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SOUTHERN  
YACHT CLUB  
WINTER 2015



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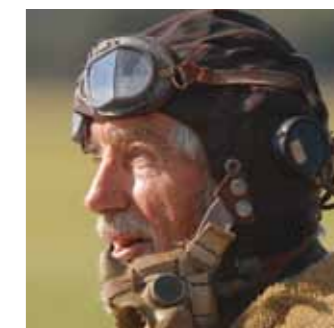
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## COVER PHOTOGRAPH

Mike Bartholomew's *Tokoloshe II* on the Rolex Fastnet Race 2015.  
Photograph Rolex/Kurt Arrigo



Among the many pleasures associated with the role of Commodore are the opportunities, as the senior Flag Officer, to represent the Royal Southern Yacht Club at the many events to which we are invited, and the past months have delivered a wonderful mixture, on and off the water.

Since our twinning ceremony with the King's Royal Hussars four years ago, Club and Regiment have socialised and sailed at every opportunity, strengthening the links between us. In July, Pam and I were guests at the Regiment's Tercentenary parade at their Tidworth barracks and we and other Club Members who attended, felt quite at home amongst members of their sailing team, many of whom we had seen last in an Antigua swimming pool in April, a very different uniform! It was an honour to be seated amongst the many dignitaries and during the day we were introduced to HRH The Princess Royal, who aside from her many sailing interests, is Colonel in Chief of the Regiment and had taken the salute at the parade. She was particularly interested in the links that we have established.



Aside from our links to the KRH, the Club is also affiliated with the University Royal Naval Unit and its commissioned warship, *HMS Blazer* which serves the training needs of Southampton Solent University, Portsmouth University and Southampton Institute. I was entertained at the vessel's home port of Southampton by her current Commanding Officer, Lt. Nick Palmer RN, and I have extended an invitation for him and his crew to visit the Club early next year in *Blazer* once re-commissioned after her major refit is completed.

August saw the Club's annual Cowes Week cocktail party, now an established event within the week and an opportunity not just to socialise with our own Members, but also to repay the generous hospitality of more than forty other clubs and organisations that make up the warp and weft of our Club life at so many levels in the community. More than 200 Members and guests enjoyed fine champagne from the cellars of Joseph Perrier, marvelled that we had arranged for the Red Arrows to display over us and many rounded off the evening with dinner.



The Club has strong links with the late Sir Edward Heath, who not only sailed his *Morning Clouds* out of Hamble, but was a Member for many years, including whilst holding the office of Prime Minister. Out of office, he established his home in Salisbury's Cathedral Close and that former home, Arundells, is now maintained by a charitable trust and is open to the public. Earlier in the year, I was happy to receive from their Trustees a beautifully crafted half-model of *Morning Cloud II*, now *Opposition* and owned by the good friend of the Club Jamie Matheson, and it now hangs in the Member's bar. More recently, I shared the platform with Jamie at a fund raising event at Arundells, talking of the connection between Sir Edward and the Club.



It is always rewarding to see our Club receiving a public accolade and, in September, I was at Southampton Boat Show to receive the Sailing Today Yacht Club of the Year Award. With me were Peta Stuart-Hunt, who had nominated us and our Rear Commodore Sailing, Graham Nixon and it was equally pleasing to see so many other Members receiving awards in various industry categories at the same ceremony. There will be a follow-up feature on the Club in *Sailing Today* in the near future.

This Club is never shy of undertaking new ventures and it was with immense pleasure that we enjoyed a remarkable evening in the Wardroom of HMS Nelson in Portsmouth to dine in celebration of Trafalgar Night and toast the immortal memory. Organised, perhaps unusually, under the auspices of our Motorboat Division, we should thank it's Chairman, Andy Short, for his initiative in setting the ball rolling some 18 months ago; Club Member, Rear Admiral Malcolm Cree, who steered the negotiations; Juanita Sharman who liaised with him throughout and Lesley Walford, who so capably administered the event with her. It is useful having a Rear Admiral on your side and Malcolm was able to secure Vice Admiral Sir Philip & Lady Jones as our guests of honour. Clearly Sir Philip came well briefed and prepared, with references to the Earl of Cardigan and his waterborne Crimean campaign and our links with the KRH, but it was the main content of his speech, dealing with this country's future as a world power and the part to be played by our navy that grabbed the attention, and you could have heard a pin drop throughout his address. Suffice to say that the evening was a huge success.

The commissioning of the Prince Philip Yacht Haven by our Patron was covered comprehensively in the spring issue of *The Southern*, but since its completion, its facilities have transformed the sailing and social lives of many Members throughout the summer months, not least through the generosity that gave us Den's Deck and Sam's Ramp. As we move into the winter season we see the Club being able to offer yet more new facilities or options for use by Members, including those who normally keep their boats on a river mooring. The Sailing Of-



ice has been able to let some of the PPHYH berths over the winter months to enable Members to have access to power together with easy access to allow maintenance and, on fine days, there is always the option of a quick getaway to enjoy a day sail in the Solent.

Few, if any, activities undertaken within the Club would be possible without the diligence and enthusiasm of our hard working staff and each person, in whatever department, is integral to the success of the events and overall pleasure of Members and guests. I thank them personally and remind Members that our staff fund is open all year, ending for accounting purposes at the end of January and we especially encourage donations to the fund at this time of year.

I talked earlier of quick getaways, so I must congratulate all our Members who have sailed so rapidly and with such success under the Club burgee, all over the world, spreading the Club's name far and wide. They and you have my best wishes and Pam and I look forward to seeing you all on the water in 2016.

OPPOSITE PAGE CENTRE Photograph shows 'Morning Cloud II' now called 'Opposition' and owned by Jamie Matheson, moored at the Club.

OPPOSITE PAGE BOTTOM HRH The Princess Royal inspecting the Kings Royal Hussars at Tidworth.

LEFT The Commodore receiving the Sailing Today Yacht Club of the Year Award from Editor Sam Fortescue and Sponsor John Yates, UK distributor of Rolly Tasker Sails.

ABOVE Vice Admiral Sir Philip Jones addressing Members at the Trafalgar Night celebration.

# SAILING WITH THE SOUTHERN

Photography Paul Wyeth



**2015 saw the transformation of the waterside at the Royal Southern with the completion of the Prince Philip Yacht Haven. Not only do we now have deep water berthing for over 60 boats on pontoons, all fully serviced, there is also Sam's Ramp: a wide floating slipway which enables our youngsters to launch dinghies at any state of the tide. Nor is there any tidal restriction to launching sports boats and classics from trailers using our fixed crane.**

This year we have integrated our Sailing Programme with our Club magazine so that in addition to previewing the forthcoming season you have the opportunity to see what happened in 2015 - and what you missed if you were not taking part. All our racing events are open to members and non-members and if you don't own a boat you could enter by chartering one of the Club's J/80s (see page 44), or check out our 'Crew-Wanted' page on the website.

The early months of the season were difficult as construction work was still underway and we were unable to use some of our facilities. This and including the Harken May Regatta were covered in the summer edition, however once the Yacht Haven was commissioned we got back into full swing with the whole range of sailing and motor boating for which the Club is best known - from world-class match racing to teaching Splashers to sail Optimists and just about every form of competitive racing and cruising-for-fun in between.

We would not be able to put on such an exciting programme but for the support of our sponsors - Aveva, Barbados Tourism Marketing, Barrus, Champagne Joseph Perrier, GJW Direct, Harken, North Sails, Raymarine, and SLAM - to whom we owe a vote of thanks.

# SOUTHERN SAILING

by Graham Nixon  
Rear Commodore Sailing

## Summer Series

Our most intense racing is held in our Summer Series of monthly regattas which runs from May to September, excluding August. Racing is divided across two starting lines. The White line for one design racing (J/109s, J/80s, J/70s, and a mixed sportsboat class etc.) with predominantly windward-leeward courses. The Black line, for IRC racing and cruisers using the Club handicap system, with a mix of round-the-cans and windward-leewards.

A Single Event Rating (SER) is available for owners of boats of 22m or smaller, who only wish to do one or two IRC events a year. All Royal Southern regattas qualify for this rating. Further information can be found on the RORC Rating website [www.rorcrating.com](http://www.rorcrating.com).

Cruiser Class is open to anyone with a cruising boat who wants some competition but without the cut and thrust of IRC Class racing for whatever reason, such as wanting to sail with the family. A handicap is assigned by the Club and prizes are awarded for Cruiser Class racers at all regattas.

There are usually two or three races per day on Saturday and Sunday with a regatta party on Saturday night and prize giving on Sunday for individual classes. Trophies for the whole season are awarded at the annual prize giving.

400 people on the Saturday evening. In 2016 it will incorporate the National Championships for the J/88s, J/97s, J/109s and J/111s.

J/111 European Championships (16 – 17th July)  
Fast 40 National Championships (10 – 11th September)

## Fun Racing

The Ladies' Race in memory of Denise Cartledge, where the boat must have a female helm, although men are allowed to crew, and the Ancient Mariners Race. Here the helm must be entitled to a bus pass, all crew must be over 40 with an average age of 50 or over. There is also the Club Pursuit Race where the starts are staggered and the first boat to reach Cowes is the winner. A close finish is guaranteed.

A new entrant in Fun Racing is the Club's participation in Antigua Week. In 2015 two boats, fully crewed by Royal Southern members, raced the whole week, with one winning the Round Antigua Race and also finishing second in class overall, while the other finished 5th. For 2015 the Royal Southern donated the inaugural Inter-Club trophy, for which 12 clubs competed.

## Race Management

All this is supported by a strong race management team with a structured training and development programme. Our team of volunteers includes national and international race officers, umpires, mark layers and qualified judges to ensure the quality of racing is absolutely top level. In addition, Members volunteer their yachts to act as committee boats and assist with the myriad of tasks which are essential to the smooth running of major events. All of this is coordinated by our Sailing Manager and Assistant, supported by our full-time bosuns.

We collaborate with the other Clubs on the river to provide a local training and development programme for race officers, umpires and mark layers at all levels. We are also an RYA Training Centre for practical and theory courses.

## Cruising

The Club organises a wide range of cruising to suit all tastes. There are weekend and mid-week rallies throughout the year to locations around the Solent. These highly social rallies are for both motor and sailing boats and now extend over a three day period to give maximum flexibility if the weather does not co-operate. The first rally of 2016 is on 19 – 21st April to the Folly Inn and the dates of the other rallies are in the programme. To join a rally just let the Sailing Office know so that they can ensure a berth is reserved for you.

Sorry guys this one is only for the girls. On a selected Wednesday each month from April through to September sailing is organised for any female Member of the Club who wishes to have a pleasant day on the water away from the menfolk. No experience is required and it's fine weather sailing only. The usual programme for the day is to meet for coffee at the Club, sailing to a mooring for lunch (provided by the participants) and return to the Club in time for tea.

The Club organises cruising in company after the Cruiser Race and on an ad hoc basis. In addition there have been Club cruises in company overseas where Members can enjoy cruising in

foreign waters with rendezvous points during the cruise and with the reassuring thought that there are friends close at hand if there are any problems.

ICOYC cruises which are held annually enable one to cruise overseas not only with fellow Members of the Royal Southern but to meet fellow sailors from ICOYC Member Clubs around the world. This year's cruise was hosted by the Annapolis Yacht Club on Chesapeake Bay and next year the destination is Valletta, Malta (date TBA).

## Youth

Our Youth section starts from the age of 5 or 6, using the Club's Peanuts and Optimists, to introduce youngsters to the fun of sailing. Training days are held one Sunday each month. Splash Week in August (14 – 19th) sees around 100 youngsters of all ages, with parent or grandparent, enjoying an intensive holiday week of sailing and other activities. Classes are arranged by ability level and as the youngsters get more proficient, many move up to Fevas and Lasers

## Academy

Our Academy is aimed at the 18 to 25 year olds. Academy members have access to the Club's fleet of J/80s, for training, match racing, and general racing in our other events. The Academy often puts teams together to represent the Royal Southern at inter-club and student events and has an enviable record of successes at national and international levels. Over the past year this has included the Women's World Match Racing Champion, ISAF Youth Worlds semi-finalist, and first female in the 4,000 mile Mini Transat.

## Motorboats and Ribs

As well as joining our mid-week cruises, the Motorboat and Rib section organizes its own events around the Solent, aimed at adults and youngsters alike. For the first time, in 2015 they also joined in our Deauville race and plan to do so again in 2016.

### Deauville Motorboat Weekend

27 – 29 May

### Motorboat Rally

31 April – 2 May

### Motorboat Rally

11 – 12 June

### Motorboat Rally

1 – 3 July

### Motorboat Rally

27 – 29 August

### Motorboat Open Weekend

3 – 4 September

## Entering Royal Southern Events

Full details of our events appear on our web site, which also contains entry forms and fees, as well as race documentation and Sailing Instructions. If you need any more information, call or email Tim Thubron our Sailing Manager on 023 8045 0302, email [sailing@royal-southern.co.uk](mailto:sailing@royal-southern.co.uk)

Sailing with the Southern is not just about racing or cruising under sail or power it is also about having fun and making new friends. I look forward to seeing you all on the water in 2016.

### May Regatta

7 – 8 May

### June Regatta

18 – 19 June

### July Regatta

16 – 17 July

### September Regatta

17 – 18 September

### Cowes-Deauville Race

27 May

### Hamble/Yarmouth Cup

21 – 22 May

### Solent Cruiser Race

29 April – 2 May

### Cruiser Race

16 – 23 July

### Poole and Back

20 – 21 August

### Hamble Scramble

(Yarmouth)

3 – 4 September

### Royal Southern

Match Cup

15-18 May

### J/Cup

9-10 June

### J/111 European

Championships

16-17 July

### Fast 40 National

Championships

10-11 September





John Allen's X302 *Antix* blew the competition away, in IRC3, with four straight wins, though pursued all the way with four straight seconds, by Annie Kelly and Andy Howe's J97 *Black Jack II*. 'We've been together as a crew for 10 to 15 years, and it's great when everything comes together,' said John, normally based in Whitby.

IRC4, the J/80 and SB20 classes also saw clean sweeps, with Richard and Ursula Hollis' X95 *Crakajax* ahead of the Sigma 33 duo of *Chaser* (David Cheney) and *Sibilation* (Keith Greenfield) in IRC4. In the J/80 and SB20 classes, victory went respectively to John Powell's *Betty* and Tom Clay's *Whyaduck*. It wasn't quite that straightforward in the ever-competitive J/70 class, but Alan Higgs' ESF *Energy* took an impressive five wins in six races to finish ahead of Niklas Zennstrom's *Ran* and Patrick Liardet's *Cosmic*.



## Sonata Southern Area Championships

Also visiting, though from rather closer to home and at the other end of the size spectrum to the winner of IRC1, was *Exposition*, the winner of the Sonata Southern Area Championships, which was run as part of the Regatta. The 22-foot David Thomas design has proved enduringly popular. Said Joe: 'It's very cheap, competitive racing, and the racing this weekend was incredibly close. There are plenty of them in Poole and they suit the harbour, but we'll definitely be back here again.'

*All photography for the North Sails June Regatta by Paul Wyeth*

RACING

## SCOTS WA HAE!

The Scots have been making their presence felt this year and so it was with the Club's North Sails June Regatta where *Eala of Rhu* took top spot in a hotly contested IRC1. Normally based on the Clyde, Jamie McGarry and Colin Moore's co-owned Swan 45 sailed consistently through the two days of the Regatta to narrowly take the win ahead of Adam Gosling's Corby 36 *Yes!*. A significant Solent scalp for the visitors.

The well-honed crew on *Eala* had to adapt to the evolving conditions, which saw lighter 8-10 knot winds on Saturday pick-up to mid-teens

during Sunday before topping out at over 20 knots at the conclusion of racing. *Yes!* fought back on the Sunday with two bullets, but *Eala of Rhu's* 2-1-3-2 scoreline saw her take IRC1.

Co-owner Colin said: 'This Regatta is a fantastic opener for us in the southern race circuit in the run-up to the Swan Worlds coming up in July in Cowes, so it has been perfect for us. It's been a pleasure to sail down here. Beautiful sailing and very warm and friendly in the Club.'

There was also close racing in IRC2 where Roger Bowden's Dufour 40 *Nifty Drifter* posted two wins on the way to a narrow two point win over Robbie and Lis Robinson's First 35 *Hot Rats*.





All photographs for the Champagne Joseph Perrier July Summer Regatta courtesy of Paul Wyeth

## CHAMPAGNE REGATTA

The Club's Champagne Joseph Perrier July Regatta attracted racers from far and wide. For John Barrett, however, the distance involved in returning to his Ramsgate home meant he had to forego the pleasure of collecting his Joseph Perrier reward for winning IRC2 with *Stiletto*. Instead crew Prue Nash did the honours at a packed Clubhouse Prizegiving.

The east coast based First 35 responded well to mixed conditions in the Solent, which saw a solid breeze on Saturday topping out at over 20 knots give way to light airs early Sunday before the sea breeze restored ideal racing conditions for the concluding race. *Stiletto* posted a 1-2-4-1 scoreline to finish ahead of Roger Bowden's Du-four 40 *Nifty Drifter* and Robbie and Lis Robinson's First 35 *Hot Rats*.



'We had our worst result in the light airs but when it got up to 15 knots we were really in our element in just the right range for our sails,' said Prue. 'She was just going really, really well. We have been together through three quarter-tonners, X332s, X99s and more recently the Dehler 34 and now the First 35; it's just working really well for us.'



It also worked well for Adam Gosling's Cowes based Corby 36 *Yes!*, whose involvement with the Club across the Solent was rewarded with four bullets which saw them clear winners in IRC1 in front of the J/111 challengers of Tony Mack's *McFly* and Chris Body and Andrew Christie's *Icarus*.

In IRC3 Andy Howe also felt the trip – his from Harrow on the Hill in London – was worth it with victory in IRC3 on *Black Jack II*. The J/97 is the reigning national class champion, but despite a strong opening did not have it all its own way.

