10-14	J80 World Championships
p16-17	SB20 UK Open National Championships
p18-21	July Summer Regatta
p22-23	September Regatta
p24-31	Hamble Classics Regatta
p32-33	2017 Cruiser Race and Rally
p34-37	ICOYC Cruise in Finland
p38-39	Sailability Day
p40	Motorboats - A Summer Afloat
p42	Joining The Darkside
p44	Catch Your Own Supper
p46-47	Shooting Society
p48	Golf Society
p50-51	Splash Week
p52-53	Ladies Committee
p54-55	Wetwheels Hamble
p56-58	RSrNYC Trust
p60	ICOYC
p64	Snippets
p66	Bridge Society
p67	Benefits of Membership
p68-72	Flags - Duncan Wells
p74-75	Ashore
p76	Programme



### COVER PHOTOGRAPH

Classic yachts in the Prince Philip Yacht Haven.  
Photograph by Chris Gillingham.





In 2017 we were privileged to host world class events, and following the success of the J70 Europeans we moved swiftly into the J80 Nationals and Worlds in June and July.

All events brought a high calibre of talented sailors from around the world to our Club. I was delighted to hear the feedback from competitors that our event management was the equal of any they had experienced anywhere in the world and our thanks go to the many volunteers who contributed to this.

A large fleet of SB20s arrived in July for the three-day SB20 Open UK National championship, which also saw entries from around the world including Belgium, Australia, Ireland, Oman and Russia. Heavy seas in the Solent tested the 38 entries with difficult and blustery conditions getting up to 20 knots at times. Club member Jerry Hill finished second by just 4 points to Joe Llewellyn's *Forelle Estates*. However, there was no stopping Jerry as he soon headed off to the Royal Yacht Squadron with teammates Geoff Carveth and Richard Lovering where they enjoyed well deserved success as SB20 World Champions.



Alongside the international events we enjoyed our well attended monthly regattas. Many of our Club members enjoyed some excellent racing in varied conditions fol-

lowed by post-race drinks back on the John Beardsley Pier.

We were fortunate to have good weather for our annual Youth Week in August, and 104 children enjoyed fun-packed activities on the water developing their skills in Optimists, Fevas and J80s. Thanks go to all the parents for their support but especially the youth leader Dr Tommo, and the Splash Group leaders for all the hard work they put into the week, and to Matthew and Kerry Richardson for running a great JC Week.

To add to the excitement of Youth Week the Club hosted the annual Bramble Bank Cricket Match against the Island Sailing Club. It was a case of perfect weather and the high pressure system brought with it a bigger pitch than we had seen for many years. So perfect were the conditions that even yours truly jumped out of bed at 0500 to enjoy a RIB ride on a flat calm Solent to watch the match.

While life at the Club has been busy, many Members have been racing and sailing elsewhere and our congratulations go to the many successes throughout the season which we celebrated at our annual prize-giving in November.

The Club enjoyed hosting the second Hamble Classics in September and our thanks go to event organisers Jonty Sherwill and



Vicky Weston, and the team of volunteers both ashore and on the water. It was no mean feat setting the courses for such varied classic yachts and this task was overseen successfully by PRO Peter Bateson and his team.

A total of 64 stunning yachts were split into eight classes offering a weekend full of close racing amongst the fleets ranging from gaffers, Meters, day boats and cruiser-racers. It was spectacular to see and I felt honoured to be part of the race management team.

On the Saturday evening 200 people enjoyed a three-course dinner and speeches. The highlight of the event saw the beautiful, Laurent Giles designed *Lutine* of Helford receive the *Concours d'Elegance*.

Our season ended with the traditional black tie Laying Up Dinner where we were entertained to a three-course dinner and a fascinating talk by Skip Novak.

The Ladies Committee has worked hard throughout the year raising money for their chosen charities and the Club. I would like to say a personal thank you to the Committee, chaired by Linda Munroe. They have worked

tirelessly and it been a pleasure to support them throughout the year. The committee has raised funds and presented cheques to the Countess Mountbatten Hospice, the Royal Southern Charitable Trust, and to our Club Secretary to pay for the new wood flooring to go around our upper bar. This will be a great improvement to the bar area.

Our thanks also go to the ladies who present us with the flower arrangements each week. The new Club Secretary asked you to change the style of the arrangements to larger, more prominent displays and the results have been stunning. Thank you.

I concluded my article in our last edition by informing you of Academy member Annabel Vose's success as part of the winning British team in the Red Bull Youth America's Cup. She was subsequently awarded the ELEMIS Ladies Day trophy at Cowes Week, recognising the outstanding contribution, commitment or achievement of women in sailing. My husband and I were tipped off, so arrived in time to see her receive her well-deserved trophy. We were somewhat over dressed as we were en route to the RORC Ball but delighted to be present for the award.

Hannah Diamond, well known to many of us, is currently on the Volvo Ocean Race and part of the Vestas crew which won the 1st



Leg to Lisbon. Rob Greenhalgh is racing as a watch captain aboard *Mapfre*, winners of the second and third leg, while Libby Greenhalgh is navigator on *Scalliwag* which recently won leg 4 to Hong Kong. Congratulations to all of them. We wish them well for the rest of the race.

I was very pleased to hear about one of our youngest member's recent achievements - 12 year-old Finlay Craigen was selected for the RYA Development Squad and is now training regularly with them. Oscar Morgan-Harris was selected to represent GBR in the Irish Optimist Nationals and Gabriella Burlton has been selected for the RYA South Zone squad for 2018. These are all excellent achievements amongst our youngest sailors.

Last year's Cowes Week was as busy as ever, and our race management team led by CRO Peter Bateson performed very well running the first five days with the team from the Island Sailing Club. We were delighted to see

so many of our Members racing during the week and the successes that followed.

The highlight of the week was a visit by the Princess Royal to the platform at the Royal Yacht Squadron. She enjoyed watching the start of some of the races and chatting amongst those of us working as part of the race management team.

Throughout the season all the sections of the Club were busy running their programmes, many of which are reported on in this edition. All sections including cruising, motorboating, RIB rallies, Academy, golfing, shooting, bridge and our successful winter Wednesday night lectures, have been well supported and Members have enjoyed a very busy and active Club.

In September I was delighted to host the second New Members welcome party of 2017. The sun shone and we enjoyed spilling out from the River Room onto the terrace while we got to know each other better. As I write our membership has hit record numbers. We recruited over 290 new Members in 2017 taking the total membership to over 1,800.

We started 2018 with a healthy and growing membership, which is bucking the trend of so many other yacht clubs who are finding membership falling. It is particularly pleasing that we have seen many families with young children among the new Members.

The busy and successful 2017 sailing season could not have taken place without the many volunteers lead by Rear Commodore Sailing, the Race management team and the staff within the Sailing Office. Many volunteers have given up their time freely to help run the many events both on and off the water. We had 401 entries to our sailing events from 13 countries, bringing 2,500 sailors, and ran 70 races. There is no doubt we have lifted our game and proved we can run world class sailing events.

I would also like to thank our staff led by our Club Secretary. Many of the staff are new and it could not have been easy learning the Club ropes during such a busy season. Some operational challenges came to light but they are feeling confident having been through a busy season that has prepared them well throughout 2017.

Finally, I would like to thank my fellow Flags Officers and the Executive Committee for their support and hard work throughout last year which we ended with increased revenues and a healthy and a growing membership. We are investing in the Club for the future and with your support will continue to thrive.

On a personal note I have enjoyed the opportunity of representing you, the Members, throughout the year whether it has been at external events in my role as Commodore or enjoying the many aspects of the Club, racing in the monthly regattas and the cruiser races, or helping amongst the race management team.

It has been fun and a little tiring at times but David and I look forward to seeing you in the many events both on and off the water during the year.

*Karen Henderson-Williams*

*Opposite page Top: Commodore Karen Henderson-Williams with her husband David Hitchcock, at the September Regatta prize giving. Karen's boat, Ilywhacker won the Champion of Champions prize.*

*Opposite page bottom left: Karen presenting prizes at the J80 2017 World Championship at the Club.*

*Opposite page centre left: Karen talking to Splash youth leader Dr Mark Tomson, at the Hamble Classic Dinner.*

*Left: The Commodore and husband David at the ELEMIS Ladies prize giving in Cowes Week.*



# MY FIRST YEAR

This first year spent as your Club Secretary has literally flown by. On reflection I should have spent more time interpreting my job specification which clearly stated the level of work load was 'seasonal', in this case meaning full-on during Summer, Autumn Winter and Spring! My hopes of taking it easy after the Laying-up-Dinner evaporated as I began working through an avalanche of emails regarding numerous events on shore and on the water leading up to Christmas and beyond.

Many of you asked me when I thought my 'honeymoon period' was over and I always replied that I wasn't sure, but I expect there will be a sign. I now believe the sign may have been at the annual Prize Giving when I enthusiastically rang the bell in the Upper Bar to announce dinner... and I broke it... causing uproar and laughter! Certainly a sign of some sort?

I think I get on with most Members – I hope so? I did however get off to a tricky start with the Club's 'Flower Ladies' and my first few months dealing with them were somewhat frosty to say the least. Since then we have developed a warmer rapport and I would just like to point them out as one of the many groups of sometimes unsung heroes, passionate volunteers who put so much time and effort into helping make this Club the success it is. It is difficult now to ignore the stunning creations Valerie and her team present for us on a weekly basis. Often flowers do not attract much attention or comment in a Club such as ours, but I can assure you that is not the case here.

I'm often asked who 'does' our flowers and I'm always feeling smug when I reply 'Club Members, volunteers'. Please keep an eye out when you next visit and if it's on a Thursday and the team is in, let them know what a difference they make.

I've been encouraged by the number of you who have written to me or spoken to me saying how much you feel the quality of staff and the service they provide has improved. You've noted their smiles, the standard of their appearance and their enthusiasm, which is all good and a useful indication that they are developing the all-important team spirit, not just with each other, but also with you, the Members.

And I do thank you for being so supportive and encouraging, especially to the newer staff. I know they desperately need training - which was impossible during such a busy year. We now have an arrangement with the

Royal Yacht Squadron and the Royal Thames Yacht Club to exchange staff for training sessions, and the Front of House training manager from Carnival UK is kindly volunteering in early Spring to hone the abilities of our staff in the River Room.

I want to develop a proper structure for all staff in every department, offering them a longer career potential here. We still have many staff who are multi-hatted. You will on occasions see a variety of staff on reception including Stephanie and Gloria, Zoe and Laura, and others. All of them have busy responsibilities elsewhere. The Events team of Michelle and Becky, who both have important responsibilities of marketing and negotiating corporate events, can be seen often working elsewhere in the Club at all hours and mainly at weekends.

I know staff costs stand out in the financial results for last year, but I suggest that without this investment we would not have achieved the higher levels of trading we now enjoy and must retain and indeed develop. One or two of you have commented to me about these costs and as a result I canvassed my colleagues in other similar yacht clubs. We are not out of kilter with these other clubs. Indeed, if you take out the exceptional agency costs incurred this year we were actually spending a mean average on payroll in comparison. That said, I continue to put pressure on the staff rota in all divisions and where possible keep costs at a sensible level without compromising the level and quality of service which you as members quite rightly should expect in this place, ashore and on the water.

My vision and sincere hope for the Royal Southern is for a Club that works efficiently for its collectively happy and content Members. A Club where all 1,800 Members feel they are equally welcome. A Club that offers a first-class service on shore and afloat, that suits all age groups, and suits you, wherever you might live.

The National environment currently makes this more difficult but the trend here on Rope Walk is positive. I am striving to make this, the Club you want to be a Member of. You gave me clear direction, you made the investment and now I hope you will continue to let me and my staff serve you as you deserve....

Here's to a successful and enjoyable 2018!



Chris Hogan,  
Secretary and CEO.

# NEW MEMBERS

Nicole Ames  
 Anthony Blackwell  
 David & Nikki Ballantyne  
 Alvaro Barnuevo Rotaeché  
 Joe Church  
 John Cook  
 Mathieu Cadei  
 Greg James Chalk  
 Ramona Gale & Peter Cyriax  
 Ian Ridpath  
 Tobias Fairbank  
 David Gallagher  
 Michael, Judie, Maximilian, William & Zoe Grayer  
 Christopher Grylls  
 Ellie Gillespie  
 Gareth Gallagher  
 Nan Harris  
 Steven, Agata & Sophie Higginbotham

Christian Huelss  
 Oliver Heer  
 Larry & Patricia Iveson  
 Nina Luckmann  
 Alex Mathers  
 Thomas Needham  
 Harris Murdoch Parker-McLeod  
 Ashely Stehr  
 Katherine Selge  
 Felix Trattner  
 Adam & Emma Turner  
 Chay Taylor  
 Benjamin Treloar  
 Georgie Vintner  
 William Van Dyke  
 Colette Wickins  
 Michael, Jay & Olivia Wilson  
 Simon Whitaker  
 Kimberly, Georgina & William White



*It is with the deepest regret that we record the passing of the following Royal Southern Members in 2017:*

Wendy Aylward  
 Derek Gange  
 Sandra Goodchild  
 Graham Rice



# RSrnYC 2017 PRIZE GIVING

...a glittering night of prizes and surprises

The Royal Southern Yacht Club's glittering annual prize-giving concluded a highly-successful 2017 season which has seen the Club run and host a succession of high-profile events including World, European and National Championships.

With well over 50 trophies, cups and bowls presented – along with a plethora of additional glassware also awarded – it was an evening that provided a cause for celebration for more than a few of the 149 guests in attendance at the sumptuous Clubhouse event.

None, however, were more surprised to see their success recognised than Royal Southern Commodore Karen Henderson-Williams who saw her Cruiser Class sailing team aboard the Dehler 37 Illywhacker awarded the evening's main prize, the Champion of Champions Trophy.

Presented by one of the Club's longest established sponsor partners, Barbados Tourism Marketing Inc., the striking Champion of Champions Trophy is awarded to the owner/skipper of the yacht scoring the highest number of points across all four of the Royal Southern's Summer Series regattas.



Right: David Hitchcock and Karen Henderson-Williams receive the Champion of Champions Award from Lennon Chandler.

Below: Some of our younger winners at prize giving.



Once recovered from her surprise the Commodore accepted the trophy from Barbados Tourism's representative Lennon Chandler, and immediately announced that the accompanying prize of a week-long holiday for two with flights and accommodation taking in Barbados Sailing Week would be going to Illywhacker's helm throughout 2017, David Hitchcock.

"The great thing about the Champion of Champions Trophy is that it can be won by anybody taking part in the Royal Southern's Summer Series regattas including, as we have shown, those racing in the Cruising Class," said the Commodore, speaking at the prize-giving.

"This is a great story as well because it also shows that a mixed-gender crew that spans a considerable age range, and with a variety of experience, can also succeed even when taking on semi-professional crews.

"After back surgery I was not sure I would even be able to go racing, but David and I sat down at the beginning of the year and said 'let's just go for it!' We pushed Illywhacker really hard for a cruiser-racer yacht, and I can't tell you how much gear we broke over the course of the season, but we had a really good time. Hopefully even more people will get involved in our racing next year – it really is open for all."

Ahead of the prize-giving itself Sailing Manager Tim Thubron highlighted the numerous racing achievements of Club Members at events far and wide. These included first place finishes for Hannah Diamond (Leg 1 of the Volvo Ocean Race), Mark Lees (RYA National Match Racing

Series), Ian Williams (Congressional Cup), Rob Greenhalgh (MS Amlin International Moth Regatta), Niklas Zennstrom (Porto Cervo 52 Super Series) and many more.

Another to feature on the list was Piers Hugh Smith who, along with fellow Member Libby Greenhalgh, won Class 1 of a notably challenging Rolex Middle Sea Race recently. Piers was the prize-giving's guest speaker and entertained his audience with an account of his baptism of fire as a member of Team Maverick SSR, the first British team to take on the marathon Tour de France a la Voile event since it switched to the Diam 24 trimaran.

Once underway, the prizes came thick and fast. Following on from Illywhacker's success in the Summer Series – which included receiving the Wollen Cup for the Club Series – the other overall season trophies went to Mike Blair (Cobra, IRC1 - Aisher Bowl), Malcolm Wootton (Pegasus DekMarx, IRC2 - Fairhaven Bowl), Claire Dresser (Lady Penrose, IRC3 - The Bay Cup), Peter Parker (Stan The Boat, IRC4 - Export Woodbine Trophy), Patrick Liardet (Cosmic, J/70 - Monty Bradshaw Bowl), Jon Powell (Betty, J/80 - WD & HO Wills Trophy), David & Kirsty Apthorp (J-Dream, J/88), Andy Hamlett (Satu, XOD - Meon Challenge Trophy) and Tom Clay (Whyaduck, Mixed Sportsboats - Secretary's Challice).

The Richard Cann Trophy, awarded to the Junior Cadet who had demonstrated that they go the extra mile for others, was presented to Lucy Davis, while The Lightfoot Trophy, also for a Junior Cadet who has shown enthusiasm and encouraged younger Club sailors, went to George Sunderland. The Youth External Competition Trophy was awarded to William Sunderland.

A new trophy, The Rutherford-Johnson Salver, which is to be awarded following an act of courage, was presented to Paul Jones for his action in saving a child who had fallen into the Hamble River,

The Westbound Trophy – The Travellers Trophy was awarded to Peter Cameron who travelled from Northern Ireland to compete in Royal Southern events. Peter also won the Foster Trophy for the highest placed Club member in the 2017 Rolex Fastnet Race.

The Commodore's Cup - presented to the Royal Southern Academy member for outstanding achievement – was awarded to Annabel Vose as part of the winning Land Rover BAR Academy team in the Red Bull Youth America's Cup.

The Tony Davis Memorial Trophy - awarded in memory of Tony Davis for achievement in offshore sailing – went to Miranda Merron for a successful Class 40 Championship winning season as co-skipper of Campagne de France.

The Duke of Edinburgh's Trophy for conspicuous achievement went to Jerry Hill after he won both the SB20 World Championship and Half Ton Classics Cup, the latter alongside Club Member Leslie Greenhalgh.

The final presentation of a memorable evening was a special award to Tony Lovell in recognition of over four decades in race management, many of them as the Club's Principal Race Officer.



## Stroud School, Romsey King Edward VI Preparatory School

Co-educational Independent Education for Ages 3-13

- An "education of the highest quality" ISI report
- Small class sizes
- 22 acres of outdoor learning
- Preparation for 11+ and 13+

Highwood House, Highwood Lane,  
Romsey SO51 9ZH

01794 513231

registrar@stroud-kes.org.uk

www.stroud-kes.org.uk



We would be delighted to show you around either of our schools on a normal working day.

Come and see what Stroud and King Edward's can offer your child.



## KING EDWARD VI SCHOOL SOUTHAMPTON

Co-educational Independent Education for Ages 11-18

- Academic excellence
- Extensive range of co-curricular opportunities
- Outstanding facilities
- Comprehensive bus service

Wilton Road, Southampton SO15 5UQ

023 8079 9216

registrar@kes.hants.sch.uk

www.kes.hants.sch.uk





# RACE MANAGEMENT

## Join our friendly team

The Royal Southern has a proud heritage of running a broad range of yacht racing events. We have our own club regattas that run throughout the summer; events for Classes that return every year; passage races and Academy events for our youth sailors. A Royal Southern team also plays a key part in running the annual Cowes Week Regatta.

We are invited to pitch for prestigious open events and in 2017 we were selected to host the J/70 European Championships and the J/80 Worlds Championships as well as the SB20 Nationals and J/80 Nationals. None of these events could have been managed and run without our pool of race management volunteers who provide many hours of support to deliver our busy sailing programme.

We would like 2018 to be the year we further increase the numbers who help with race management and we'd love you to get in touch and join our Race Management Team.

