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WINTER 2016/17

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COVER PHOTOGRAPH

Oysters at play by Andrew Adams of Close Hauled Photography.
www.closehauledphotography.com



This is my first article for the Club magazine as your Commodore, since my election a few weeks ago. We all owe a debt of gratitude to those who have held this position before me, to create a Club with facilities unequalled in the UK.

I have a strong team of Flag Officers and other members of the executive to support me, as well as our trustees and past commodores, working together to take full advantage of the opportunities which our facilities now provide. I am honoured to have been elected and I will do my very best to represent you, the Members, in the year ahead. We look forward to an exciting year and with your help we will make the Club the fun and happy place it should be for our Members, our guests and our staff.

2016 has been our first full year of operation with the Prince Philip Yacht Haven (PPYH), enabling us to host more and bigger events than ever before. X-Yachts were our first visitors over the May Bank Holiday, for their Solent Cup, quickly followed by the J-Cup and Oyster Week. In September, we hosted the Fast40+ Class competing for the One Ton Cup, followed by our inaugural Hamble Classics weekend.

All of these were in addition to our normal programme of monthly regattas, passage races, mid-week cruises, Youth, Academy and Club events. Event reports and photographs are to be found in the following pages of this magazine, confirming that the Royal Southern is a vibrant and growing yacht club, with many very accomplished sailors achieving success. Our congratulations go to all of you.

The Round the Island race saw blustery conditions, which clearly suited our Members, a number of whom finished first in class, including our own Rear, now Vice, Commodore Graham Nixon. My personal highlights this year included supporting the race management team in Cowes Week and

then crewing on a Club member's RS Elite for the last three days. This was particularly satisfying, coming less than four months after major back surgery, which curtailed my sailing for most of the season.



Splash Week followed and I thoroughly enjoyed supporting the Youth Committee and helping out during the week. Splash is close to my heart as my children learnt to sail from the Club nearly 20 years ago. I was delighted to present the prizes and it is great to see this event go from strength to strength, with each generation building on the success of their predecessors.

Our Academy has been extremely active this year, with a new Winter Series and practice days most weekends which have

attracted new members from as far afield as Exeter and Cambridge universities. Our season concluded with the wonderful news that Annabel Vose, who started in Splash and is an Academy member, has been selected for the Land Rover BAR Academy to train for the Red Bull Youth America's Cup in Bermuda next summer, racing foiling catamarans. We can all be proud of our young Members' achievements.

All of these events placed enormous demands on our whole organisation and I would like to express our gratitude, on behalf of the entire membership, to all who have contributed to the successes of 2016 - race officers, committee boat teams, mark layers and photographers, to name but a few, as well as those responsible for decorations in the clubhouse, catering, entertainments, committees and the myriad of tasks which are needed to make our Club what it is. Thank you all.

If 2016 was busy, 2017 will be even busier, as evidenced by the programme detailed within this magazine. Back in 2014 our Sailing Committee bid to host the J/80 World Championships this July - anticipating completion of the PPYH - and was awarded it.

The Class Association subsequently asked us to host their Nationals in June, in order to provide two events for those competitors travelling from abroad. Also in June we will host the J/70 European Championships, and in July the SB20 Nationals. These events are expected to attract 50-80 competing boats, many from abroad, and will require support teams of 40-plus each day of the event.

In addition, we will be hosting the Fast40+ class, a Dehler regatta and our normal event programme, including the second Hamble Classics weekend.

Our race management team is already gearing up under our newly-elected Rear Commodore Sailing Robert Vose, chairman of Race Management Jane Windsor and our Sailing Manager Tim Thubron. I know they will be asking for volunteers to assist, both on the water and ashore, with roles to match all capabilities, to ensure that our visitors are made to feel welcome and experience top quality racing. Even if you have never done anything like this before, you will find there is a role for you and it is a great way to get to know more Members and become an active part of our team. You should expect to receive enquiries from our Sailing Office early in the New Year and I hope many of you will be able to help.

On the House side, our newly-elected Rear Commodore John Rutherford is working with our management team to pursue a number of initiatives designed to boost membership and increase turnover in catering, bar and accommodation. At the same time they will be reviewing administrative processes, and our back-office organisation, to improve efficiency and Member service levels. Great progress has been made during 2016, but there is more to do. Fortunately our new CEO/Club Secretary joined in January. Chris

Hogan was formerly the CEO of the In & Out club in St James and comes with excellent credentials and experience.

Following our recent AGM, my first official function was the Motorboat, Golf and Shooting Dinner when Members enjoyed a fun-packed evening, with a great atmosphere. The new Chairman of Motorboats, Chris Gillingham, led the evening, supported by the Chairman of Golf, Chrissie White, and Chairman of Shooting, Richard Curry, who presented the various prizes for the year.

The following day we were honoured to be visited by HMS Blazer, a Royal Navy patrol boat. Lieutenant Joe Currin and his crew welcomed me aboard, together with Vice Commodore Graham Nixon and Rear Commodore House John Rutherford, retiring Chairman of Motorboats Andy Short and a small group of Members. We had a fascinating tour of the boat and exchanged Christmas cards during their brief visit.

Photographs on the opposite page show prizes being presented to Emily Brushett, Hennie Burlton and Ethan Lightbound and in the second photograph underneath to Lucy Davis winning top Junior Cadet female sailor.

BELOW The Commodore with Lieutenant Joe Currin, commanding officer of HMS Blazer.



The programme for next year will offer Members and guests activities that will promote our Club on the water and ashore. Our sport and our Club are driven by changes in technology, just like the rest of the world, and we need to keep ourselves up to date. However, it is equally important that we hold on to our traditions and standards. Achieving this balance has kept our Club at the forefront of yachting for the past 179 years and will, I believe, carry us just as well into the future. I look forward to making that journey with you all.

Congratulations go to all our newly-elected committees and I strongly believe we have a great team to give us a successful 2017. Along with my fellow Flag Officers, David and I would like to take this opportunity to wish you all a happy and prosperous New Year. We have a great season to look forward to and I hope to see many of you on the water or in the clubhouse at the many events we have planned for 2017.



Karen Henderson-Williams
Commodore



CHRIS MANSFIELD

Past Commodore

The last two years have been very busy in the life of the Club. We have seen many changes, not least the building of the Prince Philip Yacht Haven.

Conceived by the late past Commodore John Beardsley, a team of members led by past Commodore Mark Inkster spent several years obtaining all the necessary permissions which, in itself, was a major task. Construction started just prior to the commencement of my term as Commodore.

The Club now has a superb asset from which we will all benefit for generations to come. This fantastic facility has given the Club the edge in attracting and running many prestigious events already, with the 2017 season and beyond looking busy.

More recently we have hosted the launch of the Aston Martin Quentessant AM37 power boat under a marquee over the floating slipway, proving just how versatile the PPYH's facilities can be.

None of the events run from the PPYH are achievable without the help of an army of volunteers and our capable staff. Well done to everyone.

With the construction of the PPYH came Den's Deck, which has demonstrated on more than one occasion that it is a very good party venue.

Pam and I will treasure our memories of the many events which we were lucky enough to attend whilst I was Commodore.

These include: keeping our Patron, Prince Philip, up to date at the various events I attended in his presence during the construction phase of the PPYH; the opening of the PPYH by the prince, followed by lunch for 200 members and guests; the dedication of Sam's Ramp, including the 'storming' of the Club by the Royal Marines - luckily we have a very understanding Harbour Master who turned a blind eye to the speeding inflatables; attending the tercentenary celebrations of the King's Royal Hussars at Tidworth with Princess Anne taking the salute, and then being introduced to the princess as she met with the sailing members of the regiment; representing the Club at a regimental dinner night at Tidworth as a guest of the C.O.; Trafalgar night at HMS Nelson; speaking at Arundells in Salisbury about Ted Heath's association with the Club; and the centenary celebrations of the formation of the Coastal Forces, many of whom were drawn from yacht clubs whose members were highly skilled in boat handling and in-shore navigation.

It has been an honour and privilege to serve the Royal Southern Yacht Club and its members as Commodore. Both Pam and I would like to thank the membership for their support and good wishes.

We wish the Club, the new flag officers and committee members, and the membership, all the very best for the future. We look forward to seeing you all in the Club very soon.

Thank you.

CLUB SUCCESSES

In 2016 many of our Members competed locally and worldwide in a variety of races and challenges. Some of these successes are listed here.

Warsash Spring Series

Jerry Hill - 1st SB20 White Championship
David Greenhalgh - 1st IRC 3
Patrick Liardet - 1st J/70 & 1st Combined White Group

Round The Island Race

Sir Keith Mills - *Invictus* - 2nd IRC Overall



Michael Bartholomew - *Tokoloshe II* - 3rd IRC Overall

Ian Wilson - *Synergy* - 1st IRC 1B
Graham Nixon - *Magic* - 1st ISC 4D
Richard Jacobs - *Ivy Green* - 1st Gaffers Div 1
Chris Body - *MockingJay* - 1st J/80

World Championships

Annabel Vose - 1st J/111 European & Worlds Championships

Maxi Worlds & Les Voiles de St Tropez

Andy Yeomans, Robert Greenhalgh and Matthew Richardson - 1st on *Leopard 3*.

Rolex Middle Sea Race

Team Maverick (Nicky Curwen & Piers Hugh-Smith)
1st in Class, 3rd Overall

Figaro Race

Prologue of La Solitaire Bompard Le Figaro (world's leading annual solo sailing race) - 1st Alan Roberts

World Records

Robert Greenhalgh:
Team Phaedo (MOD70) - Monaco to Porto Cervo 185 nm (7hr53m31s - 25.8kts)

Team Phaedo - Around the Isle of Wight 50 nm (2h2m31s - 24.49kts)

Comanche - Monohull Transatlantic. West to East. Ambrose Light - Lizard Point. 2880 nm (5d14h21m25s - 21.44kts)

International Moth

Robert Greenhalgh - 1st National Championships

Rio Paralympics

Helena Lucas - 2.4mR class bronze medal



Cowes Week 2016

Tony Mack - *Mcfly* - 1st J/111 Class
Jack Davies - 1st J/70 Class
Sam Flint & Olly Love - *Two Frank* - 1st Impala Class
Jerry Hill - *Sportsboatworld.com* - 1st SB20 Grand Slam
Mark Dennington - *Ziva* - 1st Victory Class

Hamble Winter Series

J/70 - 1st Mark Lees - *Just4Sale*
SB20 - 1st Tom Clay - *Whyaduck*
BB IRC 1 - 1st Roger Bowden - *Nifty*



ABOVE Photograph by Paul Wyeth.

TOP Photograph by Tim Wright.

OPPOSITE PAGE RTI Photograph by Patrick Eden.

PRIZE-GIVING

Winners from the 2016 Honours List awarded at the Prize-Giving Dinner on 12th November.

THE LOVELL BOWL

Outstanding achievement in the J/70 fleet
Craig Burlton

THE COMMODORE'S CUP

Outstanding achievement by an Academy member
Jack Davies

THE WEST BOUND TROPHY

Furthest travelled to race
Mike Bartholomew

THE MORNING FLIGHT TROPHY

Double-handed racing
Dudley Stock

THE TONY DAVIS MEMORIAL TROPHY

Achievement in offshore sailing
Yves Dervieux

THE TANNER CRUISING TROPHY

Special recognition in cruising
Io - Russell and Helen Tribe

THE RICHARD CANN TROPHY

Junior Cadet recognised as a role model
Nicholas Walters

THE LIGHTFOOT TROPHY

Junior Cadet who has encouraged younger sailors
Ben Childerley

THE INTERNATIONAL CUP

Achievement by Junior Cadet or Academy member
Annabel Vose

YOUTH EXTERNAL COMPETITION TROPHY

Abby Childerley

DUKE OF EDINBURGH'S TROPHY

Presented by the Cruising Committee
Janey Devine

WILLIAM SPARSHATT-WORLEY MEMORIAL TROPHY

Black Group achievement in Cowes Week
Tony Mack

REX KING TROPHY

Competed in the most RSnYC races
Allan Higgs

GEOFF KAYE TROPHY

Jonathan 'Boysie' Taylor

JOHN BEARDSLEY TROPHY

Jack Neale

SINCLAIR ANCHOR

Steve Hughes

NORMAN RAMSEYER TROPHY

Committee boat award
Degree of Latitude - John Rutherford

THE CHAMPION OF CHAMPIONS PRIZE

Donated by the Barbados Tourism Authority Inc
Mike and Seb Blair



Guest speaker and International Cup Winner: Annabel Vose.



Yves Dervieux with the Tony Davis Memorial Trophy presented by Karen Henderson-Williams.



Karen presenting the Richard Cann Trophy to Nicholas Walters.



Abby Childerley receiving the Youth External Competition Trophy from Karen.

All photographs by Jennie Austin.

The excellent work of the Royal Southern Yacht Club Trust is, as ever, driven by the skills, experience and hard work of its trustees.

There is currently a diverse and healthy mix of Club Members and non-members on the board. However, a number of vacancies have arisen as trustees retire and new recruits are being sought.

Anyone interested in taking on this rewarding role should contact Trust chairman Brian Mead via the Club. The closing date for applications is March 6th.

Meanwhile, the work of the Trust goes on. At the trustee meeting in October the board agreed to five grant applications.

These ranged from supporting young sailors, supporting a sailing charity, and improving Club facilities for disabled sailors.

■ The Rear Commodore Sailing Graham Nixon requested assistance towards the cost of modifications to a ground floor changing room to install shower and toilet facilities suitable for disabled visitors - £1,000

■ Lee-on-the-Solent teenager Chloe Barr received support to attend the ISAF Youth Worlds in Auckland in December as the Laser Radial female representative - £300

■ The Southampton-based Jubilee Sailing Trust received a grant towards providing bursary assistance to allow young people to take part in a tall ship voyage - £300

■ Aspiring Olympic 470 sailor Anna Carpenter was supported so she could go to the Olympic Sailing World Cup event in Miami in January, a necessary step to qualify for the World Cup Final in June. In 2015 the Trust helped Anna attend the 470 Worlds in Buenos Aires, which led to her qualifying for a place in British Sailing Team's Podium Squad - £500



Chloe Barr pictured above and left in her Laser Radial.

■ Another award was to Solent University Yachting to support their long-term strategy of developing a third team boat to take part in the BUSA Yachting Nationals in 2017. The third team will comprise mostly first-year students, with advice and tuition provided by third-year undergraduate sailors - £1375

Members can support the work of the Royal Southern Yacht Club Trust from as little as £20 a year.

Anna Carpenter on the trapeze below.



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wetwheels HAMBLE

We are now truly up and running. After the successful fund-raising launch party on 19th June 2015 the boat was ordered from Cheetah Marine on 7th July and construction commenced on 10th October.

The boat was officially named by Dame Mary Fagan DCVO, JP at the Club on 14th May 2016 and, following sea trials and final fitting-out, the first trip took place on 20th June.

At the time of writing there have been 44 days afloat of which 40 were taking out nearly 350 disabled and disadvantaged passengers and helpers from Weymouth (Outreach destination), Cowes Sailability, Southampton and from the Royal Southern itself.

What a wonderful start and plans are well advanced with many organisations and individuals around the south of England and beyond for bookings in 2017. It is all about putting smiles on faces!

We are hoping that within the near future we will be able run racing by disabled sailors for disabled sailors using Wetwheels, which surely will be another first for the Royal Southern.

We have recently received approval from the Club to form the Royal Southern Yacht Club Deep Sea Fishing Society. The Wetwheels Hamble boat is ideal for deep sea fishing trips with all the necessary equipment on board. It is ideal for six rods and a maximum of eight guests.

If any Member or group of Members are interested in chartering the boat for the day during the quieter months of November through to the end of March - please contact either Dick Long or



David Mead. What you catch you can keep and there are some nice cod out there waiting to be caught!

This will help us raise funds to operate the boat which costs approximately £30,000 per annum to cover fuel, skippers' charges and boat maintenance.



A special thank you to the Ladies Committee for their most generous cheque for £5,000 donated at the AGM on 25th November.

May we again thank all Members, other Club Committees friends, associations and societies who have so kindly supported us since we started this project.

David Mead & Dick Long

STOP PRESS

On Thursday 4th May Sir Richard Stilgoe and his Orpheus performing group will be visiting the Club. Two groups from Orpheus will be taken out on the boat Wetwheels Hamble followed by a buffet lunch and a short auction prior to Sir Richard performing. The subscription lunch will be open to all Members and any funds raised at the lunch will be divided between Wetwheels and Orpheus

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Photo courtesy of Glenn Chidzoy

GEE's 50th Anniversary

(full story to follow in the SOUTHERN's summer edition)

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At the very heart of any yacht club is the simple idea of getting people out on the water, and the Royal Southern delivers on this intent in the widest possible variety of ways.

Young and old, racer or cruiser, sail or power, the Club can offer something for everyone within its comprehensive schedule of sailing events.

The Club's sailing committee, race management team, bosuns and the entire shoreside organisation collectively aim to ensure that the Royal Southern maintains its pre-eminence in providing competitive and well run regattas for both Members and the many visiting yachtsmen and women who choose to take advantage of the Club's excellent facilities.