'We had lots of breeze on Saturday which really suits us, so we had a really good start with a couple of wins which really sets you up,' said Andy. Sunday's light airs race, however, saw David Greenhalgh's J/92 *Jronimo* – whose crew included his daughter Libby just returned from Volvo Ocean Race duty – pull off a precision pin end port tack start to take the race by the scruff of the neck. *Jronimo* took third in class, pipped by Peter Bromley's A31 *Aneet Djinn* which won the final race of the Regatta.



Another Club Member having a successful weekend was Annabel Vose, who helmed Johnny Goodwin and Jonathan Calascione's *Harlequin* to six straight wins in the J/70 class. 'I've done a bit with the J/70s over the Winter Series but this was my first weekend helming and I loved it,' said Annabel. 'It was a perfect weekend and they are such great boats. Downwind they are so fast – they plane so quickly and they are just off. All the boats were so close as well so it was great fun.'

Also completing a clean sweep was Robert Bottomley's First 40 *Sailplane*, which took the Cruiser Class ahead of Nicky and Bill Blain's *Batfish V* and Graham Nixon's *Magic*.

### Classic 6 Metre Racing

The Royal Southern is also showing its mettle, along with its unrivalled facilities, in running national events alongside its core programme, hosting the Open British 6 Metre Championship.

Victory went close to home, going to Sailing Committee Member Andy Short's *Nancy*, just ahead of Fenton Burgin's *Sioma* and Tom Richardson's *Thistle*.



TOP Annabel Vose at the helm of J/70 *Harlequin* on the way to 6 straight wins and above receiving her prize.



**AVEVA**  
 ROYAL SOUTHERN YACHT CLUB  
**SEPTEMBER  
 REGATTA**

All September Regatta photographs by Rick Tomlinson



The Royal Southern's Summer Racing Series came to a spectacular conclusion as the AVEVA September Regatta provided some perfect late season Solent racing. And if the on the water action delivered – once weekend mist on both days eventually dispersed and the breeze filled in – so did the onshore atmosphere in the Club, described as ‘vibrant’ by a number of racing sailors with hundreds of competitors and guests enjoying the Royal Southern Pirate Party with a Caribbean BBQ and a welcome dark ‘n stormy.

With a diverse entry across 12 different classes there was a genuine mix of racing options, with the AVEVA sponsored event also encompassing two national championships.

**J/80 National Championship**



The J/80 UK National Championships saw 10 races over three days, all hotly contested by a 15-strong fleet. The first day's racing was held in highly changeable conditions. After the first two races, the skies darkened over Southampton Water and the heavens opened so there was a short postponement to let the new breeze settle. The second half of the day's racing was blessed with superb conditions; watery sunshine and a building southwesterly breeze.

A steady performance on days two and three, when the J/80s formed part of the AVEVA September Regatta, saw Mike Lewis' *Jester* take the title after fending off some determined opposition. "It's been an excellent few days with really good racing," said Mike. "For us consistency paid off. *J out of the Box* were leading early in the Regatta but were OCS on one race and had to go back, which was their discard, and then in the first race on Sunday they got buried at the pin and couldn't recover which dropped them out of first place."



Racing the J/80 since 2010, Mike is the class captain and is looking forward to 2017 when the Royal Southern is hosting the World Championships. He added: "We do a lot of racing here and we have twice won a Royal Southern series. I would like to move the home of the J/80 to the Club so we can incorporate the Academy boats while sailing out of here. There is just a really good atmosphere."



Yannig Loyer's French team on *J out of the Box* took second place, their four first places putting them ahead of Jon Powell's *Betty* on countback. *Betty*, however, did enough to win the Raymarine Championship, a series of seven regattas over the season.



## J/111 National Championship

The other national championship saw a tussle among the ever-competitive J/111 fleet, with three different winners from three races on the Saturday. A pair of bullets on the Sunday – to add to a win in the first race – saw Tony Mack's *McFly* take the UK National Championship title ahead of Martin Dent's *Jelvis* and Chris Body and Andrew Christie's *Icarus*.



"With three winners from the first three races all credit to the J/111 class, they are all terrific sailors," said Tony. He was also full of praise for the race organisation and the atmosphere within the Club itself: "The courses have been marvellous and really clear. Some places you think they are trying to catch you out, but here it's been really clear over the radio about what was going on. It's worked really well." He added: "In business you get a feel, a smell, an atmosphere of success, and you can also go to businesses and you find the opposite feeling, but the Club has that vibrant feel about it everywhere."



Someone well versed in high-performance racing, but successfully choosing the J/70 class for the AVEVA September Regatta, was Niklas Zennstrom aboard *Ran*.



"What's great with these small J/70s is that they are so easy to sail," he said. "You just launch the boat, hoist the sails and off you go, so compared to the TP52s and the Maxis it's a very different thing – quite nice actually to just go out sailing from the Royal Southern. It is our third regatta with the boat and I think we have now figured out how to sail them, so we had a pretty good weekend with a 3-1-1-1-2," he added. "The Summer Series here at the Southern has been really good, a great atmosphere with good race management, it's been a success."

*Ran* finished ahead of Patrick Liardet's *Cosmic* and Simon Cavey's *Just 4 Play*.



## Fast 40

Another racer celebrating success echoed the sentiment, with Sir Keith Mills saying: "The new Prince Philip Yacht Haven has made a huge difference and I don't think I have seen the Southern so vibrant with yacht racing, which is terrific and just what a yacht club needs at its heart."

Sir Keith's Ker 40+ *Invictus* posted four straight wins on the way to winning the recently formed Fast 40 class for high-performance racing machines, though had to give best in the final race

to Stewart Whitehead's Carkeek 40 Mk 2 *Rebellion*. "On Saturday I didn't think we were going to get any wind, but it filled in and we have had a great weekend's racing," said Sir Keith. "Five races in all, quick races, windward-leeward and really testing for all the crews with lots of lead changes. The Fast 40 offers a new style of racing with smaller versions of the TPs, it's Grand Prix racing, stripped out and very responsive racing. They are big dinghies really and a lot of fun."



In other White Line classes victory went to Andy Hamlett's *Satu* (XOD), Fenton Burgin's *Sioma* (6m), and Gary Baker's *Trio* (Sportsboat).

The Black Line saw David Greenhalgh's J/92 *J'ronimo*, crewed mainly by female friends from Hamble, tied on points but won on countback from Annie Kelly and Andy Howe's J/97 *Black Jack II* in IRC3. "My dear wife Judith is a volunteer on the Committee Boat, so she could keep a good eye on me," laughed David. "The crew work was really good, we started pretty well and didn't make too many mistakes. The crew complain that I only provision the boat with pork pies but it is the only food you can eat with one hand and not make a mess."

In IRC1 Nick Rawbone's *Playing Around* posted three wins on course for a class win, ahead of James Wilkie's *Puma* and Daniel Anthony's *Malaika*. In IRC4 Jonty Sherwill's *Cockleshell* took a clean sweep of wins, while IRC2 went to John Barrett's *Stiletto* by a clear margin. Pat North's *Dino Volante* was victorious in the Cruiser Class.



# JP MORGAN ASSET MANAGEMENT ROUND THE ISLAND RACE 2015



TOP Photograph by Paul Wyeth  
CENTRE & BOTTOM Photography  
by Patrick Eden

The original idea for the Island Sailing Club's (ISC) Round the Island Race came from member Major Cyril Windeler. In 1930 he suggested a handicap race around the Isle of Wight which could cater for smaller boats – those in the category 5 to 25 tons. He may, at that time, have been enjoying a quiet joke at the expense of the Royal Yacht Squadron (RYS), who had stated that their members must own a yacht of minimum 30 tons! The first race took place in 1931 with 25 entries and it was indeed one of the smaller boats that won – a 22 foot Cornish fishing boat *Merry Conceit*.



By way of contrast, the 84th edition of the race saw 1,584 boats set sail from Cowes starting from the RYS Line from 0700 on June 27 with 1,380 finishing before the scheduled 2200 cut off in order to qualify for a result. **With an estimated 15,000+ sailors participating it is now the largest yacht race of its kind in the world and one of the UK's largest participant events;** up there with the London Marathon and the Great North and Great South Runs and attracts competitors from around the world.

The race itself was an ideal combination of wind, up to 25 knots at times, and non-stop sunshine, favouring the mid-sized boats and race times were generally very quick although no records were broken.

Thousands of spectators in Cowes and around the Isle of Wight as well as on the mainland, including at the two Race Hubs – the Royal Southern YC in Hamble and the Royal Lynton Yacht Club – enjoyed fabulous views, this



TOP & CENTRE Photograph  
by Patrick Eden

BOTTOM Photography by Paul Wyeth

## TROPHY WINNERS

**JP Morgan Trophy**  
1st overall IRC 0  
Sir Keith Mills  
*Invictus*

**Jeroboam Trophy**  
2nd Inter Club IRC Team  
Steve Powell  
*Mahjong*

Robbie Boulter  
*Breeze*

Robbie & Lis Robinson  
*Hot Rats*

**Jubilee Trophy**  
1st, Gaffer Division 1  
Richard Jacobs  
*Ivy Green*

**Crankshaw Bowl**  
Winner ISCRS Gp 4  
John Westlake  
*Polar Bear III*

year for the first time via the RTI TV channel. This new initiative launched by the ISC and supported by J.P. Morgan Asset Management and some Race Partners, provided live commentary and footage of the starts interspersed with competitor interviews and weather information. This was the first year that the Royal Southern had operated as a Race Hub and it enabled crews based on the Hamble to receive their Raymarine Weather Briefing on Friday evening there and declare, collect their tankards and celebrate or commiserate after the race on Saturday.

Many Club Members participated both on their own boats and as crew on friends' boats and it is not possible to list them all. However our congratulations go to the winners shown here in this article and apologies if any have been missed.

Richard Jacobs won his class at his first attempt at the race in *Ivy Green* and his report of the race (on page 18) shows that the spirit of the first race is still very much alive despite the increase in numbers.



## Keep The Date

Next year's J.P. Morgan Asset Management Round the Island Race will take place on Saturday 2 July 2016.





# IVY GREEN

Photography courtesy of Patrick Eden

**It's already light when the 04:45 alarm sounds. We leave the mooring in good spirits at 05:15. The bowsprit and jib are rigged and ready to go. The mainsail is up by the time we're out of the Hamble river and it's a gentle sail across to the start line, with a stream of other boats doing the same thing.**

The starting area really is a boat watcher's paradise. There are yachts of all shapes and sizes pouring out of Cowes. *Mariquita* heads West up the course and is a great sight coming back downwind, while *Eleonora* powers the other way, from Osborne Bay. In between is *Leopard III* with an army sitting on the rail. We jockey for position with a MOD70 and generally enjoy the show. The wind is already stronger and further to the West than forecast, so it's going to be a long beat to the Needles.

At 07:00, the superstars of Class Zero are away and then it's our turn at 07:10. We decide on simplicity and get a great start at the pin end of

the line with the majority of the fleet out of sight in the melee at the Squadron end of the line.

By 10:00 it's wind over tide in the Hurst Narrows and every square foot of water has a boat on it. The wind's up to a steady 4 and there's plenty of tacking and ducking going on. At 10:40 we're round the Needles and there's time to draw breath. It's a beautiful sunny day and we're on a broad reach in rolling seas... time for an early lunch.

At 12:45 we're round St Catherine's and tuck inshore to avoid the last of the ebb tide. We're going well, but every time we think things are looking good, there's another Shrimper in front of us.

14:55 sees us round Bembridge Ledge and we head for Ryde. We watch the boats in front of us tacking inshore at Ryde Sands, to avoid the tide. Then we watch the inshore lifeboat trying to help them get back afloat. The idea of close tacking a 10 ton gaffer in a crowd, against the tide doesn't appeal and we take the Northern option. Our Port tack from Ryde, keeps us in great wind and takes us up past Lee-on-Solent. There we tack along the Southern edge of Bramble Bank before diving across for Cowes.

We rejoin the melee at Shrape Beacon and tack back out for the finish. The flood tide leaves us just short, so a last tack to starboard about a boat length before the line, which is ignored by the yacht behind us coming in on port. That leaves us both in irons a bowsprit from the finish, with the tide pulling us back. *Ivy Green* falls back on to port tack and we scrape around the line to record a finish at 18:11:02. The sail numbers just lasted the day, but we're out of flapjacks and sausage rolls, so we bear away and head straight for Hamble. A well earned pizza turns into a victory celebration after checking the results. We've won our class (Gaffers Division 1) on our first attempt! We shall be back to defend our title next year.

Richard Jacobs

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# RYS BICENTENNIAL INTERNATIONAL REGATTA

## TEAM RACING

*All photographs courtesy of Paul Wyeth*

The height of this year's Solent sailing season was undoubtedly the Royal Yacht Squadron's Bicentennial International Regatta held between 25-31 July and featuring the grandest collection of yachts seen in Cowes for many years. The list of entries included three of the J's; a magnificent collection of classic yachts, including the stunning 162 ft schooner, *Eleonora*; a handicap fleet that included TP52s and minimaxi's; 8 Meters; a level ratings class; competitors representing yacht clubs from all corners of the globe; and team racing in a fleet of new J/70s for mixed crews of under 29 years.



A team of Jamie Diamond, Tim Gratton, Pip-pa Horne, Ben Mansfield, Ollie Mellor and An-nabel Vose was honoured to represent the Royal Southern in the team racing event. The week started with a postponement that lasted all day on Monday, due to a steady 35-40 knts breeze. This dropped overnight to give tough but manageable conditions on the Tuesday for the commencement of the first of three round robins.

Team Southern got off to a good start with wins against Yacht Club de France, Norddeutscher Regatta Verein, New York Yacht Club, RYS and RORC. After the first round robin, we stood sixth overall. In the second round robin our team went one better to beat St. Francis Yacht Club after a close battle. Those Californians were so laid back it was hard to believe they were engaged in two boat team racing, perhaps the most aggressive style of sail boat racing ever conceived.



### The final results were:

- 1st St Francis Yacht Club (USA)
- 2nd Royal Thames Yacht Club (GBR)
- 3rd Yacht Club Costa Smeralda (ITA)
- 4th New York Yacht Club (USA)
- 5th Royal Southern Yacht Club (GBR)
- 6th Oxford University Yacht Club (GBR)
- 7th Norddeutscher Regatta Verein (GER)
- 8th Royal Yacht Squadron (GBR)
- 9th Royal Ocean Racing Club (GBR)
- 10th Yacht Club de France (FRA)

Throughout the week the Squadron's regatta management team ensured that the celebrations of the event were spectacular. The climax of this was the the Grand Party at Osborne House. This included an air squadron fly past, regimental band and sit down dinner for well over 1000 guests, as well as fair grounds, bands and entertainments. It was a regatta dinner like no other I've attended and would have been fantastic as a stand-alone summer ball, let alone a footnote to another event.

Despite having a good show at the party, Team Southern put in a solid final day's racing with exciting races against Royal Thames and a win on the line against Oxford University. This left us 5th overall in a field that included world tour match racers, multiple BUSA champions and several professional sailors.

The prizegiving continued with the theme of celebration, with the Red Devils display team dropping in just off the squadron lawn and Sir Ben Ainslie handing out the silverware. The team is very grateful for the support we have received from the Club and dedicate our regatta to the memory of Sam Alexander.

*Graham Nixon*



Ten strong international teams assembled for the 2015 Royal Southern Match Cup. As well as being an ISAF recognized Grade 2 European Championship equivalent event, the 2015 Match Cup was also the first ever World

ROYAL SOUTHERN  
MATCH CUP  
2015



Match Racing Tour (WMRT) event to be held in the UK. The teams were all intent on wresting the Match Cup from its current holder, Ian Williams whose name had just been added to the WMRT list of winners by the Crown Jewellers, Garrard, and who has been World Match Racing champion a record breaking five times. This year he has also topped the ISAF Open Match Racing table.



All Match Cup photographs courtesy Paul Wyeth



## Day 1: Summer

'This is great' said Lucasz Wozinski from Poland. 'Twenty knots of wind, sun and clear blue skies. Where I come from it's still 5 degrees, raining and we wonder when Winter will ever end?'

And so, the first day of the Royal Southern Match Cup got off to a good start with some of the top guys confirming their status, and a few surprises. Race Officer Simon Hand with guest Race Officer Bartosz Gruska from Poland got nine flights off in the first round robin despite some delays for breakdowns and an injury to a crew member - fortunately not serious. Ian Williams emerged winning five out of five while Matthew Jerwood (AUS) and his Redline Racing team had a perfect six out of six, even though the skipper and bowman went off to hospital and so were not on board for the last two races. Christian Tang from Denmark also went well with four out of five whilst his compatriot, Joachim Aschenbrenner, then top of the WMRT Leader board, had some catching up to do.



## Day 2: Glassy

Day 2 brought a frustrating change. Sullen low cloud sat over the Solent: no sun could get in and whatever wind had been forecast went somewhere else. Starting on time in a slight north-easterly, fortune favoured those who could find their way over the glassy sea. Then the wind closed down completely. Simon Hand and his colleagues on the Committee Boat watched their flags droop and while the wind had a fitful try from the east, then from the south, it finally gave some hope from the south west, at least enough to start the second Flight of the day.

As the wind then gradually faded, the later stages became very long and drawn out, a test of patience and propulsion regulations which the Umpires watched intensely.

Eventually Ian Williams showed that it was quicker to drop the kite, furl the jib and nurse the boat over the line on main alone to win two out of two in the lightest of airs.

After another long wait and with no wind reported for miles around, that was that for the day. The plan was then to keep the Round Robins going the next day so that everyone got the maximum racing. In the meantime, the new Prince Philip Yacht Haven beckoned and the competitors enjoyed a great evening ashore.





### Day 3: Testing

Saturday was the last day of the round robins and multiple world champion Ian Williams had to work hard to secure pole position for the finale. Williams admitted the competition had kept him and his crew honest over three days of very mixed Solent conditions, which culminated in a gear-breaking combination of wind and sea state. 'It was right at the top end of racing conditions with quite a steep chop for the J80s, so Saturday was all about managing the set-up of the boat and getting the boat to go fast upwind,' said Williams.

The testing conditions resulted in numerous minor breakages which required the expert and rapid attention of the on-the-water repair team of Dick Long and Paul Watkins, before Race Officer Simon Hand called it a day at the completion of the round robin.