There is no need to have any previous experience in race management or to have raced. When you come along you will work alongside another, experienced member of the race management team so you can learn in a friendly, supportive environment. There are roles ashore or on the water and should you wish to become a Race Officer or a marklayer we can actively support your development towards a formal qualification.



As a member of the team, you will meet and get to know fellow members, as well as enjoy a day either on the water helping run the racing or assisting with results ashore.

Offering a warm welcome, training and regular opportunities, we look forward to you getting in touch.

If you are interested or want more information then contact; [sailing.assistant@royal-southern.co.uk](mailto:sailing.assistant@royal-southern.co.uk)

Photographs courtesy Paul Wyeth

# 2018 RACE PROGRAMME

All tide times are corrected to BST where appropriate

Date	H/W Ports	Event
------	-----------	-------

## JANUARY

27	0707	Academy Frostbite Series
----	------	--------------------------

## FEBRUARY

17	1215	Academy Frostbite Series
----	------	--------------------------

## MARCH

17	1117	Academy Frostbite Series
----	------	--------------------------

18	1150	Warsash Spring Series
----	------	-----------------------

25	0545	Warsash Spring Series
----	------	-----------------------

30-1 Apr	1122	Easter Rally
----------	------	--------------

30-1 Apr	1122	RORC Easter Challenge JOG Cherbourg
----------	------	--

## APRIL

8	0505	Warsash Spring Series
---	------	-----------------------

15	1148	Warsash Spring Series
----	------	-----------------------

21-22	1606	Warsash Spring Series
-------	------	-----------------------

21	1606	JOG NAB
----	------	---------

25	0834	Ladies Afloat
----	------	---------------

28-29	1103	Warsash Spring Series
-------	------	-----------------------

28-29	1103	Motorboats & Golfers to Yarmouth
-------	------	----------------------------------

## MAY

4-6		X Yachts Regatta
-----	--	------------------

5-7	1536	Solent Cruiser Race
-----	------	---------------------

4-7	1457	JOG St. Vaast
-----	------	---------------

5	1536	RORC Cervantes
---	------	----------------

12-13	1002	May Regatta and IRC Solent Series
-------	------	-----------------------------------

15-17		Mid week Rally to Portsmouth
-------	--	------------------------------

18-20	1415	Vice Admiral's Cup
-------	------	--------------------

19-20	1505	JOG Yarmouth
-------	------	--------------

23	0659	Ladies Afloat
----	------	---------------

25-27	0912	Cowes/Deauville Race
-------	------	----------------------

25-27	0912	ISC J Cup JOG Guernsey
-------	------	---------------------------

26-27	1000	RORC Myth of Malham
-------	------	---------------------

29-31	1202	Mid week Rally to Beaulieu
-------	------	----------------------------

Date	H/W Ports	Event
------	-----------	-------

## JUNE

3	1518	Pursuit Race
---	------	--------------

7-9	0547	RYS Regatta
-----	------	-------------

8-16	0711	IRC Nationals
------	------	---------------

9-10	0818	Hamble-Yarmouth Cup
------	------	---------------------

9-10	0818	Motorboat Rally to Cowes
------	------	--------------------------

12-14	1051	Mid week Rally to Newtown
-------	------	---------------------------

15-17	1312	JOG Alderney
-------	------	--------------

17	1453	Solent Safari
----	------	---------------

20	0504	Ladies Afloat
----	------	---------------

23-24	0842	June Regatta
-------	------	--------------

25-29	1023	Oyster Week
-------	------	-------------

26-28	1106	Midweek Rally to Lymington
-------	------	----------------------------

30-1 Jul	1343	Poole and Back Race
----------	------	---------------------

## JULY

7	0603	Round The Island Race
---	------	-----------------------

11	1030	Ladies Afloat
----	------	---------------

13-15	1211	St Malo Race
-------	------	--------------

14-15	1259	July Regatta
-------	------	--------------

14-15	1259	Motorboat Rally to Bembridge
-------	------	------------------------------

15-21		Panarai Classic Week Cork Week
-------	--	-----------------------------------

16	1437	Horse & Jockey
----	------	----------------

20-22	1836	J70 Nationals
-------	------	---------------

20-22	1836	Tattinger
-------	------	-----------

21-22	0658	JOG Portland
-------	------	--------------

21-29	0658	Cruiser Race and Rally
-------	------	------------------------

22-27	0806	Cowes Classics
-------	------	----------------

28-29	1244	Channel Race
-------	------	--------------

## AUGUST

3-11	1615	Cowes Week
------	------	------------

12-25		Round Britain and Ireland Race
-------	--	--------------------------------

14-16	1415	Mid week Rally to Bembridge
-------	------	-----------------------------

18	0457	Sailability Day
----	------	-----------------

22	0945	Ladies Afloat
----	------	---------------

24-25	1112	JOG St Peter Port
-------	------	-------------------

25-26	1146	Junior Cadets
-------	------	---------------

27-31	1254	Splash Week
-------	------	-------------

Date	H/W Ports	Event
------	-----------	-------

## SEPTEMBER

1-2	0319	Morgan Cup
-----	------	------------

3-13		ICOYC British Columbia Cruise
------	--	-------------------------------

8-9	1101	September Regatta
-----	------	-------------------

9-10	1144	Motorboat Rally to Gunwharf Quays
------	------	-----------------------------------

9-10	1144	JOG Poole
------	------	-----------

14-15	1512	RORC Cherbourg
-------	------	----------------

15-16	1554	Hamble Classics
-------	------	-----------------

15	1554	RSYC Nab
----	------	----------

15-16	1621	RAFYC Battle of Britain
-------	------	-------------------------

21-23	1009	JOG Cherbourg
-------	------	---------------

22-23	1048	Hamble Scramble
-------	------	-----------------

26	1257	Ladies Afloat
----	------	---------------

29	1443	Ladies Race
----	------	-------------

29-30	1443	JOG Lymington
-------	------	---------------

30	1524	Ancient Mariners Race
----	------	-----------------------

30	1524	Hamble Winter Series
----	------	----------------------

## OCTOBER

7	1046	Hamble Winter Series
---	------	----------------------

13-14	1439	Folly Rally
-------	------	-------------

14	1518	Hamble Winter Series
----	------	----------------------

21	1015	Hamble Winter Series
----	------	----------------------

21	1015	Hamble Winter Series
----	------	----------------------

## NOVEMBER

4	0844	Hamble Winter Series
---	------	----------------------

11	1313	Hamble Winter Series
----	------	----------------------

18	0736	Hamble Winter Series
----	------	----------------------

25	1224	Hamble Winter Series
----	------	----------------------

## DECEMBER

9	1217	Hamble Winter Series
---	------	----------------------

11-12	1330	Christmas Rally
-------	------	-----------------

- Club Racing
- Cruising
- Academy and Youth
- Other Racing





The J/80 World Championship hosted by the Royal Southern Yacht Club attracted 47 teams from Australia, France, Great Britain, Ireland, the Netherlands and Spain.

After four days of intense racing in challenging Solent conditions, Rayco Tabares from Spain was crowned the 2017 J/80 World Champion, retaining the title for the third consecutive year, and claiming his fourth world title.

The *Hotel Princesa Yaiza* team of Tabares, Alejandro Bethencourt Fuentes, Alfredo Gonzalez, Hector Gonzalez and Laiyin Francisca Ley Torres Jorge from Lanzarote in the Canary Islands, led the regatta from the first day to the last, but did survive a jitter on the penultimate day.

On the last day of racing, the team scored

two second place finishes to clinch the world title. A northerly breeze ranging from 10-18 knots, with shifts both to the west and the east, provided yet another testing race course in the Central Solent.

All 14 scheduled races were completed, much to the satisfaction of the competitors, who roundly showed their approval for a well-run World Championship.

"It has been amazing," said Tabares. "This is the fourth J/80 World Title for us, and we are really, really happy. I want to emphasise the incredible work done by the organisation of this J/80 Worlds. On the water it has been perfect with a great team running the races, and ashore the Royal Southern has been looking after all of us in a great way - perfect organisation.

"I am really proud of my team. We are col-



## 2017 WORLD CHAMPIONSHIPS AT

## THE SOUTHERN



All photographs by Paul Wyeth.



# J



## PERFECT ORGANISATION...

# 80



leagues, we are friends, and we are a family. The team had worked brilliantly, leading to winning the Worlds. Except for yesterday, when we raced in a conservative mode, we have raced as normal, and the results have been great.

"The race area is quite complex due to the currents, but I have felt really comfortable with the medium to strong winds - it's quite similar to the average wind speed we sail in Lanzarote."

Tabares is no stranger to the Royal Southern as he was tactician for Jose Maria Torcida's J/70, which was runner up for the J/70 Europeans, also hosted by the Club earlier in the year.

Eric Brezellec (FRA) was runner up for the second year in a row. The team from Northern Brittany, racing *Courrier Junior*, scored seven podium finishes, but it was not enough to win a highly competitive regatta.

Simon Moriceau (FRA), racing *ArMen*



*Habitat*, won the two final races to finish the championship in third position. The team from Nantes had scored five podium finishes, including three race wins, to take third by just two points from Jose Maria Van Der Ploeg (ESP) racing *VSA Comunicacion*.

Javier Chacártegui Cirerol (ESP), racing *HM Hotels*, was the top Corinthian Boat. Runner-up for the Corinthian Class was Pepequin Orbaneja (ESP), racing *Cenyt Hospital Marbella Team*, and third was Luc Nadal (FRA) racing *Gan'Ja*.

Top lady helm was Elodie Bonafous (FRA), racing *J'aime voile baie de Morlaix*, with an all-female team. Luke Patience, racing *Ryoko Meka*, was the top British boat, Patrick O' Neill on *Mojo*, was the top Irish entry and Peter Paul de Vries, *Led 2 Lease*, was the top boat from the Netherlands.



## ...PERFECT VENUE







J

...IT HAS BEEN AMAZING

80



All photographs by Paul Wyeth.

'SUMMERTIME IS ALWAYS THE BEST OF WHAT MIGHT BE'

CHARLES BOWDEN

VISIT OUR NEW SHIPYARD FISHMARKET BAR & KITCHEN



DESTINATION BERTHON

BERTHON SERVICE

MAINTENANCE & REPAIRS

SUMMER VALETING

OUR STAFF LOOK FORWARD TO WELCOMING YOU & YOUR CREW TO THE SUPERB FACILITIES AT BERTHON LYMINGTON MARINA

Bookable Berths | Larger Turning Areas | Higher, More Stable Fingers | Friendly, Highly Rated Dockmasters  
Outstanding Washrooms | Commended on-site restaurant: Shipyards Fishmarket, Bar & Kitchen

Find out what Berthon and Lymington can offer...

[www.berthon.co.uk/about-berthon](http://www.berthon.co.uk/about-berthon)

**BERTHON**

UK OPEN 7 DAYS A WEEK

Lymington, Hampshire SO41 3YL England  
Tel: 44 (0) 1590 673312 Fax: 44 (0) 1590 647446

@BerthonGroup

enquiries@berthon.co.uk  
[www.berthon.co.uk](http://www.berthon.co.uk)





# SB20 UK OPEN NATIONAL CHAMPIONSHIP



The FSE Robline SB20 Open UK National Championship came to a dramatic conclusion after three days of intense racing.

Organised and run by the Club, and boasting 38 entries from Australia, Belgium, England, Ireland, Oman, Russia, and Scotland, the SB20 Class were out in force, battling medium to heavy conditions in the Central Solent.

Several races were held in over 20 knots of wind, with some high-octane action on the windward-leeward course. Eight races were held in the series, which was decided in the very last race.

When the spray settled, Joe Llewellyn's *Forelle Estates* emerged as the SB20 National Champion after a highly competitive and somewhat stressful final day. Llewellyn was racing with Nigel Wakefield, and Jeremy (Pasty) Vigus.

"Nigel and Pasty did a great job getting me round the course, so thank you very much, and for Jerry Hill and his team for giving us a close run," said Llewellyn.



"I would like to thank the Royal Southern, it has been a really enjoyable event. The Club's new yacht haven makes this an awesome venue to host championship events – everybody is on the dock together, and the Clubhouse is one of the best venues along the south coast, and that is why we love coming here.

"It all got a bit close on the last day, our engine broke down on the way out to racing, and even with our spinnaker up, we were two minutes late for the first start," he added.

"We managed to claw our way back to tenth, and in the end, we counted that score, and discarded our last race, so perseverance got us through a rough patch."

Royal Southern member Jerry Hill, a former SB20 World Champion and 2014 SB20 UK National Champion, started slowly but built momentum as the championship played out, scoring two race wins on the penultimate day, but finished second by just four points.



Australian Elliott Noye showed his intentions from the first race, scoring a bullet in brutal conditions, and consistently placed in the top 10, bar one race, to claim third overall.

Congratulations also to John Pollard's team from the Royal Torbay Yacht Club, who scored a 1-1-2 on the final day to finish the championship in fourth place. Also Michael O'Connor's team from the Royal St George Yacht Club, Dublin, scoring two podium finishes to place fifth.

**Editor's note:** Jerry Hill – racing *Sportsboat-world.com* with Geoff Carveth and Richard Lovering – went on to win the SB20 2017 Worlds in Cowes at the end of August.



Left to right: Joe Llewellyn, Jeremy Vigus and Nigel Wakefield.

All photographs by Paul Wyeth.





The Joseph Perrier July Regatta - the third in the Royal Southern Yacht Club Summer Series - featured two days of racing in the Solent for IRC Classes, One Designs, Mixed Sportsboats, and a Cruiser Class.

Six races were held for most classes, in a variety of conditions, on windward-leeward courses, and round-the-cans races. Wind conditions were in the high teens gusting up to 25 knots, just within spinnaker range and making for exciting racing.

The one-design classes included the modern and thrilling J/70 sportsboats, where Martin Dent's *Jelvis* came from behind to win the last two races and the class. Patrick Liardet's *Cosmic* was second and Alex Locke's *Dirty* had a consistent series, coming third. Charles Thompson's *Brutus* was in fine form on the first day, with a tally of two race wins.

*A fantastic photograph of Roger Bowden's Nifty powering to windward by Paul Wyeth.*





Dent was racing with his son and daughter for the regatta, and although new to the J/70s, his J/111 Jelvis is the reigning world champion.

"They really are two good boats to have, because they are both planing boats and a lot of fun and they perform in similar ways, so what you learn from one can be translated into the other," he said.

"Racing on the J/70 is fast, fun and chilled out," added daughter Ruby. "It is exciting racing and that really appeals to me, and it is a great way to spend time with my father."

Above: Jelvis was the J70 Class winner.

Right: J-Dream winning the J88 class and the 'cool shorts' contest!

Below: Tony Mack's J/111 McFly.



In the J/88 Class, David and Kirsty Athorp's J-Dream won four of the six race series to win the class. Richard Cooper's *Jongleur* was second and Dirk and Dianne van Beek's *Sabriel Jnr*, was third.

In the Cruiser Class, Steve and Tricia Lake's Dehler 38 *Moonshine* won all three races to win the class. Anthony and William Tahourdin's X-95 *Thistle VI* was second, and Michael Rowlatt's GS45 *Giuliana*, third.

In IRC1, nine teams contested the regatta with extremely close racing throughout the fleet. Blair and Beckett's King 40 *Cobra* was the winner after an intense battle for the class with Tony Mack's J/111 *McFly*, with both teams winning two races each. However, *Cobra* produced the most consistent score line to take the class. Chris Jones and Louise Makin's J/111 *Journeymaker* scored four podium results, including a race win, to claim third.

Mark Brown's Prima 38 *Assassin* was winner of IRC2, Claire Dresser's Sigma 362 *Lady Primrose* winner of IRC3 and Fenton Burgin's Six Metre *Sioma* winner of IRC4.

Rear Commodore House, John Rutherford was the most popular man at the prize-giving, presenting bottles of champagne provided by regatta sponsor Joseph Perrier.



Above: Chris Jones and Louise Makin's Journeymaker II.

Far Left: Prima 38 Assassin winner of IRC2.

Left: Night Owl II.

Below: King 40 Cobra winning IRC1 after the battle with McFly.



All photographs in the July Regatta pages by Paul Wyeth.





# A BLUSTERY END TO THE ROYAL SOUTHERN SUMMER SERIES



The Club's Summer Series came to a windy conclusion with the September Regatta, incorporating the Contessa 26 National Championships. After a blustery first day, the second and last day of the regatta was held in a breeze consistently over 20 knots, and by the close of racing the westerly wind was close to 30 knots.

The sixth edition of the Contessa 26 National Championships was won by Chris Charlesworth's *Meow*, with Sarah Applebey's *High Potential* second, and Mike and Barbara Harrison's *Jiminy Cricket* third.

Other winners in the Contessa 26 National Championship were Thomas Olden's *Genesee* in the NHS Division and Chris Stevens' *Rosina of Beaulieu* in the NHS White Sails Division.

"The Contessa 26 maybe 50 years old but she is an excellent sea boat," said Charlesworth. "This is the first time the championship has come to the Royal Southern and we have been thoroughly well looked after, and enjoyed the hospitality of an excellent club. I really don't know why it has taken us so long to come here!"

"The competitors in the class tried to ply me with drink on the Saturday night, and I knew what their intentions were, but it obviously didn't work!"

Mike Bartholomew's FAST40+ *Tokoloshe II* was the winner in the 12-strong IRC1, scoring three wins during the series. Roger Bowden's King 40 *Nifty* was second, with Jock Wishart's First 40 *Adventurer out of Sailplane* taking third, just a point ahead of Blair and Beckett's King 40 *Cobra*.

"It has been important for the team to get more time on the water, and we think it is very important to support your own club by attending these regattas," said Bartholomew. "The racing has been excellent, and the atmosphere after racing at the Clubhouse is as good as always."

David & Kirsty Apthorp's *J-Dream* was unstoppable in the J/88 One-design Class, scoring straight bullets. Tim Tolcher's *Rajing Bull* was second, just a point ahead of Alistair Ray's *Jumunu 5*.

Just a single point separated the top three in the J/70 Class. Tim Collins' *Velvet Elvis* won on countback from Phil Rees' *RTYC*. Patrick Liarde's *Cosmic* was third, whilst Doug Struth's *DSP* finished in style, winning the last race to place fourth.

Mike Lewis' J/80 *Jester* won the mixed sports-boat class, finishing with a perfect scoreline. John Evans' 7.50 Metre *Evensong* was second, and Steph Merry's 1720 *Midnight Cowboy* was third.

Malcolm Wootton's Farr 30 *Pegasus DekMarx* came from behind to win IRC2. Going into the last race, Wotton's crew were a point behind Mike Moxley's HOD 35 *Malice*. However, *Pegasus DekMarx* was fully launched downwind in the big breeze to win the last race, taking the class win on countback from *Malice*. Rob Cotterill's J/109 *Mojo Risin* was third.

In IRC3, Graham Chase's J/95 *Just Is*, also came from behind with a late surge, scoring two wins to finish the regatta in style, just a point ahead of Piotr Nahajski's J/95 *Jollity*. Despite winning two races, a torn spinnaker in the last race meant that Jamie Muir's SJ320 *Scarlet Jester* had to settle for third.

In IRC4 Jeff Dakin's *Flashheart* was the winner, and got in some excellent heavy weather training for the following week's Quarter Ton Cup.

Club Commodore Karen Henderson-Williams scored a perfect three wins in the Club Class, racing her Dehler 37, *Illywhacker*. Steve and Trisha Lake's Dehler 38 *Moonshine* was second, and Michael Rowlett's GS45 *Giuliana* was third.

"This is the last regatta of our Summer Series, and we have had over 300 boats racing during the summer, which has been absolutely amazing," said the Commodore at the prize-giving.

"We love having all of the teams racing here and we thank you very much for your support. I do hope you will all come and join us again next year for the 2018 Summer Series."