If 2016 was an exceptional year, with a fully-functional Prince Philip Yacht Haven, the inaugural Hamble Classics regatta and the hosting of the One Ton Cup for the top-line Fast40+ class, then 2017 looks set to exceed it as the Club takes on national, European and world championship regattas across a range of classes.



Summer Series

The core of the Club's racing programme consists of four weekends of intense racing in May, June, July and September.

Racing takes place from two start lines – the white line for one-design and sportsboat classes providing windward-leeward courses, and the black for IRC and cruiser classes offering a mix of windward-leeward and round-the-cans.

Race officers aim to provide at least two to three races a day on each of the lines, while ashore there is a regatta party event on Saturday night and a prize-giving ceremony following racing on the Sunday of each regatta weekend.

A Single Event Rating is available for owners who only wish to take part in one or two IRC events a year, and is available via the RORC rating website rorcrating.com. Racing in the Cruiser Class is open to anyone with a cruising boat who seeks competition without the intensity of IRC racing, and a handicap can be assigned by the Club.

As an added incentive, the annual Champion of Champions Trophy is awarded to the best performing entry across all four Summer Series regattas. Presented by Barbados Tourism Marketing Inc. the prize includes two return flights to the Caribbean island, a week's accommodation in a beachside hotel and free participation in the Round Barbados Race.

May Regatta 13-14 May
June Regatta 10-11 June
July Regatta 22-23 July
September Regatta 9-10 September



World, European and National Championships

2017 is set to be a bumper year for the Club in terms of hosting International regattas.

Following on from the success of the J-Cup event in 2016, the Club will be hosting a series of J-Boat championships. In June the club will be hosting the J/70 Europeans and the J/80 World Championships in July. Both these regattas will see an anticipated 50-plus entries berthed in the PPYH. In addition the J/80 Nationals in mid-June will provide a lead up to the Worlds.

The SB20 class will also be taking advantage of the Club's race management expertise and shore facilities to hold its National Championships, as will the venerable XOD Class and Dehler/Hanse yacht owners at their own regattas.

In addition, there will be the welcome return of the Hamble Classics later in the season, and two more events with the Fast40+ class.

Fun Racing

It may be fun, but racing in this category is nothing if not competitive. The Ladies' Race is organised annually in memory of Denise Cartledge, and while men are allowed among the crew the helm must be female.

Meanwhile, the helm for any entry in the Ancient Mariners' Race must be at least 60, all crew must be over 40 and the average age has to be at least 50.

The Club Day Pursuit Race provides staggered starts depending on each yacht's handicap, with the first boat across the finish line the winner.

Cruising and Passage Racing

Within the Club, the Cruising section represents the largest single group of Members and a season-long series of weekend and mid-week events aims to cater for them. So far for 2017 there are no fewer than 25 events listed on the Club website, from April through to December.

While many of these rallies centre on destinations in and around the Solent area, the Club also organises a range of weekend races varying from 12 to over 100 miles in length. They, like the more local events, are intended for sailors of all abilities with an emphasis on the fun and social side.

The monthly Ladies Afloat Days are also organised by the Cruising Committee, and are a popular feature of the sailing year.

Photographs on this page and opposite courtesy of Paul Wyeth

Fast40+ Spring Regatta
29-30 April
J/70 Europeans 3-9 June
J/80 Nationals 16-18 June
Dehler Regatta 17-18 June
Fast40+ Event 30 June
J/80 Worlds 8-14 July
XOD Championships
15-16 July
SB20 Nationals 19-23 July
Hamble Classics
16-17 September

Club Pursuit Race
3 September
Ladies' Race
30 September
Ancient Mariners' Race
1 October

Easter Rally 15-17 April
Solent Cruiser Race
29 April-1 May
Cowes-Deauville 26 May
Hamble-Yarmouth Race
24-25 June
Cruiser Race 1-8 July
Poole and Back
12-13 August
Hamble Scramble
23-24 September
Folly Rally 7-8 October
Christmas Rally
12-13 December

Academy Frostbite Series
January 28
February 25
March 11

Academy

Aimed at Club Members aged from 18 to 25, the Academy organises racing and training opportunities, including match racing and general participation in other race events.

Academy members have access to the Club's fleet of J/80s for these events, as well as the winter and frostbite racing series which attracts entries for within and beyond the Club.

Current and recent Academy members have had notable successes within the past year, with Alan Roberts winning the Prologue of La Solitaire Bompard Le Figaro, and Annabel Vose becoming the first female sailor to win a place at the Land Rover BAR Academy.

Youth

The Club's youth section takes youngsters from the age of five or six and introduces them to the fun and challenge of sailing, as well as just messing around in boats.

The youngest start on the Club's own Peanuts and Optimists, and later go on to Fevas and Lasers as their abilities develop.

The highlight of the season is Splash Week – in 2017 to be held 20-25 August – which attracts around 100 young sailors for a week of sailing and other water-based fun.

Regular Friday evening Oppie sailing is organised by Youth Committee Chairman Mark Tomson.



ABOVE Photograph by Warwick Bookman.

RIGHT Photography by Diane Ward.



Motorboats and RIBs

As well as joining in with other weekend and mid-week cruising events and rallies, the Motorboat Section also organises its own activities around the Solent and beyond.

For 2017 there will be a Motorboat Open Weekend on 6-7 May with activities in the Solent and ashore, and then a rally to Deauville on 26-28 May to coincide with the Cowes-Deauville Yacht Race.

Additional Solent rallies are scheduled for 10-11 June to Yarmouth, and 8-9 July at Bembridge.

RIB rallies are planned for June (Sea House), July (Westbourne House, Cowes), August and December, both to Mudeford.

RACE MANAGEMENT

Sailing in all its forms is at the very heart of the Royal Southern Yacht Club, and its success is in large part down to the many Members who volunteer their time, energy and expertise, on and off the water.

In fact, a veritable army of around 100 race officers and race team volunteers alternate throughout the sailing year to provide top-class event organisation and race management afloat, and a warm welcome ashore.

It is a valued – and valuable – contribution that brings real benefits to the Club across the board. Running consistently professional standard events further enhances our profile as one of the country's leading yacht clubs and – crucially – brings in more visitors and builds membership. In doing so it brings more revenue into the club via the bar, restaurant, accommodation and moorings.

If 2016 was a big year, this 2017 is going to be even bigger. Last year, in addition to our regular regattas and events, the Club hosted the J-Cup, inaugural Hamble Classics and the One Ton Cup, raced for by the Fast 40+ class and we are proud to have this exciting class affiliated to us.

This year we can add the J/80 World and J/70 European Championships, as well as the SB20 and J/80 National Championships, as well as running further events for the Fast 40+s and also the HP30 class.

And our volunteers will again be active in Cowes Week, this time from the battlements of the Royal Yacht Squadron where we will manage the first five days of racing alongside the Island Sailing Club, and provide shorten-course boats for the duration.

There is a lot on – and we need more help. All Members are very welcome to join the team and we would love to hear from you. Don't worry if you have never done it before, we offer all sorts of training, including for specialist skills such as mark laying, and we have a 'buddy' system to help new volunteers learn the ropes – literally in some cases.

There is also vital work to be done ashore, managing everything from berthing, registration, racing and results, to visiting crew liaison and assistance, and the whole range of social activities.

There's a lot of fun to be had too, and getting involved is a great way of meeting fellow Club Members. Race team social evenings will run at least quarterly through the year to celebrate team and individual achievements.

For anyone wishing to know more or how to join in, please contact Jane Windsor, Chair of Race Management, or the Sailing office. Jane can be contacted via email: jane.windsor@gmail.com or mobile: 07775 523156

2017 RACE PROGRAMME

Date H/W Event
Ports

JANUARY

28 1144 Academy Frostbite Series 1

FEBRUARY

25 1044 Academy Frostbite Series 2

MARCH

11 1023 Academy Frostbite Series 3

12 Warsash Spring Series

19 Warsash Spring Series

26 Warsash Spring Series

APRIL

1-2 1523 British Keelboat League Youth Qualifier

2 Warsash Spring Series

8-9 Warsash Spring Championships/Series

14-16 RORC Easter Regatta

15-17 1456 Easter Rally to the Folly and beyond

22-23 0907 Warsash Spring Championships/Series

26 1157 Ladies Afloat

29-30 1415 Fast 40+ Spring Regatta

29-1 May Solent Cruiser Race and Rally

29-5 May Antigua Sailing Week

MAY

6-7 Motorboat Weekend

13-14 1404 May Regatta

16-18 1547 Mid-week rally to Beaulieu

19-21 Vice Admiral's Cup

20-21 1942 RYA Match Racing

24 1046 Ladies Afloat

26-29 1220 Deauville Race including

26-29 Cruiser Class to Deauville

26-29 Motorboat Weekend in Deauville

Date H/W Event
Ports

JUNE

3-9 0726 J/70 European Championships

10 Harbourmaster's Dinghy Pursuit Race

10-11 1308 June Regatta

10-11 Motorboat Weekend in Yarmouth

13-15 1454 Mid-week rally to Bembridge

17-18 1801 J/80 National Championships

17-18 Dehler/Hanse Regatta

21 0930 Ladies Afloat

23-25 RORC IRC Nationals

24-25 1206 Cruiser Handicap Race and Rally to Yarmouth

26 1352 Mid-week rally to Horse & Jockey

30 Fast 40+ Windward-Leeward Racing

JULY

1 1826 Round The Island Race

1-8 Cruiser Race followed by cruise in company

8-9 1210 XOD Central Solent Championships

8-9 Motorboat Weekend in Bembridge

8-15 RORC Dragons Edinburgh Cup

10-14 J/80 World Championships

15-16 Tattinger Regatta (RSYC)

17-21 Cowes Classics

19 0805 Ladies Afloat

20-23 SB20 National Championships

22-23 1106 July Regatta

22-23 Impala Nationals (HRSC)

29-5 Aug 1659 Cowes Week

29-6 Aug ICOYC cruise in Finland

AUGUST

6 RORC Fastnet Race start

8-10 1302 Mid-week rally to Portsmouth

12-13 1525 Poole and Back Race and Rally

16 1913 Ladies Afloat

21-25 Splash Week

26-27 1536 Bursledon Regatta

Date H/W Event
Ports

SEPTEMBER

2 0956 Sailability Day

3 1045 Club Pursuit Race

5-7 1159 Mid-week rally to Lymington

9-10 1417 September Regatta

12-15 J/70 Worlds

13 1743 Ladies Afloat

13-16 One Ton Cup (RYS)

16-17 0857 Hamble Classics

17 Bart's Bash

23-24 1418 Hamble Scramble

23-24 Cruiser Race to Yarmouth

30 1340 Denise Carlidge Memorial Ladies' Race

30-1 Oct Hamble Winter Series

OCTOBER

1 Ancient Mariners' Race

8 Hamble Winter Series

14-15 0730 Folly Rally

14-15 Hamble Winter Series

22 Hamble Winter Series

29 Hamble Winter Series

NOVEMBER

12 Hamble Winter Series

19 Hamble Winter Series

26 Hamble Winter Series

DECEMBER

3 Hamble Winter Series

12-13 0745 Christmas Rally

26 Foxer Racing

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



JUNE REGATTA
ROYAL SOUTHERN YACHT CLUB

The North Sails June Regatta saw a bumper entry of 74 boats across eight classes, with world champion and Olympic competitors rubbing shoulders with Corinthian sailors, many of who were racing with their families.

A light and shifty breeze on the first day gave way to superb conditions on the second, with a true south-westerly breeze piping up to provide a wonderful finale to the regatta.

In IRC One father and son team Michael and Seb Blair racing their King 40 *Cobra*, held on to win a highly competitive 19 boat class.

Roger Bowden's King 40 *Nifty*, skippered by Sam Cox, was second with Adam Gosling's brand new JPK 1080 *Yes!*, in third.

Jock Wishart's JPK 1080 *Shaitan* and Richard Patrick's First 40 *Dusty P* highlighted the in-



tensity within the class in the last race where they were tied in first place after IRC time correction.

With just one and a half points separating the winner from fourth place, IRC Two was incredibly competitive. Malcolm Roberts Ker 9m *Sunshine* scored two second places on the final day, to snatch the class win. David Franks JPK 1010 scored three bullets but ended up an agonising half a point behind the winner.

Simon Perry's J/109 *Jiraffe* was literally neck and neck with Paul Woodward's First 35 *Stiletto*, tying for third place in Race 4. *Jiraffe* eventually claimed third for the class, just half a point ahead of *Stiletto*.

"This regatta has been very tight on the water but still so much fun ashore after racing," said Perry. "It is a perfect environment for all the family."



Andy Howe and Annie Kelly's J/97 *BlackJack II* scored straight wins to wrap up IRC Three, but closer analysis showed that the races were won by just 30, 13 and 9 seconds from John Allen's X-302 *Antix*. Peter & Steve Bromley's A31 *Aneet Djinn* held off a strong challenge from Brian Wilkinson's Corby 30 *Wild Child*, to take third by a point.



"As we were top of the rating band and *Antix* at the bottom, we were not really racing together around the course, so that made it very difficult to tell who was in the lead," said Howe. "So we had to keep pushing all the time and it was good that we did, as you can see by the results. If we hadn't maintained our performance, we would not have won the class."

The Danby family, racing Mustang 30 *Respect*, won the final two races to take the IRC Small Boat's Regatta by a single point from Smith, Tullett and Hance's Hunter Impala *Imptish*.

Bewes and Beevor's Impala 28 *Magic* scored two podium finishes at the end, which was just enough to take third place ahead of Richard Hollis' X-95 *Crackajax*.

Cordelia Ellis' Cowes-based *Myrtle* team clinched the XOD class with a win in the final race.

Hamish Calder's *Caprice*, whose crew included RYA Olympic Manager Stephen Parks, scored a win and a third on the final day to finish in second place. Peter Nicholson's *Sunshine* won a tight battle for third place, tied on points with Andy Hamlett's *Satu* and only winning on countback.

Hamish Wilson's *Mischief* was just a point behind *Sunshine* and *Satu*, but had to settle for fifth.





Vying for the International 6m British Open Championship and a superb prize from regatta sponsor Aston Martin Chichester, racing in the class was a joy to behold.

Andy Short's *Nancy* and Fenton Burgin's *Sioma* had a terrific battle at the front of the fleet, swapping victories on the last day.

The penultimate race was incredibly close with *Nancy* taking the gun by just one second. *Sioma* finished in style winning the last race of the regatta but the regatta win and the 6m British Open Championship went to *Nancy*.

Regatta sponsor, Aston Martin Chichester, awarded a special prize to Andy Short - a track day for five people at their test track.

Robin Richardson's Modern 6 Metre *St. Kitts* showed superb speed to win the Modern class.



Just three points separated the top three in the Mixed Sportsboat Class. Alec and Clairey Russell racing SB20 *Ethel* saved their best until last, winning the last race of the regatta to take the class. Mike Lewis' J/80 *Jester* won two races on the last day, to take second for the regatta on countback from Chris Body's J/80 *Mockinjay*.

Ian Wilson's *Gill Team Racing* finished the regatta with three wins to win the J/70 class by a handsome margin. French helmsman Yannig Loyer, racing *J out of the Box*, was second and Tim Collins' *Velvet* was third on countback from Tor McLaren's team.

Wilson was joined by his 15 year-old daughter Anna, who normally sails a Topper. "Anna had a great time and it was a real treat for me to spend Fathers' Day with her on board. We got up on the plane today and I don't think Anna has been that fast before, so it was special for both of us that we had a memorable day. It is important for me to see my daughter and other young sailors really enjoying the sport, and today was a good day to develop that."



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CHAMPAGNE SAILING



With a stiff south westerly breeze and sparkling sunshine, the Joseph Perrier July Regatta really was champagne sailing for the impressive fleet taking part in the third regatta of the Royal Southern Yacht Club series sponsored by Barbados Tourism Marketing Inc.

The regatta incorporated the J/111 European Championship, which went right to the wire with the champion decided on the very last race.

Chris Jones' *Journeymaker II* scored two wins to lead the class after the first day of racing, but three straight bullets from Martin Dent's *Jelvis* on the second day, secured the European title for the Scottish skipper's young team.

"This was yet another weekend of very close racing," said Dent. "All the boats were sailing well, every mark rounding we were in company, and if you made a mistake you would let somebody through: yes it's competitive, but there is a fantastic spirit in the fleet, there's healthy rivalry and banter in equal proportion between the teams."

Chris Body racing *Mocking Jay* had a great battle in the Mixed Sportsboat Class. Placing third in class after the first day, J/80 *Mocking Jay* scored a win and a second to lead the fleet on countback and take the class win.

Alec and Clairey Russell's SB20 *Ethel* was second and first day leader Jo Gillespie, racing Viper 640 *V1*, was third.

"Two days of great sailing, rewarded with a magnum of Joseph Perrier, so I am not complaining," said Body.