The completed round robin threw up some intriguing contests for the knock-out. The two top-ranked British match-racers – Ian Williams and Academy Member Mark Lees – were scheduled to meet in one semi-final whilst Matt Jerwood, the current Australian match racing champion, was to meet Connor Miller, the British Universities Match Race Champion, in the other. Either Lees or Miller were in line for a free place at the Warren Jones Invitational in Perth as the best placed Match Cup British sailor under 24. And although the current WMRT leader Joachim Aschenbrenner had to settle for an all-Danish sail-off for fifth and sixth place with Christian Tang he was not despondent. 'The conditions over the three days so far have been in the extremes but we have enjoyed it,' he said. 'It's been fantastic and we have had such a warm welcome from everybody - it's a beautiful place to sail.'



## Day 4: The Finale

Williams had kept a 100 per cent win record until he ran into Academy Member Lees in the first of the knock-out series. Lees took the first race and an early lead in the best-of-five, before Williams hit back taking the next two. In a declining and shifty Solent breeze, and despite a coming together at the top mark, Lees kept the tie alive by winning the fourth match to level the scores. However, Williams then showed why he is ISAF's top-ranked match racer by taking the decider by the scruff of the neck and dominating the race to reach the final. There, in the increasingly fickle wind, he beat Australian match racing champion Matt Jerwood 2-0 in a shortened series to take the title.



"You never expect it to be easy" said a victorious Williams. "It's a strong field and what you find with these regattas is people improve as it goes on. So you can feel that you are winning in the round robin quite comfortably, but once you get into the final stages it always ramps up and people hit their stride." He added "I've really enjoyed being here for the Royal Southern Match Cup. I've got Ricky McGarvie here from my World Match Racing Tour crew, James French, a young British guy we've been training with, and my old friend Richard Sydenham, so that's been great as well." Jerwood went on to finish second overall, winning the Bill Foulkes Aladdin's Cave trophy for the best under 25 helm of the even. He commented: "It's been awesome and I'm definitely coming back next year."

Miller and his new Rascal Racing team won

the shortened single-race petit final, beating fellow Brit Lees into third and earning a place at the Warren Jones Invitational in Perth as the best placed British sailor under 25. He said "The racing here has been brilliant and I'd like to put a special mention in for Colin Hall who has been absolutely amazing in getting us here. It wouldn't have been possible to have been here without him."

"We've got a lot of training to do before Warren Jones and the biggest thing for us will be the funding, so we will be looking for a sponsor for that."

At the well-attended Clubhouse prize-giving, special thanks was given to all the Club volunteers who had helped and accommodated the visiting sailors, as well as the race committee headed by Simon Hand and the team of international and national umpires led by Neven Baran from Croatia.



This was the first major event organized in the new Prince Philip Yacht Haven, just ten days after being opened by our Patron. What a great facility it proved to be as the boats were clustered by Den's Deck and a great regatta spirit prevailed.

In organising the Match Cup 2015 the Royal Southern Yacht Club is grateful for the generous support of Raymarine, Village Pre-Schools Ltd, Ullman Sails, Icom, RYA, Allspars and Grapefruit Graphics.

### Teams

- 1 Ian Williams, Richard Sydenham, James French, Ricky McGarvie (UK)
- 2 Matthew Jerwood, Patrick Vos, Mark Whittington, Alex Landwehr (Australia)
- 3 Connor Miller, Geraldine Matthews, Ferg Barnham, Jay Stace (UK)
- 4 Mark Lees\*, Scott Flanigan, Shane Diviney, Eamonn Bourke (UK)
- 5 Joachim Aschenbrenner, Jonas Funk, Hamish Hardy, Peter Knight (Denmark)
- 6 Christian Tang, Søren Ditlev, Lars Vilhelmsen, Leis Ole Daetz (Denmark)
- 7 Annabel Vose\*, Amy Prime\*, Suzy Russell, Hannah Peters\*, Maddie Anderson (UK)
- 8 Philip Bendon\*, Joel Carey, Chris Tiernan, Cian Mollen (IRL)
- 9 Lucasz Wozinski, Filip Lewandowski, Jacek Przybylak, Bartek Bartnicki (Poland)
- 10 Matt Reid\*, Jamie Diamond\*, John Hunter-Hamilton, Bruno Van Dyke\* (UK)

\* Denote Academy Member



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# COWES WEEK

As usual the Royal Southern played a major part in Cowes Week both on and off the water. Many Members were competing in their boats or crewing, while the Race Management Team was involved with organising racing throughout the week and providing race management on the Bramble and Shrape lines.

The opening day was bathed in unbroken sunshine but with a fickle breeze that saw racing postponed for two hours. Shortly after midday, once the east-south-easterly breeze in the mid-Solent had built to 8-9 knots, race officials got the start sequences under way. The first Black Group was for the large yachts in IRC Class 0 and Michael Bartholomew's GP42 *Tokoloshe II* led the fleet away from the southern end of the Bramble line and finished second on the water and on handicap.



The sunshine continued on day 2 but with a west-south westerly breeze that built through the day to give gusts approaching 20 knots by early afternoon. With 30 degree wind shifts at times, accompanied by big gusts and lulls, there was plenty to challenge competitors. There was considerable Royal Southern interest in the Etchells



and SB20 fleets. The SB20s were scheduled to have eight races over the first four days as part of a series of Grand Slam events that also take place in Torbole (Italy) and Hyères (France).

It was too much to expect the sun to last and the increasing cloud accompanied by a band of rain provided the competitors with challenging wind shifts but this did not deter our Members with the Smith, Dallas and Richards team's *Magic* taking second place.

Tuesday was Ladies' Day and the day that the Royal Southern was responsible for the race management. Unfortunately the wind did not co-operate and racing had to be abandoned with the wind resolutely remaining below five knots all day.

Ladies Day was introduced for the first time in 2006 to champion the role of women in sailing and the sheer number of female competitors racing at Aberdeen Asset Management Cowes Week.

This year there were some 8,000 competitors taking part in the regatta and around a third of them were female. Sailing is one of the few mainstream sporting events where men and women can compete on equal terms and the strength of female competitors has grown with a 150% increase in female skippers over the last decade. The presentation of the Ladies' Day trophy recognising the outstanding contribution, commitment, or achievement of women in sailing went ahead in the evening and was won by Libby Greenhalgh.

The sun and wind returned with a stable 10 knots from the ENE on Wednesday. This saw the first racing of the 60-72ft yachts in the IRC Big Boat Class who were competing, along with IRC Class 0, for one of the event's most prestigious trophies,



the Britannia Cup. The winner, determined by average speed around the course on corrected time, was *Bella Mente* a 72ft Mini Maxi. The same classes competed for the New York Yacht Club Challenge Cup in the rain on Thursday and racing continued in most other classes in murky conditions accompanied, on occasions, by thunder and lightning.

The penultimate day of the event delivered more interesting and challenging racing. The races for the Black Group yachts were the last in their series and a number of classes had clear winners with a day to spare. In IRC Class 0, *Tonnerre 4*, on which Jeremy Robinson was tactician, held a slim but unassailable advantage over *Invictus* and *Tokoloshe II* owned by fellow Members of the Royal Southern. Positions were also confirmed in IRC and other classes including the J80s, Etchells and the Victory Class.

The final day of racing saw a return to champagne sailing conditions with bright sun and a light breeze. While *Exabyte V* had already secured a victory in the Etchells Class, a five-way fight for second overall played out on the water. One of the biggest battles was between Nick Stagg's *China White*, which finished seventh, and Mark Downer's *Moonlight* in sixth place. This left the two boats tied on 24 points, with the count back resolved in Downer's favour thanks to his win in the race the day before.

Once again it was a successful Aberdeen Asset Management Cowes Week on the water for the Royal Southern with significant successes. Our congratulations to all.



ABOVE RSmYC Member Libby Greenhalgh (3rd from left) with other winners at the Prizegiving



ABOVE LEFT *Tonnerre* winner of IRC Class 0

ABOVE *Magic* 2nd in IRC Class 6 and 3rd *Polly* with Ben Meakins on the helm

OPPOSITE PAGE

TOP RIGHT *edigitalresearch* 2nd in the SB20 fleet

CENTRE Duncan Truswell's *Exabyte V* winner of the Etchells Class

BOTTOM Michael Bartholomew's GP42 *Tokoloshe II* 3rd in IRC Class 0

All photographs by Rick Tomlinson

## SOUTHERN SUCCESSES

### IRC Class 0

- 1st *Tonnerre* – Jeremy Robinson
- 2nd *Invictus* – Sir Keith Mills
- 3rd *Tokoloshe II* – Michael Bartholomew

### IRC Class 1

- 3rd *McFly* – Tony & Sally Mack

### IRC Class 6

- 2nd *Magic* – Smith, Dallas & Richards
- 3rd *Polly* – Ben Meakins

### Etchells

- 1st *Exabyte V* – Duncan Truswell
- 7th overall in White group
- 3rd *China White* – Nick Stagg

### SB20

- 2nd *edigitalresearch* – Alec & Clairey Russell and Emily Westlake

### Victory

- 2nd *Shearwater II* – Russell Mead

### Sportsboats

- 1st *Ji FI* – Stewart Hawthorn

### J Boats

- 3rd J/80 *Boysterous* – Ali Hall
- 1st J/88 *Ji FI* – Stewart Hawthorn
- 1st J/92 *Jronimo* – David and Libby Greenhalgh
- 1st J/111 *McFly* – Tony and Sally Mack





# ROLEX FASTNET RACE 2015

A number of Club Members participated in the 90th Anniversary Rolex Fastnet Race, frequently referred to as the 'Everest' of competitive sailing, and we are delighted to report a number of successes and that they all returned safely to their home berths. One of the top performers was Stuart Childerley who, with Kelvin Rawlings won the Two Handed Class and came fourth overall. Mike Bartholomew's *Tokoloshe II* continued its successful season and won IRC 1A (second in IRC1). Bill Blain and *Batfish* took on the Fastnet again, this time for Sail4Cancer, raising nearly £13,000.

## Triumphant *Jester*

Racing two handed for 603 nautical miles non-stop, spending most of the time alone on deck is tough. To perform well requires an all-round ability where both crew need to be able to accomplish

any task on board. This year's Rolex Fastnet Race proved to be a long hard marathon for the 108 sailors racing in the Two-Handed Class.

54 teams entered the 2015 Rolex Fastnet Race racing in the IRC Two-Handed Class from Belgium, France, Great Britain, Holland, Ireland, Monaco and the United States of America and the winner, after over four days and nights of racing, was decided by just 23 seconds.

For most of the two-handed competitors, food was simply fuel, and sleep the ultimate luxury. The fastest yachts took over four days and nights to complete the course. Tenacity, patience and a will of iron, coupled with expert seamanship and racing prowess is what's required to take on the Rolex Fastnet Race two-handed. It is an extraordinary challenge.

The 2013 overall winner of the Rolex Fastnet Race was Pascal and Alexis Loison's JPK 10.10



*Night and Day*, the first ever two-handed overall victory in the 90 year history of the race, and they were back to defend their title.

*EAR LEFT* A cannon on the Royal Yacht Squadron platform gets the Rolex Fastnet Race underway. Photo: Rolex/Rolex.

*LEFT* *Jester* and *Juno IV*. Photo Rolex/Daniel Forster.

*TOP* Leaving the Solent and the Needles. Photo Rolex/Kurt Arrigo.

*BELOW* Stuart Childerley and Kelvin Rawlings in Plymouth.

But racing two-handed in the Rolex Fastnet Race for the first time, Kelvin Rawlings & Stuart Childerley - campaigning the 20-year old J/105 *Jester* - won by a dramatic 23 seconds after time correction from *Night and Day* and was fourth overall out of the 309 yachts racing under IRC.

Kelvin Rawlings has competed in the America's Cup, won several Admiral's Cup campaigns and taken part in over 21 Fastnet races, but never two-handed. He received a proposition from his long time friend and Club Member, Stuart Childerley, about a new challenge. Stuart, who turns 50 next year, has represented Great Britain twice at the Olympics, and has also won the International Etchells World Championship twice. He has competed in seven Fastnets and is still a potent force in the International Etchells class. A poacher turned gamekeeper, these days Stuart Childerley is an International Race Officer working for the Club and the Royal Ocean Racing Club on inshore regattas, including the IRC National Championship and the Brewin Dolphin Commodores' Cup.

Stuart Childerley spoke about the logistics of organising the Rolex Fastnet Race:

"The level of detail from risk management, co-ordination of the services at two different locations and much, much more is huge when you are running an event like this. On board *Jester* we had good moments in the race and some big knocks, but we always kept fighting. We sensed we were close to victory; AIS has transformed offshore racing because you can identify who the top boats are. We didn't know the full picture but we knew that every second counted. Down to the last 10 miles, we knew we were catching up. We had the light kite up and the wind was increasing, so we made the decision to change to the heavier kite, then the wind speed decreased and we changed back. We put in two sail changes and really nice gybes and we needed to; we could have easily lost it there, but we were absolutely delighted to win. The intensity of those last 10 miles after four days racing was great. This has been a fantastic challenge and you can't live in the past, you can't trade that as a currency, you move on to your next challenge and we will both be looking for one."

Kelvin Rawlings added: "We were on different sides of the world and Stuart sent me a three

word text: 'Two handed Fastnet?' I replied - 'Yes.' There was absolutely no hesitation at all and everybody thought I was mad. I thought we would do well, but I didn't think we would win it! We looked at chartering a modern boat, but a lot of people in the know kept talking about the J/105, so we just bought one and worked it up. I have done 10 Sydney Hobarts but this is right up there."



# BATFISH & BATTERIES



....a salutary tale from Bill Blain, an experienced racing yachtsman

**This year's Fastnet wasn't the result or the race my crew and I were hoping for. Why we retired is another story, and it's mea culpa time - I made some stupid schoolboy errors with the ship's batteries and computers. Sailing is a sport where you never stop learning, and we've all learnt lots this year - mainly that power management is a vital part of offshore racing!**

My mistakes were two-fold. I never checked the settings on the battery switches pre-start and instead of keeping the two sets of batteries separate: one set to run the boat; navigation, lights, GPS and such, and another to start the engine (enabling us to charge the batteries), we ended up with the switch set with both batteries on drain. I also never properly explained to the crew how the convoluted wiring of the computers to the ship's power worked - or how to make sure they were switched off. As a result, a small crisis became a big one that cost us our race.

On Wednesday night, in the middle of the Celtic Sea between Land's End and the tip of Ireland, the wind was blowing 20-25 knots and we were having a great time. The boat was making 10 knots through fairly moderate seas. It was wet, windy and very bouncy, and we could see we were overtaking other boats! Finally we'd found wind (lots of it) and we were pulling our way back up the leaderboard after two very frustratingly light days of the race.

And just when we started to think we were in the race - suddenly we weren't.

About 30 miles south of Ireland, around 3.30 am, a wave broke over the boat's side as someone was coming through the hatch and poured into the main cabin. Water deluging the inside of the boat happens all the time, but what happened next we're not entirely sure but the inverter that powers our navigation software may have shorted. We didn't realise it immediately, but the short was literally draining the life out the boat's power system.

We found out suddenly as a whole series of alarms went off as the ship's systems went into shock. While the crew switched off everything obvious, (but not the inverter, because it's not on the electrics board), I tried to start the engine to power her up - but the drain on both power sets meant she just wouldn't tick. Meanwhile, the inverter kept sucking power. By the time it was switched off, I was scrabbling around the bilges of the boat trying to close down non-vital systems and disconnect the alarms (which in one case was done with subtle and deft manipulation of a big hammer.) I was too slow. There just wasn't enough juice to fire up the iron donkey.

It was all a bit Apollo 13 for a few moments as we lost our navigation charts, our GPS, our instruments and our AIS system. AIS highlights other vessels on electric charts and plotters to let us all see each other in the dark and fog. Ours was out. It was the middle of the night and visibility was down to yards. I put a radio call out warning all vessels in the vicinity we'd lost our system and were effectively blind.

At this stage we had two choices: Either keep racing the remaining 250 miles, using the compass and an emergency hand-held GPS, or, we could find some calm water and see if we could fix the problem. I decided on the latter and we changed course for Baltimore in West Cork, only 10 miles from the Fastnet, and home to one of my crew; the redoubtable Maeve Hurley. We used our hand-held VHF radio to let the coastguard know we were coming, and were met by the Baltimore Lifeboat as we came in under sail.

After picking up a buoy and trying to kick-start the engine we realised we were finished. We tied up on the dock, powered up the boat off shore power and phoned the Royal Ocean Racing Club (RORC) to retire from the race (because using shore-power is outside assistance) although we would finish the course.

By late afternoon the boat was powered up, the engine was working, systems were coming back on line, most of the damage was fixed and we were ready to think about restarting.... but an Irish welcome intervened. We found ourselves kidnapped by some very comely Irish colleens and local characters, and forced to drink lots and lots of black Murphys stout in Bushes Bar - where a few years ago the crew of the US race-boat Rambler were similarly torpedoed by Irish hospitality when they were rescued from the hull of their upturned capsized yacht!

Our intention to restart racing at 7pm became a... "sometime tomorrow morning" as creamy pints and whiskeys (\*note the extra "e") flowed with copious abandon. I told our hosts we had to be off sailing, but they pointed out the Fastnet has been there for a couple of million years and would still be there tomorrow. When we finally left Baltimore on Thursday morning it felt like 10 thousand leprechauns were doing a particularly noisome version of traditional Irish dancing inside my skull.

On Thursday morning, once we'd escaped the pleasures of Baltimore, we finally rounded the Fastnet Rock at 10 am in torrential rain. It was blowing 17 knots, and everything was grey, grey or grey. We then spent the next 20 hours battering upwind against a southerly and rough seas before rounding the Lizard at midday on Friday. The rain again came down in torrents as we pulled into Plymouth at about 7 pm - just in time to join the race party.

Was our Fastnet a success? Yes, we coped with crisis at sea, but, we could have continued, albeit with some safety sacrifice. I keep weighing that up in my mind. Yes I'm sure we could have continued without power, but what if we needed the engine for any reason? Better safe than sorry. As the Irish say... the Rock isn't going anywhere. The Fastnet Rock will still be there in 2017 for the next Fastnet Race.