Commodore Karen Henderson-Williams presenting prizes to:  
 Left: Chris Charlesworth, Contessa 26 National Championships sailing *Meow*.  
 Centre: Malcolm Wootton winner of IRC2 sailing *Pegasus DekMarx*.  
 Below: Mike Bartholomew IRC1 winner in *Fast40+ Tokoloshe II*.





The second Hamble Classics Regatta in September delivered another exceptional weekend of close racing with enjoyable social events.

It also welcomed back many yachts that had entered last year's inaugural event. With more large yachts this year in the fleet, ranging from 16 to 65 feet overall, this pushed the average size up to 35ft from 32ft last year.

IRC1 class attracted more high-profile challengers for *Whooper*, and with the Regatta class boosted to 19 entries, plus the two gaff rig classes sailing under Old Gaffer Association handicaps, Classic 6-Metres, Classic Dragons and XODs, the broad scope of the regatta was reaffirmed.

Half the 64 yachts were berthed at the Prince Philip Yacht Haven, the focal point of the regatta, amongst them Steve Meakin's engineless gaff yawl *Cormorant*. Built by Luke Brothers on the site of Royal Southern's new building in 1911 this was her first visit back to the place of her original launching more than a century before.

## HAMBLE CLASSICS REGATTA - 2ND EDITION

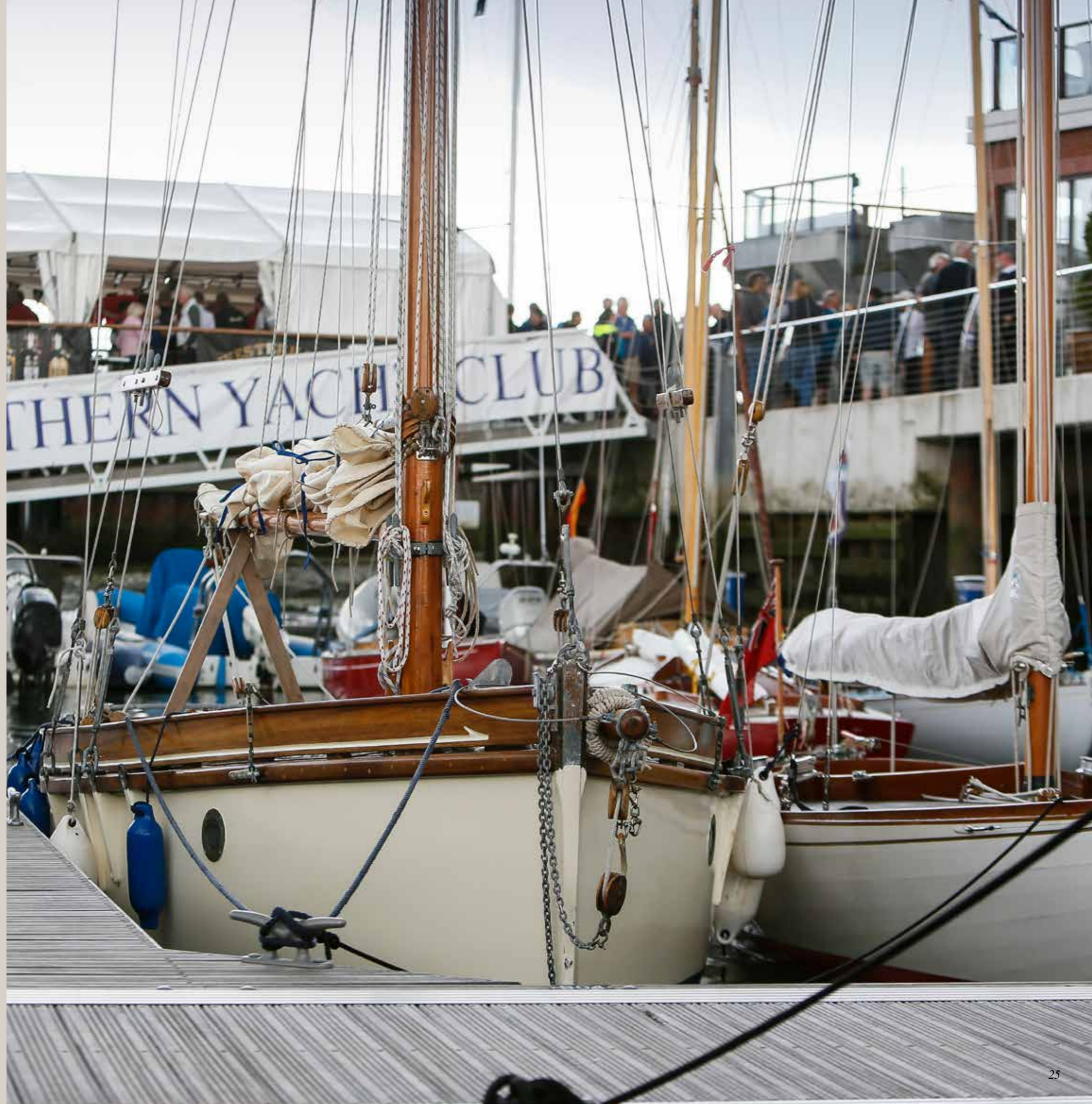
A big thank you is due to Club Members who allowed their yachts to be moved for the period of the event to make room for the visitors. This is a major contribution to the event, as is the fine effort by our Club staff and numerous volunteers on and off the water.



Above: The 10-Metre class *Bojar* arriving back at the Royal Southern for the rum party.

Right: *Bronte* and *Mizpah* in the Prince Philip Yacht Haven.

Photographs by Paul Wyeth.







Racing on red course was for the larger yachts with PRO Peter Bateson in charge. The entry of two very smart 'spirit of tradition' yachts, Irvine Laidlaw's 52ft *Oui Fling*, a flushdeck racer, and Michael Hough's elegant 65ft *Chloe Giselle*, both by Spirit Yachts, spurred the formation of an IRC Zero division. Richard Loftus' iconic S&S Swan 65 *Desperado* made up the trio in this class.

Despite added competition Giovanni Belgrano's *Whooper* again dominated IRC1 with three wins, this time from Robbie Boulter's second placed Cal 40 *Breeze*.

New Club member Ramona-Ann Gale aboard her much admired 43ft S&S *Firebrand* with Peter Cyriax in charge finished fourth, just one point behind another superb S&S design, Barney Sandeman's *Laughing Gull*.



Above: S&S design perfection - *Firebrand* cruises effortlessly to windward.

Right: *Lutine*, *Bojar* and *Cuilaun* line up at the start with *Breeze* to windward.

Opposite Page: *Aeolus*, the 42ft plank on edge gaff topsail cutter was built in California in 1904, designer unknown. She was rebuilt in 1982/3 as an exact replica and in 2003 was brought to the UK.



Photographs by Paul Wyeth.



Completing this impressive class were *Cetewayo* (David Murrin), *Bojar* (Andrew Pearson), *Misty* (Stephen Card), the McGruer 55ft *Cuilaun* (Brian Smullen), *Lutine of Helford* (James Youngman), *Charm of Rhu* (Martin Thomas), and the Swan 55 *Kira* (Tim Gaukroger). Sadly missing were Jason Fry's *Shantih of Cowes* due to a faulty engine and Chris Frost's Swan 36 *Fino-la*, entered but not sailing.

In the Gaffer 1 class *Cormorant* (Steve Meakin with Andy Cassell of Ratsey Sails) celebrated her homecoming with two wins ahead of Nick and Liz Harvey's *Sophie* and last year's winner, Richard Jacob's *Ivy Green*.





Meanwhile the 19-strong Regatta class was treated to the elegant profile of Tim Yetman's 1924 West Solent One-Design *Suvretta* disappearing over the horizon, with two GRP boats next: Chrissie Hughes' Folkboat *Mandarina* and Derek Morland's S&S She 31 *Shelagh*.

Racing on the green course with Race Officer Stephen Parry and team, Fenton Burgin sailing *Sioma* won the all-Classic 6-Metre class from Tom Richardson's *Thistle* and Andy Short's *Nancy*. Simon Russell sailing *Estelle* scored four wins in the XODs, while Adrian Green in *Aurora* pipped Rupert Street's *Tschuss* in the classic Dragon class, with newcomer Anthony Talbot sailing *Mystical Rose* in third place.

As the Elephant Boatyard's post-race Rum Party on Saturday was in full swing the Concours judging team of David Aisher (owner of *Thalia* built in 1888), Jane Coombs representing the Antigua Classic Yacht Regatta, and Rob Peake, editor of *Classic Boat* magazine, got to work inspecting the yachts to decide the three category winners.

On Saturday evening over 200 guests enjoyed an excellent three-course Hamble Classics Dinner. River Hamble Harbour Master Jason Scott, there with his partner Sara Knox-Johnston, addressed the audience on his positive encouragement of the Club's initiatives.

Spinlock CEO, Chris Hill was there to present the leading yachts of the day with Spinlock Deckvest Lite lifejackets, and Commodore Karen Henderson-Williams thanked everyone for taking part.

During the evening an envelope collection and prize draw organised by Vicki Weston yielded a very generous £950 contribution to Geoff Holt's Wetwheels charity to add to Friday's collection at the tea and cakes session kindly arranged by the Ladies Committee. Wendy Laynton was the lucky winner of the Jasper Conran wine cooler engraved with the Hamble Classics event logo.

Some of those collecting race prizes on Sunday included the principals of our event sponsors, Spinlock, Ratsey and Laphorn Sailmakers,



Top: Classic cross - *Sioma* and *Thistle* closely matched in the 6-Metre class.

Above: David Aisher's 1888 *Thalia* chases Joile Brise of 1913.



Photographs by Paul Wyeth.

Presented at the Sunday main prizegiving, the top Concours d'Elegance award went to the fabulous Laurent Giles designed *Lutine* of Helford, for Concours d'Authenticité the S&S yawl *Laughing Gull*, and for best presented GRP yacht it was *Gloriana*, a 1914 designed 16ft Hereshoff 12½ gaffer (built in 1977) and owned by Ian Armstrong.

Crewed by his seven-year old son Rory they were also convincing winners of the Gaffer 2 racing division ahead of Brian Corbett's *Winifred* and Sue and David Pennison's *Sepia*.

Performance Rigging, Classic Marine, Sandeman Yacht Company and the Elephant Boatyard, all six of whom were taking part in the racing. We are grateful for their continued support of the event.

"What an excellent event, we had tremendous fun" commented one of our first-time entrants. "The race team were very good... interesting courses and it was nice to have a reach or two. As a cruising boat, I go where it's convenient. To be forced to do things I wouldn't do improves my skill and is intensely satisfying to complete. The club were very welcoming, professional and

helpful. The catering team... great (excellent dinner). Tim on the pontoons... really knows boats. You'll surely convey my thanks to all the team and the lady who made the cream sponge cake".

Continuing this spirit of inclusiveness will be the aim for next year's Hamble Classics which will be held from 15<sup>th</sup> - 16<sup>th</sup> September. This will be done by inviting more classic style yachts to join the 'Friendly Fleet', as described recently by *Classic Boat* magazine.

Jonty Sherwill  
Event Director  
Hamble Classics

Top: Saturday's Elephant Boatyard rum party draws the crowds.

Above: Jonty Sherwill and Vicki Weston aboard *Cockleshell* with Gordon Bonney trimming the kite.



# REGATTA CLASS

Again the Hamble Classics attracted interesting yachts throughout the fleet in addition to the superb Concours prizewinners. These boats were racing in the Regatta class, an all-encompassing division of mostly non-IRC rated yachts of pre-1971 design.

*Far Right: Mizpah petite and pretty, and the only gaff-rigged boat in Regatta class, Mizpah is a reproduction 1907 Seaview Mermaid designed by G.U. Laws. Built in 1994 by Peter Nash she is owned by Alex Charlton and kept at Bembridge Harbour. Photograph by Paul Wyeth.*



*Right: Paeon owned by new Club member Phill McGowan, this David Cheverton 24ft Caravel is from 1961, one of three Cheverton boats in the fleet (the others are Misty and Scimitar). Photograph by Chris Gillingham.*



*Above: Irvine Laidlaw's Spirit 52D Ovi Fling carves to windward on Saturday.*

*Left: 6 Metres Thistle and Sioma, and Dragon Mystical Rose sail through to windward of XOD 96 Fantasy (Paul Jones) and 54 Lark (Nick Brebner).*



*Photographs by Paul Wyeth.*

*Above: Suvretta this fast and beautiful 35ft West Solent One-Design is owned by Tim Yetman. Designed by H.G. May she was built by the Berthon Boat Company in 1924. Photograph by Paul Wyeth.*



*Right: Maresta owned by Mark Taylor and moored in Chichester Harbour, Maresta is a 1939 canoe stern centreboarder designed by Guy Thompson, better known for his later GRP designs the T24 and T31 around 1970. Photograph by Nick Gill.*



## 2017 CRUISER RACE AND RALLY

The race and rally was held in glorious summer weather, unusual conditions for the summer of 2017. The start was Guernsey, finishing in St Cast with stopovers in Treguier and Paimpol.

The boats that joined were: *Aeolus*: Tim and Maggie Stokes, and Mary Hill; *Dino Volante*: Pat North, Jackie Peck and Keith Sealey; *Chatterbox*: David Haig, Deborah Massy, with Hedley Ranier as crew from Hamble to Guernsey; *Foyle II*: Richard McKinlay and Dot Jones; *Io*: Helen and Russell Tribe; *Xtract*: Dudley Stock, Terry-Anne Slater and Terry Northwood; *Teal*: Graham and Dairne Rabbitts, and Rowena Sterry.

This year the race was organised by Pat North and Mike Austin, with Mike working on the courses and sailing instructions and Pat in charge of booking the marinas in advance and the shore activities on arrival.

We had several anxious days in the week before departure as the weather was challenging, with a forecast of strong wind from the wrong direction. There were many emails and much studying of weather models before the skippers made their plans.

*Io* and *Aeolus* set off on the 27 June, first to Yarmouth and then to Poole to wait for better weather; *Teal* motored to Studland; *Dino Volante* and *Chatterbox* met in Yarmouth on the 29 June; *Xtract* sailed from Hamble to Guernsey in one hit on the 30th; *Foyle II* was already in Treguier towards the end of their holiday in Brittany.

Our race officers, Graham Nixon and Maggie Widdop, did not leave the Hamble, scuppered by engine failure. We were sad that Mike Austin and Patricia Fitzgerald were not able to join due to Mike's health.

The weather on Friday the 29th was NW 11-15kts and *Dino Volante* and *Chatterbox* made the same very early start from Yarmouth. At times the wind was light so we motorsailed to reach the Alderney Race for 1600 hours. *Chatterbox* headed into Braye on Alderney whilst *Dino Volante* continued on to St Peter Port, Guernsey.

*Aeolus* and *Io* joined *Dino*, and as we passed south of Alderney the wind strengthened, backed and we had an uncomfortable rough sea. It was a relief to arrive at the Little Russell for a fast and sunny sail into St Peter Port.

We enjoyed two full and sunny days in St Peter Port. *Xtract* arrived from Hamble, *Foyle II* from Treguier and we were delighted to meet up with new member Ian McDougal on *Zampa*, who was already in St Peter Port. The Guernsey Yacht Club was the venue for drinks and supper, during which we were pleased to see *Teal* motor into the harbour.

*Dino* caused a minor incident whilst clearing a slow draining galley sink. Keith used the trick of blowing the foghorn into the drain hole. This produced a loud high pitched two-tone squeak.



It was not long before we were visited by the marina customs officer responding to a report that we had an undeclared dog on board.

Monday was race day from St Peter Port to Treguier, around 52nm. For those who have not taken part in cruiser races before, the rules allow the use of engine for up to 50% of the elapsed passage time without penalty. This produces a mixture of good sailing, strategy and mental arithmetic, and ensures that the boats arrive at the destination in good time. For this leg boats could also decide their own start time, thus saving our replacement race officer Tim from getting up early.

On board *Dino Volante* we decided on an early start, nearly nocturnal as the skipper failed to notice that her iPhone had advanced to French Summer Time. The wind was SW 4-5 with a moderate sea so it was a challenge to make enough westing to counteract the east going tide at the entrance to Treguier.

Around 2nm from the finish, *Xtract* appeared motoring over the horizon on the same course. They overhauled us, under motor and mainsail, so we decided to make a race to the line by rolling out the headsail. *Xtract* followed suit and both boats arrived in a dead heat at the finish buoy. We then had a beautiful sail up the river until the wind died and then we motored the final few miles to the marina.

Tuesday was a day to explore Treguier and then later to meet up with *Aeolus* and *Io* who had

working through a fruits-de-mer with its fine fresh sea flavours: more engineering than eating.

Thursday was the third race day and we made the 30nm passage from Treguier to Paimpol. It was champagne sailing with sun, flat sea and a good breeze, and the passage with the tide was over almost too quickly. *Xtract* played their joker by heading further offshore to use their spinnaker. However, they sailed a longer distance with a higher handicap and this handed the victory, on corrected time, to *Dino Volante*.

The pilotage into Paimpol was interesting as the last mile or so was over the green of the chart. We had a great spot in the inner basin along the pontoon next to the wall. Once again a highlight was a meal together in a local restaurant. On Friday there was thick fog at the harbour entrance which cleared by mid-morning. We explored the town and did a few boat jobs, meeting once again at a restaurant for the local galettes and crepes.

The final race was the 36nm from Paimpol to Saint-Cast-le-Guildo. Fortunately there was no repeat of the previous day's fog. Our course was to keep Le Grand Lejon to starboard. There was virtually no wind for the first three hours so *Xtract* and *Dino* agreed to motor towards Cape Fréhel to find the breeze. Once close to the Cape it was a great sail under the high cliffs and into St Cast.

All the boats arrived at around the same time so we had a beer ashore and then gathered on the pontoon for the prize giving. *Dino Volante* (Pat, Jackie, Keith) and *Xtract* (Dudley, Terry-Ann,



departed Guernsey a day later. We gathered on the pontoon before having dinner together at the local hotel.

*Chatterbox* headed for Sark instead of the long sail to Treguier; *Teal* headed to St Helier, and then Dielette via Derrible Bay, Sark; *Foyle II* resumed their journey back to Hamble.

Our sailing instructions had a race scheduled for Wednesday but as it was market day in Treguier the decision was unanimous to enjoy this fascinating town with its bustling stalls of cheese, delicatessen, charcuterie, jewellery and clothes. Some of the group spent the evening

Terry) were declared joint winners of the racing. The Wee Welly prize for the most intrepid voyage was awarded to *Teal* (Graham, Dairne, Rowena). The new and very beautiful trophy for the Doublehanded Team, donated by Mike Austin, was awarded to Helen and Russell Tribe on *Io*.

St Cast was the final destination of the Cruiser Rally but most of the boats headed for St Malo to enjoy this beautiful walled city, with a walk around the walls, excellent food and bars.

Please join us this year on the Cruiser Race to the West Country from July 21st to 29th, 2018. Pat North





# INTERNATIONAL COUNCIL OF YACHT CLUBS



Our crew for the 2017 ICOYC Cruise was Angus and Annette Newton, Pat North and myself. From our hotel near Helsinki airport we caught the double-decker train to Turku. After a couple of hours going through very green countryside we reached our destination and got a taxi to the marina, where the owner of our charter yacht Marti and his wife, Tina, showed us over the boat.



The next morning we set sail on Nova, a Dufour 385, for Verkan on the island of

## CRUISE IN FINLAND

Korpo. The navigation was relatively easy as we sailed down the main channel though there was just a slight challenge going through the many small islands to the harbour of Verkan. Eventually we found a place to moor, hooking a buoy to tie to the stern and then bow to a jetty.

The next day the decision was made to head for one of the Nylandska Jaktklubben (NJK) outstations on the small island of Kråkskär. We had a following wind all the way and quite a few ferries passed us on their way to Mariehamn.



Eventually the wind died as we approached the north end of the island so we motored round into the little, empty harbour. As we went ashore to explore we noticed a visitors' book in a cupboard that we duly signed.