In IRC 1, *King 40 Nifty* owned by Roger Bowden and skippered by Sam Cox, scored five wins in the six race series, to win a competitive class of 12 yachts.

Mike Wallis' J/122 *Jahmali* was always pushing hard and scored a podium place in every race to take second. Mike Blair's *King 40 Cobra* was third.



JOSEPH PERRIER JULY REGATTA



OPPOSITE PAGE Photograph by Mike Foster.

All photographs on this page by Paul Wyeth.



In IRC Two, Simon Perry's J/109 *Jiraffe* scored their first ever regatta win and shouted with joy as they crossed the line. Second place HOD 35 *Malice*, skippered by Mike Moxley, congratulated the winners via VHF.

In IRC Three, Andy Howe and Annie Kelly's dream season continued with yet another win with their J/97 *Blackjack II*. Last year the couple won the Barbados Tourism Marketing prize of flights and a holiday on the Caribbean island.

The Danby family's Mustang 30 *Respect* triumphed in IRC4, and in the Contessa 32 Class, Raymond Rouse's *Blanco* was the winner.

In the J/70 Class Alan Higgs' *ESF Energy* won by a single point from Jack Davies' *Yeti* and Andy Hamlett picked up the Joseph Perrier Champagne in the XOD Class.

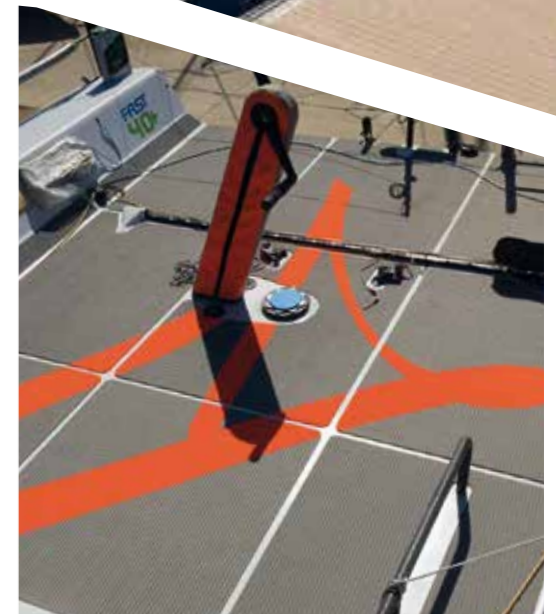
Commodore Chris Mansfield officiated at the well-attended prize-giving, with Martin Gammon, Joseph Perrier Champagne UK Director, presenting the prizes.



ABOVE Martin Gammon of Joseph Perrier Champagne UK presenting prizes to Stephanie Danby and Andy Hamlett.
All photographs by Paul Wyeth.



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A close battle was won on countback in IRC 2, where John Barrett's *Stiletto* pipped Simon Perry's *Jiraffe* to the class win. Rob Cotterill's *Mojo Risin'* was third.

In IRC 3, Annie Kelly's J/97 *Blackjack II* was unstoppable, winning every race. Steve Bromley's *Aneet Djinn* was second and John Greenaway's *Wizard* was third.

In the White Group the HP30 Class was won by Lloyd Thornburg's Farr 280 *FOMO*, after some very close racing on the final day which saw three different winners.

John Reivers' Melges 32 *Drop Bear* took the first race of the day, Nick Haigh's Farr 280 *So Steamy* the second, and the last race was won by Malcolm Wootton's Farr 30 *Pegasus Dekmarx*. However, *FOMO*'s straight bullets on the first day secured the regatta win.

"It has been a lot of fun, we wanted to keep the team together whilst the MOD 70 *Phaedo3* was not racing and it has been great," said Thornburg.

"We have really enjoyed the experience and the Farr 280 is a great boat, exciting to sail and we have enjoyed the series."

Martin Dent's *Jelvis* scored three bullets in the J/70 Class to win the series. John Evans' *Spinnaker Wealth Management* scored podium positions in all five races to come second and Yannig Loyer's *J out of the Box*, won the last race to place third for the regatta.

Jonathan Powell's *Betty* was the winner of the J/80 Class, scoring three straight bullets to finish the regatta in style. Mike Lewis' *Jester* was second and Chris Body's *Mockingjay* was third. Andy Hamlett's *Satu* won every race in the XOD Class.



BARBADOS
ROYAL SOUTHERN YACHT CLUB
**SEPTEMBER
REGATTA**

The Club's fourth and final regatta of the 2016 season got off to a festive start, despite pewter skies and a cold northerly wind, with the Club's waterside dining room suitably decorated with palm trees and tropical colours in honour of the overall Summer Series sponsor, Barbados Tourism Marketing Inc.

Regatta sponsor Aston Martin Chichester also brought their latest model, giving a luxurious feel, to a truly autumnal day's racing in the Central Solent.

The sun came out for the final day of the Royal Southern Yacht Club's September Regatta, and IRC 1 went to the wire with Michael Blair's King 40 *Cobra*, winning the last race to clinch the class by a single point from Paul Griffiths' J/111 *Jagerbomb*, with Christopher Daniel's J/122 *Juno* was third.

Cobra's skipper, Stevie Beckett was given some exciting news as he received the class winner's decanter on behalf of *Cobra*'s owner, Michael Blair. After an impressive run of form, throughout the four Summer Series regattas, *Cobra* was awarded the Barbados Tourism Marketing Inc. prize of a one week holiday in Barbados.

"We have competed in a lot of events this year but we targeted the Royal Southern Yacht Club Summer Series as our focus," said Beckett. "I hope we can all get out to Barbados, it sounds like an amazing holiday."



Barbados Tourism Marketing Inc. confirmed another year of sponsorship of its generous initiative to reward the overall winner of the Club's Summer Series, the Champion of Champions. From this year BTM is also adding a new Champion of Champions Trophy.

The 2016 winner received complimentary flights to Barbados with hotel accommodation for two at the Island Inn Hotel from 16th-23rd Jan. They also take part in the Barbados Week sailing events, the highlight being the Mount Gay Round Island Race in January 2017.

J-CUP

LANDSAIL TYRES *in partnership with B&G*

An impressive 66 yachts from the J Boat range made up the highly competitive fleet for the Landsail Tyres J-Cup in partnership with B&G, hosted by the Club.

“The Royal Southern has been the home for the J-Boat fleet for a long time,” said Key Yachting’s Paul Heys. “They have the great facility of the Prince Philip Yacht Haven with walk ashore pontoons and the club is so efficient because they know exactly what we need.”

The J-Cup race team, led by PRO Tony Lovell and Dermot O’Malley, provided 45 races in the Eastern Solent. This was the 17th edition of the J-Cup and four one-design fleets were racing for their UK National Championships. Of the 34 yachts vying for UK honours, an incredible 23 of them made the podium.

J/88 UK National Championship

Gavin Howe’s *Tigris* was acclaimed the 2016 UK National Champion and was also awarded the J-Cup for the best performance at the regatta. *Tigris* had to hold off a spirited challenge from David Aphthorp’s *J Dream*, which finished runner-up, and also the 2015 champion, Paul Ward’s *Eat, Sleep, J, Repeat*, which claimed third just ahead of Dirk van Beek’s *Sabriel Jnr* and Richard Cooper’s *Jongleur*. The competition in the J/88 Class was incredibly close, often with boats overlapped at mark roundings.

J/109 UK National Championship

Joe Henry’s *Jolly Jack Tar* team, all serving members of the Royal Navy, won the UK title in style with Robert Stiles’ *Diamond Jem* runner-up with David Richards’ *Jumping Jellyfish* third.



All J-Cup photographs courtesy
Tim Wright photoaction.com



J/111 UK National Championship

Stuart Sawyer's *Black Dog* sealed victory with a race to spare but it was far from easy for the team from Falmouth, Cornwall.

Marco van Driel's *Sweeny* took second place, with fellow Dutch team *Red Herring*, skippered by Sjaak Haakman, finishing third. Last year's UK National Champion, Tony Mack's *McFly*, was fourth.

During the three day regatta six out of the eight teams made the podium, including Cornel Riklin's *Jitterbug* and Chris Jones' *Journey Maker II*, who both won races.

"The team have had to be very precise to come out on top," said Sweeney. "We have been getting out early, practising our manoeuvres getting our transits, so that we could relax a bit at game time and enjoy our mantra of having fun."

"It is great to be National Champions and that has come from a big effort from all of the *Black Dog* team."



J/97 UK National Championship

Defending J/97 champion, Andy Howe's *Blackjack II*, dominated the class to retain the title. Ole Bettum's *Almara B III* finished the regatta as runner-up. Rachel and Robert Hunt's *Jumblesail 2*, won the battle for third from Richard Sparrow's *Only Magic*.

Howe and fiancée Annie Kelly know how to enjoy themselves and so do the *Black Jack* crew who are always the life and soul of the party.

"We have been learning and working well together for some time now," said Howe. "It is all the little tiny things in sailing that make you a little bit faster than everybody else. Keeping the same team and building our level of performance is the key to that success and we are very pleased."

IRC Class

Didier Le Moal's J/112 *J Lance* and Craig Latimer's J/92 *Wildebeest V* had a titanic battle for the class with half a point deciding the winner.

J Lance won the last race but *Wildebeest V* was second, just enough to take the class, with Robin Stevenson's *Upstart* third. David Greenhalgh's J/92 *J'ronimo* placed fourth.



J/70 Class

Jonathan Calascione and Seb Ripard's *Harlequin* was unbeatable in the 20-strong J/70 fleet. The Maltese-British team, including Royal Southern's 420 world champion Annabel Vose, were pushed all the way by Simon Ling's RAF Benevolent Fund *Spitfire*, the reigning J/70 Corinthian World Champions, whose team include the current J/24 World Champion, Ian Southworth.

Charlie Esse's *Baby J* was third, with a crew including multiple Sportboat world champion and J/70 EuroCup champion Ruairidh Scott.

Congratulations should also go to the J/70 teams that made the podium against such notable adversaries: Steve Northmore's *Waterjet Precision Cutting*, Clive Bush's *Darcey*, Greg Hall's *Valkyrie* and Allan Higgs *EFS Energy*.

On and off the water the Club delivered in style. While the race officers served up demanding courses across the classes, the apres sail on offer back on dry land was second to none. The marquee hosted the J-Cup Dinner, while the bar and dining room was the ideal venue for the prize-giving.





ONE TON CUP

ABOVE, BELOW and top OPPOSITE photographs courtesy of Paul Wyeth. Photograph OPPOSITE by Club member Trevor Pountain

It was fifth time lucky for Morty, as Peter Morton's Carkeek 40+ *Girls on Film* won the 2016 One Ton Cup. The Cowes-based team were worthy winners having scored no worse than a fourth in nine races.

Morton had come second in the One Ton Cup on two occasions and the attempts to win the prestigious trophy span over three generations.

"It has been unfinished business," smiled a champagne soaked Morton. "The team on *Girls on Film* have been absolutely fabulous. I would also like to thank the Royal Southern Yacht Club and Principal Race Officer Stuart Childerley and his team for outstanding race management.

"Also Rob Greenhalgh for coming up with the idea of the FAST40+ Class and putting it together. For those of you that haven't won, I would say just be patient, your time will come."

Greenhalgh, *Invictus* tactician and FAST40+ Class President, congratulated Morton and the *Girls on Film* crew. "At the beginning of the season, we didn't really know what to expect. The class has grown far quicker than we expected and it is continuing to attract more owners and sailors.

"The FAST40+ is an ideal boat for the Solent and during the season, the racing has got tighter and tighter. The One Ton Cup is our biggest event and to have nine boats make the podium just shows how competitive the class is."

Alex Mills at the helm of Ker40+ *Invictus* was runner-up.

On the final day of racing, Mike Bartholomew's South African GP42 *Tokoloshe* was the winner of the penultimate race of the regatta, and Bill Coates' Ker 43 *Otra Vez*, representing Texas, finished the One Ton Cup in style winning the final race.



All photographs on this page
by Paul Wyeth



FAST 40+

RACE CIRCUIT

World class keel boat racing returned to the Solent in 2016 with the FAST40+ Class and the Royal Southern Yacht Club was very much at the heart of the action.

The showcase for the grand prix class was the One Ton Cup. The prestigious regatta was hosted by the Royal Southern, the first club to have the honour since 2002. 14 teams from seven different countries took part.

Many of the competitors in the FAST40+ Class are members of the Royal Southern. Notably Mike Bartholomew, owner of GP42 *Tokoloshe* and his son David. Maxi *Comanche* regular, Jonathan Taylor and Maxi *Leopard* crew, Andy Yeomans, as well as 505 World Champion, Fastnet and Sydney Hobart winner, Jeremy Robinson and Volvo Ocean Race navigator, Libby Greenhalgh and brother Peter, a multiple Extreme40 champion.

The third Greenhalgh sibling and club member is Robert Greenhalgh, who is the driving force behind the FAST40+ Class. Robert has won the Volvo Ocean Race and is a multiple world champion, as well as being the President and founder of the FAST40+ Class.

"The whole idea behind the FAST40+ Class is to create exciting racing between well matched teams on similar boats. For our biggest event of the season, the One Ton Cup, we needed to put trust into a club that was able to provide the facilities and the experience to deliver a professional event. The Southern put an enormous amount of time and effort into the preparation for the regatta and all of the owners and competitors appreciated that and the superb racing and shoreside socials. There is no doubt that the class will continue to partner with the Royal Southern Yacht Club at future events."

The Royal Southern Yacht Club has been selected by the FAST40+ Class to host more exciting racing in 2017. Confirmed events are the FAST40+ Spring Regatta and a new FAST40+ event, featuring windward leeward racing for the class, on the eve of the 2017 Round the Island Race.



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OYSTERS AT THE ROYAL SOUTHERN

Oysters don't get to race often and so don't have IRC ratings. However, David Tydeman, CEO of Oyster Yachts, is the custodian of results from many Oyster Weeks in the UK, Mediterranean and Caribbean, so there are Oyster ratings to race with and the results of Royal Southern Oyster Week 2016 show just how close that racing can be.

The Oysters assembled at the Royal Southern Yacht Club's new Prince Philip Yacht Haven on 4 July. Commodore Chris Mansfield welcomed them all and commented on what a fine sight they were lined up outside the Club while the competitors set to the serious social side of the week with the Oyster Yachts Welcome Party.

Vortec Marine sponsored the two races on Tuesday, interspersed with a lunch stop in Osborne Bay. Race One was notable for late starts from all the fleet – a bit of rustiness here, but as the week wore on, that was all to change.



In Class 1, *Sotto Vento* (Oyster 655, Richard Smith) opened with a win over *Great Bear V* (Oyster 625, Graham Hetherington), while in Class 2 *Mythos* (Oyster 435, Tom Tibbits) beat *YoHoHo* (Oyster 45, Neil Speed).

After lunch, the big boats went round the course in close company with *Infiniti of Cowes* (Oyster 72, Ken Randall) getting the better of *Sotto Vento*, while in Class 2, *Maverick* (Lightwave 395, Peter Jenkins) opened her account with a win over *YoHoHo*. *Degree of Latitude* (Oyster 45, John Rutherford) beat the other Oyster 45, *Little Morten* (Peter Martin) with *Mythos* in between.

Back at the club Ross Collingwood of Vortec Marine was accompanied by Mike Golding OBE, where Mike gave an inspiring account of his Southern Ocean rescue of fellow solo sailor Alex Thomson in the 2006 Velux 5 Oceans race. Ross and Mike then presented the day's prizes.

Wednesday opened with a surprise visit from David Tydeman on the magnificent Oyster 825, *Reina*. Racing was sponsored by Stella Maris Yachts and Dolphin Sails and, with a planned passage to Yarmouth and no wind, CRO Graham Nixon shortened course and moved the start line to Beaulieu.

Right on schedule, the wind kicked in at 1330. Starts were now keen, even OCS, and





ABOVE AND BELOW Photographs by Adam Andrews.
RIGHT Photograph by Graham Nixon.

with the spring tide ebb in full flow, windward mark roundings were challenging.

This is how *Great Bear V* made her big play and finished first in Class 1 while *Mythos* pipped *Maverick* in Class 2 where *Adastra of Dart* (Oyster Heritage 37, Richard Harris-Jones) had joined in for two days. Having finished at the George Hotel buoy off Yarmouth, fittingly dinner was at The George after the day's prizes were awarded by Chris Gillingham of Stella Maris at the Royal Solent YC.

Overall, positions were very close with three separate winners in each of the three races in each Class.

Thursday's race was predominantly downwind and down tide to Cowes with some windward work in the Eastern Solent on the way and some close racing. In Class 1, *Great Bear V* corrected out to beat *Infiniti of Cowes*. In Class 2, *YoHoHo* was back on form with a 12 second win over *Mythos*, with *Degree of Latitude* completing the leader board.

As requested by the ladies, the fleet moored up in Cowes in good time to dress for the prize-giving and dinner on the platform at the Royal Yacht Squadron, with the day's prizes presented by James Kellett of Pelagos Yachts.