The other thing that struck me this year was the extraordinary number of dolphins, sunfish and jellyfish we saw on the course and the sheer numbers of sea birds. Last time I did the race in 2009, I only saw dolphins once. This year we were seldom without them. However, that's only in the Western English channel - from Portland East the only wildlife we saw were occasional birds and jellyfish.

The good news is we raised over £13,000 for the charity Sail4Cancer. That made our racing cruise well worth it.

Bill Blain  
Skipper, Batfish V, GBR 2741R



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ABOVE The start of the Rolex Fastnet Race off Cowes 2015. Photo Rolex/Kurt Arrigo.



## STORMFORCE COACHING SB20 UK NATIONAL CHAMPIONSHIPS

The Stormforce Coaching UK National Championships were held from Saturday 5 to Monday 7 September, 2015 in a mix of conditions that included overcast and shifty winds on the first day, and a building sea breeze with sunshine on Day 2. Unfortunately the Indian summer temperatures and sunshine on Monday 7 also brought zephyr-light conditions which led to racing being cancelled for the day, but six good races had been completed for the 25-boat nationals fleet.



Andy Oddie, and his crew of Gareth Edwards and Rob Greenhalgh laid down an impressive challenge from the outset, winning the first three races in a row on *Underground Toys*. Second place honours were shared by Class President Ed Russo on *Black Magic*, who was runner-up in the first and third races, and Pieter Heyn on *F5 Synthesis Team Gul* in the second. In Race 4 *Underground Toys* slipped to eighth in the variable winds and highly tidal conditions whilst *Black Magic* took the win from *F5 Synthesis Team Gul*, *Underground Toys* posted two more solid re-

sults in races 5 and 6 with a third and second to hold on to the overall lead and win by two points from *F5 Synthesis Team Gul*. Third overall went to *Black Magic*.

For Andy Oddie and Gareth Edwards the National Championships were a chance to revisit unfinished business – the pair nearly won the UK Nationals back in 2010, only losing the title on the final race. Tactician and trimmer Rob Greenhalgh is no stranger to the SB20 class either. Rob won the first ever National Championships back in 2002, crewing for Mike Budd, and has scored podium finishes at many UK Nationals and World Championships.



There was a special prize, sponsored by Harken, awarded to the top Youth team at the Nationals, which went to *Striptease*, skippered by Academy Member Rebecca Anthony. The Masters prize, sponsored by Hyde Sails, was awarded to Tich Summers and the *Chill Pill* team.

Preceding the Nationals, the Sportsboat World/Spinlock Sprint Series was held on Friday 4 September, with six back-to-back quick-fire races held over a windward-leeward course. Joe Llewellyn with *Forelle Estates* won two races and counted all top three places to win, two points



ahead of Tom Clay's *Whyaduck* who also won two races. Pieter Heyn's *F5 Synthesis Team Gul* won the remaining two races to finish third overall.

Ed Russo, President of the SB20 World Council, commented: "The Nationals saw tough competition with leading competitors including the top British boat at this year's Worlds, *Forelle Estates*, and Rob Greenhalgh calling the shots on *Underground Toys*. The well known tidal flow puzzle of the Solent, coupled with particularly shifty northerly breezes, confirmed that sailing here requires crews to keep their heads."



TOP LEFT Champions Andy Oddie and crew from *Underground Toys*  
ABOVE *Striptease* skipper Rebecca Anthony collects their special prize



# LADIES RACE NEEDLEWORK AFLOAT



In perfect conditions we were lucky to get away to a good start. This is always important for us as, being the smallest boat by far, the last thing we want is to be mixed up in a bunch of 40 footer. Hugging the Hook shore to keep out of the tide seemed to pay dividends although with *Needlework* having no depth sounder it is a bit like playing chicken.

The course seemed to be long and we tacked and gybed our way around buoy after buoy. I lost count of where we were; just concentrated on keeping the tell tails flying and the cross tide courses correct. Inevitably, some of the bigger boats overhauled us but by keeping our wind clear and sailing just as fast as the boat could go, we only let *Malaika* and *Hot Rats* through – both of whom allow us a stack of time. With *Needlework*'s handicap rating we were hopeful of winning on corrected time.

Back in the Clubhouse we were pleased to see the results were as we had hoped. *Malaika*, who had line honours and was over 11 minutes ahead was adjusted down such that we won by 3 minutes. We were also glad to see that our friends Katy Vigar and her crew on *Dino Volante* had won the all ladies crew trophy – particularly poignant as Katy had owned *Needlework* for 15 years previous to us and was probably responsible for saving her from the scrapyard. A great day all round.

Anne Smith

In 1974 Patrick Pym commissioned *Needlework*, a wooden ¼ tonner which my husband Peter and I now part-own with him. We take turns in helming during the Club fun races, and this year it was my turn to helm in the Ladies Race. Last year Patrick's daughter Tasha had helmed and won so it was with some trepidation that I prepared the boat for this year's race.



This year's Ladies Race was held in memory of Denise Cartlidge who sadly passed away on the Ladies Race in 2014.

It was wonderful to be helming *Illywacker* and racing in memory of Denise. At the start of the race I looked around to see Claire, Denise's daughter, at the helm of *Ayaya* and it felt very right that she should be racing with us and so many friends in her mother's memory.

Following the prizegiving we toasted Denise's memory. She is greatly missed by so many of us and will remain in our thoughts and memories for years to come. In honour of Denise and in her memory it has been decided that in future the race will be known as the **Denise Cartlidge Ladies Race**.

Congratulations to all the participants and we look forward to seeing even more boats out on the Solent for next year's race.

Karen Henderson-Williams



# ANCIENT MARINERS RACE



Meanwhile up front, *Ayaya* and *Needlework* were trading places, with *Imperator* hard on their heels on their approach to the final turning mark, Hamble Winter Series for the final run to the finish back at Coronation.

But this really wasn't the day for the larger, heavier boats, especially as none were flying spinnakers despite the light breeze. Their penalties of weight and depth had to be added to the peculiar rating system for this race, which benefits those boats with higher average crew ages. After the computer's machinations, *Needlework* came through as the winner with *Cockleshell* just 1.46 minutes behind and *Imperator* a further 9 minutes adrift, leaving all the crews to retire to the bar to take up the arguments with the handicapper – to be continued in 2016.

**Sunday 4 October dawned with horizon to horizon blue skies to welcome all Ancient Mariners to their annual race. As competitors motored out to the start at Coronation, a light south easterly breeze began to fill in giving just enough wind for Race Officer Philip Gage to set a course and get everyone ready for the start.**

*Needlework* (Patrick Pym) and *Cockleshell* (Jonty Sherwill) demonstrated that age had not dulled their racing edge, both hitting the line on the gun, followed (left to right) by *Imperator* (Paul Waxman), *Illywacker* (Barry Peddley) and *Ayaya* (Matthew Richardson), and all immediately headed inshore to get out of the tide for the beat to Royal Southern. Out of shot were *Dino Volante* (Katie Vigar) and *Degree of Latitude* (John Rutherford).

The smaller boats took full advantage of their short keels, close tacking up the shoreline while the larger boats took a more conservative line in the deeper water offshore, but were soon paying the penalty against the stronger adverse tide. First at the windward mark was *Imperator*, closely followed by *Ayaya*. Third to round was *Cockleshell*, where again the Sherwills gave a masterclass in sail handling, getting the spinnaker up and flying as they exited the mark, chasing the other boats on the reach to the Central Solent.



# 2015 SOLENT CRUISER RACE

Luckily most of the Cruiser Race fleet got away to Cherbourg before the strong winds came in. Sadly *Watermark* and *Bambella* did not make it in time to get the benign wind. The rest of us assembled in Cherbourg by Saturday morning. The forecast for Sunday, our departure day for Carteret, was for force 5 to 6 south-west winds gusting to force 7 so the decision during our supper at the Cherbourg Yacht Club was for a delayed start and in fact the forecast was for even stronger wind on Monday.

We woke to rain on Sunday morning which did not clear until late afternoon, just in time for a quick game of boule on the grass by the marina. We all gathered on *Degree of Latitude* for a drinks party and the 'Duck of the Day' presentation. This time won by the CRO for having his navigation lights still on since his arrival in Cherbourg.



On Monday the weather was as every forecast on the various websites on the internet predicted – windy with showers. Talking about the internet, the marina WiFi was not up to much so the crew of *Kuutar* found a very nice bar where the Madame was charming, the Calvados was good and the internet access fast and free! Our plan was to go on the bus to Carteret and have lunch in the Marina Hotel. When we got to the bus station the crews of *Agape* and *Up to Speed* were catching the same bus. We had a walk round the town after coffee and the wind was blowing the sand along the road near the harbour entrance and the waves were breaking on the sandy beach. We were glad we hadn't gone to sea. Our lunch was delicious with some interesting combinations. The wind was still blowing as we got back to Cherbourg. Having looked at the shipping forecast for Tuesday some of the crews decided not to venture forth. *Degree of Latitude*, *Agape* and *Up to Speed* had a very rough sail to Guernsey while the rest of us stayed in Cherbourg where we had a drinks party on *Kuutar* in the evening.

At last, on Wednesday, the rest of us set off early for St Helier. The Alderney Race lived up to its reputation and it was a bit like a ride in a washing machine. The rest of the sail was in a force 4 wind from the west, with a gentle swell. It was a fast passage with the tide all the way. We all arrived in Jersey within a couple of hours of each other, 3 of us from Cherbourg and three from St Peter Port.

The last leg of the Cruiser Race started at 1600 and it was quite a short race to the finish at the Grande Jardin lighthouse off St Malo. *Up to Speed* made a slight navigational error and turned for the Grand Jardine lighthouse after rounding the wrong buoy. After a time they realised their mistake and motored up to the correct mark. It was a lovely sail downwind into St Malo through all the rocks. We were all lucky to go straight into the lock and there was the usual kerfuffle with everyone trying to get a better position. This was then compounded by everyone trying to get into the newly pontooned marina at once. The harbour master had quite a job finding suitable berths for all the various boats but eventually everyone was given a place. The next day, Saturday, after working out the results, John moved a *Degree of Latitude* to St Servan as he needed to make

a quick getaway after the prize-giving. After some hastily made canapés and some French wine the prizes were presented.

*Up to Speed* won the John Beardsley Challenge Cup for his brave sail to Guernsey with Patricia and Nigel together with



the Wee Wellie trophy. Leg 2 with the Brockman Challenge Cup was won by *Kuutar*. Legs 3 and 4 were won by *Dino Volante* who won overall. *Degree of Latitude* won the Line Honours Bowl. All in all after a very disappointing start, the Cruiser Race and Rally turned out to be quite a success when the weather finally improved.

Maggie Widdop

The waves were breaking over the rocks at Corbiere lighthouse where we turned the corner towards St Helier. But once round the south of the island the seas flattened out. The next day after some shopping we all came out of the marina to tie up on the waiting pontoon. We proceeded to play musical boats as the French boat inside decided to leave and *Up to Speed* had to extricate themselves from the inside of four motor-boats as well as one yacht. We started the race at Diamond rock just after the allotted time of noon with a gentle breeze from the north-west. It was decided to turn the race into 2 legs with the SW Minquiers buoy being the finish of leg 1 and the start of leg 2. It was a great sail with very clear visibility. We arrived in St Cast and were greeted by the marina staff who were very helpful and we all moored on the outside pontoon. The crews of *Dino Volante*, *Up to Speed* and *Kuutar* enjoyed supper in a restaurant near the marina and then walked back to their boats in the full moonlight. The next day was sunny but a cool northerly breeze. Most crews walked into the town for a bit of retail therapy and coffee in the square. We enjoyed lunch by the marina with Peter Poland who had driven over from his Brittany home.





# FLAVOR OF THE CHESAPEAKE

A group of 24 yachts, comprising 86 members of ICOYC clubs, took part in the latest ICOYC Cruise. Of those taking part, half came from outside the USA and one yacht even sailed from NRV in Hamburg.

Our hosts for the ICOYC 2015 Cruise were the members of Annapolis YC – and they looked after us wonderfully. The AYC was founded in 1886 as an informal canoe club and its first clubhouse was constructed two years later on a pile of oyster shells rented from a local church. The Club has thrived since those humble beginnings and now has an international reputation hosting many national and international championships.

The Cruise was meticulously planned, adapted well to the bad weather at the start and had many highlights thereafter. It gave all the participants an excellent introduction to the wonderful sailing area around Annapolis, which is located on Chesapeake Bay renowned for its beauty and its bounty, especially blue clams, crabs and oysters. There are many similarities to the Solent; it was formed when sea levels rose at the end of the last ice age, has an unusual tidal pattern and should be preceded by 'the'.

added threat that hurricane Joaquín might head in our direction. Luckily it didn't, and by the Monday we were able to sail away.

## Alternative plans

In the meantime, in the wind and rain, we followed the original Cruise plans but travelled by road instead of by water. AYC had organized a shuttle bus to take everyone to the Saturday destination – Past Commodore Bill and Maureen Torgerson's house on an inlet southwest of Annapolis. Here, where we had all expected to anchor, the whole Cruise crowded into a hastily-erected marquee and enjoyed a wonderful 'cookout' with oysters and wine. It was followed by great entertainment by the local group the 'Eastport Oyster Boys' and was enormous fun, actually enhanced by the driving rain outside the tent.

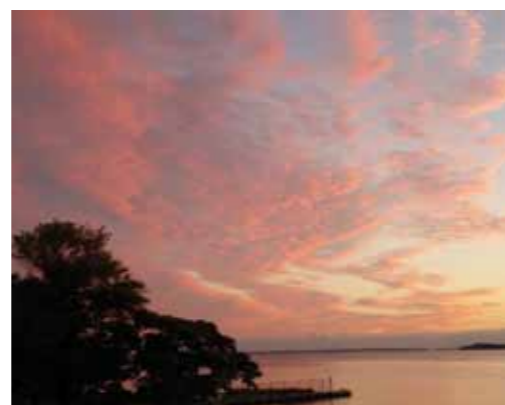


On the Sunday, when we should have sailed on to a raft-up in a cove further down the Bay, it was still windy, but, with less rain, everyone had the opportunity to see more of Annapolis and enjoy the facilities of the Club.

## Back on track

By Monday, the Cruise program was back on track and the weather became warm and pleasant. Shorts and sunglasses appeared, and we could enjoy views of the Chesapeake. The bay is generally low-lying and wooded, often with beautiful shoreside homes. It is clearly a yachting paradise, but there are many shallow patches and, although they are generally wellbuoyed, you have to watch your navigation.

We had a glorious 40-mile sail to the small town of Oxford on the eastern shore of the Bay, and most of the yachts arrived on Monday afternoon. After mooring in the harbour there was the chance to see a traditional boatyard, before a reception at the local yacht club and a group dinner in the nearby historic inn.



'Flavor' was an appropriate word for the Cruise title; we not only got a taste of the scenery, but we were also introduced to the great food available around the shores of Chesapeake Bay.

The Cruise started with a reception in Annapolis YC on the first Friday evening when there were sufficient 'hors d'oeuvres' to constitute delicious dinner. Earlier in the day, despite pouring rain, most of us had taken the fascinating opportunity to see round the US Naval Academy for young officers. The rain and strong winds continued on the Saturday and Sunday, with the

We sailed another 40 miles to St Michaels on the Tuesday, generally motoring in sunshine and little wind. St Michaels was very special and we spent two nights there moored right alongside the Chesapeake Bay Maritime Museum.



On Wednesday there were fascinating tours of the town and the museum. The town started out as a boat-building town and, on our tour, we saw many of the shipwrights' houses dating back to the 18th century. After the decline of boat building, oyster fishing became the town's main industry. The type of oyster boats were firstly Bugeyes and later Pungys, and we saw the only Bugeye left at the museum, which was about to be restored. The day finished with a seafood dinner at the Miles River YC.

Despite the recent bad weather, the club finished their last race of the season flying flag 'N' due to lack of wind.



## Back towards Annapolis

On the Thursday, all the yachts sailed back to the western side of the Chesapeake Bay, anchoring in four different harbours. Here, Annapolis YC members with waterfront homes hosted the yachts for an informal dinner, mixing local and overseas sailors. It was an inspired idea that enabled us all to get to know other Cruise participants even better.

## Last day

Then, on the last Friday, the yachts went back to their moorings in windier weather. That evening, we all enjoyed the closing dinner at Annapolis YC with our fellow cruisers and discussed how



ABOVE & LEFT Hooper Strait Lighthouse near St Michaels right alongside the Chesapeake Bay Maritime Museum.

LEFT A bugeye awaiting restoration.

BELOW An interesting schooner seen on our return.

BOTTOM Our fellow cruisers from the ICOYC.

successful the Cruise had been. There was a general consensus that the bad weather at the start had not made the Cruise any less enjoyable; instead it made us really appreciate the magic of Chesapeake Bay.

## Final thoughts

The ICOYC Cruises are special. They provide an exceptional opportunity for all members of clubs in the Council to enjoy some of the world's great cruising areas in the company of experienced local sailors. The 2015 Cruise will go down in history as one of the most successful, despite (or even because of) the weather at the start. We are now looking forward to hearing the plans for 2016 and 2017, and to seeing many of the friends made on this Cruise in future years.

A big 'thank you' to Annapolis Yacht Club and all the members who looked after us so well.

John Stork, Maggie Widdop



## Participating Clubs

- Annapolis Yacht Club
- Norddeutscher Regatta Verein
- St Francis Yacht Club
- Royal Southern Yacht Club
- Royal Sydney Yacht Squadron
- Seattle Yacht Club

RIGHT The Eastport Oyster Boys entertained us with their music with a nautical 'flavor'.

BELOW Raw and steamed oysters fresh from the sea nearby.

BOTTOM One of the many yacht clubs on route.

BOTTOM RIGHT After drinks at The Tred Avon Yacht Club - What a sunset!