We walked to the other side of the island over the smooth granite rocks. There was a lovely view of the western end of the Korpo archipelago as we had drinks in the cockpit.

The next morning we set off to join the main ferry route to Rödhamn. The channel

became narrower as we sailed passed Delburgen and some fish farms. Once again we entered and crossed the main shipping channel before passing to the south of Buskskär on the southern tip of Åland, where we turned northwest to Rödhamn's sheltered harbour.

Before leaving Rödhamn we explored the area, coming across a tiny museum, which had been an original radio transmitter, similar to Niton Radio, with its machinery intact. It also had photos of island life in the 1930s and '40s, a hard existence.

Our sail to Mariehamn and the starting point for the ICOYC cruise was an uneventful navigational exercise.

On the pontoon we found friends from Seattle YC, Pam and Chuck Lowry, with their crew, and finally met Jan Horhammer from NJK. He had organised the cruise, providing detailed information not only on the cruise schedule but also on all 10 NJK outstations.

### Saturday 29 July - Mariehamn, capital of Åland

The first day of the ICOYC/NJK Cruise and the only scheduled lay-day from sailing, though with plenty happening.

A four hour coach trip took us to some of the principal sights of the islands. Kastelholm Slott (castle) was built in the 14th century and now partially reconstructed to give an indication of how it would have been when King Eric XIV was deposed and imprisoned there in 1569.

It was a fascinating tour of the principal island of the archipelago. On midsummers day it is customary in Finland to decorate and erect a pole similar to a mast with green



leaves, garlands and flowers. This pole stays up until a few weeks before the next mid-summer day when it is taken down for redecoration.

### Sunday, 30 July - Mariehamn to Benö-ö

We weren't quite the last to leave and followed the large Baltic trader Svanhild and her Seattle crew, out of Mariehamn retracing

our inward track from Friday.

The wind was blowing from SW so we motorsailed for a while until we could bear away. Our course took us to the southern tip of Åland, in between two small islands, Buskskar and Ledskar.

Just before the island of Sandö we turned to starboard into a narrow channel known as Embarsundleden - luckily one of our group was ahead of us to show the way.

Halfway along, the genoa suddenly came down so we hurriedly pulled it on deck, carrying on under main alone. Soon we were coming in to our anchorage by the island of Benö-ö. Jan kindly loaned us a bosun's chair and Pat was hauled up the mast to retrieve the top of the furling system. The shackle holding the genoa up had obviously come out.

### Monday 31 July - Benö-ö to Hellsö on Kökar

We weighed anchor at 0935 and were soon under sail across a wide bay and then along the Embarsundleden, the wind strong and gusty between the islands. The harbour of Hellsö is entered from the north and we



tied up in the small marina in the usual fashion - hooked to a buoy and bow to the jetty.

After supper we were taken by boat to St Anna church dating back to 1784 and the ruins of a 15th century Franciscan monastery founded on the routes of the ships of the Hanseatic League.

The island of Kökar has only 210 inhabit-



ants who live there all round the year. It's difficult to imagine what the winter months are like. Life must be a challenge for the young people and many move away. The internet there is usually very good so at least it is possible to run a business from the island.

**Tuesday 1 August - Hellsö to Jurmo**

A lovely sunny day with a breeze from the southwest. The course took us along the north coast of Kökar and then a turn to starboard down a main channel to Jurmo.

It was easy navigation to the island of Jurmo and there were good leading marks to the harbour. There was quite a strong cross



wind so it was quite a challenge to get into a berth but we were not the only ones who had difficulty. Another boat came in and they missed hooking the buoy, so the lady crew swam out with hook to the buoy.

Jurmo was formed during the ice age, and is actually a distant continuation of the Salpausselkä, a mountain range in the Baltic.

After a late lunch we walked across the island to view the church. Most churches in Finland have a ship hanging above the aisle and this one was no exception. There were a few small houses clustered round a wooden windmill and alpacas grazing.

We walked back to the harbour via the highest point of the island, Hogberget, (80

metres) where there was a midsummer pole and also a superb view over the rest of the island and all the neighbouring islands.

**Wednesday 2 August - Jurmo to Bodö**

We were the last to leave and soon had sails up for a gentle sail to Bodö. This was an easy navigation day too and we were in the harbour after two and a half hours.

Bodö is a private NJK harbour with a pontoon and six buoys. Facilities are a small clubhouse with the customary sauna attached and a toilet with a magnificent view.

Christian and Maggie from *Wildu II*, NJK members, came into the harbour and offered to get the sauna going. Most of saunas on the islands are heated by wood. This time we did it the proper way and had a dip in the sea afterwards.

**Thursday 3 August - Bodö to Långholmen**

We woke up to blue skies with the wind rustling in the pine trees. After leaving the shelter of Bodö we turned towards the south to rejoin the main channel with a reefed mainsail. It was a cracking sail after we turned to the east passing various small lighthouses.

The charts of the Finnish archipelago are in book form so you have to list each chart you will be using on your voyage and work out where you leave one chart and enter the next. Post-its came in very useful.



Eventually we reached a north cardinal where we had to turn into the NJK harbour at Långholmen. As usual we hooked a buoy and tied the bow to some rocks, and caught up with the rest of the group.



**Friday 4 August - Långholman to Munkshamn**

We left our mooring at 0910 and motored out into a stiff headwind and rain. But as usual after we raised the main we were able bear away and to sail downwind towards the east.

We sailed in company for part of the way with Ondina, a Swan 37 owned by Robin



Lindén. It was also great to see Svanhild sailing downwind with her mainsails acting like spinnakers. We soon rolled out the genoa for a very rock and roll sail towards Hango through the Hitis archipelago. After a brief stop in Hango we approached the little harbour at Munkshamn from the south.



**Saturday 5 August - Munkshamn to Högholmen**

Our penultimate day was sunny with fairly strong winds from the southwest. The course to Högholmen took us on an inner route, which meant we were only in the open sea for a very short time.

As we went east we could see more and more summer houses with boats tied up at their jetties and pennants flying from the flag poles, and many small motor boats zooming through the islands.



Various yachts passed us that were participating in the Baltic Arc, by chance Keith and Di Jones on *Dizzy Di* among them, and they turned and motored alongside us for a quick chat.

It was an extremely narrow entrance between Högholmen and Krkogårdson, so it was very interesting to see Svanhild squeezing in through the entrance marked by small buoys.

Claes Tallberg, a past Commodore of the NJK, and his wife Helena had invited us for drinks at their summer house on Krkogårdson, which we went to by RIB. The house had a wonderful view out to sea.

**Sunday 6 August - Högholmen to Blekholmen**

We motored out and just as we were about to bear away to the east we saw what Pat thought was a log floating in the water but turned out to be two moose swimming in the quite rough water.

It was the windiest so far on the cruise but our luck was still holding out and the wind was again behind us so we were just able to sail under genoa.

As we got nearer to Helsinki we saw more and more habitation and boats. We stopped at Segelsällskap marina to fill up with diesel and pump out, and then headed for the NJK club in Blekholmen.

After yet another sauna and shower Jan gave us short history of the club and showed

us their cabinets full of beautiful trophies and half-models hanging on the walls. The ceiling in the main dining room looks like the inside of a Viking ship.

After a delicious buffet, the Finns showed us how to



drink their schnapps after a short rendition in Finnish. This was followed by members of the Seattle YC performing a short song. The Royal Southern did not perform but Annette thanked Jan for his hard work in organising such an enjoyable cruise.

*Maggie Widdop*

**A history note**

*The Åland (pronounced Orlan) Archipelago is now a mixture of Finnish and Swedish cultures, though entirely Swedish speaking. There were many Russian incursions in the 18th and 19th centuries with Finland being part of Russia for considerable periods. A scorched earth move in 1743 caused many Ålanders to flee to Sweden. However, when Finland finally obtained independence from Russia in 1917 the Finns claimed Åland, despite Ålanders wishing to be part of Sweden.*

*A compromise was achieved with Åland being given considerable autonomy. It also has its own flag, the Swedish yellow cross on a blue background and with a red cross inserted in the yellow one.*

- PARTICIPATING CLUBS:**  
**Nyländska Jaktklubben (NJK)**  
**Norddeutscher Regatta Verein (NRV)**  
**Royal Southern Yacht Club**  
**Seattle Yacht Club**







## SAILABILITY DAY - A SATURDAY IN SEPTEMBER



The Royal Southern was host to guests from Deaf Sailing UK. Wetwheels and seven Royal Southern members' boats - namely *Aeolus*, *Albatross*, *Dino Volante*, *Olketa*, *Rin Jinn*, *Samiotissa* and *Teal* - were their hosts for the day.

The weather was extremely kind, with sunshine and light winds. *Aeolus* and *Dino* went across to Cowes and tied up at the Folly, and the rest went to the Beaulieu River, where *Teal* anchored so that we could all tie up alongside. It was clear from the happy smiles and animated conversations that everyone had a good time.

There are some standout moments for me: of the son of a guest standing on a chair in the club to sign my greeting; rafting up on *Teal's* anchor in the Beaulieu; the conversation between our guests and those on *Teal* from a distance of

15 metres using sign language as we sailed out of the river.

The guests and some of the skippers stayed for a fish pie supper at The Southern. It was a great success and it was especially heartening to see the care with which the catering staff and bar team looked after the hearing impaired guests. I chatted to one or two of the staff and they had enjoyed the experience. It was strange to have a busy bar and then dining room in almost complete silence.

Pat North



### AND THE VIEW FROM THE VISITORS

Royal Southern Yacht Club had again very kindly offered to host a full sailing day for deaf and hard of hearing people on the Solent. The Club had provided eight vessels of various sizes together with experienced crew members and arrangements had been made to take thirty-four guests out for a day of fun on the water.

On arriving at the Club in Hamble the guests were split into different groups and each group was allocated a boat to sail on. About 11.30am, John Wilson and I set off on the *Rin Jinn*, a Contessa 32 with her all female crew of Maggie Widdop, the owner, and Pat North. The weather was fine, dry, bright and sunny with a moderate breeze; the sea was calm, ideal weather for sailing. We were heading for a spot on the Beaulieu River where everyone was to meet up for lunch.

We sailed for about two hours with both Maggie at the helm and Pat crewing, these ladies were very kind and generous. Although they could not sign, they made every effort to communicate with us in order to ensure we understood what they were doing and where we were going. We arrived as agreed in the Beaulieu River and with the crew and guests of the other boats, we ate a light lunch of fresh sandwiches and champagne provided by our crew. After lunch we

waited about an hour for the tide to turn and then sailed back to Hamble.

Once back on dry land we had a delicious hot meal in the clubhouse. It is important to recognise the time and effort the Club Members and crew put in to ensuring we all had a wonderful day. I personally would like to thank all of them for their kind generosity and making us feel so welcome on their boats. Thanks also to Andrew Taylor for his part in organising a great day out with so many tremendous memories.

Geraldine Davison Gray  
Deaf Sailing UK

Photographs by Amber Sexton.



YACHTS & POWERBOATS  
**REPAIRS, REFITS & MAINTENANCE**

Osmotech UK has been a leading specialist for over 25 years in GRP repair, joinery and hull treatment. Our growing systems department now offers a wide range of skills and expertise installing thrusters, stabilisers, generators, gas services, heating and air conditioning at home or abroad.

Osmotech UK are main agents and specialist installers for some of the worlds top brands of marine equipment.

AGENTS OR SPECIALIST INSTALLERS FOR:

- Stabilisers:
- Bow and Stern Thrusters:
- Passerelles:
- Air Conditioning:
- Automatic Trim Tabs:
- Generators:
- Heating:

**OSMOTECH UK**  
Hamble Point Marina, School Lane, Hamble SO30 4NB  
Tel: 023 8045 6450 www.osmotech.co.uk enquiries@osmotech.co.uk

www.peternashcars.co.uk

Stockist of Mercedes, BMW, Porsche, 4x4, Sports, Convertibles

For our complete stocklist visit  
www.peternashcars.co.uk  
Specialist Sales, Services & MOTs

Peter Nash Specialist Cars  
1 Warsash Rd, Warsash, Southampton SO31 9HW  
Open 7 days a week Tel 01489 589 898



## 2017 – A SUMMER AFLOAT

We had a busy few months afloat in 2017. Our committee and fellow Club Members and guests have involved themselves with rallies to Cowes, Yarmouth and Bembridge, all with a strong focus on members using their yachts and RIBs, developing friendships and enjoying good food and wine.

All of our events have benefitted from the commitment and support of Club Members joining in and having fun afloat discovering destinations.

Our RIB rallies have been well supported and we will continue to run these in 2018 in conjunction with the other rallies.

Externally to Club events we have seen two significant events in the calendar in late August. The Classic Offshore Powerboat Club (COPC) organized a tribute weekend to celebrate the life of Renato Sonny Levi. A prolific and innovative designer, his designs for the Delta Offshore powerboats are well known and include Virgin Atlantic Challenger II, Surfury and the Delta Sonic Hazel Christine owned by Club Members Jon and Ruth Furley.

I joined Jon and Ruth in Yarmouth to remember Sonny Levi and to see some of Sonny Levi's designs underway.

The following weekend saw the Cowes-Torquay-Cowes and the Cowes to Poole races taking place. 'Champagne' conditions allowed all competing boats – including Club Member Markus Hendriks competing with his A55 team - to make the best of the weather and tidal conditions.



The success of our events is driven by the support from you joining in with the activities and our committee members involved with the planning and organization.

Please come and join us in 2018, which will see the introduction of the RSRnYC Solent Safari and Poker Run, taking place on June 17th. It will combine a safari treasure hunt, lunch in Beaulieu and a poker run on the return leg to the Hamble.

Christopher Gillingham  
Chairman, Royal Southern Yacht Club  
Motorboat Committee

Cowes – Torquay race boats in 'Champagne' conditions.  
All photographs: Amber Sexton.

# ROYAL SOUTHERN YACHT CLUB SOLENT SAFARI

## TREASURE HUNT & POKER RUN



**SUNDAY  
17 JUNE  
2018**

- From the Motorboat Committee, this One Day FUN Event for Members, friends and families will start with:
  - Breakfast at the Club with Safety Briefing
  - Leave the Club for the Solent Safari (Lunch in the Beaulieu River for lunch)
  - Leave Gins in the Clubhouse or on your boat (Visiting 5 marks collecting a card at each)
  - Play your Poker Hand at 1600 prior to prize giving in the Clubhouse

ENTRY FEE £40.00 per boat. Please Contact Events@royal-southern.co.uk for details  
ALL ENTRANTS WILL RETURN HOME WITH A PRIZE TO REMEMBER THE DAY  
ALL PROCEEDS OF THE SOLENT SAFARI DAY WILL GO TO WETWHEELS FOUNDATION

- 4 major prizes will be presented:
  - EP BARRUS RIB TROPHY - for the best performing rib
  - SWORDSMAN TROPHY – Concourse D'Elegance
  - SMUGGLERS TROPHY – 1st in Treasure Hunt
  - TARRANT SHIELD – Best Poker Hand

**wetwheels FOUNDATION**

Photograph courtesy of MA Photography



# JOINING THE DARK SIDE

## Part 2

By Bill Cartlidge

The first thing to happen when you acquire a motorboat is you quickly become besotted by fuel consumption. The modern motor-yacht is bristling with dials, gauges, meters, etc., showing you how well you are doing. In reality you are mesmerised by only one item - the fuel rate - which varies depending on how fast you are going, what you are doing with the trim tabs (a bit of a mystery), sea state, wave height, tide running, wind blowing. You get the idea.

All of which means you are not looking where you are ruddy well going as you study this convenient little thingy telling you how many litres you are doing to the nautical mile.

I have been fiddling about in boats for over 55 years and have not hit anything yet. Actually that's not quite true - we were once T-boned many years ago by a competitor bearing down on us on port at the start of a race - but that is another story.

The point is motorboating is dangerous insofar as your helmsman is mostly looking at all these dials and not where he is going. As a result I've nearly hit two buoys as the autopilot tracks on towards them while I'm fiddling about with trim tabs trying to squeeze other teaspoon of fuel into the engine.

Incidentally, you might have noticed this is a very similar experience to the modern motor car which now has a tele screen just to the left of your peripheral vision showing you not only where you are going but fuel consumption and a lot more so that you are looking at this rather than where you are going - with similar results

Now for a bit of maths. After all the palaver I've worked out that at a decent cruising speed of 15 knots, and given all of the above parameters, I'm burning about 2 litres a nautical mile. I'm slightly consoled by this as the Pater's old Bentley did about the same. However, in their wisdom the Swedes only provide a tank of 250 litres.

My first long trip was to join the Club's race, rally, etc. to Deauville. Now in pret-

ty much a straight line that is one hundred miles and - say at 15 knots - 7 hours steaming. Except, of course, you don't have to be Einstein to work out you are likely to be approaching Deauville with less than 50 litres left in the tank. And the nearest port of refuge is Le Havre over 10 miles away.

Something tells me that running out of fuel in a motor boat is not a good look. It's certainly not a MayDay, it's not even a Pan-Pan, it's a very pathetic "has anyone passing got a can of fuel I can borrow?" So that was Deauville cancelled. Now I have been reduced to coastal hopping and the furthest I went that year was to Poole on a Club motorboat rally.

It was decided the rally should be in convoy. Not a good idea. We all know motorboats make a terrible wash and most of my new friends have stink pots that go a lot faster than mine with the result they kept throttling back to keep pace with my leisurely 15 knots. Actually I can go faster but remember that fuel gauge. We all arrived and bedded down in one of the most expensive marinas on the south coast. Thank heavens I now measure just under 10 metres.

And the festivities ensued. We dined royally at the Hotel du Vin and while there overheard a remark from a lady who asked her skipper why had it taken them so long to get here this year and why was it so bloody rough? "Ah, that's because we went in convoy" he responded. She was not impressed.

The next day was spent examining the delights of Poole and surrounding area culminating in a knobbly knees competition, won by Martin Bedford, who pipped Lord Baden-Powell to the post by half a knobble.

A jolly time was had by all and the lady concerned was pleased to learn we were not returning to Hamble in convoy. Now coastal hopping is all very well but I need a longer range - France beckons. So how and where to fit an extra long range tank is now the next important task.



**YANMAR**

OUR NEWEST, MOST VERSATILE,  
COMMON RAIL DIESEL ENGINE >

**4LV Series**

150-170-195-230-250 MHP



**CLEANER, QUIETER,**  
and produces more  
**TORQUE & ACCELERATION**  
than any other engine in its class.

**5x**  
BEST IN CLASS

CLEAN INTERCONNECTIVE QUIET POWERFUL FUEL EFFICIENT

PROVEN MARINE TECHNOLOGY

Barrus is the exclusive distributor for Yanmar marine diesel engines in the UK.

[www.barrus.co.uk](http://www.barrus.co.uk)



CELEBRATING OUR FIRST 100 YEARS  
GEARING UP FOR THE NEXT.



CATCH  
YOUR  
OWN  
SUPPER

RS<sup>m</sup>YC  
DEEP  
SEA FISHING SOCIETY



The Royal Southern Yacht Club Deep Sea Fishing Society exists as an independent society within the Club for the exclusive benefit of members and their guests. Our aim is to extend the range of 'on the water' activities for the Club so that all ages and abilities can enjoy an entertaining and enjoyable day out fishing.

It does not matter if you have not fished before. We can provide instruction, rods, tackle and bait. If you are an experienced sea angler with your own equipment we can take you to good fishing marks in and around the Solent and English Channel.

You can make up a party of friends to fish together or, alternatively come along by yourself and join others. We can normally take a maximum of 6 anglers but expect some banter and competition and be warned if you catch the first dogfish, traditionally you will be expected to buy the first round of drinks!!