At this stage just one point separated each of the big boats, with a tie in Class 2, but a discard would kick-in on Race 5 back to Hamble. A multi-leg course around the Central



Solent was set and the wind built to 25 knots as the day wore on. With the boats fully powered up, *Infiniti of Cowes'* length counted and she had a comfortable win in Class 1.

The Race Committee wondered about sail choice as *Sotto Vento* finished with a jib and not much else, while *Great Bear V* was well overpowered with almost everything up. It turned out that their electric winches had lost power and so all winching was by hand – in those winds, respect!

Class 2 was well spread out in the wind with *YoHoHo* taking the honours after *Little Morten* used her discretion and retired early to the Club.

Back at the Southern, David Tydeman awarded the day's prizes at the champagne reception sponsored by Oyster Yachts.

Overall and even after discards, the places were only a point apart in Class 1, won by *Great Bear*, while a tie break was still necessary to place *YoHoHo* ahead of *Mythos* in Class 2.

Colin Hall



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RESULTS




Class 1

Great Bear V
Infiniti of Cowes
Sotto Vento

Class 2

YoHoHo
Mythos
Maverick
Degree of Latitude
Little Morten
Adastra



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IVY GREEN'S ROUND THE ISLAND RACE

We make the most of the late start time and slip our mooring just after 7am. The forecast is for strengthening WSW wind, peaking off St. Catherine's, but it's not cold and we should miss any rain. We go for a single reef and the working No. 1 jib and staysail. It looks like the topsail and asymmetric will be staying in their bags.

The starting area seems calm compared to last year. The super-sized gaffers are not here and the big multi-hulls have been sent out beyond the ODM. *Leopard3* still puts on a show nearby.

We learn later that the small multi-hulls, Division 3 gaffers and the sportsboats behind us have all been cancelled due to the weather forecast.

At 08:40 we start in clear air on the middle of the line and head towards the island shore. The bigger gaffers, *Jolie Brise*, *Aeolus* and *Thalia* all went for the pin end. The smaller boats are inshore of us.

The ebb tide is running close in to Cowes and we get a good lift from it. We make a couple of tacks inshore, with *Rosenn*, *Susan J* and *Sophie* doing the same. Then we head out to beat down the main Solent channel, as the IRC fleets chase us down. We still can't point as high as them, with their hi-tech sails, but we're making good progress.

Once again the Solent is solid with boats. There's a lot of ducking and quick tacking, but no scares this year. It looks like we've got the sail plan right too. The smaller boats are all reefed, *Jolie Brise* and *Thalia* are not. They stick to the northern route. *Aeolus* seems to be struggling and, as we pass Yarmouth after just over two hours, we see them turn back.

Hurst Narrows is predictably bumpy, with a strong ebb tide and a good F5 westerly blowing. *Ivy Green* makes light work of it, as lighter boats bounce off the waves and come to a standstill. We stick to the northern side of the channel and find that we've also caught and overtaken *Thalia*.

We bear away at 11:45, as the chop turns to swell and we're rolling along right beside *Susan J*. There are very few spinakers on show today. It's a moment to breathe and break out the sausage rolls. The steady flow of homemade flapjack continues to keep everyone fuelled up. *Jolie Brise* has long since disappeared over the horizon. Photos later show us how, with the 100-year-old Fastnet winner the very picture of power, adding topsail to full main. Ahead of us we see *Sophie* rounding up to shake out her reef, as a few others do the same. We do not follow their example.

Susan J takes the inshore route down the back of the island, while we've been scared offshore by the weather briefing. *Thalia* soon blasts past us, further offshore.

At St Catherine's the fleet seems to be ignoring advice to go inshore or stand off, so round we all go. The short chop we were expecting isn't there, but big waves are.



ABOVE and OPPOSITE PAGE 'Ivy Green' at Hurst Spit.

RIGHT 'Sophie' owned by fellow Club Members Nicholas & Liz Harvey rounding the Needles.

PAGE 46 TOP 'Ivy Green' running down to St. Catherine's Point.

PAGE 46 RIGHT 'Ivy Green' beating back towards the finish line at Cowes.





have to abandon the shallow water and get out to the finish line.

The line is heavily biased against us. We watch *Thalia* go wide, tack back, then tack again for the line and still not make it. *Susan J* goes inshore and beats her to the line. Clearly we need to do the same. We tack in close to Castle Point, then head out for the line. An unexpected duck leaves us just short, but there's plenty of wind and two more tacks get us across. *Sophie* crosses a couple of minutes behind us, so we're optimistic!



We bear away and head for home. The wind is still touching F6, so we're back at the Royal Southern quickly enough. Declaration by text message and the results show that the only gaffers to finish were our group of four. All within 20 minutes, after 10.5 hrs of hard sailing. *Susan J* is in Division 2, so we've successfully defended our title!

Thanks must go to Louise, Alex and Janice for their efforts and enthusiasm over 13hrs on the water. The conditions at both Hurst and St Catherine's were distinctly exciting, but everyone remained positive.

Ivy Green was magnificent, showing her capabilities to go far beyond what the crew would choose to do. She'll clearly be up to defend her title this year. And there's room for further improvement. As long as the flapjack keeps coming, we can do even better.

Richard Jacobs
Ivy Green

The wind is gusting up to F7 now, as we bear further off the wind. Eventually we summon up our courage and put in the gybe. *Ivy Green* ensures that it is not an exciting manoeuvre, while others feel the need to tack round.

We're now on a direct course for Bembridge Ledge, so *Ivy Green* and I focus on practicing our surfing. 10kts flashes up on the GPS occasionally. Then the waves settle back down as the wind eases back to the F5-6 realm.

Susan J has got back past us, inshore, but we arrive at Bembridge Ledge at 16:10, with lots of sea-room. We harden up and it's a fetch. We're steady over 7kts and overtaking boats old and new, including another pass of *Susan J*.

Once past the Ryde Sands beacon we make a couple of tacks inshore. There's a line of breakers along the edge of the sands, so we don't see anyone going aground this year. *Sophie* is way off on the north shore ahead of us.

Thalia has also gone that way and seems a long way down wind/tide. *Sophie* looks to be the boat to beat. She'll have to give us a little over five minutes on handicap. We decide not to follow them, but are lured offshore by a wind shift. By the time we realise our mistake, it's a long tack across the tide, back towards Ryde and *Susan J* is past us again.

Now we're making good progress up the island shore. *Thalia* comes back too and eventually slides past us. When *Sophie* finally crosses, she's behind us and not gaining! The wind is lighter here and we can't point at times, as we're underpowered. We consider losing the reef, but there are still plenty of gusts and we're expecting more as we approach the finishing line. Finally we

Gaffer results:

Division 1

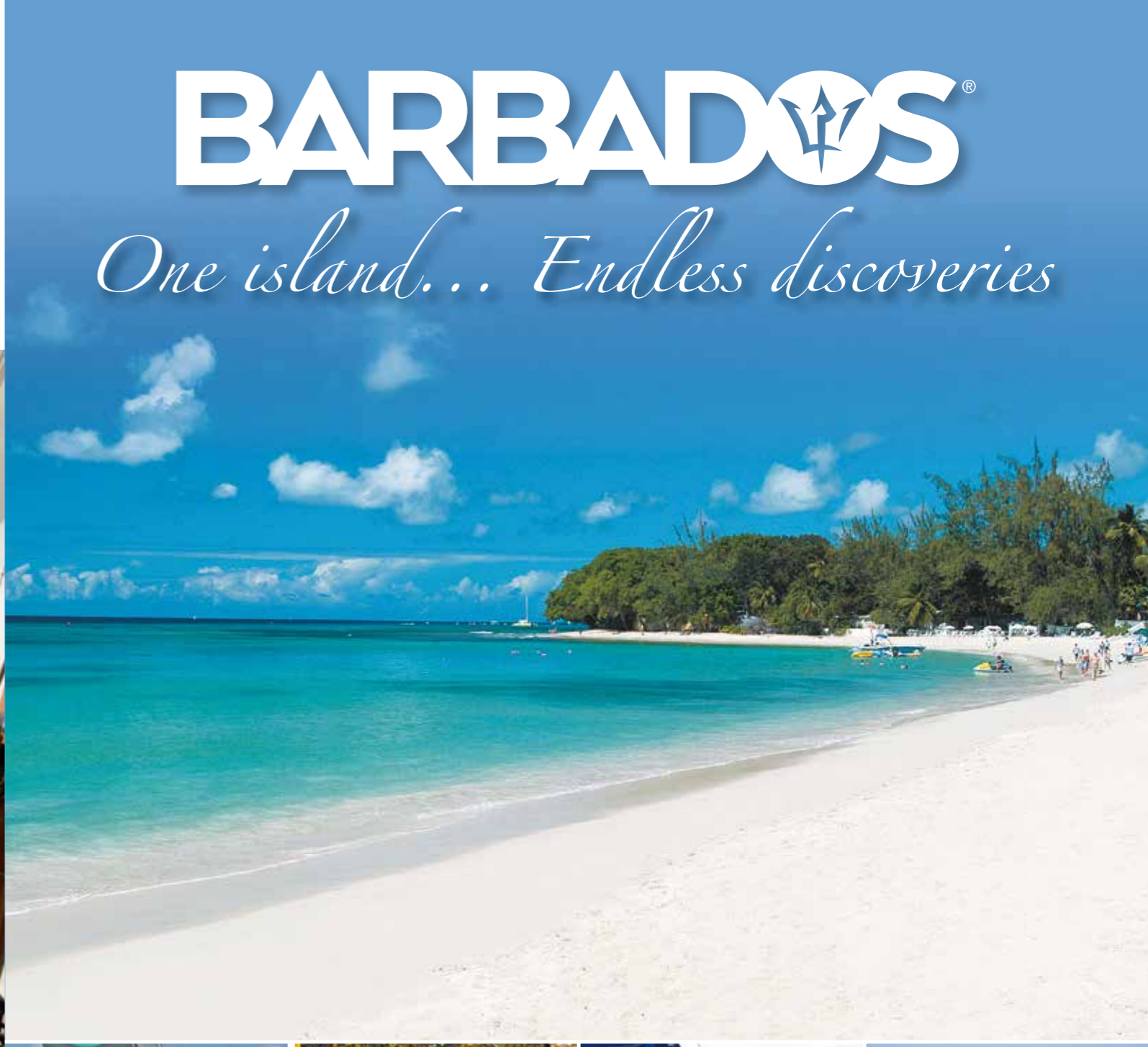
- 1st – *Ivy Green*
- 2nd – *Sophie*
- 3rd – *Thalia*

Division 2

- 1st – *Susan J*

Congratulations to the following Members:

- Sir Keith Mills
Invictus – 2nd IRC 0 & 2nd IRC Overall
- Michael & David Bartholomew
Tokoloshe II – 3rd IRC 0 & 3rd IRC Overall
- Chris Jones & Louise Makin
Journeymaker II – 3rd IRC 1A
- Ian Wilson
Synerjy – 1st IRC 1B
- Yves Dervieux
Botez Coat IV – 2nd J/109 & 5th IRC 2B
- David Greenhalgh
J'ronimo – 3rd IRC 3A
- Ben Meakins
Polly – 3rd IRC 3C
- Graham Nixon
Magic – 1st ISC 4D
- Richard Jacobs
Ivy Green – 1st Gaffer Div 1
- Nicholas & Liz Harvey
Sophie – 2nd Gaffer Div 1
- Chris Body
MockingJay – 1st J/80
- Amber Brown
Seafire – 3rd J/80



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“Why don’t we organise our own classic regatta?” said Vicki Weston as *Cockleshell* cruised home from a Cowes event in 2015 and her comment set in motion the development of the Hamble Classics that a year later would attract sixty-five classic yachts including its star entry, Sir Robin Knox-Johnston with his round-the-world yacht *Suhaili*.



Photograph by Chris Gillingham.

HAMBLE CLASSICS REGATTA

With the Royal Southern Yacht Club keen to host the inaugural event the weekend of September 24-25th was chosen for its neap tides and evening high water, a date not too close to the Cowes regattas but late enough in the season to attract yachts already home from their summer cruises.

After months of preparation by a dedicated team the fleet assembled in the calm and sun drenched Prince Philip Yacht Haven and the

Photograph by Nick Gill.



Photo: Nick Gill | www.nickgillphoto.com

welcoming tea and cakes provided by the Ladies Committee drew attention away from the breezy forecast. With almost half the fleet able to enjoy berthing in the PPYH grateful thanks goes to those club berth holders who agreed to their own yachts being moved out to make this possible.

Come Saturday morning two of the smaller yachts decided the dockside was preferable to risking all in the Solent chop but it was the unfortunate grounding of *Jolie Brise* on Hamble Spit that drew most early attention. The ebbing tide meant she was stuck fast and would miss a much-relished duel with her regular rival *Duet*, the Cirdan Sailing Trust’s 1912 Linton Hope gaff yawl.

Under the direction of race officers Peter Bateson and Tony Lovell the ‘outer’ and ‘inner’ race areas were set up in the Solent but the first task was to transfer three crew to *Suhaili* that was arriving from Portsmouth and then the building breeze delivered superb racing with just a couple of retirements due to gear breakage, Peter Milla and his crew aboard *Whisperer* being fortunate to save their mast despite a broken forestay.

With full support of the new River Hamble Harbour Master Jason Scott Saturday’s racing was set to conclude with a river finish for the entire fleet, but the windy conditions meant only the smaller yachts and gaffers enjoyed this privilege and as the fleet arrived back at the PPYH Tom

Richardson’s Elephant Boatyard rum party was just getting into full swing at the slipway pontoon.

In the evening at the Hamble Classics Dinner the helmsman of *Suhaili*, Sara Knox-Johnston, was invited to present the prizes supplied by the race day sponsor Spinlock. Then Sir Robin addressed the 180 sailors and supporters including guests from *HMS Blazer* and *HMS Nelson*, describing his view of the day’s activities and his disapproval of the amount of beating that he and his famous yacht were required to do by the race officer!

During dinner Sir Robin had signed original copies of his first book ‘A World of My Own’ obtained via Ebay and Amazon and then sold at the tables by Vicki Weston, proceeds going to the Hamble Classics’ nominated charities, the Cirdan Sailing Trust and Geoff Holt’s Wetwheels Hamble. Together with the sale of framed prints kindly donated by artist Michael Frith and other donations during the event including a pontoon collection by Pam Mansfield, a grand total of nearly £1,000 was raised.

After one more fabulous race on Sunday the winning crews received their prizes including Royal Southern Members Andy Short in *Nancy* winning the 6-Metre trophy, Richard Jacobs’ *Ivy Green* in the large Gaffer class, and Craig Cosar and Natalie Gray aboard the *Contessa 26 Applejack* winning the ‘Tea-for-Two’ Trophy for best shorthanded performance. Two classes were won with perfect scores, Giovanni Belgrano’s *Whooper* in IRC1 and Craig Nutter with his wife Kate and their two youngsters aboard *Sabrina* in the Regatta Handicap Class.



TOP The Elephant Boatyard pontoon party on the slipway pontoon. Photograph by Tom Richardson.

CENTRE XODs photographs by Nick Gill.

ABOVE The Swan Sheevra photograph by Nick Gill.

LEFT A close start on Saturday. Photograph by Nick Gill.



ABOVE A lovely varnished sloop photographed by Chris Gillingham.
 (INSET) Jonty Sherwill, Hamble Classic organiser, at the helm of Cockleshell. Photograph by Nick Gill.
 CENTRE RIGHT Two gaff cutters photographed by Chris Gillingham.
 RIGHT Sir Robin Knox-Johnston aboard Suhaili. Photograph by Nick Gill.



For the younger sailors prizes went to Lillian McPherson on *Samiotisa*, Sophie Aisher and Penny Roger on *Thalia*, and Jack and Molly Nutter on *Sabrina*, and the Kismet Model Yacht Trophy for most enthusiastic and fun crew went to Mark and Susie Tomson with their very young children aboard *Destina*.

For a yacht to win a Concours award requires the rare combination of originality, condition, pedigree and elegance, and the overall Concours d'Elegance winner for 2016 was judged to be Nick and Liz Harvey's immaculately presented *Sophie* of pre-1912 vintage. For Concours d'Authenticité it was Jason Fry's exquisite *Shantih of Cowes* designed by the American designer Philip L. Rhodes, and the prize for best GRP yacht was another US design, Royal Southern Member Robbie Boulter's 1964 Cal 40 *Breeze*.

The Hamble Classics attracted generous support from Spinlock, Ratsy and Laphorn, Performance Rigging, Classic Marine, the Sandeman Yacht Company, the Elephant Boatyard, plus a barrel of beer from the CrackleRock Brewery at Botley!



Sir Robin Knox-Johnston commented, "I thought the whole event was most enjoyable. It is just what yachting should be about."

The full race results are available at: www.royal-southern.co.uk/Afloat/Results
 Jonty Sherwill

SPECIAL YACHTS

The Hamble Classics attracted some exceptionally interesting yachts but not all could be Concours prizewinners. Here are just three fine examples each with a special story to be told.

WHOOOPER - winner overall, IRC 1 Class, three first places.