# YARMOUTH RALLY

There was a total of 16 boats and their crews in Yarmouth for the 2015 September Midweek Rally. The promise of good weather must have been the trigger that made us let go the mooring lines and set off for Yarmouth on a strong spring tide. The forecast was for North Westerly winds but the sea breeze kicked in and we had a beat down the Western Solent. As usual we gathered on the pontoon at Harold Hayles for the pre-dinner drinks and we did sink the pontoon. Darne Rabbits in her wheel chair got her feet a bit wet but still kept smiling. The Tanners new X-yacht, which they had collected from Denmark earlier in the year then returned to the Solent recently after cruising to St Petersburg, was a big attraction.



Some of the group had booked in for the club supper at the Royal Solent while others dined at On the Rocks. The following morning the wind had gone round to the North West so after casting off it was a beam reach back to Hamble on the fair tide. But of course as we turned the corner at Calshot the wind funnelled down Southampton Water and we had to tack up to the mouth of the river. It had been a super rally and it was great to catch up with members who don't often do club midweek rallies.

Pat North



# FOLLY RALLY

The end of season Folly Rally retains its appeal and this year more than 25 boats participated. As ever the pontoon party sank the pontoon – regular participants were prepared and wore wellies.

Sunday morning was the big event – the model boat race. Twelve boats made the line and there was much talk of canting keels and foils. Reality was more mundane but Alaris crew's boat won despite the interference (or was it assistance) of a radio controlled power boat.



# SAILABILITY DAY

On the 6 June the Southern hosted a Sailability day for Deaf Sailing UK. The 17 guests arrived for coffee at the club, where the Commodore welcomed them.

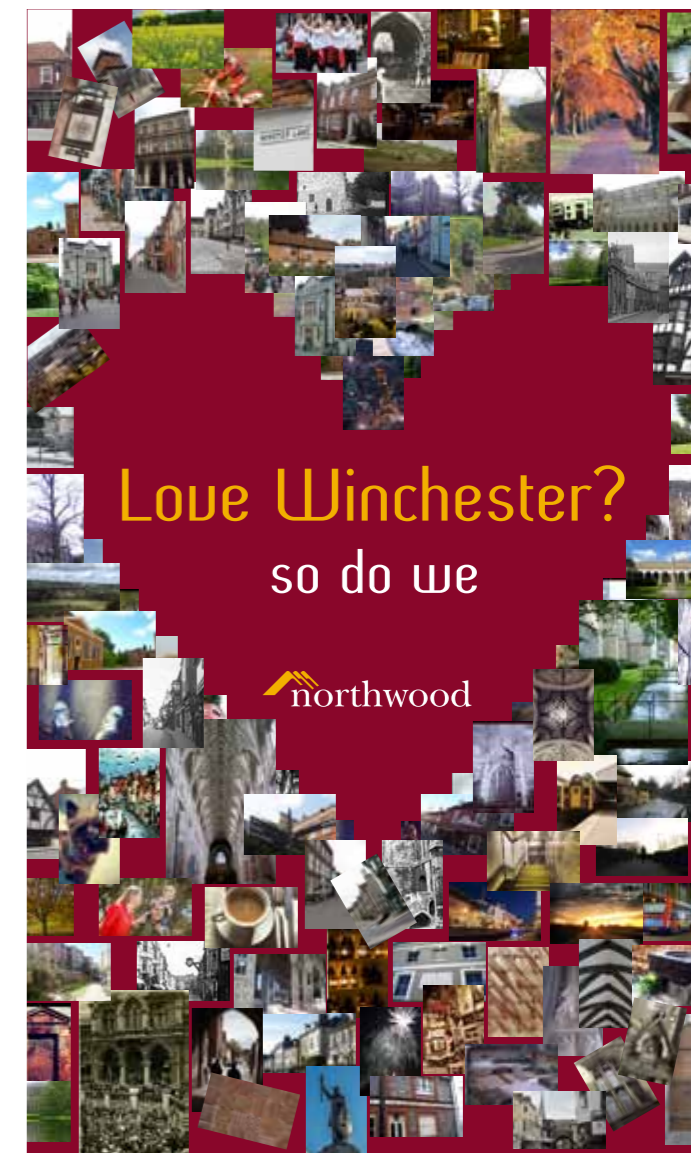
They were allocated to the various Members' boats including *Dino Volante*, *Samiotissa*, *Wetwheels*, *Up to Speed* and a RIB. They then set off for a day sailing in the Solent. The scene in Cowes was enhanced by the presence of some beautiful classic yachts and royal yachts that had assembled for the Royal Yacht Squadron bicentenary review. Some of our boats met up at the 'the Folly' pontoons for the packed lunch provided by the Club.

It was a very good day on the water and the rather strong blustery conditions seemed to add to the enjoyment. It was clear from the animated conversations, sign language and wind-swept looks back at the club that everyone had had a very good time.



A fish pie supper and sea shanties sung by the assembled choir and diners rounded off the day.

Pat North



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The Academy has access to four Club J/80's for training and racing which are supported financially by Members' donations. These boats are available for charter to all appropriately qualified

Club Members with 100% of the charter fee going towards their maintenance and berthing costs. They are stored out of the water (on trailers at the Club) to ensure they are in top condition and readily accessible. The bosun is available to assist with launching the boats, should the charterer not be qualified to operate the crane.

This is a really inexpensive way to go sailing in the top Solent events or to just enjoy sailing with friends and family but you need to book early to avoid disappointment.

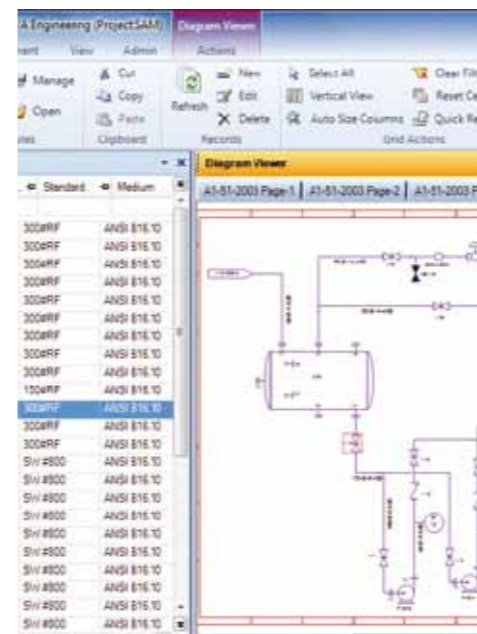
For more details and to book contact Tim Thurbron, Sailing Manager at [sailing@royal-southern.co.uk](mailto:sailing@royal-southern.co.uk) or on 023 8045 0302.



TOP & BOTTOM photographs courtesy of Warwick Bookman.  
ABOVE LEFT photograph by Paul Wyeth



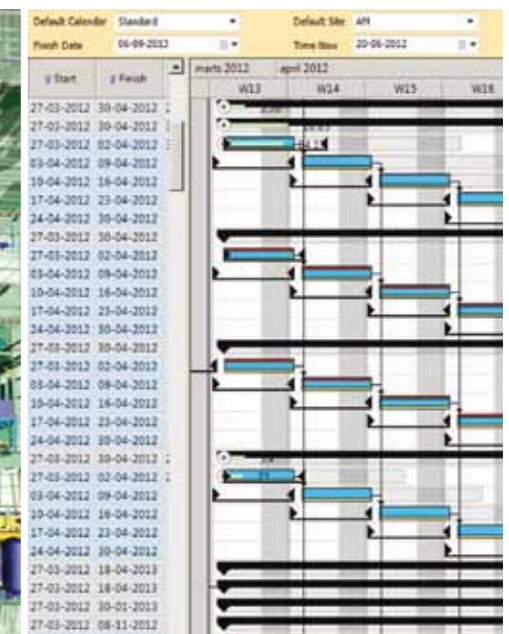
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SPLASH WEEK  
QUALITY  
OVER  
QUANTITY



**Quality over quantity was the theme of Splash Week XXVI. However, with over 100 Splashers and Junior Cadets and a contingent of over 300 'camp followers', it made a considerable impact on the Club.**

The weather was on side and, with the enviable new facilities created by the Prince Philip Yacht Haven, the scene was set for a fantastic week. Our trusted Beachmaster Andrew Thompson had devised a new 'dinghy park' in advance of the arrival of the masses on Sunday. We were also most fortunate to have some of the best RYA coaches who, for the first time, were charged with running the on-water side of the week for all of the groups.



Splash flags were hoisted on Monday morning. Dinghies were being rigged in the sunshine and the only concern was – is there sufficient breeze? The increased level of enthusiasm due to lack of oilies was noticeable and the eagerness to get afloat tangible. The PPYH and Sam's Ramp meant that we were no longer dictated to by the tide as to when we could launch and recover. The Beachmaster's orchestration and prizes for best in class on and off the water helped the new launching procedures with Sam's Ramp.



All photographs by Warwick Bookman  
www.wb-photo.com

All Afloat

Day 1 saw all on the water, with our debutant Shrimps launching an armada of Peanuts, Opis and Mirrors from their base at Mere House. Super Turtles soon learnt that leaving Sam's Ramp with five Opis in tow accounted for line of 100ft. The Ninjas were setting the bar by sailing down to the wreck under the watchful eye of their coach, a back to back Opi British Champion. The newly named Piranhas retained their discipline on launch and kited down to Warsash. The Eagles awoke to the detail expected from their Zone Squad Coaches, in boat rigging and class room attendance before putting their knowledge to the test and being rewarded with some extreme ringoing!

The day ended on Den's Deck with parents enjoying Pimms and a Hog Roast whilst Splashers were put through their paces at British Bulldog on the Green by the JCs. A film then lulled those Splashers who were not totally exhausted into a relaxed state, allowing the parents another drink or three.

Pushing The Boundaries

Day 2 and the appetite to explore further, sail more and push the envelope was evident in the briefing. The Shrimps bagged Badnam Creek; the Super Turtles optimised 'William' (our simulator) as they wanted to get their feet and hands drilled down for tacking and gybing, and Ninja Turtles grabbed pole position to launch first and sailed to the wreck. Piranhas swam at Mere House and ate lunch on the tow to Badnam, playing games whilst awaiting the sea breeze before a synchronised capsize drill and tacking back to the Club. The Eagles had an hour of drills before commencing a series of 10 Windward/Leewards out on the Solent.



## Game Changer

We were reminded of living north of 50° with a day of drizzle on Day 3. Handing the on water activities to the RYA coaches was clearly a game changer in the progression, aptitude, confidence and swagger that our Splashers were showing. Shrimps were wanting to do capsizing drill; Supers were sailing solo around a course; Ninjas were sailing follow my leader; Piranhas racing Windward Leewards and Eagles gaining confidence in many more of the racing rules than the average Club Member is aware of. It was the parents' first night off and they were rewarded with a damp RIB ride to The Ferry, for a 'well done we're past half way in the week dinner'.

The competition in Eagles was hotting up with the youngest Oscar Morgan-Harris and reigning UK Opi Transitional Fleet Champion Finlay (Craigie) both taking wins. With Tom Ewart-Smith and Lucy Davis also with a win apiece it was all to play for. All having started their days as Shrimps, it was rewarding to see Splash producing sailors of this magnitude.



## To The Wire

Sam's Ramp has been an unprecedented success but the PYPH does not provide a suitable environment to swim in front of the Club. It does however provide many more metres for the Splash annual crab hunt which kicked off Friday's activities. Eager to optimise the last day on the water the groups packed in an action filled day. The Shrimps on Pirate Friday commanded the waters of Fairey Creek, Supers sailed over to Warsash, and the Ninjas returned to their stretch of the river, the Wreck, and Piranhas put in a passage sail to the Beach.

The Eagles sailed into the Solent in search of breeze for their final races in the 2015 Splash Series. The racing went to the wire and Tom Ewart-Smith laid his demons to rest from last year by clinching the series by one point from Finlay. Lucy held off Oscar for third, and collected top female helm. Friday was rounded off with prize giving and the Splash Ball.

The spirit of the week was captured by Warwick Bookman (WB-photo.com) and these images are available to purchase with all proceeds going to Splash. This year we obtained funding from the RSmYC Trust which contributed 50% of the cost of our two new training Opis and we were most generously donated another Opi *MC Sam* by Serena Alexander and a Peanut by Mrs Tina Bowie. The Club staff were faultless in providing teas for Splash and food, drinks and a smile to others.

Splash is only made possible with Members assistance and our special thanks to the Craigen, Nicholsons and our Commodore for allowing



Splash to use their swimming pools and other facilities throughout the week. May I also take this opportunity to thank those who have assisted me in my three years at the helm and wish Captain Tommo Splash the best as he takes over my watch. Fair winds and keep sailing. Splash Leader out.

Charles Davis



Day 4 saw the Shrimps set sail for the Beach laden with Opis, Mirrors, Peanuts, paddleboards and, under the stewardship of Henry, had a memorable day, none more so than Granny Stokes who fell in. Super Turtles made for Badnam creek for a series of games prior to sailing and the reports back of the Splashers recognition of wind direction was astounding. The Ninja Turtles honed their skills and techniques on 'William' prior to sailing to the Ninja Wreck where they confidently sailed Windward Leeward and Triangle courses prior to beating back to the club, which for 8 and 9 year olds is incredible.

The sight of 17 Piranhas sailing down wind to the wreck was moving; they then had four flights of Windward Leeward races, split into boys and girls with Ethan Lightbound and Tessa Tomson being the victors. The Eagles were towed out to Cat Head and practiced the drills they had been taught in the classroom before getting 4 races in with the top two ending the day with a point between them! Thursday night is Film Night and the Splashers loaded up with sweets for the film 'Big Hero 6'. Thankfully the energy expended on the water cancelled out the sugar high for most.



## A 'GHOST' STORY

**Having had a reasonable shake down of Ghost in 2014 - down to the West Country up to Eastbourne and back. It was now late summer and time to do the Guernsey Trip.**

September the 11th was the day. Depart 11.30 hrs for the tidal gate up the Solent and through the Alderney Race to refuel just as the sill opened at St Peter Port or so we thought. All was going well until 20 miles off Alderney when the starboard engine overheat alarm sounded - cause unknown. Shut engine down, continued on one engine and all seemed OK but when the wind increased to 5/6 North Easterly with a nasty quartering sea steering became difficult.

Through the Alderney Race, very exciting. Eight miles South of Alderney concern was expressed re the Port engine fuel levels, as we were unable to use the fuel in the Starboard tank - or so we were told. Incorrectly.

Remembering what others had said in the aftermath of problems we radioed the coastguard to inform him of our plight. He initially suggested a return to Bray Harbour but I was not in favour of turning round into a NEasterly with tide against us through the race and then picking up a buoy on one engine. He agreed and we proceeded towards Guernsey, with frequent contact with the Coastguard, until we were a couple of miles off Platte Fougere when we requested assistance as fuel was very low and the thought of running out in the Little Russel which in an increasing NE wind was not one we relished. The St Peter Port lifeboat was duly tasked to tow us into St Peter Port.



Arrival in St Peter Port was followed by cups of tea, large Scotch and a large donation to the RNLI. The prognosis was not good, partial seizure of starboard engine caused initially by a crack in the thermostat housing, but in the main by water sucked back up the exhaust in the nasty quartering seas flooding the engine. We spent a week in Guernsey doing the usual family things we had gone there for. This coincided with the Last Night of the Proms shown on a big screen in the harbour with *Ghost* having pole position in the stalls not able to move, but superb viewing. We flew home and *Ghost* remained in Guernsey for the next few months having the engine rebuilt.

After over wintering in Guernsey a return delivery trip was arranged. All appeared to go well until

stopped by border control off the Needles. Whilst looking for both the inverter to make tea and any stray immigrants a serious oil leak was noticed.

Guernsey was contacted and engineers arrived for further sea trials and the problem resulted in catastrophic engine failure after only 5 hours use. *Ghost* was delivered to Volvo agents in Swanwick for engine removal etc.etc. With assistance from Volvo Penta UK and a very good lawyer, the engine is back in *Ghost* and a launch date in time for the Folly Rally.

### Lessons learnt

Don't trust the ships manual, check how the fuel system should work and document it in plain language (all very well knowing to shut valve "A", but do you know where it is, not easy to find in a nasty sea). A couple of engineers have told me since that in the event of overheat it is much better to put engine to idle with no load. It will cool quicker and stop any back up of the exhaust system but do watch the gauges and shut down if temperature starts rising.

My total driving time for *Ghost* this year is half an hour up river in the pouring rain on one engine [and across to Solent to the Folly Rally]. Sorry the only pictures are melted pistons and wrecked camshaft bearings - not very interesting. This is why we have not done much cruising this year.

*Martin & Di Bedford*

## RIB NEWS



**It's been a good season for the Rib Group with three events. All events organised by the Rib Group are open for any Club Member to attend and members don't have to own a rib to participate. The first event at Sea House in June is a good example of how means of transport can vary. The sea state was a bit rough for beaching ribs so most chose to cycle. With the help of several runs by the Hamble pink ferry the cyclists regrouped in Warsash and cycled along the tracks to Meon Shore. Credit to Bob and Gill Pearson as the only brave stalwarts making the journey by rib. Dick and Rhona Smythe were fabulous hosts - not only providing a great lunch but also for providing towels for the rib beach launch party.**

The sun shone for the second event rib BBQ at Westbourne House in Cowes in July, Kate and Goughy made us very welcome for the third year running. A nice run across to Cowes, and a beautiful sunny day meant most did the journey by rib or powerboat. Dick Long and Peter Delbridge are old hands at managing the BBQ. It was a perfect location for spending a day, looking out over the Medina and enjoying a BBQ in the sunshine.



The season just got better and better with a lovely hot day for the final event at Mudeford in August. Thanks again to Peter for hosting us at the beach hut at Mudeford. As it was a superb day we had ribs and power boats motoring down the Solent in convoy enjoying the view of Hurst Castle and across Christchurch Bay. Peter met us at the entrance of Christchurch Harbour and guided us to a secure anchorage. Others travelled by car and took the ferry from Mudeford to join us on the beach. It was a lovely relaxed day with a BBQ, a game of badminton on the beach, some games of boules, some going for a swim in the sea and warm weather for the journey home.