It is not just about fishing for mackerel, depending on the season, around the Solent and Isle of Wight there is a large variety of fish to be caught. Cod, Plaice, Bass, Skate, Whiting and an occasional Turbot are all found. Plus those that are not so good to eat, Rays, Tope, Eels, Smooth Hounds, Spur Dogs and more. Learn how to catch these species.

We charter fishing vessels at favourable rates, most being fast with MCA Coded Category 2 which means we can operate up to 60 miles offshore with a Commercially Endorsed Offshore skipper.

Fishing costs depend on how far we go and how long we stay out so the day rates vary and will be posted as the details are finalised.

So far in 2017 we have had two fishing trips and have caught Cod, Whiting, Skate, Small Conger (and dogfish). Whiting and Cod of course make excellent eating.

Booking through the details listed on the posters displayed in the Club and on the Club Website.

Come along and join us catching our supper!

# The Vital Spark

Electronics and Electrics  
Steering you in the right direction

Sales & Support  
Diagnose & Repair  
Fitting & Commissioning



Unit 14 Hamble Yacht Services  
[www.thevitalspark.co.uk](http://www.thevitalspark.co.uk)  
07590363874

Inc. Gas  
Check Marine

Apollo  
Gas

Cooker servicing  
Cooker Installations  
Gas Lockers

Gas Safety inspections

- Private owners
- Charter Vessels
- Training Vessels

Safety Devices

- Bubble testers
- Gas Alarms
- Carbon Monoxide Alarms

For all gas matters  
afloat, contact the  
leading marine gas  
company on the  
south coast.

07921 509917

[info@apollogas.co.uk](mailto:info@apollogas.co.uk)

[www.apollogas.co.uk](http://www.apollogas.co.uk)



Making Gas Safe, Keeping Gas Safe



 **Jonathan Terry** Est. 1998  
Independent Funeral Directors and Memorial Consultants



**Personal and Caring Funeral Services**  
including

Golden Charter - Pre paid Funeral Plans  
24 hour care and support

Memorials for all types of graves

Fleet of Classic and modern vehicles

Bereavement support groups and monthly coffee mornings

Please contact us at our offices for further information or  
visit us at [jonathanterry.co.uk](http://jonathanterry.co.uk)

101 Peartree Avenue  
Bitterne  
Southampton  
SO19 7JJ  
023 8043 4444

3 College Place  
London Road  
Southampton  
SO15 2FB  
023 8023 4533





Taking aim



Incoming!



Smoking clay



Well shot



Concentration



Studying form



Small bore or large bore? Or to put it another way - are you shooting with a 20 or 12? For years the conventional wisdom has been a 12 bore shotgun, but times are a changing!

The 20 bore is lighter and can be just as effective in skilful hands. For many, shooting a lighter gun makes a clay day even more pleasurable and over recent years we are certainly seeing more of our members and their guests using a 20.

So, from next clay shooting season, thanks to Members' support, there will be a small bore trophy to aim for. It will be known as the Royal Southern Clay Society Wetwheels Challenge Trophy.

This is not the only change we are to introduce for 2018, for it has to be said that our existing formula needs a refresh. Whilst we have been pleased to see some new faces this year, we need more. So here's 2018:

On March 2nd we start our season of activities with the Shooting Society Dinner. We are delighted to invite a young farmer who started and developed over the last 10 years a medium-sized Hampshire commercial shoot. We are confident that not only will the food at this dinner be superlative but also the engaging witty words our speaker will share with us will undoubtedly make this an evening not to miss.

It won't be too formal or stuffy, this we really want to avoid. Many clay shooters also enjoy a day or two in the game field between mid-August and the end of January. An organised pheasant shoot for instance can often involve on the day a team of 20 beaters, several picking up teams with up to 15 spaniels and retrievers, let alone the months of on the ground work by the keeper and his team rearing the poults whilst minimising predation and disease.

On Tuesday, March 15th we return to Owl's Lodge shooting ground near Sutton Scotney. This is always well attended. The facilities both on and off the ground are excellent. Also it's not that far by car from Hamble, being less than one hour.

The Ley Farm Shoot will follow on Wednesday, May 9th. This is an idyllic location at Tefont Evias, northwest of Salisbury. We need a minimum of 30 shooters to make this work financially and the plan is to run fewer days but to offer better value on the price/value ratio. Ley

Farm is one of these. We leave the summer for sailing and return in September to Compton - a Royal Southern favourite.

Other shooting days will be added to the calendar as the year progresses.

About a decade ago there was an inter-club clay shooting challenge. For those who can remember this challenge it was held on the Isle of Wight with teams from most of the key Solent yacht clubs. This will be revived for 2018 with November as the target month.

Interspersed throughout the year, Mike Norton will run a novice morning with professional instruction at hand, together with a subsequent visit to a local practice ground.

Turning to the final event of our clay season and our customary visit to Compton in September, Compton is one of those glorious estates set in rolling Hampshire countryside just south of Kings Somborne. This day is typical of our formula, starting with breakfast butties at 09.30, briefing at 10.00 and shooting the sporting layout for the next 2.5 hours in teams of four or five.

After an essential break for coffee the group heads for the flush field. This is the greatest thrill of the day. We start with the 'googly' - where each shooter in turn has a shot at a really difficult clay (hence the name 'googly') rapidly followed by the flush where over 100 clays are presented in rapid succession.

Clearly the objective is for the team to break as many as possible - it's almost as much fun counting the ones that are missed, for it's the least missed that wins the team prize.

So come and join us for 2018 - simply contact the Club's event team. You don't have to own a gun - your instructor will provide - just bring yourself....

*Mike Norton - Shoot Captain*





# GOLF REPORT 2017-18



The Golf Society continues to grow each year and in 2017 we had seven Golf Society Days plus the Deauville Race at the end of May.

Next year we have eight qualifying golf days. The best five scores are used to determine annual trophy winners, therefore, making it possible to use three discards. This year, Wetwheels has kindly donated a new trophy which will be presented at the 2017 MBGSS Christmas dinner and was awarded annually for the best scratch player. We will still continue to award the the best handicap golfer trophies for men and ladies, plus runner up prizes.

2017 was a very exciting year and the golf scores could not have been closer. The accumulative scores of many players have been within points of each other and it went down to the last qualifying match at East Horton held in October. Edward Piggin was unfortunately away in the States so could not compete in this re-scheduled match so his score of 172 points from his five best scores was the aim to beat. The three contenders who could beat this were Andrew Bates, going in with a score of 171 points from his five rounds. Peter Nicholson had 138 points after 4 rounds and Noj White on 159 points after 5 rounds.

The three gentlemen were sent out together on the first tee to do battle. Andrew picked up 22 points, so this round was discarded still giving him a total of 171 points. Peter scored 33 points, also giving him a total of 171 points and Noj had a score of 34 points. Noj was then able to discard his round from Lee on the Solent of 25 points and use his East Horton score giving him a final score of 168.

So congratulations to Edward for winning Men's Overall Champion 2017. Peter was runner up with 171 after count back and condolences to Andrew for being so close. Hopefully, he will be back next year to get his revenge.

The winner for the new Wetwheels trophy was just as close and this also went down to the last match. Peter had an accumulative score of 71 points from 4 rounds whilst Noj had 79 points but had played 5 rounds. Peter's score after deducting his handicap of 17 gave him a score of 16, making his final total for the year of 87. Noj scored 18 points after deducting his handicap of 16, but he was then able to discard his 9 points from Lee on the Solent and add his East Horton score giving him a final score of 88 Points. (Are you still with me?)

I have been through my figures hundreds and hundreds of times but sadly this is the final result, so Noj squeezed through, winning by a single point. I am sure Peter will be intending to amend this result in 2018, not forgetting others who will be wanting to knock Noj off his perch. Well done to both of them for making it a thrilling finish and a big thank you to Wetwheels for donating this beautiful trophy and adding to the drama and excitement to our golf competitions.

At all golf days, a selection of good wine is given for Mens winner, Mens runner up, Ladies winner, Ladies runner up, Longest drive, Nearest the Pin, Best team and now a new prize for best scratch golfer. This is all self funding and I assure Members that the Yacht Club is never out of pocket. In fact a small surplus is given to the Club after each event. Unfortunately, this is not

sufficient to pay off the bank loan.

We have some new exciting golf courses planned for next year, but are also keeping a few favourites. The format, is slightly different. After much feedback from players, the tee times are later and there is more flexibility in catering. If the golf club was offering a better price including food, I obviously went along with that but we have some excellent courses to play which are golf only. Of course, players can purchase food and drink at these clubs.

I hope, in the evening we can all then meet back in Hamble for supper. I am thrilled that we have a rally sailing to Yarmouth and playing at Freshwater. A big thank you to Pete Halliday for organising this.

The Motorboaters are also coming to join us and nearer to the event, Bill Cartledge and I will have organised a social package which golfers, sailors, and Motorboaters can enjoy. It should be a great weekend, so the more the merrier. Pete will

The confirmed golf dates are as follows:  
(All prices include golf prizes)

**Thursday 22nd February**  
**Corhampton Golf Club** 1st tee time 09.58  
Coffee on arrival, 18 hole round followed by stew and dumplings (£30)

**Thursday 22nd March**  
**Rowlands Castle Golf Club** 1st tee time 10.30 Golf only (£35)

**Saturday 28th April - Sunday 29th April**  
**Rally to Yarmouth.** 1st tee time on Sunday at 10.00 Coffee on arrival, 18 hole round, two course Roast lunch transport from Yarmouth to Freshwater. (£45)

**Friday 11th May**  
**Hockley Golf Club** 1st tee time 10.00 Golf only (£40)

**Friday 25th May - Sunday 27th May**  
**Deauville Race/rally** playing on Sunday a.m. (Cost tba Deauville Yacht Club) - I do hope to organise a pre race golf match as well on Thursday 24th May against the French on home soil!

**Friday 15th June**  
**Alresford Golf Club** 1st tee time 11.00 Golf Only (£40)

**Friday 13th July**  
**Bramshaw Golf Club** Forest course 1st tee time 11.00 Golf Only (£25)

**Friday 21st September**  
**Cams Hall Golf Club** 1st tee time 10.36 Golf only (£33)

**Friday 12th October**  
**Skylark Golf Club** 1st tee time 10.30 Golf only (£25)

also be sorting out a discounted rate for berthing.

The golfers are a very sociable bunch and we all enjoy being on the golf course, on the water, with a little wine and dining thrown into the equation. If you would like to join us, you will be given a tremendous welcome. If you would like more information or be on my mailing list please do not hesitate to contact me.

*Chrissie White*

# BARBADOS®

*One island... Endless discoveries*



Join us at the Mount Gay Round Barbados race in 2018, from 16th - 24th January. The annual week long event offers a mix of fun and excitement. Take part in the Round Barbados and the 3-day coastal race events. Get involved, break records and enjoy the adrenaline rush.

For more information visit:

[www.mountgayrumroundbarbadosrace.com](http://www.mountgayrumroundbarbadosrace.com)



**BARBADOS®**  
[www.visitbarbados.co.uk](http://www.visitbarbados.co.uk)





# SPLASH WEEK

There can be no doubt that when we look back at Splash week 2017 we will remember it as a successful, fantastic and enjoyable week. We had over a hundred children – the majority being Members or Member’s family and were all enthusiastic and keen to embrace the ethos of Splash Week from Monday to Friday.

- The ingredients for such a good week included:
- Good weather
  - Lots of eager children
  - Supportive parents and grandparents
  - Well organized groups with effective and fun coaching.
  - A well-run, supportive club seeing record numbers of members through the door each day
- Luckily, this is what we had during Splash Week.

We were certainly blessed again with the weather giving us some nice warm gentle breezes to encourage the children to be sailing without making it too difficult.

The water temperature in the river reached 17.5°C making it very pleasant to go swimming. Fine weather is always good for sailing, capsizing drills, paddle boarding and swimming and it’s hard to keep the kids out of the water and in the boats.

As tradition, we all gathered on the Sunday afternoon to enjoy a barbecue on Den’s Deck, organize all our boats and meet the others in our groups.

The parents and grandparents were, as always, fantastic, many of whom were seen in wetsuits and sailing dinghies with their children and grandchildren. There is nothing better for the children than seeing their parents and grandparents having fun in boats to inspire them. This year we ran five groups ranging from the Shrimps to the Eagles.

The Shrimps - led by Vicky - had a fabulous week of messing around in anything that floats from Optimists, paddle boards, Peanut and Mirror dinghies.

The shrimps learn much more than they realise just by being on the water and with other sailors. They gain confidence in their surroundings and their ability and it is an amazing grounding for a future in boats.

The Super Turtles led by Peter and his team were the largest and certainly the loudest group in Splash Week this year.

The age range was quite significant in this group of children who are ideally learning to sail an optimist dinghy single-handed. At the beginning of the week some of them are almost new to sailing and are sailing with another friend in the Optimist dinghy but by the end of the week you see the confidence and ability has improved and now they are having fun on their own.

The Ninja Turtles had a great week lead by the other Peter and his team. This group of intrepid sailors are sailing single-handedly and learning the basics of racing.

Also, they are gaining experience and learning seamanship and boat handling skills. Their improvement during the week was easy to see from watching them sailing and racing.



The Sharks - led by the dynamic duo of Adam and Jay - are some of the best Optimist sailors taking part in Splash Week. The plan was to get better at racing and this they certainly did.

I was lucky to watch them one day being coached by a national Optimist coach- they were all sailing together in a formation and, on the blow of his whistle, they would tack and gybe in unison. It was an impressive sight and great to see our committed young sailors learning from an expert.

The Eagles, led by Susie and Emma, were sailing in two-handed Feva dinghies. This is the first time that we have used these dinghies in Splash Week and certainly there was some anxiety as to whether these young children would be able to handle these powerful small boats if it was windy.

We were, however, blessed with light winds and they had a fantastic time learning how to manage these boats, sailing as a team, learning how to use the spinnaker, learning how to right the boats after a capsize. It was certainly a great success and hopefully we will continue this next year.

The other highlights of the week included the tugboat challenge - this involves getting soaking wet while a tugboat discharges a thousand litres of water per second over the children circling the tug in ribs. Smiles and laughing children were everywhere - it was a lovely sight to behold.

We had an amazing treasure hunt, great fun doing the wacky races and a wonderful day at the beach on Thursday.



We had some great inspirational morning speakers and I would like to thank them all for entertaining us with tales of derring-do.

We did have a salutary lesson about the importance of wearing life jackets while on the pontoon, and a very lucky young man will always wear his lifejacket in the future I am sure! We all need to set a good example and I hope to see this in evidence next year and around the Club throughout the year.

I would personally like to thank a few people without whom it would have been impossible to run the week.

Rosie was marvelous and we wouldn’t have managed without her.

Rob and Georgi in the office worked tirelessly to support us, and their experience and knowledge will hopefully be there next year.

Many thanks to all the people who loaned their swimming pools and helped in so many ways, from making bacon rolls to manning the second-hand stall.

Many thanks to the RYA coaches who really helped inspire the children to have fun and learn to sail well.

Next year Splash Week will be at the end of the summer holidays starting on Sunday, 26 August.

We look forward to seeing you – do tell your friends and try and be organised early!

Splash Leader Tommo





## COCKTAILS & KARAOKE

Braving the Ladies' Committee event, scarily named Cocktails & Karaoke, 80 lady Members and their guests met in the Club on 8th September for an evening of fun and laughter.

Our in-house host, member Ruth Furley, arranged a wealth of great songs for us to sing. The mike was instantly mobbed – who would have thought that our Club had such a wealth of vocal talent? Ruth put in an enormous amount of work behind the scenes and deserves a huge thank you.

Our charity auctioneer Barry Peddley, looking elegant in black tie and braving a bevy of women, proved to be extremely persuasive. Thank you, Barry.

The auction and raffle raised a staggering £1,380 for our two charities, the Countess Mountbatten Hospice and the Royal Southern Charitable Trust, achieving a record amount for a Ladies Committee event.



## MACMILLAN COFFEE MORNING

The Ladies Committee welcomed over 100 ladies and gentlemen to their annual Macmillan Coffee Morning held on 29th September.

The event was a great success and, despite being only one of many held in the village that day, raised an amazing £875 for this worthwhile charity. This amount included a generous individual donation.

A variety of delectable cakes were on offer together with coffee and teas served in the new colourful mugs bought by the Ladies Committee.

Annie Bellan of Flamingo Paperie (Phoenix Cards) created a wonderful display of cards including Christmas Cards, and donated a percentage of her takings to the charity. The raffle was the highlight with splendid prizes wrapped attractively.

Jo Ward, Vice Chair, thanked everyone for supporting the event and making it such fun.

The Ladies' Committee could not function without the support and effort of its members, Members of the Club and our staff – thanks to all.

To quote a guest, "an amazing evening. The cocktails were delicious, tapas worked really well and lots of time to get in practice for next year's singing. Loved it all."

Linda Munro, Chair, Ladies' Committee



## AUTUMN LADIES LUNCH

On Thursday 12th October the Ladies Committee hosted a very successful lunch attended by nearly 100 ladies.

After an excellent two course meal our guest speaker Noj White gave a very interesting and amusing talk on his life experience from growing up on a farm to becoming a Captain on Concorde.

The raffle raised an amazing £655 for our chosen charities.

The day was most enjoyable and we thank our lady Members and guests for their continued support and we look forward to our forthcoming events.



## CHRISTMAS FAYRE 2017

The 2017 Christmas Fayre, held on November 4th, was opened by Paralympian sailor or Helena Lucas. Ten months of careful planning by the Ladies Committee resulted in a successful event raising a significant amount of money for the Countess Mountbatten House in West End and the Royal Southern Charitable Trust.

Members transformed the Clubhouse into a bustling marketplace of 32 stalls and four charity tables selling superb 'not on the high street' goods. The Wheel of Fortune was the star feature of the fayre displaying a spectacular number of fabulous prizes kindly donated by local individuals, companies and stallholders – the lucky winners were holders of the red tickets!



The bric-a-brac stall attracted eager purchasers and the Upper Bar and two cafes offered opportunities to eat, drink and sit down whilst enjoying the river views.

Congratulations to the whole Ladies Committee team, the numerous volunteers and Club

staff for coordinating the many activities that are required to create such a successful event.

The Christmas Fayre continues to grow and is increasing its popularity with stallholders. Planning for the 2018 Christmas Fayre on November 3rd will start again in the New Year.





acted as a committee boat for 18 days, including the J70 Europeans, J80 Worlds and UK Nationals, and the Hamble Classics events during the year, with the race officers commenting on how happy they all were with the facilities onboard.

We also took a group out from the Club to watch the arrival into Portsmouth of the aircraft-carrier HMS Queen Elizabeth, the new Royal Navy flagship, on 16th August which was an amazing experience for all those onboard – in fact we would like to claim we helped escort her in as we were so close to this very impressive vessel.



Back in June we moved into new offices at Hamble Yacht Services sharing with Club Member Craig Cossar, and asked Lesley Wolford if she would like to join the WWH team as general manager which she readily accepted. This has made a huge difference to how we operate, leaving Dick to look after the running of the boat and David the fund-raising.

We need in excess of £30,000 per annum to run the boat and may we again thank all those who have so kindly donated in the past. If you are considering taking part in a charity event (running, walking, cycling, abseiling or jumping out of aircraft) please remember us.

The Royal Southern Yacht Club Deep Sea Fishing Society is now up and running and Wetwheels Hamble is available to take out disabled fisherman during the winter months. The first trip to Stokes Bay in late October landed cod, solent whiting and skate, and a big thank you to Club Member Mike Norton for so kindly helping us with all the correct fishing equipment and fresh bait.

Mike is a true deep sea fisherman who reads the weather perfectly, knows where to go at whatever time of the year and the correct bait to use for every fish!

He is a professional and is now fully qualified to skipper the WWH boat which really strengthens our team and makes life much easier for Lesley to get crews together for trips.