Designed by Laurent Giles in 1939 this light displacement wooden racing yacht was built at Woodnutts on the Isle of Wight. Advanced for her time she remains highly competitive, and is easily identified by her tall rig, and unusually shaped upright transom. Below the waterline she has untypically shallow draft for a 38-footer but has a centreboard, made of timber not metal which remains down all the time. Below decks the design is continued with art-deco style details, all carefully restored by her owner Giovanni Belgrano.



JOLIE BRISE - Race 2, 2nd place, 5th place overall, Gaffer One Class

So familiar a sight on the River Hamble it is easy to overlook this historic and beautiful yacht. Now owned by Dauntsey's School and skippered by Toby Maris, *Jolie Brise* was built a gaff-rigged pilot cutter by the Albert Paumelle Yard in Le Havre in 1913 but that role was short lived as steam replaced sail and until 1923 she was used as a fishing boat. Then sold to an Englishman who refitted her and won the 1925 Fastnet Race she then changed hands several times before being requisitioned by the Royal Navy who laid her up in a mud berth at Shoreham for the duration of the war. Sold again, after 30 years based in Lisbon she returned to the Solent. Pupils of the school maintain and sail her to a high standard including twice winning the Tall Ships Race.

CORMORANT - Race 1 winner, 4th place, Gaffer One Class

Built by Luke Bros. of Hamble in 1911 on the site of the Royal Southern Yacht Club, *Cormorant* is a 30-foot engineless gaff yawl now owned by Steve Meakin. Rebuilt and refastened by Peter Brookes at Maldon in Essex who replaced most of her frames and timbers and fitted a new teak cockpit, she was then based in Tollesbury before heading to Cowes in 2016. At the Hamble Classics Steve sailed with his colleague at Ratseys, Paralympic gold medal winner Andy Cassell, but as they sailed out of Cowes each day *Cormorant* has yet to return to her birthplace!



TOP & CENTRE photographs by Nick Gill.
 BOTTOM photograph by Chris Gillingham.

THE ROAD TO RIO



The Club was delighted to be able to offer support and training facilities to Paralympic champion Helena Lucas MBE as she prepared to defend her title at the Rio 2016 Paralympic Games.

Helena, who is an Honorary Member, was able to utilise the Club's facilities and hospitality as part of her Road to Rio training in the 2.4mR, the one-person keelboat in which she won gold at the London 2012 Games.

She was joined during the training sessions – which included a 2.4mR regatta – by fellow Paralympic competitor Bjørnar Erikstad, in whose honour the Club flew the Norwegian flag.

After the regatta Helena said: "Once again

the Royal Southern have been the perfect hosts. We had 10 boats racing on a course just off Coronation, giving us great tidal conditions similar to Rio. With the help of Matt Grier I organised the regatta to give me a final week of racing before heading off to Rio.

"It was fantastic to have the Commodore, Chris Mansfield, at our prize-giving and being able to present him with a donation from the sailors for the Club's charities. Bjørnar and Chris also exchanged club burgees.

"A big thank-you to all the sailors for competing and to the Club for being so helpful and friendly. A particular thank you to Tim, Henry and Ferrit, for juggling boats to make room for



us and making sure we were well looked after.'

At the Rio Paralympics Helena was leading the 2.4mR class by a point going in to the final race of the 11-race series on Guanabara Bay, but found her progress critically hampered by a plastic bag on her rudder and she finished 15th in the race.

Nevertheless, two earlier wins and four other podium places during the regatta saw her take the bronze medal, making her Britain's most successful Paralympic sailor.

Her training partner Bjørnar finished fifth overall in the 2.4mR regatta, which was won by France's Damien Seguin, with silver going to Australia's Matt Bugg.



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CENTRE LEFT Helena with Bjørnar

2016 has represented another successful year for the Royal Southern Academy. Academy members have hosted, competed at and ultimately had much success across a wide variety of events.

Membership of the Academy has held constant, with a large circle of active members competing regularly and assisting around the Club. 2016 saw links extended to Exeter University Yacht Club which we welcome for winter training sessions and also in bringing many new Members to the Club.

The season got off to a chilly start with the inaugural Royal Southern Academy Frostbite Series – short-course racing in J/80s and J/70s across Saturdays in January, February and March.

With a good turnout from both classes, and consistently breezy conditions the racing was fun and exciting, leaving most competitors craving for more! It was apparent that this 'mini' series had filled a gap in the winter sportsboat sailing 'market' and, with limited running costs, was a real boon for the Academy.

Moving into the season proper, the Academy was, as ever, well represented in the Warsash Spring Series with at least two crews in the J/70 and J/80 classes made up exclusively of Academy members. Plus of course the Academy sailors dotted around Club Members boats and beyond.

The J-Cup hosted by the Southern proved a great success for the Academy, with it again being well represented on successful boats - as well as in the race management and umpire teams.

To top all of this off, the RSrNYC Academy had its inaugural Cowes Week Under-25 Dock Party, sponsored by Herrington Carmichael Solicitors on board the stunning 1895 barge Kitty built by Cann of Harwich.

This was well attended by other U25 crews competing in Cowes Week, as well as the Commodore Chris Mansfield and Vice-Commodore Karen Henderson-Williams, and was well received by everyone in attendance.

October saw under-25 crews from across the country attending a British Keelboat League Youth event, incorporating the Royal Southern Academy Inter-Club trophy. With both yacht club and university teams competing alongside one another in an exciting, short-course format, margins were tight and rivalries fierce. All that was dropped upon the return ashore however, where Saturday night presented a fantastic supper and drinks reception, with many crews continuing on to prop-up the Hampshire night time economy well into Sunday.

2016 has been rounded off neatly with the second Academy Winter Series, racing in J/70, J/80 and SB20 classes. With a good amount of entries from both within and beyond the Club, and a full complement of races run, the series was again a great success with many competitors vowing to return for the Academy Frostbite Series, getting off to a chilly start this year.

Of course, training is ongoing for many active Academy members, and with a packed 2017 programme including at least two world championships in the Solent, the off-season will be anything but quiet!

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Photograph by Paul Wyeth shows Autocracy (ex Thistle VI) crewed by Academy Members in Cowes Week 2016.



The true highlight of the season was of course the 2016 Aberdeen Asset Management Cowes Week. There was not only a full Under-25 team comprising of Academy members, but also numerous other boats competing either skippered or crewed by Academy members.

A big thank-you to all of those who have helped the Academy run smoothly through 2016 - let's hope for an even more successful 2017 season.

Jack Neale
Chairman, Royal Southern Yacht Club Academy

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POWERED BY DOYLE

With all 10 boats assembled in Yarmouth, we made our way to The Royal Solent Yacht Club for the briefing and supper. The start on Saturday 16 July was at 0830 by Black Rock. CRO Graham Nixon on *Magic* was on his own, but using VHF and a hooter did a good job starting us on time. The wind was about 12 knots from the south west with sunshine, and it was a fast passage to The Needles with a strong ebb tide.

We made good progress towards Swanage and some competitors chose to motor close in to St Alban's Head to miss the race which was actually fairly benign. The wind dropped a bit as we tacked along the stunning Dorset Coast. Everyone got to the finish at the entrance to Portland Harbour close together.

We gathered for a pontoon party and to hear the results of the first leg. Graham announced that *Xtract* had won the first leg, followed by *Bambella*.

The next morning with very little wind we started leg 2 from inside Portland Harbour. As we passed down the Bill a cruise liner entered the harbour through the southern entrance.

The wind died in the lee of the Bill, as we were swept south with the tide. The Race could not have been calmer and we were close into the coast to see all the interesting rock formations. The wind freshened as we approached Bury Head but then died as we neared the finish line. Several crews reported seeing dolphins and a seal. Eventually we were all tied up on a mid-river pontoon in Dartmouth.

On Monday we woke up to glorious sunshine. Most of the lady crews caught up with some retail therapy. In the evening we all dined at the Royal Dart Yacht Club where we bumped into the Greenhalghs and their friends. The results of leg 2 were announced and, as usual, the winners of Duck of the Day. The ducks were photographed on the next leg in some very interesting poses.

We started leg 3 at 0900 having just heard that *Aeolus*, unfortunately, had to retire due to a faulty stern gland. CRO Graham was joined by John Roberts who saw us off with a "very clear line". Due to the south easterly, an unpleasant swell had built up overnight which meant the race at Start Point was pleasant in comparison.

The conditions off the headlands were challenging with shifty and variable winds, and several of us took the easy option to motor while admiring the view. Bigbury Bay was crossed in a SE Force 2-3 with *Magic* and *Dino Volante* the only boats flying spinnakers, regardless of the penalties.



We crossed Plymouth Sound in brilliant sunshine – all was relaxed and the British summer was with us at last. There was little to see apart from a few naval vessels, the Eddystone Lighthouse on the horizon to the south and the patchwork of the English countryside to the north.

We made landfall at the intriguingly named Udder Rock buoy, and motored into Fowey where we were very relieved to find water and diesel, both of which were registering empty.

Maggie mustered up the wherewithal for a pontoon party where *Bambella's* crew were presented with the 'Fowey Block', small consolation for being parted from their beloved 'quacker'. The Royal Fowey Yacht Club was the venue for supper.

The following morning we started the last leg at the entrance to Fowey harbour in very little wind and *Dino Volante* found that the tide had taken them the wrong side of the line.



It was a very gentle sail to Falmouth passing Gribben Head and Dodman Point, then St Anthony's Head to the finish at Block Rock and our mooring for two nights in Falmouth Haven marina.

The prize-giving was held the next day at lunchtime, followed by a buffet lunch at the Royal Cornwall Yacht Club. The overall winner was *Xtract*, second *Kuutar* and third *Bambella*. We had been lucky with the weather which added to the enjoyment of the week.

Maggie Widdop & Edward Stock



2016 Cruiser Race Prize List

Fowey Wee Wellie Prize (most intrepid voyage)

Magic - Graham Nixon

Fowey Block Bambella
Peter & Jan Halliday

Bob's Wrench
(7th or last boat)

Giuliana - Mike Rowlett

Richard Davis *Quaich*
(least percentage of engine)

Dino Volante - Ken & Linda
Munro

Pat North &
Katie Vigar

N Graham Maw Challenge
Bowl (line honours) *Kuutar* -
Angus & Annette Newton

Leg 1

Jorvik Rose Challis Cup -
Xtract

Leg 2

Brockman Challenge Cup -
Kuutar

Leg 3

The Martin Edgar Bowl -
Xtract

Leg 4

David Dyer Challenge
Trophy - *Kuutar*

Overall

1. Marlow Challenge Trophy
- *Xtract*

2. Angus Primrose Trophy -
Kuutar

3. York Coaster -
Bambella





In May 2014 my sister Anne and I left Scotland on Sirenuse, a Hallberg Rassy 31, bound for Norway. We arrived in Tananger 48 hours later after a perfect crossing, and headed north to spend the summer exploring the fjords and islands along the dramatic west coast of Norway.

SIRENUSE TO SCANDINAVIA

We had arranged to leave the boat in Sweden for the winter, and the yard at Orust was extremely efficient, safely storing Sirenuse in a huge shed.

The following year we motored east through the Göta canal to the Baltic, and then sailed up to Stockholm.

The thousands of islands provide beautiful anchorages, and we watched beavers and ospreys in Lake Mälaren. Our winter lay-up in a shed in Kalmar again went smoothly.

For 2016 we planned a circular trip. Waiting for good weather in Gotland, we hired a car and borrowed bikes to explore the island.

Eventually we got a weather window and sailed the 130 miles east to Estonia. The Russian influence is still very evident, but luckily many people speak reasonable English.

We made our way up to Tallinn, and then north to the Finnish archipelago. With so many 'leads' to choose from, we took turns in cooking supper or working out the next day's route.



The wind seemed to be constantly on the nose, and the leads are often very narrow, so we motored more than we would have liked. However the scenery was fantastic as we slipped through the islands, thankfully avoiding the rocks.

After exploring Åland, we had a wonderful sail back to Sweden, where we met up with friends who live near Stockholm, before heading back to Kalmar for the winter.

Janey Devine

TOP Typical forest in Finland.
 ABOVE Rock formations on Fårö, Sweden.
 LEFT My sister Anne checks the nav en-route to Tallinn.
 BELOW The hospital ward in a Russian prison near Tallinn, left abandoned.
 All photographs courtesy Janey Devine.



ABOVE An abandoned Russian mine factory on the Estonian island of Naissar.

OPPOSITE PAGE TOP Janey Devine, left, winner of the Duke of Edinburgh's Trophy in 2016 with her sister Anne.

LEFT The Swedish island of Öland is famous for its windmills.



A warm welcome to the 2017 season. Last year finished in fine style with the Annual Motorboat, Golfing and Shooting Societies' Christmas Dinner held on Saturday 3rd December.

It is reassuring to hear Members and guests provide feedback that this event continues to be one of the best parties on our social calendar.

Over 100 Members and guests attended and enjoyed a traditional Christmas dinner with music from The Strolling Stones and DJ Teddy Massiah. The raffle was generously supported with gifts, and proceeds from the ticket sales will continue to support the young sailors in our club.



2016 was a successful year in respect of our RIB and midweek rallies. Our events in 2017 will also include our midweek rally events, and a motorboat weekend during May with regular RIB rallies in the Solent and Mudford/Christchurch. We encourage club Members to get involved and support the events.

I am keen to see a fleet of motorboats joining the sailing yachts heading over to Deauville in May for the Cowes-Deauville Race. One of the joys of getting afloat is meeting new people and learning from the experiences afloat, and the exploring the destinations they visit. I am keen to see motorboaters and sailors alike supporting events and discovering destinations.



These events are successful due to the commitment and dedication of the committee volunteers, Members and non-members that join in. We look forward to seeing more boats and Members participating in events this year. We are always receptive to fresh ideas for events and activities and if you have an idea for an activity please get in touch.

We hope that you have a marvellous season afloat, discovering new destinations and using your boats. Please contact any member of the Motorboat Sub-Committee if you require help or advice on motorboating matters.

*Christopher J Gillingham
Chairman, Motorboat Sub-committee*

2016 MOTORBOAT RALLIES

Our first Rally of the year was at Yarmouth which attracted some 15 boats, varying from Bill Cartilage single-handed in his Nimbus to Andy Short, with his 62ft Cavallino.

The weekend, which included a pontoon party, a free advisory visit from Sea Start and a superb meal hosted by the Royal Solent Yacht Club, was enjoyed by all despite the sometimes chilly conditions.

The next rally was to Cowes, though Her Majesty's birthday celebrations cut this short on the Sunday.

Of course, Cowes is the home of Goughy and Kate, and it would have been rude not to visit them. They hosted a wonderful pre-dinner drinks party at their house on - guess what - Gin Day! We therefore had to sample many different and local gins, including Hendricks with pepper. Our thanks go to them both for their kindness, generosity and hospitality. That was followed by a coach trip to the restaurant Little Glosters with a superb meal in their crew room.

It is worth mentioning that Bill Cartilage has a great trick on these rallies. He invites everyone on board for a champagne toast and then proceeds to produce six bottles, all of which are frozen solid. Whereupon he smiles and asks 'has anybody else got any in liquid form as mine will, alas, not thaw out in time'.



The next rally was a mid-week rally for us retired folk and those that could sneak off work for a couple of days. We went to Bembridge, with again superb organisation by Gordon the harbourmaster.

We had what was known as premier berthing, which were finger berths. Although some found it interesting reversing in, it is amazing how loud voices become and how many fenders can be found almost instantly.

However, this was all overcome by the fact that we had organised Dave of 5Star Marine to come and give a morning instruction on powerboat handling. I would say that if you feel at all apprehensive about handling your boat, then have a day or half-day session with Dave.

He makes it all so relaxed and totally under control, showing you how to get out of certain situations. Bembridge is renowned for its lobsters, and for the first evening we decided to use the wonderful facilities of Bembridge harbour's BBQ and covered area.

Dide, Amber and Andy barbequed the steaks, which people had brought along, and the 10 pre-ordered lobsters. It was a great and inexpensive evening.

The following day we all went to the Pilot Boat Inn, on the other side to the moorings, with water taxis ably organised by Gordon.

A wonderfully efficient Lisa from the Inn carefully noted everybody's order to their boat names, which saved all sorts of haggling over bills at the end of the evening.



Our last, but not least, rally was to Poole.

This was to take us a little further than before, and the one thing that always strikes me about Poole is that it has one of the most expensive marinas in the Solent area.

A little confusion on arrival, as to how many boats we were, was quickly resolved and we decided on the first night to have a fish and chip supper hosted on board *Flash Dance*.



However, despite pre-ordering 14 cod and chips and queuing for 20 minutes we were met with shock when requesting 'cod & chips 14 times'. The manager of the chippy closed as he said he could not deal with any more customers!

Andy, Amber and I retreated to a local hostelry while our order was being prepared. It was agreed that the hassle had been well worth it having returned to 14 hungry people being entertained on board *Flash Dance*.