*Louise Sproule*



## HEARTS OF OAK.....

**To commemorate the 210th Anniversary of the Battle of Trafalgar, the Royal Southern's Yacht Club Motor Boat Committee decided to celebrate the Club's naval links with a Trafalgar Night dinner, held by kind permission of Mess President Commander Andy Green Royal Navy, at The Wardroom, HMS Nelson, Portsmouth.**

The dinner was held in the magnificent dining room, surrounded by paintings of the battle. Under the guidance of the Maitre d'hôtel, all naval traditions were followed. We enjoyed a four-course dinner with wines, which was served in superb style. The Cumberland Guard, dressed in traditional uniforms, paraded the 'Baron of Beef'. Chocolate galleons (the 'Ships of the Line') were paraded after dinner and then put on the tables to be consumed by all. Some cannon balls, masquerading as Maltesers, seemed to have been discharged in the room. HMS Nelson's RN Volunteer Band played a wonderful programme of music throughout dinner, and accompanied the diners in fine renditions of sea shanties at the end.

After dinner the Commodore, Chris Mansfield, introduced our Guest of Honour, Vice Admiral Sir Philip Jones KCB, the Fleet Commander, who gave us an amusing, fascinating and motivational address on the battle and the common threads of naval tradition that link the past and present. He had also unearthed some historic and possibly forgotten links between the Club and the Navy. He then proposed the toast to 'the immortal memory of Horatio, Viscount Nelson, Duke of Bronte and Vice Admiral of the White, and those who fell with him', as tradition in the Navy dictates, to end the formal part of the evening. HMS Nelson's Chaplain treated us to some fine and very appropriate graces.

**Trafalgar Night Dinner, The Wardroom, HMS Nelson 24th October 2015**



The Royal Southern was fortunate indeed to have such a distinguished speaker and all enjoyed a wonderful evening. Each guest had a souvenir menu card with lots of information and a copy of the dispatch sent by Nelson's second in command, Vice Admiral Collingwood, to the Admiralty in London describing the battle and the death of Lord Nelson at his moment of victory. A lovely memento of a super evening, enjoyed by all. An element of the ticket price was donated to the Club, to offset the administrative costs of running the event outside the Club.

We thank all those involved in the running of the event, and all of the Members and their guests who attended to make the evening so special.

# WETWHEELS HAMBLE

The last edition of *The Southern* reported the commencement of the fundraising campaign for the Wetwheels Hamble motorboat on Friday 19 June. A mere 44 days after its launch, the campaign to bring a purpose-built wheelchair-accessible vessel to the Royal Southern achieved a staggering milestone. £155,000 had been raised, sufficient to commence the construction of the Wetwheels motorboat.

In excess of 100 guests enjoyed a cocktail reception provided by Past Commodore, David Mead and Richard Long, Director of Wetwheels Hamble, to celebrate this incredible achievement.

We must pay tribute to the owners and captains of two magnificent classic yachts that have been instrumental in the fundraising campaign. The owners of the awesome 162 ft *Eleonora* and 125ft *Mariquita* offered places on board their yachts to the top 25 bidders and *Mariquita* was moored at the Royal Southern YC for the announcement with her co-owners; John Caul-



cutt, Stephen Hemsley and Jamie Matheson, all on hand to show guests around the magnificent classic yacht.

*LEFT Mariquita passing the Needles during the RYA Bicentennial Regatta. Photo by Paul Wyeth*

"I have known Geoff (Holt) since before he had his accident and we have been great friends for years," commented John Caulcutt. "I have been a supporter of Wetwheels since it started and I came to the Royal Southern when the campaign was launched and Geoff told me that they have a requirement for five more boats. I said let's start by getting the first one! We were delighted to help by challenging *Eleonora* to a match race, with places on board being auctioned off to raise funds. All of the yacht clubs on the south coast combined in the initiative, which shows the strength of Wetwheels and the trust in Geoff. We raised £67,000, which is just brilliant."

*TOP & BOTTOM Mariquita and Jamie Matheson's 'Opposition II', in the Prince Philip Yacht Haven*

*CENTRE Left to right: Stephen Hemsley, David Mead, Dick Long, Geoff Holt, John Caulcutt and Jamie Matheson*

Cheetah Marine, based in Ventnor, Isle of Wight, will be building the new catamaran, which will be based at and operated from the Royal Southern. We are also very grateful to Suzuki GB PLC (engines), Raymarine (marine electronics), and GJW Direct (insurance) for their support to make it all possible. Whilst sufficient funding was in place to order the vessel, Wetwheels continues fundraising as we are only 75% there. A further £35,000 is needed to complete the build and there are the annual operating costs to run Wetwheels Hamble which amount to over £20,000.

This is a truly wonderful project to help bring happiness to disabled and disadvantaged people and Wetwheels Hamble CIC is most grateful to the Royal Southern Yacht Club for allowing the boat to be berthed and operated from the new Prince Philip Yacht Haven.

*David Mead*

*If you wish to support the Wetwheels Hamble motorboat please contact either Geoff Holt, Dick Long or David Mead via the Club. Do consider Wetwheels Hamble as your charity if you are participating in a charity event. Contact: karen@wetwheels.co.uk*





## A GLITTERING EVENING PRIZEGIVING 2015



CENTRE Brian Mead being presented with the Turner Goblet for winning the Non-Spinnaker Club Class in Wishful Thinking

RIGHT Lis Robinson collected over 10 prizes for Hot Rats on the night



The Club celebrated an outstanding year at the annual Prizegiving on November 14. Plaudits and a stunning array of over 100 trophies were awarded – including the coveted ‘Champion of Champions’ prize. This wonderful prize (donated by Barbados Tourism Marketing) consists of flights and hotel accommodation in Barbados for two people for one week in January. The lucky pair have the opportunity to take part in Barbados Week and enjoy all the legendary Bajan hospitality that surrounds Race Week on the Island, including the Mount Gay Round Barbados Race.

The Club and its Membership have enjoyed a truly outstanding year of success both in UK waters and on the world’s sailing stage. Sam Davies (Skipper) and Libby Greenhalgh (Navigator) won leg 8 of the Volvo Ocean Race on *Team SCA* and Libby’s brother, Robert, won leg 4 on *Mapfre*. Jonathan Taylor sailed on *Comanche* to a new 24 hour monohull record of 620 Nautical miles and Alan Roberts was 1st British Skipper in the *Solitaire du Figaro*.



### Club Members also won the following Championships:

- 420 Class National Championships**  
Max Clapp
- Etchells National Championships**  
Duncan Truswell
- Etchells European Championships**  
Jeremy Thorp & Stuart Childerley
- Impala National Championships**  
Samantha Flint
- International Moth European Championships**  
Robert Greenhalgh



The Club’s packed on-the-water programme has combined top quality racing and superb cruising for sailing and motorboating Members, with some terrific results being gained across the board. Added to this intoxicating mix was the commissioning of the Prince Philip Yacht Haven by our Patron, HRH The Duke of Edinburgh in June, providing a first-class facility, which we are told provides the best facilities on the South coast if not the UK.

### Lightfoot Trophy

This trophy is awarded in memory of Nigel Lightfoot who was Commodore from 1987 to 1989 and a supporter of involving the young in the sailing activities of the Club. It is appropriate that it is awarded to a Member or Members of the Youth or Academy sections who have gained prestigious results in the UK and abroad.

This year the prize was awarded to Finlay Craigen and Chris James. Finlay won 7 out of the 18 races sailed at the British Optimist Nationals at Pwllheli, in generally windy conditions with some big waves for the fleet of 43 sailors to contend with and won the transitional fleet.

The second member of our winning duo was part of the GBR Optimist Squad attending the Easter Regatta in Braasemermeer and has been one of the top 50 optimist sailors in the UK for the last two years. He has now moved into a Feva where his success continues. He won the Feva Cup at the Junior Cadet Week, was crowned RYA South East Champion in September and has been selected for the Class National Squad.



The full list of trophies and winners can be seen on the website with photos in the Gallery section.

### Morning Flight Trophy

The Morning Flight Trophy was awarded to Hannah Diamond for an outstanding performance in double-handed racing. Hannah is currently in Rio preparing for the Copa do Brasil, the last regatta in the Olympic venue before the games next year. In January and February she will be in Clearwater for the World Championships in a Nacra 17. She is still in the process for the Olympic Trials and her dedication and training is commendable.



TOP LEFT Jonty-Sherwill receives the Export Woodline Trophy for winning the IRC Class 4 in Cockleshell

TOP RIGHT Temporary Sailing Assistant Kimberley Adams

CENTRE Finlay Craigen who shared the Lightfoot Trophy with Chris James

BOTTOM The Morning Flight Trophy awarded to Hannah Diamond





### Richard Cann Trophy

The Richard Cann Trophy is a new trophy and was awarded for the first time this year by Chris and Kate in memory of their son Richard, a Member of the Club from the age of 12, who died tragically young last year. The Richard Cann Trophy is awarded to the Junior Cadet who has demonstrated by his or her endeavours both on and off the water that he or she goes the extra mile for others and is regarded as a conscientious, kind and courteous role model. Presented by Richard's parents Chris and Kate, the inaugural winner is Feva sailor Isabelle Waha.

TOP Chris James receiving the Richard Cann Trophy on behalf of Isabelle Waha from Chris and Kate Cann

CENTRE Annabel Vose with the John Beardsley Trophy

BOTTOM Past Commodore David Mead presented the Champion of Champions prize to Annie Kelly and Andrew Howe, the IRC 3 fleet winner with Black Jack II



### John Beardsley Trophy

This Academy Trophy was donated by founding Commodore, the late John Beardsley during his final illness; the Academy's continuing growth and success was so important to him.

It was awarded to Annabel Vose in recognition of her outstanding performance over the last year, winning the Women's World Youth Match Racing Championship, runner up in the Student Yachting World Cup; she was a semi-finalist at the Eurosaf & ISAF Youth Worlds, as well as being a member of the first all-female crew in this year's Rolex Fastnet Race, sailing the Class 40, *Concise 2*.

Annabel, who is studying for a Master's Degree in Ship Science at the University of Southampton is one of just three exceptional student athletes in the world to receive a scholarship from the International University Sport Federation (FISU).

### Champion of Champions

The Royal Southern's Summer Series Regattas are perhaps the most hotly contested of all the Club events and the prestigious 'Champion of Champions' title honours performance and consistency across the series.

In presenting the Award to an ecstatic Annie Kelly and Andy Howe with *Black Jack II*, winner of the hotly contested IRC 3 fleet, Past Commodore David Mead stood in for Cheryl Carter, the UK Director of Barbados Tourism Marketing, who was regrettably unable to attend owing to ill health.

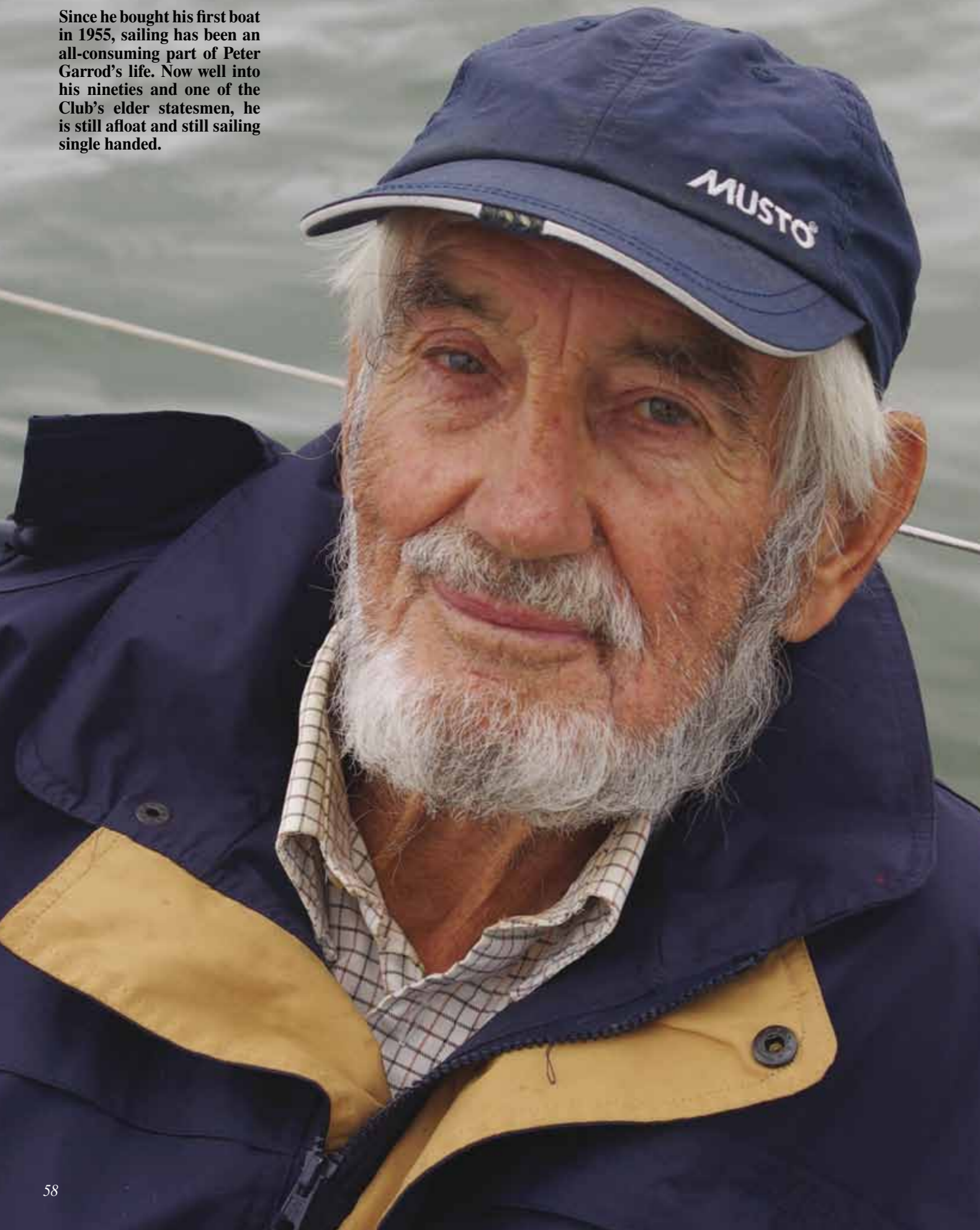
David Mead said, "A huge vote of thanks must go to Barbados Tourism Marketing for once again donating such a superb prize to the best performing sailors in our Summer Series Regattas." Annie and Andy's win was greeted with cheers and applause. The couple, who recently got engaged and are planning to get married next September, were clearly completely taken by surprise.

Annie said, "We have entered the Royal Southern Summer Series for ten years and had mixed results. This year we had a wonderful crew on board *Black Jack II* and it was truly a Corinthian team." Andy agreed, commenting, "Every year we've improved on the water but we didn't compromise in the off-water activities either with an emphasis on mixing great fun with great competition. It's all about creating and maintaining a strong team spirit."



# GOING SOLO

Since he bought his first boat in 1955, sailing has been an all-consuming part of Peter Garrod's life. Now well into his nineties and one of the Club's elder statesmen, he is still afloat and still sailing single handed.



Once a month throughout the year, a small and illustrious group of Members gather at the Club for the Aviators Dinner. As its name suggests, those present are either past or serving fliers, from all branches of civil and military backgrounds and amongst them, if he is in the country, will be the tall be-whiskered figure of Peter Garrod. Modest, impeccably mannered and self-reliant, asked what has given him most pleasure in his long life, 94 and counting, he thinks for a moment and then comes up with flying and sailing, and going solo in both.

His father, the late Air Chief Marshal Sir Guy Garrod GBE KCB MC DFC, had served during World War I, initially commissioned into the Leicestershire Regiment and soon after its inception, transferred into the Royal Flying Corps. He had been awarded the Military Cross, the Distinguished Flying Cross and was three times mentioned in despatches by war's end and having moved seamlessly into the newly created Royal Air Force, aeroplanes and flying inevitably influenced the Garrod household. Born in 1921, initially Peter and the family followed his father's peripatetic postings. RAF Staff College, Andover, and Oxford University Air Squadron, Upper Heyford, among them, but the family remained in England while his father served at RAF Headquarters in Iraq. Once back in the UK, it was stints at the Air Ministry, first as Deputy Director of Organisation and latterly as Air Officer Commanding Armament Group that kept his father closer at hand and able to mentor his son.

Perhaps equally inevitable, Peter's big ambition was to follow in his father's footsteps into the RAF as a pilot and to this end and whilst still in his teens, his father had given him sufficient lessons and experience aloft to consider him capable of flying alone. Under normal circumstances he would have achieved this ambition, but the joker that fate dealt him was an ocular defect which prevented it, so the RAF was closed to him.

With the clouds of World War II gathering over Europe, he deferred going up to Oxford and went instead as an apprentice to the Hawker Aircraft Company at Kingston on Thames, whose main role was manufacturing the Hurricane single-seater fighter plane that together with the more famous Spitfire, provided aerial cover during the Battle Of Britain. Later, he was moved to Brooklands, installing Rolls Royce Merlin engines in Wellington bombers and it was whilst there that in the summer of 1941, he read an advertisement for people with, quite literally, any flying experience, to join the Air Transport Auxiliary (ATA), a civilian organization set up to ferry repaired and damaged military aircraft between factories, transatlantic delivery points and active service squadrons, together with some VIP taxi work.



The ATA recruited its pilots widely and eclectically, including from neutral countries and notably, took and greatly relied upon women pilots too, for with every able-bodied pilot already

committed to the RAF or Fleet Air Arm, it would happily consider those excluded from flying in these services by reason of age, sex or fitness. Uniquely, physical handicaps were ignored if the pilot could fulfill the purpose. Peter's defective eyesight was considered less important than his obvious ability to get aircraft off the ground and return them to terra firma unscathed. His enthusiasm helped and after a searching general flying test conducted by the ATA's legendary instructor, Flight Captain Joan Hughes, who had racked up 600 flying hours by the age of 22, he joined the band of one-armed, one-legged, one-eyed and short-sighted pilots, humorously referred to as the Ancient and Tattered Airmen.