We already have bookings to take out groups in 2018 (many specialist schools looking after disabled children returning after enjoying their WW experience this summer) and we hope to put many more smiles on faces next season.

The Wetwheels Foundation held their operator's meeting in October which was attended by Wetwheels Solent, Jersey and Hamble, with delegates also in attendance from both Wetwheels Kent and Yorkshire whose boats are currently under construction.

The WWH family is growing rapidly and a big thank you to our founder and mentor Geoff Holt who has made all this possible.

Thank you all again for your support and please contact Lesley on 07733 944321 /email office@wetwheelshamble.co.uk if you have any friends or relatives with disabilities who would like to come out with us next year.

*David Mead/Dick Long  
Directors, Wetwheels Hamble CIC*

# wetwheels

## HAMBLE

We have just completed our first full year of operation taking out over 500 participants from all walks of life and with various disabilities. None of this would have been possible without our dedicated team of skippers and volunteers to crew the Hamble boat.

The trips – which take approximately 90 minutes – are up Southampton Water and then back into the Solent, giving all participants the opportunity to drive the boat (even in wheelchairs) carefully managed by the skipper! This certainly puts smiles on faces and that is what it is all about – the Wetwheels Experience.

In addition to local trips, the boat went to Weymouth during the summer for an Outreach trip following the success of the visit in 2016 which took out 100 very excited children.

As a thank you to the Royal Southern for letting us berth on one of their river moorings we



We hope you'll never need us...



Call us for a quotation  
+44 (0) 1752 223656

But if you do, we'll be there for you. The unique Pantaenius Yacht Scheme clauses, designed by yachtsmen for yachtsmen, offer some of the broadest insurance cover available. With offices throughout Europe, the States and Australia and over 35,000 trusted partners around the world, Pantaenius is well placed to provide support, no matter where you are sailing.

Plymouth · pantaenius.co.uk

Pantaenius UK Limited is authorised and regulated by the Financial Conduct Authority (Authorised No.308688)

**PANTAENIUS**  
Sail & Motor Yacht Insurance



Last year saw the Royal Southern Yacht Club Trust support a broad range of individuals and groups to further their endeavours afloat.

During the Club's open day in the spring of 2017, the Trustees welcomed 39 new friends of the Trust. We are very pleased with their support and additional friends of the Trust are always welcomed.

We awarded 26 grants in the spring, totaling £10,190.

Applications should fall within the Trust's Objective of "The advancement of amateur sport and in particular the provision of facilities and assistance to enable and encourage participation in sailing and yachting."

In addition they should come under one or more of the following categories:

- i. Young people wishing to take part in training or youth development activities including qualifying regattas.
- ii. Disadvantaged people, for example those who are disabled or not earning.
- iii. Taking part in Tall Ships or other offshore voyages.
- iv. Participation in Class or RYA recognised championships

### In Summary

Beneficiaries of some of the grants have included the following:

The Jubilee Sailing Trust - £300 was given to the trust to support their Leadership at Sea programme.

The Gwinelli Trust received £500 to enable eight people with disabilities to participate in the Round The Island Race.

We were able to award a grant of £250 to an individual who sailed onboard *RONA* and as part of a Transatlantic Rendezvous, visiting Bermuda and encountering cyclones at sea. This gentleman is now going on to complete a degree in yacht operations and is following a career path in to the marine industry.

This summer we have supported Warsash Sea Scouts with a grant of £500 given to them to assist with the costs of replacing their fleet of Pico sailing dinghies.

We supported Weir Wood Sailing Club with a grant of £200, supporting their purchase of replacement sails for their Hawk 20 keelboat.

A grant of £400 has been given to Sail Boat Project.org, to enable sailing sessions to be provided for persons suffering from dementia.

£675 has been provided to Naomi House and Jacksplace to enable 27 life-limited and life-challenged children and young adults to enjoy an experience afloat with Wetwheels on the Solent.

The Tall Ships Trust received a grant of £400 to provide life-changing voyages to disabled and disadvantaged young people.

We are always pleased to receive letters of thanks, photographs and reports from individuals and groups who receive funds from the trust. [www.rsnyctrust.org/RSrnYCTrust/tabid/55/Default.aspx](http://www.rsnyctrust.org/RSrnYCTrust/tabid/55/Default.aspx)

*Christopher J Gillingham –  
Trustee Committee Member  
October 2017*

## Letters to the Trust from ...Hamble Primary School

All of the children in Year 5 at Hamble Primary School were given the opportunity to have a two-hour sailing instruction session in three groups of approximately 15 children each.

The children loved these training sessions. For many children, this was their first experience of sailing or even being on a boat.

The response from the children was overwhelmingly positive. They loved it! They returned to school, some of them still wet from dipping or falling in the water, filled with tales of tipping up, dipping their heads in the river, playing games, learning new vocabulary, sailing with friends... the list goes on.

For some of the more experienced sailors, this session gave them an opportunity to sail with a friend who may not have sailed before, thus allowing them to 'be an expert' in this area. Also, some children were able to sail a boat they had not previously sailed before.

Thank you very much for your generosity in allowing all the Year 5 children to take part in this sailing activity as part of their Activity Week.

*Charyl Whiting  
Learning Leader Year 5/6 on behalf of the Year 5/6 team*

### Thanks also from some of the children:

"I really enjoyed my first time of sailing. I was really happy with myself because I thought I would have sunk, but I did not. I think this is the best school trip I have ever been on because it was exciting. The instructors were great too. Thank you."

*Ryan*

"I would like to thank you for paying for us to go sailing. I really enjoyed it. My favourite parts were when we learnt how to sail our own boats, learned to do the Superman-turn and when the instructor was in the boat with us and rocked it back and forth. I had an amazing time. Thank you."

*Ruby*

"Thank you for paying for our sailing training session. I had the best time in my life. I especially liked the part where we leant out of the big boat. It was fun at the end when we played the "getting wet" game. I lasted for quite awhile but soon got caught."

*Izaac*

"Thank you very much for the sailing we got to do. It was so much fun and really exciting. I especially enjoyed sailing the Visions and leaning right out of them. I also enjoyed when the Visions tipped right on their side, so you were either really high up or really low to the water. Thank you."

*Elysia*

## ...Ossian Hojme

I was very grateful to receive a grant from the Trustees of the Royal Southern Yacht Club Trust of £250, towards the cost of participating in the Trans-Atlantic Rendezvous-2017 Tall-ships race.

We the crew have now completed our leg of the race from Bermuda to Boston. I can truly say it was the most fantastic experience of my life and something that I will never forget.

We flew out to Bermuda and were there to coincide with the America's Cup Race and cheer on the fantastic efforts of team UK. Sadly victory eluded them again, but we were lucky enough to tour the America's Cup Village on Bermuda which was truly stunning, as was the island itself with its pink sandy beaches and turquoise waters.

Soon after the Tall-ships parade we were cheered to the start line and it was our turn to depart for the race of a life-time during which we passed through the tail of a cyclone blowing through, with winds at one point of up 56 knots!

It was exhilarating and exciting and the race was on with *Rona 2* in hot pursuit of the *Pride of Baltimore*, which I must say we absolutely smashed in the end passing her with less than 50 nautical miles to the finish. It was very tight, several times we came within metres of each other, which was hair raising but so much fun.

In Boston MA we were greeted like heroes and received honours in the victory parade. All the months of preparation were forgotten and we all felt we had truly given our best.

I came back to UK at the end of June and rather back to the reality of study and A Levels, but the whole experience has made me absolutely determined to pursue a career within the yachting industry.

After I finish my A-levels next year I hope to study a degree in Yacht Operations and Maritime Science at Noss Marine Academy in South Devon through the University of Plymouth, and participation in the Tall-ships Race will go some way to furthering my ambitions.

This incredible, invaluable experience would not have been possible without your support so please could you say on my behalf, a huge thank-you to the Chairman and Trustees of the Royal Southern Yacht Club Trust.

*Yours sincerely,  
Ossian Hojme*

## ... Exeter University

Two teams totalling nine people, all Exeter University students and RSrnYC Academy members, went to the J80 Worlds. We learnt a huge amount over the course of the week from what it's like to be on a start line with 47 other boats and race tactics to boat maintenance to the key to success: teamwork. There were a few 'racy' moments throughout the championship one involving a bowsprit in our cockpit! The week was absolutely fantastic, the experience can't be paralleled and all our sailors are more excited than ever to continue sailing competitively, hopefully with each other and hopefully in another J80 Worlds!

Thank you to the Royal Southern Yacht Club Trust for making our campaign possible and to the Royal Southern YC for being tremendous hosts.

Results:  
32nd overall  
Best result: 11th overall  
\* 15th Corinthian  
\* 5th Corinthian GBR

*Annabelle Body*





ROYAL  
SOUTHERN  
YACHT CLUB  
TRUST

Round the  
Island  
Race 2017



On Friday the 30th June 2017 six members of the crew joined John Douglas the skipper of The Spirit of Scott Bader the catamaran berthed in Port Solent, Portsmouth.

They were Michael Grew (First Mate), Colin Turner (Second Mate), Richard Maddock, Liz Eaton, Rebecca Smith, and Lottie Pudney.

After a safety briefing we locked out and sailed across to East Cowes where we joined hundreds of other sailboats of all shapes and sizes and a lot of excited crews, all busy preparing their vessels for the race the next day.

The SOSB crew had a run ashore for the evening meal and later the remaining five crew members joined us - Geoff Lewis, Samantha Jefferies, Jennifer Girvin-Baker, Danielle Burgess and our Italian wheelchair guest, Riccardo Mazzetti.

Riccardo presented me, as representative of the Gwennili Trust, with a silver plate engraved with International Yachting Fellowship of Rotarians High Adriatic Fleet 2017 to the Gwennili Trust. I was very honoured.

We were up at the crack of dawn, had bacon butties, then slipped our lines and motored down the river amongst dozens of other boats, to the start line. Our gun went off at 07.40hrs and we crossed the line very smartly without incurring any penalties, or hitting any other boats. Well done John the Skipper.

We had a decent breeze and managed to round the Needles in good time without any dramas. Other boats were not so lucky. We heard on the radio that as a result of a yacht broaching one of its crew had a serious head injury and another had fractured ribs, which required the

attendance of the Lymington lifeboat and later the rescue helicopter.

In the middle of all this excitement another boat skipper came on the radio and asked that one of his crew could be also rescued, as he had a broken thumb! There were a lot of derogatory comments about that. I don't think he got a ride in the helicopter.

Whichever way you looked the horizon was sprinkled with brightly coloured sails a truly grand sight. We had a very uneventful trip across the south of the island with frequent changes on the helm.

After rounding Bembridge and getting sight of Ryde, we saw one of the fin-keeled yachts

hard aground, laying on its side on Ryde Sands. Fortunately we heard that none of the crew were hurt, apart from being somewhat embarrassed.

Travelling up to the finish line off Cowes involved multiple tacks against wind and tide. This caused a lot of adrenalin filled moments when crossing other boats in the fleet and there were several very close encounters, leaving our crew a little breathless at times.

Our overall finish position was second in class, 26 minutes behind the winner. A good result. All the crew thought it was an outstanding day.

Michael Grew



Here are some of the other crew's comments:-

*“As a sailor who does not do much sailing these days due to my limited mobility from previous injuries, it was a delight to be involved as much or as little on board activity as I could manage. Although I started sailing 31 years ago I have been unable to sail much til I met Gwennili.”*

Richard Maddock

*“It had always been my ambition to take part in the RIYR but due to having Ehlers-Danlos Syndrome I had to give up active sailing in 1999 due to having my knee reconstructed followed by a total knee replacement and all over joint problems.*

*I went out on SOSB for a Day Sail last year and when I heard that it was going to be doing the RIYR this year I put my name forward and was given a place. It was everything I thought it would be and more. Exhilarating, fast and friendly.*

*I am so grateful to Sailability and the Gwennelli Trust for giving me a chance to mark something else off my Bucket List, something I had really given up all hope of ever achieving and I have a brilliant set of photo's and memories to look back on in future years.*

Jenny Girvin-Baker

*“The Round Island Race was for me an amazing experience and ticked so many boxes. Ever since moving to the IoW six years ago and witnessed the race from land, I have had a dream that I would like to take part in it one day. And that dream was realised on July 1st, 2017.*

*I am registered as Severely Sight Impaired and so my experience of seeing the action was restricted but everyone on board did their best to describe what was happening during the race. To be able to tell people that I took part in the Round the Island Race has been a real boost to my confidence and sense of personal pride.*

*So thank you everyone for making one VIP sail-or very happy and enabling her to put another tick on her Bucket List.”*

Danielle Burgess

**BUILT FOR AN EASIER MOVE**

**AT KINGFISHER GRANGE, BURSLEDON**



**Move in 2018 to Kingfisher Grange using Help to Buy and Easymover, or Part Exchange.\***

Kingfisher Grange offers contemporary 2, 3 & 4 bedroom homes, located in the sought-after Hampshire village of Bursledon. Kingfisher Grange is also situated close to the river Hamble.



2, 3 & 4 bedroom homes **from £230,000**  
**Kingfisher Grange, Hamble Lane, Bursledon, Southampton, SO31 8LX**

#BUILTFORME

**Call 02382 025 171**  
taylorwimpey.co.uk

**Taylor Wimpey**

\*Normal Taylor Wimpey terms and conditions apply. Images used for illustrative purposes only. Images include optional upgrades at additional cost. Prices correct at time of print. Offers available on selected plots only. Please speak to our Sales Executives regarding the tenure of our new homes. Help to Buy - Eligible applicants will be offered an equity loan of up to a maximum of 20% of the purchase price (based on the open market value). Applicants are required to fund at least 80% of the purchase price by means of a conventional mortgage, savings and any deposit where required. For the first five years there is no fee charged on the equity loan component. At the start of year six a fee of 1.75% is payable on the equity loan, which rises annually by RPI inflation plus 1%. The equity loan is provided by the HCA and is held as a second charge. This offer is subject to status and is only available on selected developments and properties in England only up to the value of £600,000. This offer is not offered with any other promotion. YOUR HOME MAY BE REPOSSESSED IF YOU DO NOT KEEP UP REPAYMENTS ON YOUR MORTGAGE. Part Exchange - Your existing home cannot exceed 70% of the value of the new home. Please speak to a Sales Executive for more details of this scheme. Easymover - This offer is subject to status and is only available on selected developments and properties. It is not offered with any other promotion unless by special arrangement by us. Based on the existing home being valued by our agent and using the Easymover scheme, agreed estate agents fees will be paid. Offer can be withdrawn at any time. January 2018.



# ICOYC

Below: Delegates outside the Société Nautique de Marseille floating Clubhouse.

Bottom Left: Gero Brugmann - NRV Hamburg and Vice President ICOYC Europe with Edith Filet - Société Nautique de Marseille.

Bottom Right: Gavin Dean, General Manager, Royal Cork Yacht Club, Pat Farnan, Vice Admiral, Royal Cork Yacht Club and Andrew Webster, Royal Southern Yacht Club.

The International Council of Yacht Clubs (ICOYC) held their sixth annual European Conference at the Société Nautique De Marseille Yacht Club between 13th and 15th October.

The conference was attended by 25 delegates from member clubs including Société Nautique de Marseille, NRV Hamburg, Royal Cork Yacht Club, Yacht Club Italiano, Club Naval de Cascais, Royal Finish Yacht Club, Royal Norwegian Yacht Club, Verein Seglerhaus am Wannsee Berlin and the Royal Southern Yacht Club.

In addition, guest clubs included Société Nautique de la Trinite, Yacht Club de France and the Royal Motor Yacht Club, Poole. Paul Rosenlund, Vice Commodore of the San Francisco Yacht Club was in Europe on business and also attended the conference.

facilities and floating clubhouse - coupled with fine dining and wines!

At the end of September Asia-Pacific held their regional conference at the Royal Sydney Yacht Squadron, and the end of October the Chicago Yacht Club hosted the 2017 America's Regional Conference.

Subjects discussed at these conferences ranged from sailing into the future, cruising in company, membership issues with round table discussions, recruiting new members, membership retention, types of membership, recruiting and retaining younger members aged 20-30), including how to compete with less expensive alternatives.

All in all, a wide range of subjects between the three regional conferences which aim to help improve the way we operate our clubs and run events for all ages.



The Royal Southern were represented by Past Commodore Mark Inkster, Executive Committee Member Andrew Webster and Past Commodore David Mead.

The conference was chaired by Vice President for Europe Gero Brugmann (NRV Hamburg) who reported on the World Forum event hosted by the Royal Danish Yacht Club last September.

Presentations were given by Ludovica Reggo (Yacht Club Italia) on Evolution v Revolution: managing the generation change; Wolfgang Weber (NRV) on Youth Exchange programmes and presentations on relations between clubs and cities; Marc Filet (SNM Marseille), the Vice President, spoke about the ICOYC going forward, World Forum 2018: Development in Europe and value to members.

The Royal Cork Yacht Club and Club Naval de Cascais, who have recently been elected members of the Council, gave an overview of their clubs, and Richard Salaman, Rear Commodore Sailing of the Royal Motor Yacht Club, gave a presentation on his club.

The Société Nautique de Marseille hosted a truly excellent conference from their wonderful



We now look forward to the next World Forum, jointly hosted by the St. Francis Yacht Club and San Francisco Yacht Club in a wonderful location between 16th and 20th April 2018.

It should be a fantastic forum hosted by two very fine yacht clubs with a full agenda for discussion and debate and the Royal Southern will be well represented - I can't wait and will report back in the next issue of the Southern.

David Mead,  
Past Commodore and Director of the ICOYC



**LeeSan**  
Marine • Welfare • Leisure

sales@leesan.com  
T: 01295 770000

Toilet, Tanks, Hoses, Clips, Gauges,  
Deck Fittings, Vent Filters and  
everything you need Plus  
Advice & Guidance

Website  
Discount Code  
"RSYC"

MARINE  
ONE STOP  
PUMP SHOP

Supported by our Worldwide Spares Delivery Service

## Bespoke Upholstery



MARINE • AUTOMOTIVE • DOMESTIC • COMMERCIAL  
**UNIVERSAL INTERIORS**  
023 8045 7647 www.universal-interiors.net  
universal.interiors@hotmail.co.uk  
Unit 3, Millview Barn, Netley, Southampton SO31 8GD





## CYCLE WITH THE SOUTHERN



At the time of writing over 30 Members have signed up for the further adventures of the Royal Southern Cycling Society. To join up, get fit and enjoy the fun, Members should contact Pete Halliday on 07976 289650 or email peterhalliday5@icloud.com.

Peter Halliday



Top: The founding members of the Royal Southern Cycling Society outside the Club

Right: Cyclists on the Pink Ferry

Above: Cycling on National Cycle Route 2 near Hook Park

Right: Lunch at the Osborne View

To kick-start the new Royal Southern Cycling Society, organisers Pete and Jan Halliday set the first ever Society cycle route in October from Hamble to the Osborne View pub in Hill Head, via the Pink Ferry.

The 16-kilometer round trip would have provided spectacular coastal views had it not been for the mizzly drizzle. However, undeterred 13 hardy souls of all abilities enjoyed a very jolly cycle combined with a hearty lunch.

Cycle Society activities are now shown on the Club notice board and details are emailed in Club newsletters and directly from Pete, the Society lead.

Events include Wake Up Wednesdays – an easy weekly 50-minute Netley circuit to get the blood pumping, and the Tri Weekly Workouts which go further afield to enjoy cycling in the Hampshire countryside, with a different destination every three weeks, starting and finishing at a suitable hostelry.

Then there's the Big Challenge. We aim to get a large group of Society members to enter a Club team in the 29-mile Wiggle New Forest Spring Sportive on 15th April, 2018.



## BRIDGE SOCIETY

The Bridge Society continues to be hugely successful. We are now averaging nine tables a week on a Tuesday evening with 48 players attending our latest Supper Evening in October, which also involved some Bridge playing.