We were greeted on Sunday morning by rain, cold and wind, but the weather soon abated and



we set off on an adventure in the afternoon on one of the Harbour Tripper boats round all the islands including Brownsea.

By this time we had been joined by Captain Mark Inkster and Yvonne. The evening meal was set at Hotel Du Vin, with drinks in the courtyard followed by a tasty meal in the bistro.

The Solent rallies have been huge fun and I hope all enjoyed, and we look forward to 2017.

Martin Bedford

All photographs on this page by Diane Ward.

SPLASH WEEK



Blessed with magical weather for almost the whole week, over 100 youngsters enjoyed the hospitality of the Royal Southern Yacht Club at the end of August for the annual Splash Week.

We are, as always, slaves to the tide and this year the tides were relatively early, especially at the beginning of the week. As a result of this we decided to start Splash Week unofficially on the Sunday afternoon by encouraging everyone to bring their boats and set them up in the car park and enjoy a barbecue and an early drink on Den's Deck on the Sunday afternoon. This seemed to work very well despite the number of cars!

As always the children were divided into groups ranging from the Shrimps, aged between four and five, to the Eagles and Hawks at 11 and 12.

This year, rather than writing a normal report about the week and who did what,

when and where, I thought I would ask some of the children involved what their highlights were from the week.

Below is a response from a number of them – a child's eye opinion of what the week means to them.

- *The tugboat in the afternoon*
- *The ringoing in the afternoon*
- *The film nights*
- *The facilities at the Royal Southern Yacht Club*
- *The fact the boys and girls are treated entirely equally*
- *That there was a group especially for adventuring and seamanship rather than purely racing*
- *Going to the Co-op for some sweets*
- *Playing with good friends*
- *Hearing the stories from the Paralympic sailors*

■ *Making new friends and messing about with them*

■ *Sailing to Cowes and adventuring to Calshot.*

What was interesting was that some of the parents were hoping that they might mention the high level coaching, the excellence of all the staff and volunteers that help with Splash Week. It seems, though, that this week is all about having fun, not only on the water but also on dry land.

However, I would like to mention a few of the highlights from my point of view.



The talk from Helena Lucas and her Norwegian friend Bjørnar Erstad was a real treat for all of us. Some of the children were inspired by this and said so later.

Then there was the amazing support that is given to Splash Week by all of the parents and grandparents, the coaches and all the staff at the Royal Southern.

In particular, I would like to thank Henry and Tim in the sailing office for the enormous amount of time and effort that they put in.

I would also like to thank all of the leaders of the groups and the coaches who helped make this such a successful week. It is because the sailing on the water is fun and safe that the children enjoyed themselves so much.





I look forward to running this event again next year and hope that many of you will come again and bring your friends so that we can all continue to enjoy the wonderful facilities and opportunities given to us during the week.

Splash Week starts on Sunday, 20 August 2017, again with a gathering and barbecue on Den's Deck.

See you there.
Captain Splash



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CELEBRATING OUR FIRST 100 YEARS, GEARING UP FOR THE NEXT.

LAND ROVER BAR VISIT

A fortunate party of Club Members enjoyed a five-star visit to Land Rover BAR's impressive Portsmouth base, the heart of the latest British challenge to bring the America's Cup back to Britain.

The visit took place just after the Land Rover BAR team secured two potentially crucial bonus points by winning the Louis Vuitton America's Cup World Series at the final event in Japan, and shortly before the team completed its relocation to Bermuda for the America's Cup starting in late May.

Those who travelled by water enjoyed a perfect late November trip on flat water under crystal clear blue skies aboard Colin Hall's motorboat *Boysterous*, an easy passage from PPYH to Portsmouth.

Land Rover BAR's Camber Dock base may have divided opinion among residents in Old Portsmouth, but there is no doubt it is a striking architectural creation – much of it wrapped in a translucent façade - that perfectly meets the varied demands for which it was created. The designers behind it were also responsible for the nearby Spinnaker Tower landmark.

designed to encourage young people to explore the science and technology sectors.

At its heart is the BT-supported digital STEM (science, technology, engineering and mathematics) learning programme, a free package of resources linking the technology surrounding the Land Rover BAR challenge to biology, physics, maths and design & technology subject areas. Aimed at 11 to 16 year-olds the package is accessible via mobile, tablet and desktop.



Also on hand to reinforce the message, as well as offer some insights into the sailing technology beneath our feet, was 1851 trustee Rod Carr CBE, perhaps better known as the former RYA chief executive and now chair of UK Sport.

Without giving any campaign secrets away, it was made clear that the technological challenge facing Land Rover BAR is formidable.

Then it was down a floor to the 'Tech Deck', where interactive displays and hands-on activities were designed to bring the project alive for visiting schoolchildren – and adults, it has to be said.

Time for the highlight of the tour, a view from the gallery area down into the team's workshop where the foiling catamarans and wingsails are assembled and maintained.

While the design studios are off-limits, and photography prohibited in the workshop zone, the lucky visitors gazed down at the Bermuda-bound foiling catamaran was worked on in an immaculately clean arena.



Glimpsed from above, each deep in conversation with other team members, were Team Principal Sir Ben Ainslie and CEO Martin Whitmarsh, a Portsmouth University engineering graduate who started his career with BAE in Hamble before joining the McLaren F1 team.

The visiting party was fortunate to be joined by Paul Campbell-James, one of the core AC sailing team, who outlined the stages of preparation before the America's Cup gets real when the qualifiers begin on May 26. A former Optimist National Champion and twice winner of the Extreme Sailing Series, Paul disclosed he is on a weight-loss programme, essentially to allow those on the pedestal winches to put more muscle on! On such fine margins are results determined.

All in all, a fascinating insight into a campaign that is making all the right moves. Whatever the eventual outcome, Land Rover BAR is surely destined to be a contender.

Phil Riley

First stop for the Southern party was the top-floor 'Flight Deck', the team's corporate event space, with its panoramic views over Portsmouth Harbour, The Solent and beyond. With coffee came a short briefing from the 1851 Trust, the official charity of Land Rover BAR.

What was perhaps a surprise to most of the visitors present, was the wide-ranging role played by the 1851 Trust. While introducing youngsters to the delights of sailing for the first time, the Trust is also firmly plugged into the national curriculum, and its education programme is



ROYAL CAPE YACHT CLUB



As marketing slogans go, having your yacht club based in a city already known as the 'Tavern of the Seas' takes some beating.

So it goes for the Royal Cape Yacht Club, tucked away in the commercial docks beneath the distinctive Table Mountain that makes Cape Town one of the world's most iconic cities. Both stand ready to offer a warm welcome and safe harbour for sailors seeking sanctuary from the worst that the South Atlantic and Indian Ocean can throw at them.

Starting life in a boatshed as the Table Bay Yacht Club in 1905, the club changed its name to the Cape Yacht Club in 1914, receiving its Royal Charter soon after. It moved to its current location after the Second World War.

In the words of its own website: 'The club itself is modest, a low-slung building that houses offices, a first class restaurant and a bar where more tall tales have been told than on any other patch of earth.' Sounds familiar.



TOP RIGHT A view from the balcony shows part of the Royal Cape's 450-berth marina.

TOP Racing from the Royal Cape Yacht Club.

ABOVE A view of the club from the marina.

In truth the club's own description is a little self-deprecating as it now has a new conference and function facility that can accommodate several hundred people. It also has its own hard area, slipway, crane, a 450-berth marina and boatyard.

While the relatively sheltered waters of Table Bay were enjoyed by many, sailing really took off in the region after the success of the first Royal Cape-hosted Trans-Atlantic Race from Cape Town to Rio de Janeiro in 1971, and the club's membership rocketed from some 400 to over 4,000. Line honours in that first race went, incidentally, to the skipper of *Ocean Spirit*, one Robin Knox-Johnston, in a shade over 23 days.

As this magazine went to press the latest incarnation of the Royal Cape's signature event, the Cape2Rio, was well under way, adding another chapter to an illustrious history. Since 1971, the club has also welcomed a succession of international events, including the Whitbread and Volvo races, BT Global Challenge, BOC Around Alone, Clipper Race and Hong Kong Challenge.

My own exposure to the delights of the Royal Cape came in 1993 when a press trip to a pre-election post-apartheid South Africa coincided with a stop-over by Chay Blyth's British Steel Challenge (later the BT Global Challenge), and the chance to catch up with an old friend skippering one of the yachts.

Much later, marriage led to Cape Town becoming a regular destination and the Royal Cape an essential visit with my late father-in-law Jerrold Salamon, a life member. Aside from a number of opportunities to race I have spent several happy days sailing in Table Bay awaiting the boom of the Noon Gun, Cape Town's historic time signal, after which the bottle could be popped. It's fair to say the gun was, on occasion, deemed to be 'late'.



The Royal Cape runs the South African equivalent of Cowes Week – the Maserati Cape Town Race Week is held just before Christmas – and regular Wednesday evening racing – the Lufthansa Twilight Series – which attracts some 60 competitors a week. In addition there are double-handed events and coastal races to a variety of destinations, which given the location amounts to serious offshore sailing.

South Africa has, of course, changed dramatically, and at a recent lunch meeting Commodore Vitor Medina was keen to describe how the Royal Cape has responded, in large part through its Academy.

"We know we have to play our part in the wider community and we are doing so through our Academy system," said Vitor. "Apart from our existing projects we are now aiming to get many of the children of port workers involved, and introduce them to the pleasures and challenges of sailing."

The Royal Cape has around 120 15-to-24 year-olds in its Academy, many of them coming from a Cape Town orphanage and an after-school organisation in the Khayelitsha township. The club's long-standing sail training project has also teamed up with the Izivunguvungu organisation, based in Simon's Town with links to the South African Navy.

Apart from getting youngsters out on the water and training the able and willing up to race crew standards, the Royal Cape is also active in keeping many involved in the marine industry or 'Blue Economy'.

The 'Tavern of the Seas' and its local yacht club have got a lot going for them – both are well worth a visit should the opportunity arise.

Phil Riley

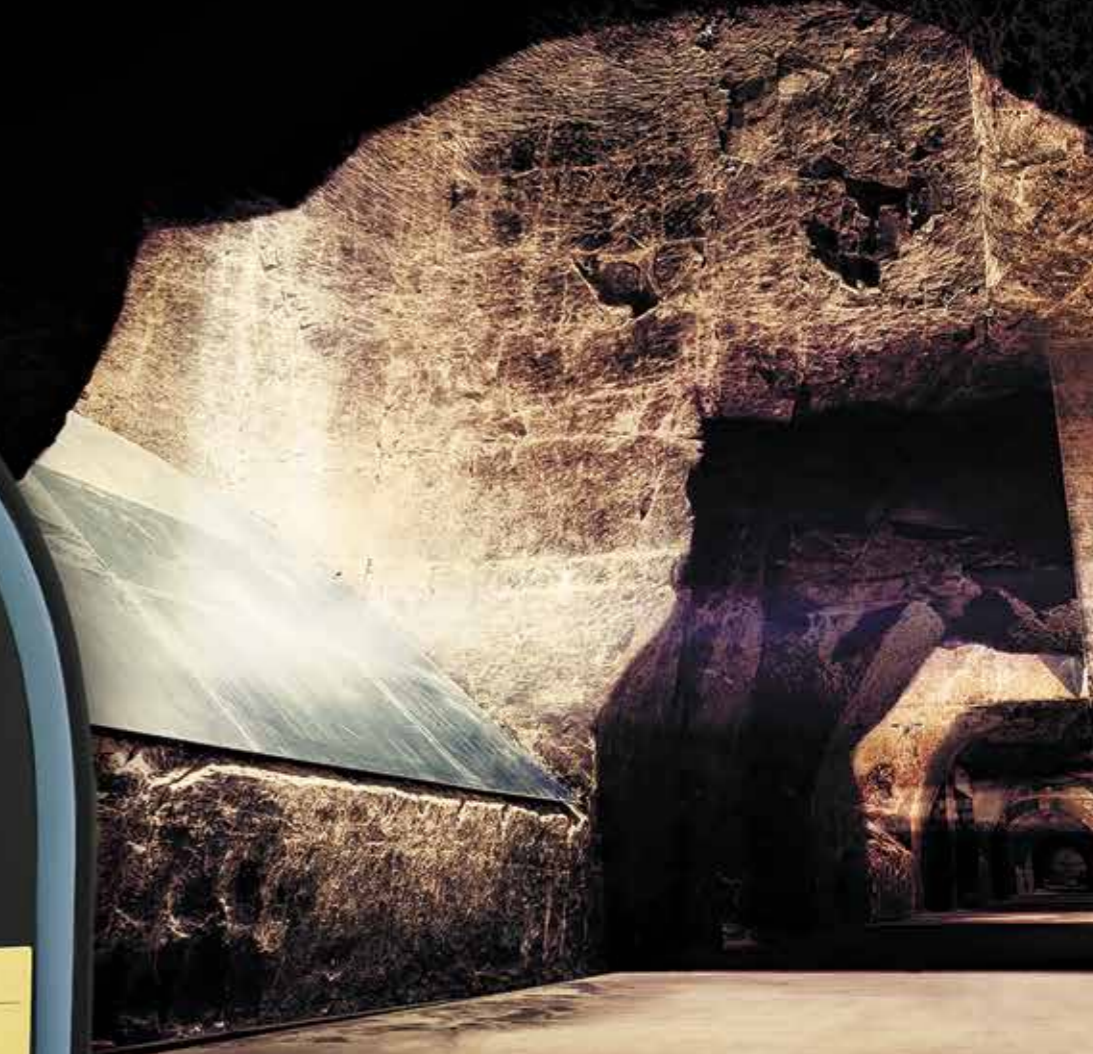


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Joseph Perrier

CHAMPAGNE

The Enlightener



Our Reflecting Light

The light reflecting sections in our cellars were created soon after our foundation in 1825, in the days long before electric light, to bring sunlight into our cellars.

THE KING'S ROYAL HUSSARS

After 2015 saw The King's Royal Hussars celebrate their tercentenary year, following considerable spit and polish and many hours bashing the parade square, 2016 saw us refocus on operational matters as an armoured regiment.

Opportunities for sport and adventurous training, not least of course sailing, have also been enjoyed by many.

Supporting the training of other units has occupied much of the regiment's time, including the establishment of a staging area to test the deployment of the UK Lead Armoured Battle Group (BG).

Many of the regiment deployed to British Army Training Unit Suffield (BATUS) in Canada to provide either safety staff for live firing armoured exercises, or the enemy force against which the UK's deployable armoured BGs are tested.

Along with the benefit derived from supporting others' training, the regiment has enjoyed many opportunities to develop its own skills and this continues to be crucial as the KRH will be tested as a regiment in Canada next year.



March saw the Regiment deploy to Castlemartin Ranges in Wales to conduct its annual gunnery camp. An impressive 96% first time pass rate was achieved during the final test, designed to assess the skills of gunner, loader and commander of the Challenger 2 Main Battle Tank.

The Regimental Headquarters deployed to Australia in July to participate in the Australian Army's major annual exercise. A month spent planning armoured operations was followed by a, still much talked-about, few days of R&R in Sydney.

Finally, a superb effort saw the regiment's Reconnaissance Troop achieve a gold medal in the dismounted Cambrian Patrol competition. The event, attended by teams from across the world, challenges them to a tactical route march of 60 kilometres over the Brecon Beacons within 36 hours. The only Royal Armoured Corps team to win one this year, it is the second consecutive gold medal that the Regiment has won.

While deployments in uniform have been numerous, time has also been spent developing the conceptual understanding of many of the regiment.

Seventy-five vehicle commanders travelled to Belgium and Holland in September for a battle-field study of Operation Market Garden; XXX Corps' WW2 advance to the Rhine and the battle for Arnhem.

The group also visited the grave of Lt Col David Silvertop DSO MC – a 14/20th (King's) Hussars Officer who was killed in command of 3rd Royal Tank Regiment in October 1944. His portrait hangs in the officers' mess, along with the inscription – 'a splendid personality & a very gallant soldier'.

Sport and adventurous training continues to play a major part in regimental life and it was an exceptional year once again.

Perhaps of most interest to readers will be the news that the KRH sailing team won the Royal Armoured Corps' Championships for the third year running, and the Combat Arms' Trophy for the second year in a row. Personnel were also given opportunities to sail around Cape Horn and across the Atlantic.

The downhill skiing team again excelled at the Royal Armoured Corps' Championships, winning three of the four individual events, taking top place overall and finishing second in the Divisional Championships. Our Nordic skiing team finished as the top Royal Armoured Corps team in the Army Winter Sports Championships, becoming the top Royal Armoured Corps team in the Nordic/Alpine combined competition.



The regiment also again entered a team in the Army Sliding and Cresta Championships, with Lt Pryor being selected for the Army team.