Headquartered at White Waltham near Maidenhead, the ATA was truly a remarkable organisation, whose pilots, male and female, collectively flew 415,000 hours, 309,000 aircraft of 147 types and lost 173 members in service during the war years. Their motto, Aetheris Avidi translates as 'Eager for the Air', but was irreverently modified to 'Anything to Anywhere' and by the very urgency of its nature, was less hours of familiarisation and more get in and go. Joan gave Peter his first 'official' solo flight, in a Tiger Moth on September 2nd, 1941, and for him there followed a series of very brief training courses to equip him to fly light single-engine aircraft cross country and eventually, more advanced machinery.



From Hurricanes to Ansons, Mosquitos to Dakotas and Beaufighters, Wellingtons and Blenheims, by the time he left the ATA in October 1945, he had flown 68 different types of single and twin engine aircraft, most of them solo or as the sole pilot, acknowledging that flying big aeroplanes alone was a perfect training in confidence and self-reliance for what became his single-handed sailing career.

TOP Flight Captain Joan Hughes of the ATA at White Waltham, Maidenhead in 1941 where she trained Peter on a Tiger Moth similar to those above.

BELOW A Hawker Hurricane one of the many different aircraft flown by Peter.

LEFT HAND PAGE Photograph of Peter aboard Artimon by John Walker.



Hostilities over and by now married to Ros, Peter took up his deferred place at University College, Oxford where he read economics on a short course before re-joining Hawkers, researching projects on re-arming and maintaining British and American aircraft, re-flying after repair and experimental test bed work on advanced landing systems. By 1950, he had entered civilian commerce with Unilever, managing their industrial products division in Manchester, dealing with the textile, paper and oil industries and he rose through their corporate ranks until 1980, by which time as he pithily puts it, "I no longer felt minded to wear the company cloak."



"I had cruised with friends in Venezuela and to Scotland, with Mike Rowe, and chartered for myself in the West Indies, BVI and St. Lucia but overall, I've found that the English Channel has enough interesting places for my tastes. I now had the real possibility of cruising both Channel coasts and beyond, the right boat to do it in and the time available. I have always enjoyed probing creeks and estuaries and with her legs, Artimon can take the ground which gives me greater flexibility of cruising and berthing itineraries.

"Malcolm Robson's Pilot books, Ormonville to Treguier, Port Blanc to Ile de Seine and the Channel Islands were all new at about the time I came south and became my boating bibles. Like him, I have never been one for marina hopping and carefully managed I can be self-supporting for up to 10 days and however much I enjoyed cruising with a crew, about 80% of my time afloat has been single handed. Now, it's almost 100%. As for my boat, Artimon is easy to sail, has no tricks and has been a good old friend to me. I have never really been caught out or scared myself and I can heave to easily, damping out the more drastic motion. I did modify her rigging to reef from the cockpit and apart from small updates to equipment and replacing the autopilot, she is much as I bought her. She is a bit stiff and I thought she could do with a taller rig, but I have never bothered as she is comfortable and convenient as she lies."

It was whilst in Manchester in 1955, that he bought his first dinghy, an 11 Plus. Sailing out of Abersoch on the Menai Straits, this was followed by a bigger Smallcraft 14' Leader, both of which were used to explore and investigate the North Wales coastline, often as he remembers, "over-nighting on beaches in great discomfort", but the bug had bitten him and in 1965 he bought a bilge-keeled Macwester 26 which he noted, "floated well but didn't sail too well!". Having joined the RAF and the Royal Southern Yacht Clubs in Hamble in 1971, he celebrated by buying a 32' Renown off the Westerly stand at London Boat Show.

He remembers that Yachting Monthly at the time had described this Laurent Giles design as 'a safe, steady, all-weather cruiser', which was pretty much how he saw himself. Originally interested in a Rival, until he decided that it was too big and too expensive, he liked the Renown's ketch rig, solid build and fairly heavy 10,000lb. displacement, so £4,500 changed hands and so extended his affair with the sea. Christened Artimon after the classic Latin for 'little sail', that he is still sailing her 44 years later and now almost exclusively solo, is a tribute to his selection, Laurent Giles' design, Westerly's construction and Yachting Monthly's sage advice.

In 1980 he and Ros moved south to Winchester, where he spent a decade helping to introduce computer technology to the Hampshire constabulary's criminal records procedures and the combination of the bigger boat and closer proximity to Hamble transformed his sailing aspirations, as he remembers.

As might be expected of an ex-pilot and data management pioneer, his cruising logs are meticulously written and a record of the past 44 years give a flavour of the man and his interests. Normandy, Brittany north and south, Biscay as far south as La Rochelle, Dorset, Devon, Cornwall, the Isles of Scilly, the Isle of Man and Ireland have all featured regularly on Artimon's cruising itineraries and some of his cruising notes are archived on the Club website. Afloat for 10 months of the year and sailing from April to October averaging two days per week, by his own admission, Peter Garrod is not as spry as he once was yet he sails on, though his summer of 2015 has, by choice, been restricted to the Solent and Poole.



As Commodore of the Air Transport Auxiliary Association, Members may have seen Peter marching proudly as their wreath bearer at the Cenotaph Remembrance ceremonies and whilst he may not be the oldest member of the Royal Southern Yacht Club, at 94 he just out-guns our Patron and is the oldest still sailing solo. For going solo is what he has always done and he sees no reason to change. Long may he cruise on.

## GOODWOOD REVISITED

As gifts go, a flight in a Spitfire, perhaps the most iconic aeroplane to emerge from the Second World War and Concorde aside, perhaps the most iconic aeroplane of all time, would be classed as pretty special. For many people it would be a dream. For Peter Garrod, one of only six surviving members of the 1,500 or so pilots who served in the Air Transport Auxiliary and its current Commodore, this gift from his two surviving sons, Christopher and Alastair, was classic in its recognition of their father's remarkable flying record over the last five years of the war.

Accumulating 225 flying hours during some 300 individual flights in various evolutionary iterations and Mark Numbers of the Spitfire, delivering them to and collecting them from numerous airfields in the United Kingdom and, after D-Day, to airfields in Belgium, France and the Netherlands, Thursday, October 1st 2015 marked another milestone in the life of this remarkable 94 year-old. In brilliant sunny weather, Peter donned his original 1942 Irwin flying jacket and leather helmet and suitably briefed, was whisked aloft in a 2-seater Spitfire from the Goodwood airstrip, over-flying the South Downs and the coast as he had done so often before. Re-living the dream in the most splendid of gifts, for this most splendid of men, of whom the Royal Southern Yacht Club is justly proud.



TOP LEFT Peter as Commodore of the ATA Association. Photograph by Richard Campbell-Walter.

All other photographs on this page by Alastair Garrod.

Photographs show Peter Garrod aboard his Westerley Renown Artimon





## SHOOTING SOCIETY

**“What a blissful location” and “Hampshire at its scenic best” were just a selection of comments made by Members and their guests attending the Shooting Society’s final clay shoot of 2015. Location, location, location is so key to our clay ground choices and the rolling post-harvest countryside surrounding Des Sturgess’s shoot at Compton just south of Kings Somborne is set in glorious Hampshire.**

The very successful 2015 season has been notable for many more novice attendees than hitherto. We hope that many will return time and time again to become successful shots. This time we enjoyed the company of nine novices as well as many of our accomplished regular attendees.

And so it was on 24 September that 24 Club Members and guests met for a great day’s sport. The day started with eight stands, many set up as simulated pairs, which tested even the best amongst us. This was followed after refreshments with the notorious ‘Googly’ where each gun is allowed in turn one pair of shots at a truly testing clay target. This sets the scene for the team flush where 100 clays are thrown in a rip

roaring style in less than four minutes – this is always the highlight of each clay day. The day was rounded off with fine fare and prizes at the shoot lodge.

Throughout the year, providing you attend three of our four shoots, your score counts towards our annual competition to find the top gun in novice, Member and guest categories. This year the winners are:

**Novice:** Sally Thomas

**Member:** Sally Sturt,

**Lady:** Sally Sturt

**Guest:** Nick Shone

Trophies were awarded at the Motorboat, Golf and Shooting annual Christmas Dinner on Saturday 5 December 2015. The complete listing of all results is published on the Shooting Society’s Club notice board.

Next year our 2016 Shoot Captain Mike Norton has promised more superb locations both new and old for our enjoyment. We look forward to new and familiar faces alike joining these great days out in 2016. Why not come along?

*Richard Curry*



## GOLF SOCIETY

**The Golf Society has had another great year. We have had good number playing at each Society day, ranging from 16 to 36 players with handicaps from 36 to 4! The beginners and improvers course has also really taken off and meets regularly at East Horton playing their nine hole par 3 course.**

January saw a pre-season dinner at the Club. Our first scheduled event was at Hockley in March but some of the hardened golfers decided we should add an extra event so we had a day at Romsey Golf Club with brilliant sunshine all day long and the golf was not too bad.

Hockley was a fantastic day, the golf course is set on 240 acres of historic chalk overlooking the City of Winchester. Everyone enjoyed the course and it was nice to see some new faces, although it was sad not to have Mike Gordon play. A regular with the Society and a member of Hockley he was taken ill a week before the event. We hope to see him playing with us again in 2016.

In April we played at Skylark, another new course for us. In the past couple of years a massive investment has been made and the course is now maturing into a great venue. Again we had superb sunshine which certainly helps if the golf is not going too well!

In May, sailors from the Royal London, Royal Southampton, Deauville Yacht Club and the Royal Southern met at the Hotel du Golf Barriere in Deauville for a wonderful round of golf. This course is amazing with stunning views over Deauville and the harbour. I am thrilled to inform you this will happen again in May after the Deauville Yacht Race 2016. For those who do not wish to compete in the race (either sailing or motorboating) we are endeavouring to have a package just for the golf.

The June event at East Horton Golf Club on Thursday 25 June certainly took some organising. We had 8 playing the Marwell Course, 5 playing the Parkland Course and 21 playing the Greenwood Course. Most returned to the Club for an apres golf supper which always proves to be entertaining despite Noj’s golf jokes. At the end of August we met at Chilworth, and again, unbelievably, we were lucky with the weather and given complimentary range balls before teeing off. A most enjoyable day.

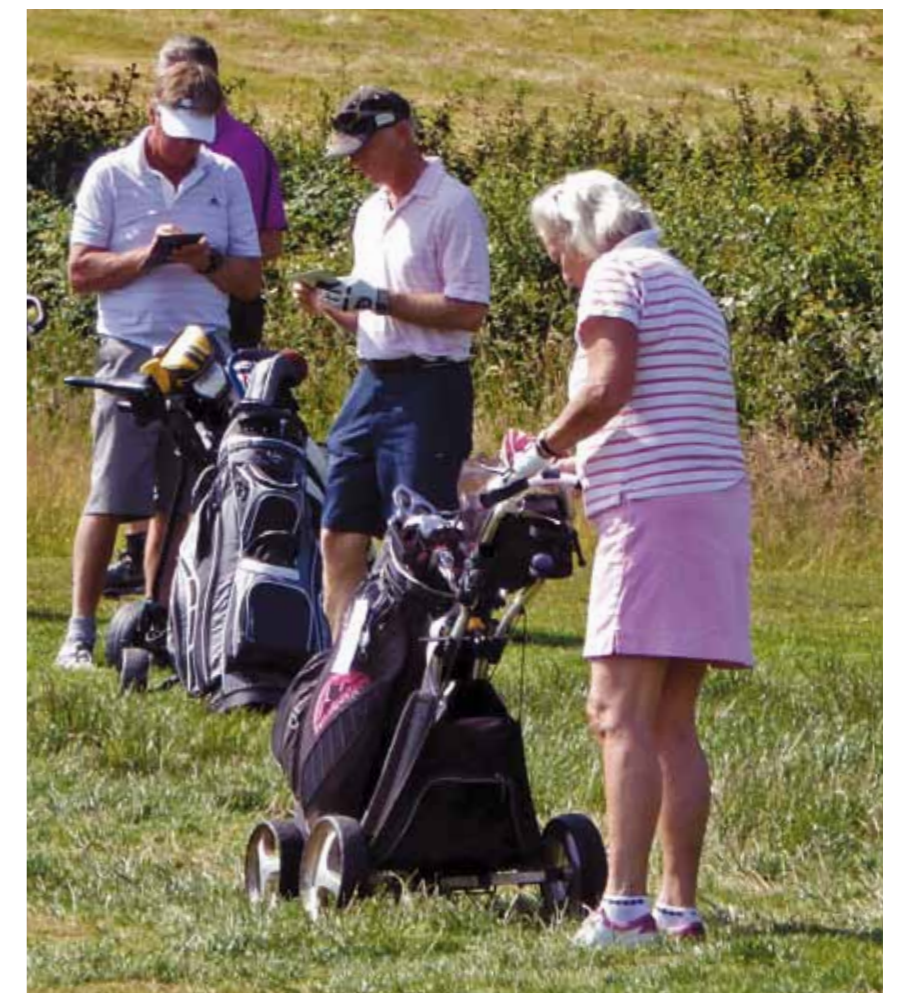
On 2 September I was thrilled that the Royal Southern were able to make up three golf teams to support Geoff Holt’s Golf Charity day which was held at East Horton. Thanks to David Mead and Dick Long for supplying extra prizes on the day. Also a big thanks not only to the players on the day for supporting this worthwhile event but the other regular players who raised over £215 by buying mulligans at the two golf days prior to the Charity day.

We played at Hamptworth in September and Wickham Park Golf Club in October, the last event to be taken into account for the Golf League Ladder.

The end of season leader is John White and the top woman golfer is Dot Jones. The prize giving was held at the Motorboat, Golf and Shooting Societies Christmas Dinner.

We had great days out, mainly bathed in sunshine. Some played well and others (including myself) not so well but one can have a thoroughly enjoyable day despite having a bad golf day, so I hope this will encourage more to get out and join us. The Society is full of great fun people and our main objective is to enjoy the day out despite what the golf fairy is doing to us.

*Chrissie White*





## LADIES COMMITTEE



**The Members of the Ladies' Committee arrange an annual programme of events to raise money for charity and the Club. Some events are ladies only but at others all are welcome.**

Many of the events are regular favourites in the calendar but we are always looking for ways to improve them or introducing new events. The Christmas Fayre is our well-established and largest annual fund raising event. The contributions from a record number of stallholders, sponsorship and the popular 'Wheel of Fortune' raised over £3000 for our charities: Hearing Dogs for Deaf People and Hamble Lifeboats. This year we introduced the 'River Room Cafe and Tuck Shop' where visitors enjoyed hot drinks, cakes and savoury snacks.

October fund raising events included the successful Bridge Drive that attracted 15 tables, and a Ladies Luncheon when ladies listened to Neil Stewart tell tales about wildlife in the Kruger Na-

tional Park. As well as being very enjoyable events the raffles raised over £500 for Hearing Dogs for Deaf People.

Once again our annual Macmillan Coffee Morning in September was well attended and raised £845 for this very worthwhile cause.

The Ladies' Night held in September was an exciting new addition to our programme. On arrival fifty ladies of all ages were welcomed and served drinks by the Commodore. Everyone enjoyed the canapés and a delicious two course meal and enthused about having a fun evening. As a result of the success of the evening we are planning for an evening event to become an annual event on our calendar.

Our charity for 2015 has been Hearing Dogs for Deaf People which trains dogs to alert deaf people to sounds they can't hear; sounds we take for granted like the doorbell, alarm clock and even danger signals like the fire alarm. Through raffles, events and collection boxes in the Club a total of over £3000 has been raised for this charity which helps those who have what is described as an 'invisible disability'. Hearing dogs have visited the Club for various events and we have all enjoyed meeting them.

Out of our fund raising during 2015 we have been able to spend nearly £4500 on the bedroom improvement programme. Earlier in the year new



carpets and lamps were bought; and since July new window blinds have been purchased and fitted in the corridor, worn curtains have been refreshed and 'soft close' lavatory seats have been installed in en-suites! We are always grateful to Members who give their skills and resources to enhance the Club environment. The most recent donation from a Member is the tablecloth for the display table at the top of the stairs embroidered with the Club insignia.

The serving Members of the Committee would like to thank the three retiring ladies for their hard work over the past 3 years and extend a warm welcome to the new Members joining us in December. Why not come and meet the Committee and share ideas at our informal Athena Lunches?

To keep up to date with what we are doing, or become involved with the Committee, do visit our Ladies Committee page under 'Ashore' on the Club website [www.royal-southern.co.uk](http://www.royal-southern.co.uk).



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# INSIGNIA CLOTHING & ACCESSORIES

Since linking up with SLAM, one of Europe's leading sailing leisurewear manufacturers, the Royal Southern Yacht Club can continue to offer Members one of the most comprehensive collections of fashion sailing wear available. Members can purchase their clothing online and have it branded with our logos, illustrated below, at local company Printing Crazy. There are logo variations for light and dark clothing, which can be reproduced on any of the SLAM clothing range illustrated online. If you wish to try on any garments you can arrange a visit to Printing Crazy in Mitchell Point, Ensign Way, Hamble SO31 4RF. To order visit the Royal Southern website.



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ROYAL SOUTHERN  
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Other traditional Royal Southern branded goods such as naval caps and badges, lambs wool V-neck jumpers, crested gifts, buttons, belts, ties and pins, burgees, ensigns, and glasses can still be ordered through the Royal Southern office. We intend to keep our fashionable clothing ranges right up to date so please check with the office for all the latest information and additions.



SLAM

[www.royal-southern.co.uk](http://www.royal-southern.co.uk)



## A JOKER OR TWO AT THE SWANWICK, BURSLEDON & WARSASH REGATTA



**Superman and Wonderwoman, the Incredible Hulk plus a Joker or two all gathered at the Elephant Boatyard for the 145th annual Swanwick, Bursledon and Warsash Superheroes and Villains Regatta.**

After an action packed *Friends of the Regatta* Dance on the Friday night where Spiderman and Popeye the Sailor came up against Darth Vader and the Penguin, Saturday saw the swimming, rowing and dinghy racing get under way against a backdrop of New York City skyscrapers.

The sun was shining as Bat Boats and the decorated dinghies sporting everyone from Robin Hood to the Caped Crusader took centre stage (or centre pool!). A great day out for the family and a well-stocked bar to keep visitors and a lot of Southern Members happy was rounded off with a magnificent firework display.