Several other Supper Evenings have been held during the year here at RSrNYC and we were the guests of the Royal Southampton Yacht Club Bridge Society for a supper followed by Bridge at their clubhouse in Ocean Village in February. We will again be the guests of the RSYC in January 2018.

Almost all those who took part in the begin-

ners course held last Autumn are still playing and making steady progress. We cater for all standards and have a table plan on a Tuesday evening (7-10 pm) so that everyone plays with those of a similar or slightly better standard which enables a convivial evening to be had by all with easy access to drinks as we play in the Upper Bar.

On Thursday afternoons (2-5 pm), which are on a smaller scale, we draw for partners and enjoy a break with coffee/tea and biscuits halfway through.

If you fancy joining us, please do get in touch. We welcome all standards and are happy to see you on a regular basis or just when you are in Hamble.

Our Bridge sessions offer a fun and brain stimulating alternative ashore, cheaper and drier than going afloat, for the princely sum of £1 per head per session with all equipment supplied.

**Contacts:**  
**Tuesdays –**  
 Ann Hardy  
 023 80561705:  
 annieahardy@google  
 mail.com  
 Annie Campbell-Walter  
 07977 270889  
 richardcw@me.com  
**Thursdays –**  
 Pat Aspinall  
 023 8045 5904  
 07986 223373  
 davidandpataspinall@  
 gmail.com

**SEA START LIMITED**  
**UNIT 3a, STONE PIER YARD**  
**WARSASH, SOUTHAMPTON**  
**SO31 9FR**

**NEW LOCATION –**  
**SAME SUPERB 24/7**  
**MARINE BREAKDOWN**  
**ASSISTANCE SERVICE!**

**SEA START™**  
**FREEPHONE 0800 885500**  
 sales@seastart.co.uk • www.seastart.co.uk



# BENEFITS OF SOUTHERN MEMBERSHIP...

*In numbers.*

- 1** fantastic Clubhouse
- 2** welcoming bars
- 2** great restaurants
- 3** wonderful outdoor spaces – Den's Deck, Pier and South Terrace
- 4** highly competitive Summer Series regattas
- 4** Club J/80s available for training and racing charter
- 4** clay pigeon shoots every year, at least
- 5** rounds of golf, a minimum
- 7** days a week the bosuns and Club launch are available
- 12** comfortable en-suite bedrooms
- 20** RIB berths through a ballot
- 20** fascinating Wednesday lectures
- 20** RYA training courses
- 21** dry berths available by ballot
- 25** cruiser, motorboat and fun days
- 47** moorings available through a ballot
- 64** walk ashore berths in the Prince Philip Yacht Haven
- 1,800** fellow Club members and friends

... and not forgetting –

The best racing in the Solent  
Discounted entry to our regattas  
Sam's Ramp, a floating slipway offering mud-free dinghy access  
Numerous balls, dinners, suppers and BBQs



Europe's Largest Brokerage Network



**Ancasta**  
INTERNATIONAL BOAT SALES



Experience. Reach. Results.

Ancasta UK Offices



NEW BOAT DEALERS FOR:



60,000 visits on-line per month

Call or visit

- Professional and hassle free service
- European Office Network
- Competitive commission
- Clear communication
- Best market price
- Storage offers
- Quick results

Your local office is:  
Port Hamble, SO31 4QD

+44(0)2380 450 000  
[www.ancasta.com](http://www.ancasta.com)



Manufacture • Installation • Repair  
World Wide Service

Rigging inspection & reports

Reefing Systems

Running rigging

Rigging hydraulics

Classic rigging

Deck hardware

Masts



+44 (0)2380 454 280  
[www.advancedrigging.co.uk](http://www.advancedrigging.co.uk)



HAMBLE YACHT SERVICES  
REFIT AND REPAIR



- Refit & Repair
- Engineering
- GRP
- Composite Repair
- Painting
- Boat Services
- Rigging

call us on +44 (0)2380 454 111  
or visit [www.hysrr.com](http://www.hysrr.com)  
[info@hysrr.com](mailto:info@hysrr.com)



**We puts 'em up. We takes 'em down. But do we know what, when, where and why?**

Duncan Wells takes a look



It was made very clear to me when I joined the club and was allowed to moor my Hallberg Rassy 352 Dorothy Lee in the Prince Philip Yacht Haven that flying the club burgee from the masthead was the thing to do. I knew this, of course and had imagined that flying it from the starboard spreader might well be frowned upon. Of course it is mandatory for members of the Royal Yacht Squadron to fly their club burgee from the masthead in conjunction with their white special Ensign. The Royal Western Yacht Club too, and the Royal Thames must fly their club burgee from the masthead if they want to fly their special ensign - the undefaced blue.

But how to get it up to the masthead? There is a good deal of gear up there attached to the truck. Wind indicator, anemometer, VHF aerial. Fortunately I do not have a TV aerial up there, no I have my TV aerial in the saloon.

The options I looked at were, Pig Stick, Bishops Crook and a Pole with a block. Examples of all three can be found in the Yacht Haven. The Pig Stick is the traditional option, although they do seem a bit wobbly to me. The Bishops Crook allowed the burgee to fly well clear of the mast. But I figured the straight forward Pole would do the trick, beside there were three boats with poles around me. So, a pole it would be. I was warned that the burgee could twist itself round the pole and to avoid the hassle of trying to flick it, or sailing round in circles to untwist it, a system of fishing swivels would keep the burgee flying straight and true.

The riggers got the fabricators to make a pole. The riggers climbed the rig and found the pole was too short, the burgee would touch the VHF aerial, which would reduce the life of both. The riggers got the fabricators to make a longer pole. This was in place when I arrived at the boat one day, with a halyard nicely reeved through the block at the top of the pole and tidied onto a mast cleat by the boom. The riggers had left me with a loop in the top of the halyard. But this was a bit too big to fit securely over the toggle of the burgee and not big enough to allow for a turn round the toggle. I may have come from the bar and so my judgement might have been impaired. In any event I thought that as long as I maintained some pressure on the downhaul of

the halyard that the loop should remain in place round the toggle. And so the downhaul was bow-lined to the line at the bottom of the burgee. The burgee was raised. When the toggle arrived at the block at the top, regardless of tension on the downhaul, the loop and toggle parted company and half the line descended on my head while the burgee and the other half floated gracefully into the drink.

It didn't take me long to work out that with the loop in one hand and the burgee in the other the flag halyard was no longer reeved through the block at the top of the pole at the top of the mast.

Young and eager people were sent up in the bosuns chair to effect a repair. Dorothy Lee was being used as a dormitory for Alex Tratner's UKSA team who were competing in the J80 World Championships. Alas the block at the top of the pole, now clearing the VHF aerial by some margin was many feet above where they could reach. Even standing on the truck the block would have been barely in reach. And we stopped asking junior crew to climb the mast and stand on the masthead some years ago. "Can you unscrew the pole from the mast?"

"No, it's rivetted."  
"Just a thought."

So the riggers came back unriveted the pole re-reeved the line and re-riveted the pole.

Total cost of the exercise to me £290, plus £26 for the burgee of course.

When I came to attach the burgee next time the first thing I did was tie a double Fisherman's knot so I now had an endless flag halyard. I then attached the burgee to the endless loop. Perfect.

Now my burgee flies beautifully, sans fishing swivels.

I raise the burgee the minute I arrive at the boat, as long as this is within Ensign hours and then I will set the Ensign on the flagstaff at the stern. At the end of the day, sunset, I will strike the Ensign and then lower the burgee, in that order. Some people leave the burgee flying night and day but this is not correct. Only flag officers' broad pennants are flown at night.

I will leave my Ensign and Burgee flying during Ensign hours, even if I am not aboard, as long as I am within the confines of the port of Southamp-

ton. And when I leave the boat for any length of time I will take in the Ensign and then take down the burgee. That is the order of things, when you have a special Ensign that you fly in conjunction with a club burgee and for which you require a permit, as we do at the Royal Southern.

I will fly a triangular burgee. Officers of the club will have their own burgees to fly, swallow tailed for the Commodore, swallow tailed with one red circle in the canton (top left quadrant) for the Vice Commodore and swallow tailed with two red circles in the canton for the Rear Commodores.

So that deals with burgee and special Ensign etiquette. Whenever you need a permit for your vessel to wear a special Ensign, it has to be flown in conjunction with the club burgee. The club holds the warrant, which is by command of the Secretary of State for Defence (on behalf of the Queen), which allows it to issue permits to members. The permit must be on board, as must the permit holder and the vessel is required to be British registered, either registered with Part 1 or Part 111 (Small Ships) of the Merchant Shipping Act 1995, which means the vessel must have either a gross tonnage of greater than 2GT or a length overall of at least 7 metres. These registrations need to be renewed every 5 years.

You do not need a warrant to wear a Red Ensign and there are no rules regarding the wearing of it in conjunction with a burgee. I could actually fly the RSrn burgee and a Red Ensign if I wanted but as I am allowed by warrant to fly a Blue Ensign I am proud to take advantage of this privilege.

As to when to fly the Ensign and incidentally I will 'fly' the Ensign but my boat will 'wear' the Ensign, we tend to follow the Royal Navy on this. And if we are in company with any Royal Navy vessel such as at a regatta, which may be guarded by a frigate, we will all take our lead from the frigate.

The Royal Navy hoist their Colours - the Union flag on a jackstaff (in the bow) and then the Ensign on a flagstaff (in the stern) every day at 0800 with a ceremony referred to as Morning Colours. They then haul down their colours at sunset or 2100 in a ceremony called Evening Colours. From 1st Nov to 14th Feb Morning Colours are at 0900. And we tend to follow these times when it comes to raising and lowering our Ensign.

In actual fact under the provision of the Merchant Shipping Act 1995, British registered vessels, except fishing vessels, which are exempt, shall hoist the Red Ensign or other proper national colours;  
- on a signal made to the ship by one of HM ships or by any other ship under the command of a commissioned naval officer  
- on entering or leaving any foreign port  
- and for ships of 50 or more tons and over 24 metres on entering or leaving any British port.

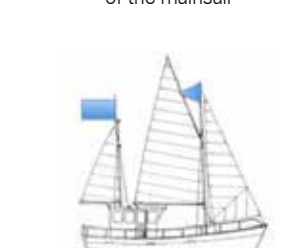
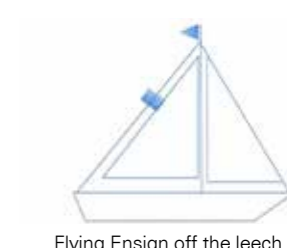
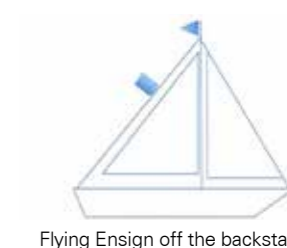
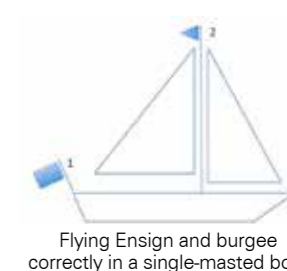
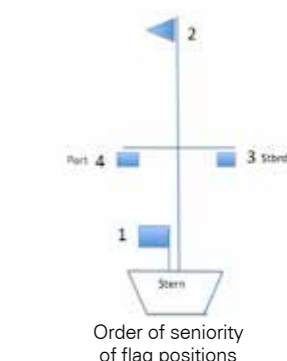
So, we don't actually have to show an Ensign unless required by one of the above. But you do have to have at least a Red Ensign on board, just in case.

However, it is a matter of national pride and at the Royal Southern, a privilege and so I like

to try and do things correctly, with both burgee and Ensign neat and tidy and flying in the correct places, at the correct times. And displaying at sea the national flag under which I sail.

**Seniority of flag positions on a vessel.**

The most important flag is your Ensign showing which nation state you are sailing under and this must go in the most important position, being the taffrail or pushpit and this is where most sloops and motorboats hoist their Colours, the Ensign.



Although if it is not possible to site a flagstaff there then hoisting it the end of the gaff peak or at the mizzen masthead, or off the leech of the sail or on the backstay are acceptable for sailing boats and off the aft of a mast on the coachroof or aft end of the flybridge for a motorboat, as long as in all cases if flying a burgee, the Ensign is lower than the burgee.



The next most senior position is the masthead and this is where we fly the burgee.

Then comes the starboard flag halyard - the signal station. We reserve this for a courtesy Ensign or the 'Q' flag, requesting Free Pratique.

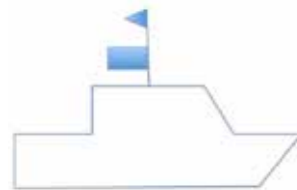
Finally we have the port flag halyard - this will be where we will fly our owner's flag.

**The Q flag - Free Pratique**  
This is the signal that you require 'Free Pratique' you are declaring that you are free from contagious disease. Given that you are inviting the port authorities to board and inspect your vessel, flying the Q flag is also seen as an invitation for a customs inspection.

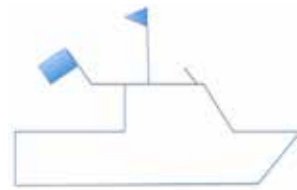
Flying the burgee from the masthead and not from the starboard flag halyard has the distinct advantage that you leave the starboard halyard free for courtesy Ensigns and signals.

When entering the territorial waters of another nation state, where you do not need customs and medical clearance, such as an EU country (currently) you should raise their national Ensign to the top of the starboard spreader. If the coun-

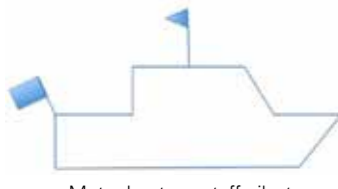




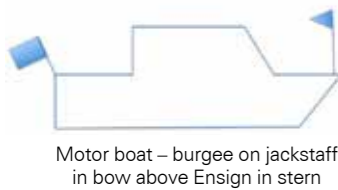
Motor boat – on mast, burgee above Ensign



Motor boat – aft end of bridge, burgee above Ensign



Motor boat – on taffrail, stern, burgee above Ensign



Motor boat – burgee on jackstaff in bow above Ensign in stern

try you are visiting is one where you will need medical and customs clearance and you intend to make port, you fly the 'Q' flag from the starboard spreader as soon as you enter their territorial waters. Once you have been cleared into the country you would replace the Q flag with the courtesy Ensign.

If you fly your burgee from the starboard spreader you will have to move it the minute you need to raise a courtesy Ensign, because according to flag etiquette you may not fly a flag superior to your burgee and you may not fly a flag superior to the courtesy Ensign on the same flag halyard. So where do you move the burgee to? The port flag halyard - if you have one? Well this goes against flag etiquette because the burgee should be the superior flag and this will no longer be the case as it will be at the same height as the courtesy Ensign. The best option is to lower the club burgee and run under a Red Ensign, because the wearing of the undefaced Blue Ensign for RSrNYC members goes hand in hand with flying the club burgee. Or, you could make sure you never sail in international waters. That could be tricky if you wish to visit our cousins on the east coast, or go to London.

### Motor boats

What about motor boats? The rules for them differ only very slightly from sailing boats in that, there is the option to fly the burgee from a jackstaff in the bow, if it is not possible to fly it from their masthead.



A burgee should be higher than the Ensign and generally if it is flown from a jackstaff in the bow of a motor boat and the Ensign from a flagstaff in the stern, it will be. And given that the burgee has to be set before the special undefaced Blue Ensign and taken down after, having the club burgee permanently attached to a radar arch or somesuch that is accessible only to especially athletic riggers is not the answer. In fact flying the burgee in the bow gives a motor boater



some extra information when mooring as it will give them the direction and strength of the wind.



### Conditional Clause

Flags should always be in good condition. I used to be immensely proud of my red duster with the frayed fly end and thought it showed that I had been around the place a bit and in some reasonably testing conditions. Wrong, very wrong. An Ensign should be clean, of a good colour, tidy and free from wear. I learned that some years ago and have since had spotless Ensigns.

Size is also important and relates to the length of the boat. The club has advice on this. But these RYA figures are the generally accepted sizes in relation to length.

Boat Length	Ensign	Burgee	Courtesy Ensign
21' - 26'	¾ yard	12" across	12" across
27' - 34'	1 yard	15" across	15" across
35' - 42'	1¼ yard	18" across	18" across
43' - 50'	1½ yard	24" across	24" across
51' - 60'	1¾ yard	30" across	30" across

As Dorothy Lee was French registered when I bought her, our French Tricolore, the old Ensign is somewhat over sized for wearing as a courtesy Ensign when we are in France. But no one has complained, yet.

The courtesy Ensign for foreign vessels in UK waters is the Red Ensign and not our national union flag.

An EU flag is not a courtesy Ensign.

Not all flags need to be made of cloth. It is acceptable to paint the club burgee onto either bow of a dinghy or tender, although the RSrNYC do not allow this. Powerboats are allowed to paint the Ensign onto the hull but never the union flag. But if they are British powerboats that's the first thing they seem to do. I saw a white hulled powerboat recently with a union flag painted on her side. I wonder if the owner will try to persuade any questioning authority that this is actually the Pilot flag with a white border - albeit a very big white border. If he were to paint a black line around it and thus show a white border he could probably get away with calling it a Pilot or Civil Jack.

When racing the Ensign is taken in and the burgee lowered. **A yacht flying a burgee cannot be racing.**

Given that the special Ensign may only be flown when the permit holder is in command or aboard the boat, if you lend your boat or charter her out and you are not aboard then she may not wear the undefaced Blue Ensign. Although if the skipper is a member of the RSrN they may fly the club burgee with a Red Ensign.

In harbour you can take the burgee down at night if you want to but you don't need to. At sea it stays up for 24hours.

### Why Red, White and Blue Ensigns?

In the 1700s the Navy had 3 squadrons. Each would wear a different coloured Ensign. Of these the most senior was the Red Squadron, then the White and then the Blue. Nelson was the Rear Admiral of the Blue squadron at the time of the Battle of the Nile 1798 and ordered the fleet to wear White Ensigns to avoid confusion with the French Ensign, the Tricolore. By Trafalgar in 1805 he was Vice Admiral of the White squadron and again ordered everyone to wear the white. Subsequent to that the squadron system was disbanded and the Navy stayed with the White Ensign. Some would have wanted them to commandeer the more senior Red Ensign but this was considered undiplomatic, given that all merchant shipping wore the Red and so that is why the Navy have the White. The Red is still the more senior Ensign. The Blue Ensign has now been given special status for certain clubs and the RNVN.

### Getting it wrong

Did you know there are penalties for showing unauthorised flags? Any commissioned naval or military officer, any customs and excise officer or any British consular officer may board the offending vessel, seize the flag and arrange prosecution of the owner or master. The penalty varies but is currently a substantial fine - between £1000 and potentially £50,000, including impoundment of the vessel and a custodial sentence for the owner (Peter Johnson Reed's Maritime Flags).

Flags that attract such attention are the flags and pennants of her majesty's ships;

- The Union flag for example - you should not fly it. This is reserved for the Royal Navy who will fly it on a jackstaff in the bow, hence Union Jack. Civil ships are allowed to fly a union flag with a white border which is called a Pilot Jack or Civil Jack or Merchant Jack, on a jackstaff in the bow and used to mean that the vessel was requesting a pilot. Although this use has fallen by the wayside.

- The St. George's Cross belongs to naval admirals and should not be flown on any vessel other than a naval vessel\* - with an admiral aboard, obviously.

So if you are misty eyed with pride for 'our boys' and want to show support for the England team and you hoist the Cross of St. George anywhere on your boat, stand by for a fine (in general).

\*There is an exception, the Association of Dunkirk Little Ships (ADSL) when in company with other Dunkirk Little Ships are allowed to fly the Cross of St. George on a jackstaff (in the bow) as long as they do so in conjunction with the Red Ensign, to show that they are not a naval vessel. They will also fly the association burgee, a rectangular flag of the Cross of St. George defaced with the arms of Dunkirk, at the masthead. When on their own they will fly just the association burgee and the Red Ensign.