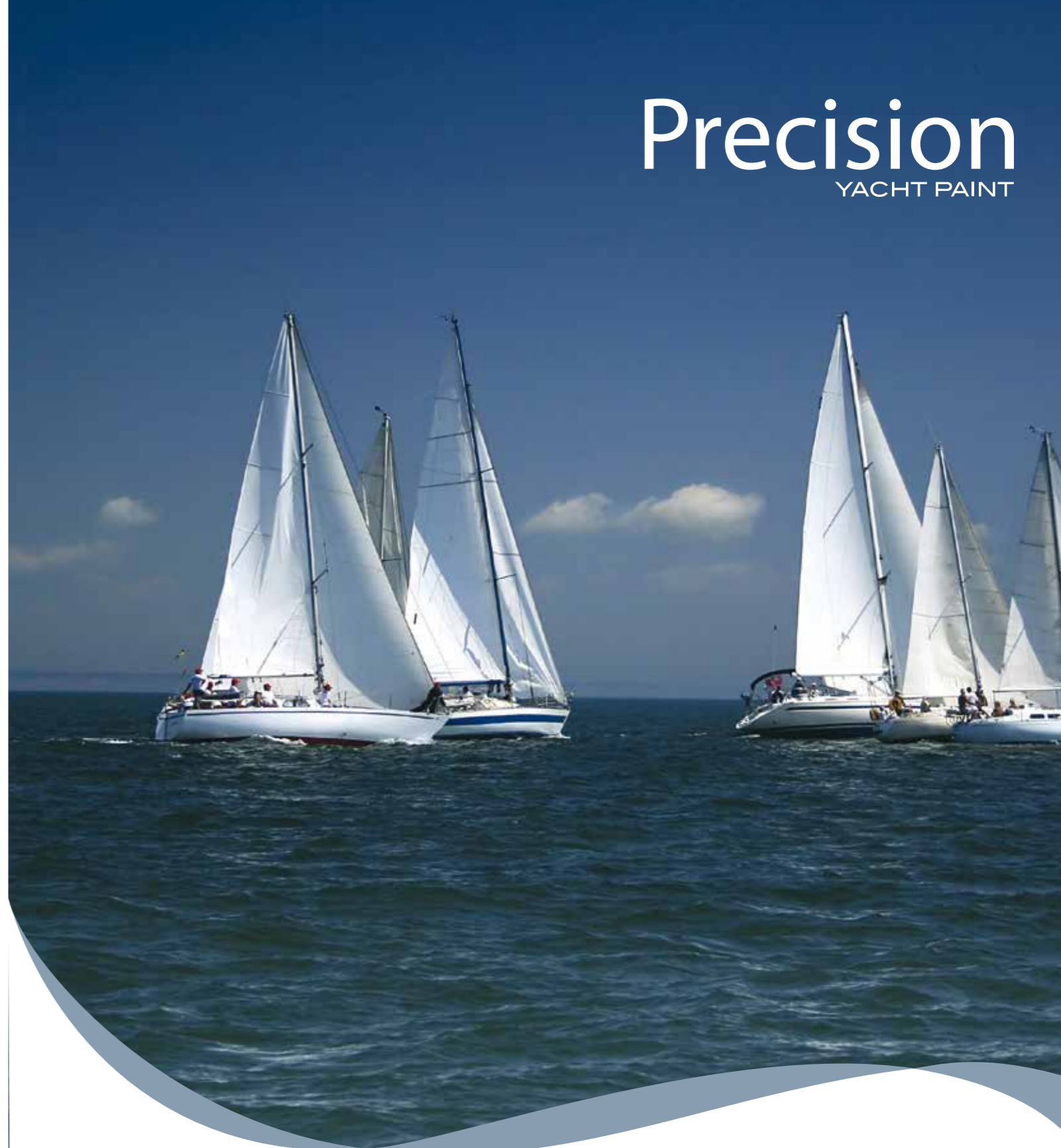
In the Spring, 20 KRH soldiers attended an unarmed combat course in Belgium with US forces, which was thoroughly enjoyed. Numerous other adventurous training expeditions also took place in 2016; canoeing in Minnesota and diving in Cyprus broadened the horizons of many junior soldiers.

As is always the case, a busy year will now run into another and 2017 will see the regiment focus on training in the UK and Canada. In 2018 we will be ready for operations.

The affiliation with the Royal Southern Yacht Club is one the regiment is delighted to continue and we look forward to updating you again in the near future.

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Dr Simon Bray is a long-term resident of the Hamble peninsula area. With his partner Ilse, he sails a Wayfarer (badly) and rides motorbikes at speeds he should not. After his Environmental Sciences degree at Southampton University (before that he was the manager of a motorcycle shop), as a mature student he undertook a PhD looking at the impact of tributyltin antifoul on a non-target species. Subsequently he has been a lecturer in marine ecology, biodiversity and pollution at Southampton University and has given public understanding of science talks. He is a member of the IMarEST Biofouling Management Expert Group and provides advice on ecologically sensitive management of contaminated marine sediments, marine habitat restoration, biofouling and invasive species, plus general impacts and management of human pressures in the marine/coastal environment. He supervises PhD and Masters students, is currently involved in research on the effects of possible contaminant disturbance from dredge spoil in Portsmouth Harbour and has co-supervised a student examining copper levels in the River Hamble. He retains visiting researcher status at Southampton University where he has just completed a series of lectures, and co-runs a research and consultancy aquatic environmental company.

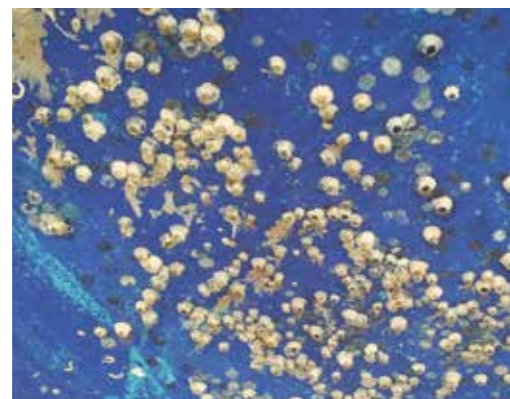
MOURN THE LOSS OF TBT?

1. Introduction

As a research and consultant marine ecologist with a PhD background in the impact of tributyltin (TBT) antifoul, and subsequently TBT alternatives, on marine species and habitats, I have on occasion been asked why on earth TBT was replaced as it worked so well. Having been asked to write on this matter, I will attempt to enlighten you on what has been described as “the most toxic substance ever deliberately introduces into the sea”. Further to this we will briefly consider the broad scale effects of alternates currently readily available to recreational vessel owners, and ongoing research toward a non-toxic future.

2. A brief antifoul history

Research shows that over 2,000 marine species cause biofouling – i.e. the unwanted attachment by settling species to hulls or stationary structures leading to speed loss, corrosion, excess fuel use etc. Of these, barnacles are the most significant. In Southampton Water / The Solent one of the most common is a New Zealand species which arrived through biofouling.



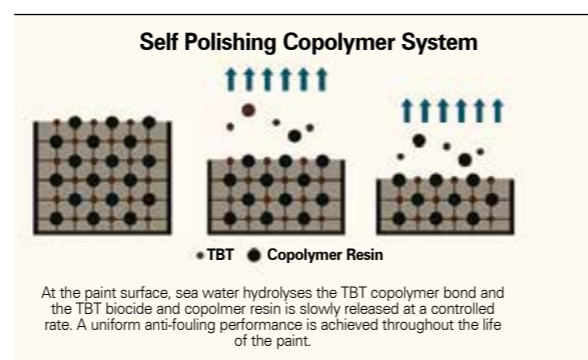
There are records of attempts to control barnacles and other fouling organisms from as early as 300 BC, with lead sheets being used to cover hulls. From the reign of Henry VIII, when the navy was substantially increased, there are details of antifoul coating trials of lime or oil laced with sulphur, arsenic and gunpowder. Copper sheeting was later used as a relatively effective coating and this led to the development of the first antifouling paints at the turn of the 19th century.

Antifoul paints largely became based on organometal compounds (metal base with carbon group attached). The organometal elements are toxic biocides and when applied to a hull or structure cause the death of fouling organisms at the settlement stage. Original versions were based on copper (II) oxide and later arsenic and mercury. In the 1950s-60s, however, early versions of organotin paints were found to be more cost-effective. These had originally been developed in the 1920s as a moth inhibitor and used in the 1940s as a wood preserver and fungicide. For use as antifoul, the most effective organic compound of tin was found to be tributyltin oxide, TBT.

3. TBT

TBT was not widely distributed in the UK and other countries until the early 1970s, though some has been found in Tilbury Docks sediment from the 1960s. TBT was a major breakthrough in antifouling, being initially developed as a ‘free association’ paint allowing the TBT to leach out when exposed to water. However, the release rate in the free association paints was found to be too high, so in the 1970s self-polishing co-polymer paints were developed with the organotin compounds chemically bonded to a polymer base. The biocide discharge rate of these paints is regulated through the reaction of seawater with the surface of the compound and the biocide is slowly released through wave action or due to forward motion wearing the co-polymer paint away. Once the surface covering is worn off biocide release begins again with the next layer (see below). In this way the leaching rate is consistent throughout the life of the paint.

This extended the useful life of antifoulants and it became possible for commercial ships to operate for up to 60 months without repainting – i.e. TBT remained highly toxic almost to the end of the coating life and gave an unstable surface on which to settle.



Source: www.ortepa.org

The self-polishing nature led to release of TBT into the water column and subsequent impact on marine species not attached to man-made structures. Concerns were raised in the late 1960s in Canada with warnings not to use it near shellfish farms. In the early 1970s, researchers in Plymouth had difficulty discriminating sex in a marine snail species (more of which later).

Researchers in Britain and France looked at the impact of TBT on commercial oysters - as usual humans tend to be only interested if it effects us - and found that TBT caused shell overgrowth leading to unviable levels of ‘meat’ left for sale. The French Arcachon Bay oyster population collapsed in the early 1980s and in 1985 the French government banned TBT use on all vessels below 25m LOA – where the majority of privately owned boats (and fishing vessels) come in. The UK and other nations quickly followed suit, although even now globally banned, in some areas TBT is still illegally used as water levels of the compound in some regions has gone up.

Some may say that it was an issue for commercial vessels only, but the concentration of recreational boats in the UK and south coast in particular led to some very high levels recorded in rivers and marina and boatyard sites. The UK Environmental Quality Target (EQT) for TBT in

a litre of water is 2 nanograms (2 billionths of a gram) – in 1987 the Hamble was recorded at 500 nanograms of TBT per litre. After the ban by 1998 this fell to 20 nanograms per litre, still 10 times the EQT, though the situation now is markedly improved with TBT largely only present in sediment hotspots (where it can remain for decades if undisturbed) in recreational and commercial ports and harbours, though in some global locations sediment-TBT levels are still very high.

Whilst privately owned boats were banned from TBT application largely in the 1980s, the compound wasn’t globally banned until 2008 (when Panama signed up), with all trace to be removed or sealed over by 2013. This was, to be honest, disappointing based on how long the severely adverse effects had been recognised.

Apart from a collapse of oysters in some areas, TBT led to the virtual extinction of many populations of an intertidal snail species known as the dogwhelk – it has little or no commercial value (though the Romans used it for purple dye and the French eat them around the Brittany coast), but it is sensitive to TBT in water at 1 nanogram per litre, at which females grow male sex organs. This may sound amusing, but it’s not. In the presence of TBT the female is unable to metabolise testosterone to oestradiol (they express sex through hormones not chromosomes) and she grows male sex organs which block her oviduct and she dies due to internal rupture from unlaidd eggs.



This effect has been seen globally with other gastropod species in the same family as the dogwhelk. The UK south coast saw almost all populations extinct or severely depleted, as were many down to Portugal and in the eastern United States. Dogwhelks have now significantly recovered and can be found in the Solent (in which they were extinct), though their morphological response is still used by HM Govt. to monitor marine pollution by remnant TBT.

Perhaps a more notable effect, which sad people unlike me who don’t go around worrying about dogwhelks can grasp, is that TBT was found in oceanic tuna in the Pacific, was implicated in the death of stranded whales, was found in Arctic marine sediments where it may impact highly sensitive communities, and on reefs where vessel grounding occurred – a halo effect of reduced

diversity was found at these sites. It was also toxic to marine plankton, at the base of marine food webs. Personally, I don’t mourn its passing.

4. After TBT

It has been stated that as TBT was so effective it stalled research into alternates, toxic and non-toxic. After TBT there was a broad return to copper and zinc-based coatings, and since the global ban this now applies to commercial shipping as well. These antifoul paints generally have a ‘booster’ biocide compound within them which kills of the diatom/algae layer which first grows on a hull and facilitates the growth and settlement of larger organisms.

Some of the booster biocides were found to be so toxic that they were banned or controlled in their own right, being highly damaging to photosynthesising organisms (i.e. the primary producers of marine food webs). That said, some copper-based paints rely on the natural toxicity of copper alone.

But, this brings up another point. It is claimed by some manufacturers that as copper is naturally occurring and is necessary for biological life, it is not toxic at levels found in the water column or sediment in boating areas. Like anything, in excess it can kill and copper paints can cause gill burns and larval mortality in the water column, and in sediments at the high levels around some marinas it can result in a low diversity, pollution tolerant seabed community. This effect has been well researched at Shelter Island Marina, San Diego, and a Southampton University research student found raised copper levels around boat washdown and painting areas at several sites on the River Hamble.

Other alternates comprise silicone paints, but these are for larger slower moving commercial shipping, and epoxy coatings which can contain glass flakes, but these require a step change in attitude. That is, they will foul, but become increasingly easy to clean and can have a very long life. They have been used with some success on ships operating in very harsh conditions as their tough nature protects the hull. As far as I am aware, the majority of the alternates are aimed at commercial ships, though the epoxy coatings are intended to be available to private owners who wish to take this approach to hull protection.

Finally, research is looking into biological coatings as antifoul. For example, mimicking shark skin roughness, whale and dolphin skin, and using natural toxins occurring in algae which doesn’t foul. As above, however, at very high levels a natural toxin synthesised for human use can become a pollutant. There are numerous other approaches such as sound and heat, but here we are considering toxic materials and their unintended legacy.

5. Being aware

So, where does this leave you? Fundamentally little has changed in what is available to you, i.e. copper / zinc with a booster biocide, or a heavy copper-only paint, etc. Of the alternates mentioned above, I believe the only one that may be explored is the epoxy resin, but this requires a total change in how you manage fouling – actually something we may have to get used to.

Photographs by Ilse Steyl shows the New Zealand barnacle (*Austrominius modestus*) happily settled on copper/biocide antifoul at the end of useful life and also the Dogwhelk (*Nucella lapillus*).

If someone know of a better alternate, that's fine, it is hard to keep up with change in the knowledge I have, and I bow to someone who knows that a compound of margarine and engine grease is a more effective antifoul.

Importantly, as boaters you have the opportunity to make decisions about what you put on the bottom of your boat, and where and how it's applied or removed. If we can't do too much about the former, the latter is most important. Antifoul is toxic, as it is designed to be, so be careful where you wash it off or have it washed off, and check the run-off is captured as paint chips from removal can be just as damaging to marine species and communities as fine run-off from pressure washed hulls.

The research mentioned above showed very high levels of copper near boat washdown areas in the Hamble. It can't be right that we wash a toxic material into the River, or anywhere in the world, – contrary to belief, the solution to pollution is not dilution.

Non-toxic antifoul is viewed by many marine ecologists in this field as the future, as fundamentally it can't be right that we deliberately poison the world's largest environment, about so much of which we understand so little. This is not intended as preaching, but rather a future view on antifoul. Researchers are working hard to find non-toxic approaches to make a step change in attitudes to managing fouling, and where you can make a small difference, I would ask you to.



Photograph shows the River Hamble joining Southampton Water

Dr Simon Bray

WHY NOT GIVE IT A SHOT!



Shoot with us! Over 100 Members and their guests did so in 2016. Clay pigeon shooting can be a really sociable and engaging sport and it continues to surprise me how many boat owning folk love to have a go at breaking a few clays!

We welcome experienced shots and novices alike. Novices have a bespoke programme with a shooting instructor. School guns are provided and instructors guide each novice through gun safety, gun fit and, of course, how to shoot those clays.

eight different targets shot in teams of four or five Members and their guests. Targets are designed to simulate a variety of game birds in flight, for instance springing teal, partridge or pheasant. It's known in clay shooting terms as a sporting layout.

An unusual part of our day is the 'googly' where we each have a crack at one very difficult clay with one cartridge. Southern shots normally achieve about a 30% success rate, but are rewarded with a suitable prize!



Following a mid-morning break we enter the flush. This is where teams of four or five 'guns' are presented with a flush of randomly flying clays – again to simulate a real day in the field. We allow 30 clays per gun, so you will see, in a typical five minute flush, 120 different clays from many directions and flying at a variety of speeds. It's an amazing adrenalin rush. All in all it is a glorious day enjoyed with like-minded folk in beautiful locations.

Our objective is to select clay shooting grounds within 40 miles of Hamble. Our circuit is selected from a variety of rural locations for instance: Owls Lodge at Sutton Scotney, Lains Shooting School at Quarley near Andover, Ley Farm near Salisbury, the Spitfire Shoot at Stockbridge, and Acorn Shooting School at Compton near Kings Somborne. Presently we have four days across March, April, May and September.