The weather was not kind to the yachtsmen with slightly muzzy heads who were up early for the racing the next morning but a few brave souls managed to complete their races and finish off what was another splendid Regatta weekend at the Elephant Boatyard.



## MINI-PIRATES TAKE OVER THE SOUTHERN

**Whilst the grown ups were playing on The Solent in their big boats the mini-pirates took over the Clubhouse.**

It was serendipity that the September Regatta coincided with 'Talk like a Pirate Day'. This special day is not only a celebration of the romantic image of the golden age of piracy but also a product of the internet age.

It started as a joke between two guys in Albany, Oregon in the mid 1990s. They celebrated it with friends for a few years but in 2002 they sent an email about it to the Pulitzer prize winning American humour columnist Dave Barry. He liked the idea and wrote about it in his column in The Miami Herald which you can read online (find it via the Dave Barry website [www.davebarry.com](http://www.davebarry.com)). The idea then went viral and chat rooms all over the Web were deluged with "arrs" and "me hearties". It is now a worldwide phenomenon in which all can participate.



ABOVE Some managed to get away by boat whilst others were made to walk the plank.

BOTTOM LEFT The face painters art!

LEFT The model boats are launched all ready for a broadside

BOTTOM RIGHT 'Yoho me hearties' or am I just whacked out?



The Southern's mini-pirates participated in a host of nautically themed activities co-ordinated by Chief Piratess Vicky McPherson. The activities included a coconut shy, skittles, giant connect 4, a treasure hunt, rowing races, face painting, model boat construction and racing, a nautically themed bouncy castle, and the Hamble Singers came and sang sea shanties to round the day off!

If you want to find out more about 'Talk like a Pirate Day' go to [www.talklikeapirate.com](http://www.talklikeapirate.com).



## THE PERFECT PICNIC ON STAGE, ASHORE AND AFLOAT

**On a glorious summer's evening Opera on the Run returned to Hamble on 11 July 2015 after a gap of five years with the production 'The Perfect Picnic'.**

A sparkling libretto set to the music of Mozart produced a wonderfully light hearted entertainment combining elements of theatre and opera to produce a quintessentially English tale of love and misunderstanding at a summer Opera Gala in the park. Hilarious – it was Mozart as you have never seen it before.



### Two Tickets to the Opera!

At the start of Act 1 David has just lost his job at the bank after years of hard slog. How is he going to tell his neurotic partner Sarah, who is intent on going to a charity performance of 'Opera in the Park' and has now packed a hamper of epic proportions. Sarah gets her way but en-route they are driven off the road by a red sports car in which David's ex-wife, Rachel, is a passenger. David quickly learns that she is the star of the show. To complicate matters Sarah takes a shine to its celebrity designer Michael, Rachel's new boyfriend! The stage is set for a truly magnificent romantic mix-up.

### Punting Anyone?

Because of confusion over umbrellas, the couples swap partners and take to punts. Passion soon flares when Sarah and Michael are marooned and David and Rachel remember what first attracted them. However after many twists and turns order is restored.

I am sure Wolfgang Amadeus never visualized a frog singing to his music – my appreciation of 'The Magic Flute' will never be the same again. Hilarious, saucy, intriguing and with up to date references to the Club included in the libretto this production had it all and the audience never stopped laughing.

It was a magical evening – the weather, drinks on the quarter deck, picnic or buffet in the long interval, how well the acoustics worked in the dining room – everyone could hear clearly. During the interval the audience were entertained by the string quartet who had some further surprises for us not least of which was a rendition of the 'Can Can', made even more impressive by the dancing of some of our lady Members and a duet between singers on the balcony and the



Quarterdeck. The passengers on Solent Scene which went upriver during the interval must have an interesting impression of the Royal Southern. My thanks to all the staff who contributed to the success of the evening.

Opera on the Run started from humble roots – busking in Covent Garden over 20 years ago and have gone from strength to strength performing their unique brand of music worldwide. Luckily we will not have to wait another five years as by popular request they have been booked for 9 July next year. Keep the date!

*Dudley Stock - Entertainments Committee*

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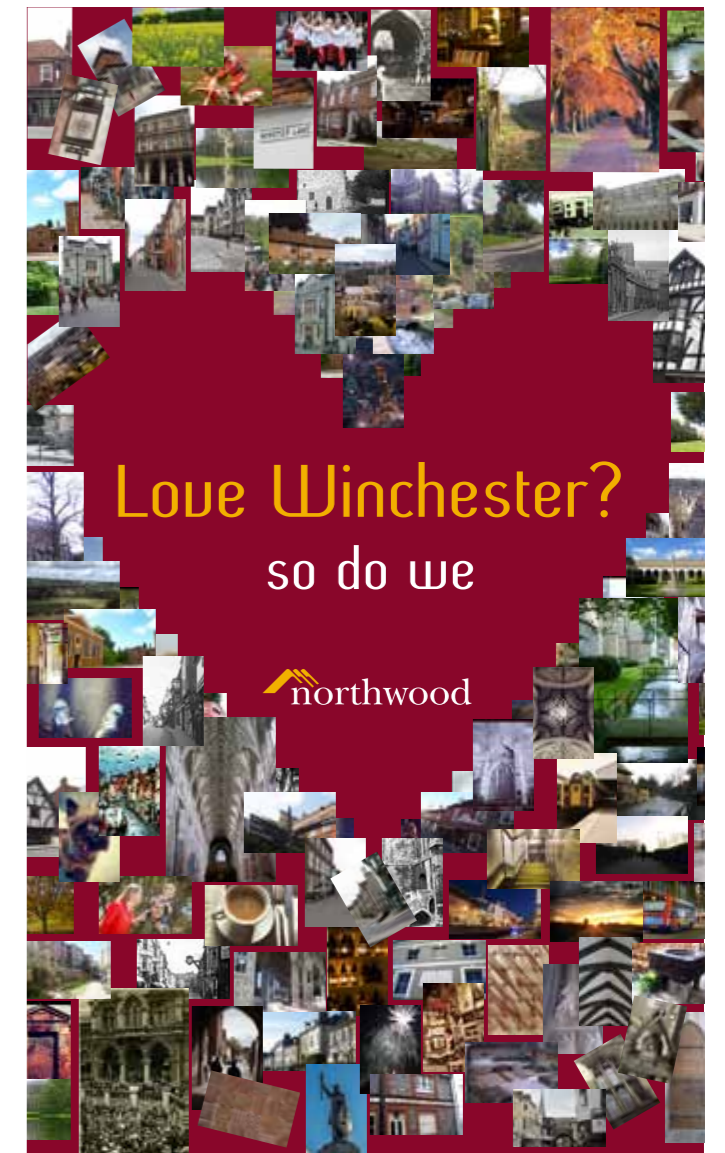
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*The Commodore, Flag Officers and Members of the Royal Southern Yacht Club would like to thank all the advertisers for supporting the Club by advertising in The Southern.*

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

Inga Leask  
Mike Rothwell  
Louis Sallons  
Rosemary Wood

# NEW MEMBERS

*The Commodore and Flag Officers would like to welcome the following new Members to the Royal Southern Yacht Club:*

## HONORARY MEMBERS

Calum Healey	Martin Bain
Nicholas Hinbest & Claire Williams	Jason Scott
Debbie Holmes	Canon Peter Vargeson
Richard & Louise and Sofie Jacobs	Fr Graham Whiting

## MEMBERS

Norman & Karen and Edward & Harriet Armstrong	Ian & Joanne King
Thomas Lacy	Edward & Katherine Lowe
John Lowe	John Lowe
Jianwei Lu	Jianwei Lu
Ben McGrane	Ben McGrane
Jon McManus & Anna Wagner and Ben & Tom McManus	Jon McManus & Anna Wagner and Ben & Tom McManus
Alex & Carolyn Miller	Alex & Carolyn Miller
Amee Mitchell	Amee Mitchell
Dominic Mortimer	Dominic Mortimer
Samuel Munday	Samuel Munday
Peter Noe	Peter Noe
Romain Paternot	Romain Paternot
William Philbedge	William Philbedge
Ben Pickering	Ben Pickering
Francis Piesse	Francis Piesse
Lady Jonette Norman	Lady Jonette Norman
Marcia Perrow	Marcia Perrow
Michael & Joy Rushin	Michael & Joy Rushin
Charles & Emma Thompson	Charles & Emma Thompson
George Thompson	George Thompson
Ms Mandy Thompson	Ms Mandy Thompson
Duncan & Fiona Truswell	Duncan & Fiona Truswell
Fiona Wall	Fiona Wall
Brian Wilkinson	Brian Wilkinson
Greer Williams	Greer Williams
Lees Hall	Lees Hall
Edward Hampton-Matthews	Edward Hampton-Matthews
Noah Han	Noah Han
John Harrington	John Harrington

# 2016 PROGRAMME

Date	H/W Ports	Event	Date	H/W Ports	Event	Date	H/W Ports	Event
<b>JANUARY</b>			<b>APRIL</b>			<b>SEPTEMBER</b>		
13		Lecture - 5 Old Blokes in Darkest Peru. Chris Russell	1		Athena Lunch	2		Athena Lunch
16		Burns Night	3	0934	Spring Series	3/4	1430	Hamble Scramble
16/24		Mount Gay Round Barbados Race Series	7		Golf Society Meeting	3/4		Motor Boat Open Weekend
20		Lecture - Sustainability of our Woodlands. Prof Julian Evans	9	1440	JOG Nab Tower Race	6/8	1608	Lymington Rally
30	1603	Academy Spring Series	9/10	1440	Match Cup Qualifier	8		Golf Society Meeting
		Lecture - Iceland Revisited. John Smith	10	1525	Spring Series	9/11	1754	Fast 40 Championships
			14		Shooting Society - Spitfire Shoot, Stockbridge	13		Shooting Society - Acorn Shoot, nr Kings Somborne
			14		Ladies Formal Lunch	14	1121	Ladies Afloat
			15		French Theme Night	16/25		Southampton Boat Show
			16/17	0849	Match Cup Qualifier	17/18	1330	September Regatta. Bart's Bash
			16		Warsash Spring Championships	24	0649	Inter-Club Youth Keelboat Championships
			17	1008	Spring Series	24	0649	Denise Cartledge Memorial Ladies Race. Hamble Classics Weekend.
			19/21	1147	Folly Rally			Inter-Club Youth Championship
			23	1401	Warsash Spring Championships	25	0810	Ancient Mariners Race
			23/29		Antigua Sailing Week	<b>OCTOBER</b>		
			24	1434	End of Spring Series	2	1400	Start of Winter Series
			27	1616	Ladies Afloat	5		Start of Wednesday Lecture Series
			29	0515	Cruiser Supper	6		Golf Society Meeting
			29	1749	Italian Theme Night	7		Athena Lunch
			29/1 May	1749	X-Yacht Solent Cup	9	1814	Winter Series
			30/2 May	1859	Solent Cruiser Race	12		Lecture
					Motorboat Rally	13		Ladies Formal Lunch
			<b>MAY</b>			14		Cruiser Supper
			5		Golf Society Meeting	15/16	1220	Folly Rally
			6		Athena Lunch	16	1303	Winter Series
			7/8	1330	May Regatta	19		Lecture
			11/13	1642	River Hamble Combined Clubs Regatta	23	0631	Winter Series
			17/19	1022	Rally to Beaulieu	26		Lecture
			19		Shooting Society - Ley Farm	29		Halloween Party
			21/22	1259	Hamble-Yarmouth Race	30	1201	Winter Series
			25	1523	Ladies Afloat	<b>NOVEMBER</b>		
			27/30	1647	Cowes Deauville Race with Golf in Deauville	2		Lecture
			<b>JUNE</b>			5		Xmas Fayre
			3		Athena Lunch	6	1549	Winter Series
			7/9	1450	Bembridge Rally	9		Lecture
			9		Golf Society Meeting	10		Bridge Drive
			9/11	1624	J Cup	12		Prizegiving
			11	1801	Sailability	13	1057	Winter Series
			12	1855	Pursuit race	16		Lecture
			15/18	0926	Match Cup	19		Laying Up Dinner
			18/19	1157	June Regatta	20	1629	Winter Series
			22	1429	Ladies Afloat	23		Lecture
			24	1553	Horse & Jockey Rally	26		Annual General Meeting
			<b>JULY</b>			27	1100	End of Winter Series
			1		Athena Lunch	30		Lecture
			1/3	1011	Motorboat Rally	<b>DECEMBER</b>		
			2	1113	Round the Island Race	2		Athena Lunch
			5/7	1347	Yarmouth Rally	3		Motor Boat Dinner
			9		Opera on the Run	7		Lecture
			13	0721	Ladies Afloat	13/14	1017	Cowes Rally
			16/23	1038	Cruiser Race	14		Christmas Carol Evening
			16/17		July Regatta. J/111 European Championship	25		Christmas Day - Club closed
			23/24	1539	XOD Central Solent Championships	26	0934	Boxing Day Bar
			28		Golf Society Meeting			Foxer Racing
			29/31	0841	J/111 Pre-Worlds Regatta. Taittinger Royal Solent Regatta	31		New Year's Eve Ball
			<b>AUGUST</b>			<i>High water times are local times for Portsmouth i.e. UTC or BST as appropriate.</i>		
			6/13	1535	Cowes Week	<i>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.</i>		
			14/19	1002	Junior Cadets and Splash Week			
			20/21	1436	Poole + Back Race			
			23/25	1648	Newtown Creek Rally			
			27/29	0824	Motorboat Rally			
			31	1237	Ladies Afloat			



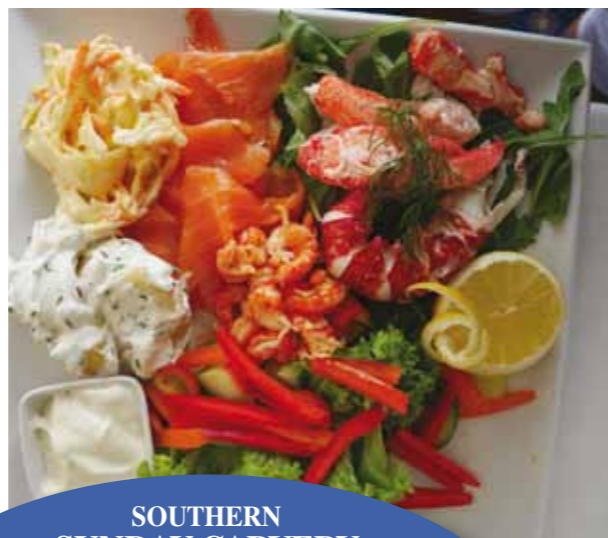
Being situated on the banks of the River Hamble, the Royal Southern Yacht Club offers panoramic views over the river to Southampton Water and the Isle of Wight. With the completion of the Prince Philip Yacht Haven it provides a unique combination of facilities; a modern Clubhouse with dining and conference facilities, accommodation and walk-ashore berthing for visiting yachts, all located in a picturesque historic village which also happens to be a world class yachting centre.

Whilst the Upper Deck Bar with its large balcony is open for lunch, in the winter months the Members Bar with its unique atmosphere, open fire and friendly service adds enjoyment to those long winter evenings. Next to the Members Bar is the River Room where dinner is served from Wednesday to Saturday evenings. Offering contemporary, freshly cooked meals, the River Room has a fortnightly changing menu featuring a variety of quality, seasonal ingredients. If you have an event to celebrate special menus can be ordered in advance.

Within our 18th century cottages we have created 12 elegant bedrooms including a Master Suite. All the rooms, 2 singles, 2 triples, 4 doubles and 3 twins, have modern facilities with en-suite bathrooms, free WiFi and flat screen televisions. Tea and coffee is also available in each room and Club rates include a full English or continental breakfast served in the Dining or River Rooms.



The completion of the Yacht Haven has created a wealth of new facilities for everyone to enjoy, and redesigned the way in which we use the existing facilities, to the benefit of visitors and Members alike.



### SOUTHERN SUNDAY CARVERY

Join us for delicious buffet style hors d'oeuvres starter followed by 2 choices of roast meat with all the trimmings along with a fresh fish alternative. Finish off your meal by choosing 1 of at least 4 different puddings from our ever changing selection.

1200 - 1500 hrs



Our 200 seat Dining Room is available to Members and guests as a venue for conferences, weddings, receptions and private parties. The Dining Room has a movable partition enabling the room to be split into two separate private areas for smaller functions and the addition of large glass double doors provides direct access to the yacht haven and extensive Quarter Deck outside.



Fiona and Duncan Truswell chose the Royal Southern for their recent wedding reception – our thanks to them for allowing us to use the photographs



The River Room is also ideal for private functions and has doors opening onto the newly paved and spacious South Terrace. With the Members Bar immediately alongside and the Pier – covered with a marquee during the summer months – providing an excellent location for evening entertainment, why not take advantage of those lovely long summers days and organise your party here.

In addition, the Yeoman Room on the first floor is ideal for smaller more intimate meetings and can cater for up to 20 people around the long table, or business meetings away from the office.

The Prince Philip Yacht Haven together with the associated shoreside works, which also provides a large Quarter Deck overlooking the river with direct access to the Dining Room, has transformed the Club.



### BAR HOURS

Mon-Tue	1100-2100 hrs*
Bar Lunch	1200-1430 hrs
Wed-Thur-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-Tues	Closed
Wed-Sat	1900-2130 hrs

\* Subject to demand



# PRINCE PHILIP YACHT HAVEN

The Yacht Haven, which is accessible at all states of the tide offers fully serviced berths for visiting yachtsmen in the heart of the village. In addition the new Quarter Deck and the adjacent Pier is a unique venue for summer entertaining.

The variety of the facilities and their flexibility enables the Club to offer an unrivalled combination of shore and water based facilities for conferences or team building events, all within easy reach of London, airports and ferry ports. For further details contact Lesley Walford (020 8045 0315) who will be happy to discuss your needs and organise your event.



## RSrnYC LAUNCHES

### SUMMER LAUNCHES

(1st April – 30th September)  
 Monday - Thursday 0800-1800 hrs  
 Friday - Sunday 0800-2000 hrs

### WINTER LAUNCHES

(1st October – 31st March)  
 Monday - Sunday 0800-1800 hrs

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



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