- It is illegal to fly ensigns for which permits are not held. We need a permit to fly the un-

defaced blue Ensign of the RSrNYC. These rules are enshrined in law.

The Jolly Roger - the skull and crossbones. There is nothing to stop you flying this flag, although I wouldn't. You might get quite a shock. You see if I came across a boat flying the Jolly Roger I would be minded to run into him amidsthips with all 8 tons of Dorothy Lee concentrated through the tip of her ferocious stemhead anchor. And if that didn't sink him I would open fire on him, although not having any guns or cannon on board this would be difficult.

You see he might have thought it was a bit of a lark to fly the Jolly Roger, but it is the flag of pirates. They would fly it just before they attacked you and I would have to assume he intended to attack me, board my boat, do unspeakable things to my crew and take off with the contents of the drinks cupboard, the new chart plotter and Nigel's gold medallion. And as attack is the best form of self defence that I know, I would get in there first. Just saying.

The only vessels who do fly the Jolly Roger are submarines. They add their kills to the flag. I will of course not attack a submarine, not if I know what's good for me.

And there you have it. Here is a ready reckoner for Flag Etiquette.

### British National Days.

Accession Day	6 February
Commonwealth Day	2nd Monday in March
The Queen's actual birthday	21 April.
Coronation Day	2 June
The Queen's official birthday	usually the 2nd Saturday in June
The Duke of Edinburgh's birthday	10 June
The Prince of Wales's birthday	14 November

### Dressed overall - the order of the flags

Bow – E-Q-3-G-8-Z-4-W-6-P-one-I-Code-T-Y-B-X-1st sub-H-3rd sub Masthead D-F-2nd sub-U-A-O-M-R-2-J-zero-N-9-K-7-V-5-L-C-S – Taffrail.

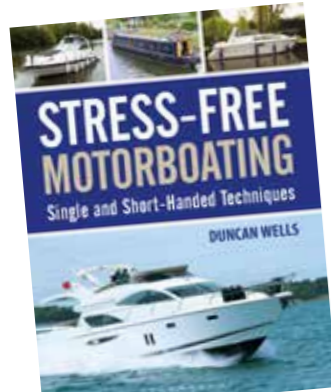
Where the boat has two masts the section of flags from Y to O should go between the masts.

The size of the signal flags should match the size of your boat and fill the space from bow to masthead(s) to taffrail evenly.

This is getting extremely complicated, especially when we are required to raise an Ensign the same size as the Ensign we are wearing at the stern, to the main masthead alongside our club burgee. I don't have the facility to raise 2 flags to the masthead. Added to which with all the gear up there, a full size Ensign is bound to get caught on something expensive. When dressed overall, I simply leave my RSrNYC club burgee at the masthead, wear my undefaced Blue Ensign during Ensign hours and raise the signalling flags. We are after all not warships or merchantmen but as my MARS/ITU classification reads a PL. YAT - a pleasure yacht.

By the way, 'Vexillology', is what it is called - the study of flags.





**About the Author**  
Duncan Wells is principal of Westview Sailing, author of Stress Free Sailing, Stress Free Motorboating and creator of MOB Lifesavers.



**FLAG ETIQUETTE FOR UK REGISTERED VESSELS**

What	When	Where	Why
Club Burgee	When aboard, night & day	Yacht - masthead Motor boat - jackstaff	Shows club membership
Red Ensign - undefaced	When aboard, Ensign hours	Pushpit/taffrail. Mizzen masthead. Gaff peak. Backstay	Shows the nation state under which you are sailing
Ensigns that require a special warrant - Red ensign defaced - Blue ensign defaced - Blue ensign undefaced - White ensign	When aboard, Ensign hours. If arriving during Ensign hours the club burgee is raised before its associated ensign. And when leaving the associated ensign is lowered before the club burgee	Pushpit/taffrail. Mizzen masthead. Gaff peak. Backstay	Shows the nation state under which you are sailing
Q flag	When requesting Free Pratique	Starboard flag halyard (the signal station) at the top	When requesting customs and medical clearance in a foreign port. Not required for the EU (currently).
Courtesy Ensign	When entering the territorial waters of a foreign country	Starboard flag halyard at the top	It is a courtesy to the country whose waters you have entered and indicates that you will abide by their laws. If requiring Free Pratique, raise the courtesy ensign after you have been cleared.
Owners flag	When the owner is aboard	Port flag halyard	Let's people know the nationality of the owner
Dressing Ship - with masthead flags	When underway near a harbour or anchorage on - British National Days	Ensigns at each masthead and the burgee at the main masthead, plus the ensign at the stern.	To celebrate British National events
Dressing Ship - Overall (All the flag signals)	When in port - British National Days - Club days - During Ensign hours	Stemhead to masthead(s) to taffrail - see the order on previous page - plus the ensign at the stern.	To celebrate British National and club events
Pilot Jack, also called the Civil Jack or Merchant Jack	At anchor or in harbour	Jackstaff	

# Yacht Insurance Worldwide



*We're right behind you*

**Fastnet Marine Insurance Services Ltd**

*Authorised & Regulated by the Financial Conduct Authority*

**Insurance Brokers**

Established over 30 years

Unrivalled independent advice

Competitive pricing on a wide range of Yachts

Select panel of insurers to suit individual needs



**Fastnet Marine Insurance Services Limited**

Notebeme House, 84 High Street, Southampton SO14 2NT, UK

t +44 (0) 23 80 63 66 77

f +44 (0) 23 80 63 66 78

e sails@fastnet-marine.co.uk

w fastnet-marine.co.uk



Located in the centre of the historic village of Hamble, the Royal Southern offers an unrivalled combination of shore and water-based facilities, all within easy reach of London and main road, rail, air and sea links. It is also possible to arrange helicopter landings a short distance from the Club.

The variety of facilities and their flexibility enables the Royal Southern to support a range of events from an intimate dinner party for 10 to a wedding for 200, as well as trade exhibitions, conferences, training facilities, film and TV locations, and shore-based support for any on the water activities.



## The Clubhouse

The Clubhouse consists of a large, modern building overlooking the river Hamble with views to the Isle of Wight, alongside a collection of 18th century cottages which form an integral part of the historic Hamble foreshore.

Most facilities are located in the newer building, while the modern and recently refurbished bedrooms are in the cottages, most with river views.



## Upper Deck Bar

With its large wraparound balcony, the bar is open for lunch throughout the year and in the evenings in the summer. While usually the Club's main bar it can also be used for receptions prior to formal dinners in the dining room.

## Members Bar

Located in the cottages section, this distinctive low-ceilinged bar with its open fire is the place to retreat to during the long winter evenings. Its unique atmosphere also make it an attractive venue for drinks before dinner in the adjacent River Room.

## River Room

The River Room is open for dinner from Wednesday to Saturday and is also available for private functions. With river views on two sides and doors opening on to the South Terrace, the River Room and Members Bar make a suite of rooms for entertaining.

## Dining Room

This large, multifunction room is in the modern part of the Clubhouse. It has river views and direct access to Den's Deck which overlooks the river and the Prince Philip Yacht Haven. It is used for the very popular Sunday carvery, which is available to Members and guests.

The dining room can seat up to 200 people for weddings or formal dinners. It also has a dance floor which can be laid and, if greater capacity is needed, it is possible to link the room to a marquee in the car park.





### BAR HOURS

Mon-Tue	1100-2100 hrs*
Bar Lunch	1200-1430 hrs
Wed-Fri	1100-2300 hrs
Bar Lunch	1200-1430 hrs
Sat	1100-2300 hrs
Bar Lunch	1200-1500 hrs
Sun	1100-2100 hrs*
Bar Lunch	1200-1500 hrs

### RIVER ROOM HOURS

Sun-Tue	Closed
Wed-Sat	1900-2130 hrs

\* Subject to demand

### LAUNCHES

#### WINTER LAUNCHES

(1st October - 31st March)  
Mon-Sun 0800-1800 hrs

#### SUMMER LAUNCHES

(1st Apr - 30th Sep)  
Mon-Thur 0800-1800 hrs  
Fri-Sat 0800-2000 hrs

The launch may not be called later than 30 minutes before the launch service ends.

It can be divided into two smaller rooms, and also used for exhibitions or training sessions. In addition there are two smaller rooms that can be used for meetings or dining.



### Yeoman Room

The Yeoman Room, with its unique memorabilia of the Aisher family's sailing achievements, can be used for meetings or as an intimate dining room for up to 20 people.



### Bedrooms

Within the cottages the Club has 12 modern bedrooms – suite, triples, doubles, twins and singles – all with en suite facilities, free wifi, flat screen TVs and tea/coffee making facilities. Full or continental breakfasts are served.

Members wishing to book a Club bedroom should call 023 8045 0300 or email their request to [admin@royal-southern.co.uk](mailto:admin@royal-southern.co.uk)

Non-members can also make a reservation via the booking.com website.

### Chart Room

The Chart room, located in the historic cottages, can be used for meetings of up to 10 people or as a breakout room during conferences or training sessions.

### Den's Deck

Den's Deck is the Club's largest outdoor area and can be accessed directly from the dining room. Constructed as part of the Prince Philip Yacht Haven development, this spectacular new area with views of the river can be used on its own for barbecues or other outdoor events, or linked with the dining room as an area for pre-dinner drinks or displays.

### South Terrace

Adjacent to the Members Bar and River Room, this sheltered area is an ideal location for pre-lunch drinks for private parties.

### John Beardsley Pier

Since the construction of the Prince Philip Yacht Haven the role of the pier has changed, and with its permanent marquee it can be used for informal parties, barbecues and more.

### Prince Philip Yacht Haven

Accessible at all states of the tide, the haven offers fully serviced berthing for visiting yachtsmen in the heart of the village. Disabled facilities are also available.

Anyone wishing to book a berth in the Prince Philip Yacht Haven should contact the Club Boss on 07900 872461.

All these facilities are available to hire to Members and non-members. For further details contact the Secretary on 023 8045 0300 who will be happy to discuss your needs and assist in organising your event.



ROYAL SOUTHERN YACHT CLUB  
TRUST

# Commodore's 2018 Charity Ball



SPONSORED BY:  
**DAVID GALLAGHER WEALTH  
MANAGEMENT & MERCATOR MEDIA**

- Champagne Reception
  - 4 Course Dinner
  - Auction of unique prizes with a guest Auctioneer
  - 'Le Freak' – Live band with guest singer
  - Disco with Teddy Massiah
  - Silent Auction during dinner
- TICKETS: £100.** Please contact [Events@royal-southern.co.uk](mailto:Events@royal-southern.co.uk)

23 June  
2018  
19.30



## ADVERTISERS INDEX

Ancasta. p65  
Tel: +44 (0)23 8045 0000  
www.ancasta.com

Apollo. p45  
Tel: 07921 509917  
www.apollogas.co.uk

Barbados Tourism Authority. p49  
www.visitbarbados.co.uk

Berthon. p15  
enquiries@berthon.co.uk

E P Barrus Ltd. p43  
Tel: 01869 363 636  
www.barrus.co.uk

Fastnet Marine Insurance Services Ltd. p71  
Tel: +44 (0)23 8063 6677  
www.barrus.co.uk

Jonathan Terry. p45  
Tel: 023 8043 4444  
023 8023 4533  
www.jonathanterry.co.uk

King Edward VI School. p7  
registrar@kes.hants.sch.uk

Lee Sanitation. p61  
sales@leesan.com

Osmotech UK. p39  
Tel: 023 8045 6450  
www.osmotech.co.uk

Oyster. IFC  
Tel: +44 23 8083 1010  
www.oysteryachts.com

Pantaenius Insurance. p55  
Tel: +44 17 52 22 36 56

Peter Nash. p39  
Tel: 01489 589 898  
www.peternashcars.co.uk

Precision Yacht Paints. IBC  
Tel: 07808 544989  
www.precisionyachtpaint.co.uk

Princess Yachts. BC  
Tel: +44 (0)1489 557755  
www.princessyachts.com

Sea Start. p63  
sales@seastart.co.uk

Taylor Wimpey. p59  
Tel: 023 8202 5171  
www.taylorwimpey.co.uk

The Vital Spark. p45  
Tel: 07590 363874  
www.thevitalspark.co.uk

Universal Interiors. p61  
Tel: 023 8045 7647

# 2018 PROGRAMME

Date	H/W	Event
<b>JANUARY</b>		
10		Lecture
17		Lecture
20		Burns Night
24		Lecture - The Cruises of Bill Tillman
26		Ladies who Lunch
27	0655	Academy Frostbite
31		Lecture - Switzerland in the Winter

Date	H/W	Event
<b>FEBRUARY</b>		
7		Lecture - Life Under German Rule
10 - 11		RO Training
14		Lecture - The Carpathia
17	1215	Academy Frostbite
21		Lecture - Journeys to China
22		Golf - Corhampton
24		Jazz Night
24-25		Mark layer training
28		Lecture - Trinity House

Date	H/W	Event
<b>MARCH</b>		
2		Shooters' Dinner
3 - 4		RO & Mark layer training
7		Lecture - Skin care at sea
9		Coffee Morning
14		Lecture - Solent Sky Museum
15		Shooting at Owls Lodge
17	1117	Academy Frostbite
17		St. Patrick's day Party
18	1150	Warsash Spring series
21		Lecture - Army equipment 1880 - 1915
22		Golf - Rowlands Castle Bridge Drive
22	0545	Warsash Spring series
25		Lecture Wild time in Zimbabwe
28		RORC Easter Challenge
30 - 1 Apr	1122	JOG Cherbourg
30 - 2 Apr	1122	Easter Rally

Date	H/W	Event
<b>APRIL</b>		
7		Start of Season day
7		Fitting Out Supper
8	0505	Warsash Spring Series
15	1148	Warsash Spring Series
12		Ladies Afloat Lunch
16 - 21		ICOYC Conference
21	1606	JOG NAB Tower
21	1606	Boat Race Night
21 - 22		Warsash Spring Series
25	0738	Ladies Afloat
26		Ladies Lunch
27		Wine Tasting. Summer wines for Den's Deck
28 - 29	1103	Motorboats & Golfers to Yarmouth
28 - 29	1103	Warsash Spring Series

Date	H/W	Event
<b>MAY</b>		
4 - 6	1457	X Boat Regatta
4		Cruiser & Motorboat Supper
4 - 6	1457	JOG to St Vaast
5 - 7	1536	Solent Cruiser Race with Motorboats
5	1536	RORC Cervantes Race
9		Shooting at Lay Farm
11		Golf - Hockley
12 - 13	1002	May Regatta & IRC Solent Series
15 - 17	1159	Mid Week Rally to Portsmouth
18 - 20	1415	Vice Admirals Cup
19 - 20	1505	JOG Yarmouth
22		Visit to Longstock
23	0601	Ladies Afloat
24	0659	Deauville Race Dinner
25 - 27	0912	Deauville Race
25 - 27	0912	JOG Guernsey
26 - 27	1000	RORC Myth of Malham
29 - 31	1202	Mid Week to Beaulieu

Date	H/W	Event
<b>JUNE</b>		
1		Ladies Lunch
3	1518	Pursuit Race
8 - 16	0711	IRC Nationals
9 - 10	0818	Hamble Yarmouth Cup
9 - 10	0818	Motorboat Rally to Cowes
12 - 13	1051	Mid Week to Newtown
15		Golf - Alresford
15 - 17	1312	JOG Alderney Race
17	1453	Motorboat Treasure Hunt
20	0504	Ladies Afloat
23		COMMODORE'S CHARITY BALL
23 - 24	0842	June Regatta
25 - 29	1023	Oyster Regatta
26 - 28	1106	Mid Week to Lymington
30 - 1 Jul	1343	Poole and Back

Date	H/W	Event
<b>JULY</b>		
7	0603	Round the Island Race
11	1030	Ladies Afloat
13		Wine Tasting. Walkaround tasting of Club's wines
13		Golf - Bramshaw
13 - 15	1211	St Malo Race
14 - 15	1259	July Regatta
14 - 15	1259	Motorboat Rally to Bembridge
16	1437	Horse & Jockey Rally
20 - 22	0545	J70 Nationals
20 - 22	0545	Tattinger Regatta
21 - 22	0653	JOG Portland Race
21 - 29	0653	Cruiser Race and Rally
28 - 29	1244	RORC Channel Race

Date	H/W	Event
<b>AUGUST</b>		
3 - 11	0344	Cowes Week
8		Commodore's Cocktail Party
14 - 16	1415	Mid Week Rally to Bembridge
18	0457	Sailability
22	0945	Ladies Afloat
24 - 26	1112	JOG St Peter Port
25 - 26	1146	Junior Cadets
27 - 31	1254	Splash Week

Date	H/W	Event
<b>SEPTEMBER</b>		
1 - 2	0319	RORC Morgan Cup
3 - 13		ICOYC Cruise British Columbia
7		Ladies Evening
8 - 9	1101	September Regatta
8 - 9	1101	Motorboat Rally to Gunwharf
8 - 9	1101	JOG Poole Race
14 - 16	0245	RORC Cherbourg
15 - 16	1554	Hamble Classics
15 - 16	1554	RAF Battle of Britain
21		Golf - Cams Hall
21 - 23	1009	JOG Cherbourg
22 - 23	1048	Hamble Scramble
26	1443	Ladies Afloat
28		Fine Wine Dinner
28		McMillan Coffee Morning
29	1443	Ladies Race
30	1524	Ancient Mariners
29 - 30	1443	JOG Lymington
30	1524	Hamble Winter Series

Date	H/W	Event
<b>OCTOBER</b>		
3		Lecture
4		Visit to Hambledon Vineyard
7	1046	Hamble Winter Series
10		Lecture
12		Golf - Skylark
12		Cruiser Supper
13 - 14	1439	Folly Rally
14	1518	Hamble Winter Series
17		Lecture
18		Ladies Lunch
21	1015	Hamble Winter Series
24		Lecture
26		Gentlemen's Lunch
31		Lecture

Date	H/W	Event
<b>NOVEMBER</b>		
3		Christmas Fayre
4	0844	Hamble Winter Series
7		Lecture
8		Ladies Afloat Lunch
10		Prize Giving
11	1324	Hamble Winter Series
14		Lecture
15		Bridge Drive
17		Laying Up Dinner
18	0715	Hamble Winter Series
21		Lecture
24		AGM
25	1229	Hamble Winter Series
28		Lecture
30		Ladies Lunch

Date	H/W	Event
<b>DECEMBER</b>		
5		Lecture
8		Motorboat Dinner
9	1217	Hamble Winter Series
11	1330	Christmas Rally to Cowes
12		Xmas Carols
31		NYE Party

The Commodore, Flag Officers and Members of the Royal Southern Yacht Club would like to thank all the advertisers for supporting the Club by advertising in The Southern.

The programme is subject to change and additional events are likely to be organised. Check www.royal-southern.co.uk or Club Notice Boards for up-to-date information.

High water times are local times for Portsmouth i.e. UTC or BST as appropriate.

The programme is subject to change and additional events are likely to be organised. Check www.royal-southern.co.uk or Club Notice Boards for up-to-date information.

## Manufactured for British waters



**Kelly Stork, Area Sales Manager**

based on the Hamble

For more information on the Precision range contact Kelly on 07808 544989



www.precisionyachtpaint.co.uk



THE ALL-NEW PRINCESS 55  
EXPERIENCE THE EXCEPTIONAL®



Show Debut at:  
**London Boat Show**, 10-14 Jan 2018

For Sales, Service or more information contact:

**PRINCESS MOTOR YACHT SALES**  
+44 (0)1489 557755  
sales@princess.co.uk  
www.princess.co.uk

  
**PRINCESS**  
CRAFTED IN PLYMOUTH, ENGLAND

FIND OUT MORE AT **PRINCESSYACHTS.COM**