The Club Shooting Society has been running for over 15 years – so it's a well-established part of the portfolio of activities Members can enjoy. Typically we each shoot about 110 cartridges on a Club clay day. This will consist of 80 shots at

We run two competition themes. Firstly, on the shoot day a score is kept of misses and hits and at the end of the day, after a warming lunch, prizes are awarded. Secondly, at the end of the year the aggregate performance by category prize is awarded. Our prize winners for 2016 were:

High Gun - Richard Curry
Guest High Gun - Nick Shone
Novice High Gun - Hugh Nash

If you have never tried clay shooting, or you already shoot and would like to join us, please keep your eye on the Club calendar and weekly newsletters for our next Royal Southern Shooting Society clay day.

Mike Norton,
 Shoot Captain

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2016 GOLF SOCIETY



The Golf Society has had another very successful and exciting year, though the first event for 2016 was rather ambitious.

We had hoped to play in February, fine if we were playing in the Caribbean, but not such a good idea in the UK. In fact, due to the adverse weather with weeks of torrential rain, Chilworth Golf Club was closed and the day had to be cancelled, much to the relief of even the hardest of golfers.

The next event was at Hockley Club on 18th March. It is a beautiful course and we had a fantastic turnout of 20 despite a very cold wind. Mike Bartholomew was the winner and I won the ladies on countback (sorry Becci). Victoria and Ian Shipway won the longest drives, with Mike Gordon winning nearest to pin. Mike has inside knowledge as this is his home club!

We had an even bigger turnout for the Corhampton Golf Day on 7th April, with 25 players. The sun was shining but yet another biting cold wind. Peter Nicholson was the men's winner and Dot Jones won the ladies.

Dot kindly ran the next event for me which was held at Romsey on 5th May. Dot obviously had a great day as she was not only ladies winner but also had ladies longest drive, with Becci Butler winning the nearest to pin. Roy Ford won the men's competition, and Ian Shipway was runner-up.

The golf day at Deauville has now become a very popular annual event, and not only did we have racers competing, we had motor boaters playing plus the Nicholsons and Fords who caught the ferry to Le Havre and then drove to Deauville, staying at Hotel Barriere du Golf to participate in the event.

Deauville Yacht Club won the team event (their handicapping is very strange - George was playing off 54 and even Rory McLroy would have had trouble beating him!). Peter Nicholson won the scratch event and Roy Ford won the Stableford. It was superb day and Deauville always look after us so well. Fraser McPherson kindly raced with us on S X Girl. We will get revenge next year (both racing and golfing!)



On 9th June we played at Lee-on-the-Solent Golf Club. This was a new venue for the golf society and everyone really enjoyed the day. For those that missed it, we are playing there again in 2017. You will not be disappointed. Gordon Craigen won this one with Noj as runner-up. I won the ladies, hence why we are going back again.

Southwick, on 28th July, was another new event and again this proved to be very popular, so it will be repeated in 2017. The Nicholsons had a great day with Lesley-Jane winning the ladies and Peter the men's with a fantastic score of 41. Noj also had a good day, runner-up with 36 points and nearest to pin. Longest drives were Helen Bartholomew and David Wilson.

There were no golf events in August as, despite what a few think, we have many very successful sailors and racing/cruising takes priority! They are truly talented and fit in good quality golf between sailing!

The next society day was at Southampton City Course on 29th September. It absolutely poured down but our weather guru (Noj) assured us it would improve. Poor Roger Pritchard and Barry Peddley had the honour of starting and saw

the worst of the weather. Fortunately after a few holes, the rain stopped, the sun shone and the Bartholomews cleaned up. Helen won overall with Mike close behind as runner-up. They also won nearest to pin and the team prize. Between them they had a case of wine to take home, and hopefully they managed to drink it before returning to South Africa.

East Horton, was the venue on 27th October, which Dot again kindly ran for me. Lesley-Jane beat Dot on countback. Lisa King had longest drive. Noj won the men's event with Ian Dawson second, again on countback, and Roy had men's longest drive. Dot had nearest to pin.

The Christmas golf day was highly enjoyable. It reminded us all of skiing as it was a very chilly start with brilliant blue skies and fantastic views over the countryside near Winchester.

The temperature began to rise and clothing layers were removed, probably helped by the mulled wine.

Ian D and I were very fortunate to use the dam buster approach of getting over all ponds, with at least a couple of bounces to get on the greens! My team played brilliantly and we won the team prize so a big thank you to Barry and JT.

The Nicholsons, as normal, had a great day with LJ winning the ladies and Peter as men's runner-up. Congratulation to JT for playing superbly and winning the men's prize. There was no Nearest to Pin as no ball managed to stay on the green!

To calculate who is overall winner, both in the ladies and men's categories, the best five scores of each player is used. Therefore, the more events you play, the more opportunity you have of doing well.

This year I congratulate Dot Jones as Ladies Overall Winner and Roy Ford as Men's Overall Winner. Noj and I were both runners-up!



The Golf Society calendar for 2017 is as follows:

Mar 16	Corhampton Golf Club
Apr 19	Hockley Golf Club
May 11	Southwick Golf Club
May 26-29	Deauville Yacht Race and golf at Hotel Barriere du Golf
Jun 15	Lee-on-the-Solent Golf Club
Jul 13	Skylark Golf Club
Aug 24	Chilworth Golf Club (re-scheduled from 2016)
Sep 14	East Horton Golf Club
Dec	Fun Christmas Golf day at South Winchester and Motor Boat Golf Shooting Dinner with prize-giving.

If you are interested in participating, please contact me on chrissiewhite10@virginmedia.com

We have a great bunch of players ranging in handicaps and there is much joviality on the golf course and back at our yacht club. Best wishes for good swinging in 2017.

Chrissie White



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INTERNATIONAL COUNCIL OF YACHT CLUBS

Over 100 delegates and their partners photographed on the front lawn of the Rungstedgaard Hotel in Rungsted



The 10th ICOYC Commodores Forum was superbly hosted by the Royal Danish Yacht Club (KDY) in Rungsted just north of Copenhagen last September.

A total of 57 delegates were present representing 27 ICOYC member yacht clubs from New Zealand, Australia, South Africa, the USA (West and East coast), Canada, Hong Kong, Malta and 11 other clubs from across Europe.

New member clubs included the Royal Cork and Gstaad, who were in attendance and warmly welcomed into the council by the retiring President John McNeill (Seattle Yacht Club) and new President Andy Anderson (Royal New Zealand Yacht Squadron).

Unfortunately the third new member, Clube Naval de Cascais in Portugal - known I am sure by many Club Members for their Dragon racing - was unable to attend.

A little bit of history. Previous forums have been held in Vancouver (the first) followed by Hong Kong, Marseille, Durban, Perth, Seattle, the Royal Southern (in 2012) the Royal Hong Kong again, in 2013, and Auckland (RNZYS).

In addition to the forums there are annual regional conferences in, mainly, the USA and Europe. I have attended in London, Genoa, Hamburg, Norway and Malta during the past six years, making many friends all with the same aim of running successful yacht clubs and events, and enjoying time out on the water, under either sail or motor.

The Club was represented in Denmark by Annette Newton, who has attended virtually every forum and European conference since the ICOYC was founded, Karen Henderson-Williams, Graham Nixon and myself - so excellent representation from the Royal Southern.

The overall theme for the forum was: How do we reinvent our clubs and the sport we are representing?

The presentations during the week were to a very high standard covering sponsorship - how do we attract more and longer lasting sponsors; strategic thinking in how we develop our clubs; volunteer management and developing our volunteers; creating value in membership - understanding our 'customers'; getting full use of social media; new types of sailing - both racing and cruising; and adapting to competition and changed lifestyle.

One initiative that the ICOYC is driving currently is focused on each club's youth programmes and how exchanges between clubs can be facilitated.

The final speaker was Jack Lloyd, race director of the Volvo Ocean Race, who gave a very informative review of past races and what to expect in the 2017-18 race with new rules and route.

A huge amount of information was exchanged for delegates to take back to their clubs, both in the forum and at dinners and social events, which included a visit to the famous Tivoli Gardens in Copenhagen with a magnificent dinner in the gardens itself.

The official launch of the ICOYC Cruise was announced which will be in the lovely waters of the Finnish archipelago between 29th July and 6th August - more information can be found on the ICOYC website: On The Water/ICOYC Cruises.

The forum was officially closed by KDY Commodore Lars Ive who hosted the event to a very high standard and with great good humour.

On the final afternoon the traditional Commodores Race took place in J/80s outside the harbour in Rungsted, with the winners coming from several clubs.

At the closing dinner it was announced that the 11th Commodores Forum will take place in April 2018, jointly hosted by the St Francis Yacht Club and San Francisco Yacht Club - I can't wait!

David Mead
Past Commodore and ICOYC Director

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Last year was a busy one for the Ladies Committee. Our fund-raising programme included some of our established charity events, some enjoyable socials and two new occasions.

A total of £7,600 was raised for our charities, of which £5,000 went to Wetwheels, our main charity, and the remainder to Dementia UK, Macmillan Cancer Support and Hamble Lifeboat.

We introduced two new events this year

In March we hosted our first coffee morning in aid of Admiral Nurses Dementia UK that coincided with Dementia UK's Time for Cuppa national campaign. This was an open house event supported by 63 members and visitors.

Do please encourage visitors to join us at the Club next time we have an open house event.

The sell-out inaugural Gentlemen's Lunch organised by the Ladies Committee can fairly be described as a great success.

LADIES COMMITTEE

Some 120 Club Members packed into the dining room for a two-course Friday lunch of steak pie with puff pastry and spotted dick.

The highlight of the event, however, was the post-lunch speech by Noj White, who entertained the assembled with numerous tales of his career with BOAC and later British Airways as a Concorde and Boeing 747 pilot, not all of which would be repeatable in mixed company.



Following his speech Noj presented a £500 cheque from the Seahorse Golf Society to David Mead to support Club-based Wetwheels Hamble which is one of the Ladies Committee charities.

While it was generally agreed that Noj would be a hard act to follow the Ladies Committee is always ready for a challenge and have set the date for the next Gentlemen's Lunch on Friday 27th October 2017.

Building on last year's success

A total of 62 lady members and their guests attended the Ladies Evening in June. They were welcomed and served Pimms by our three hand-

some 'butlers', the Commodore Chris Mansfield, the Rear Commodore House, John Sparshatt-Worley and Chris Gillingham – thank you gentlemen, you have clearly missed your vocation.

Entertainment began with our magician who, greeted by gales of laughter, baffled us with the sleights of hand he performed. After our meal Penquin, a young five-piece band, began their set with a mixture of light jazz and Bossa Nova rhythms. Their leader urged us to join in using plastic fruit shakers.

For the squeamish amongst you, yes indeed, there was a handbag spotted in the middle of the dance floor! A great time was had by all.

Our established events continue to be popular

The annual Macmillan Coffee Morning held in September was also a huge success. A really big 'Thank-You' to all our ladies who made cakes, helped serve coffee and gave a prize to the charity raffle.

During the morning ladies and gentlemen bought from three stalls and were treated to a glimpse of the fabulous forthcoming autumn/winter fashion trends by Devernois of Bedford Place, Southampton.

Delicious menus were a feature of Spring and Autumn Ladies' Lunches, together with interesting and inspiring speakers.

In October we welcomed Valerie Archibald who showed wonderful slides of her three-month walk from Hamble to Santiago de Compostela. Her talk covered personal details about solo walking and also the geography, accommodation, architecture, wildlife and landscape along the route.

We were all full of admiration for her achievement and stunned to hear she was leaving that evening for her next 'stroll' around Crete! What energy!

In April lady Members and their guests were intrigued to hear of a time gone by as they listened to Elfrida Eden Fallowfield who gave a light-hearted illustrated talk about her own experiences as a debutante, together with a short history of the social season from the 17th century to the present day.

Our two Bridge Drives are always a huge success and this year was no exception. In March we welcomed 13 tables of players and in November 18, some to play seriously and others to improve their skills.

It's not just playing bridge that makes the RSrNYC Bridge Drives so popular with Members, reciprocal Club members and friends – the tea has become a highlight of the afternoon with an assortment of tasty sandwiches and cakes made by the Ladies Committee.

And for those ladies who wanted a relaxed catch-up with friends, a glass of wine and two-course meal, our Athena Lunches in March, July and September provided just that opportunity.

Keep an eye on our Ladies Committee page on the RSrNYC website www.royal-southern.co.uk/Ashore/Ladies-Committee

Carol Gould



LOCAL MP OPENS CHRISTMAS FAYRE

The Christmas Fayre at the Royal Southern Yacht Club is an annual charity event run by the Ladies Committee. For one day Club Members transform the clubhouse into a busy marketplace.

The 2016 fayre was sponsored by 30 local companies. It attracted over 500 people who came to take part in fund-raising activities, buy gifts from 35 stalls selling a range of unique and interesting products and enjoy fabulous riverside views whilst eating and drinking.

The fayre raises funds for a number of local charities with support for Wetwheels being the primary charity of the year. The Wetwheels Foundation offers opportunities to help disabled people overcome their difficulties through sailing.

The Wetwheels Hamble boat is berthed at the Royal Southern Yacht Club. The Club has specialist facilities to enable access that were installed by the Club as part of the Prince Philip Yacht Haven development.

Geoff Holt MBE DL, the founder of the Wetwheels Foundation was sadly unable to open the Christmas Fayre. However, the Club was delighted that Mims Davies, our local MP for Eastleigh, agreed to stand in for Geoff.



TOP Mims Davies, MP for Eastleigh cutting the ribbon to open the 2016 Royal Southern Yacht Club Christmas Fayre.

TOP RIGHT Mims spins the Wheel of Fortune.

ABOVE Ladies Committee members with tea and cakes and showing some of the prizes.

LEFT A brisk trade at one of the stalls.

BRIDGE SOCIETY

The Bridge Society has had another very successful year with at least seven tables of players participating every Tuesday evening, from 7 to 10pm, and two to four tables on Thursday afternoons, 2 to 5pm.

It has proved extremely popular and allows a large number of people to enjoy a social gathering while stimulating their brains without having to get wet!

In addition to the bridge itself, the £1 per person per session charge covers tea or coffee and biscuits on Thursdays, and part-funded Club Suppers on Tuesdays. There is easy access to the bar as all sessions take place in the Upper Bar area.

Another session of lessons for beginners – under the expert tutelage of Pat and Mike Dodd – was held during the autumn, and a further 14 members learnt the basic skills. Most are now playing regularly with the society.

During 2016 we held three supper evenings plus a Christmas celebration, as well as supporting the two Ladies Committee Bridge Drives in mid-March and mid-November.

We would love to hear from anyone who is interested in playing, whatever your standard. We cater for the whole range of players, from those who have just learnt to the really experienced.

We play ACOL Rubber Bridge in a friendly and relaxed atmosphere. Why not get in touch? Whether you want to play regularly or just when in the area, come and join our merry gang for a great time in convivial company.

Please contact

Judy Greensmith 023 8045 7046
 johndandjudy@tesco.net
 regards Tuesday evenings and lessons, and
 Ann Hardy 023 8056 1705
 annieahardy@googlemail.com or
 Annie Campbell-Walter 023 8045 5530
 rc-w@talktalk.net
 for Thursday afternoon sessions.

CLARET DINNER - FINE WINES FOR THE ROYAL SOUTHERN

New additions to the Club's wine list

There will be a dinner in the Club's River Room on Saturday, 28th January, with a selection of a few fine Bordeaux wines available, as well as the normal wine list.

This is a great chance for those who enjoy better wines with good food to come and dine in the Club.

These Bordeaux wines may then be included in our wine list.



Club Wine Tasting

Our next wine tasting will be on Friday, 24th March with one of our expert tutors to guide us. More details will be available shortly and posted on the Club website.

CRUISING LOG

Each February we look forward to receiving the logs or blogs of the various cruises Members have done in the previous year. It is always interesting to find out where Members go.

If you have a chance during the winter months please think about submitting a log or blog. It needs to get to the Sailing Office by 28 February, 2017.

The winner will be announced at the Fitting Out Supper, where they will be presented with the Reid Trophy.

SOUTHERN RIB GROUP

RIB group events are open to all Club Members and their friends – whether you have a RIB or not.

Look out for dates for all our 2017 events – all welcome whether coming by boat or you can cycle to Brownich Shore in June, ferry to Cowes in July, or drive to Mudeford in August and December.

For more information contact louisesproule@yahoo.com

For four weeks from late November, the Royal Southern was home to the new AM37 powerboat, following its launch at the Monaco Yacht Show. A specially constructed marquee was placed over our floating slipway to provide protection from our British winter weather, for the boat and the many journalists, brokers and potential buyers who came to see her before she was shipped to Miami for the remainder of the winter.

She is the result of collaboration between Aston Martin and Quintessence Yachts and lists an extremely impressive specification. Capable of 50 knots, she is aimed squarely at the super-yacht sector. The prototype is likely to remain in the Americas, but subsequent models will continue to be built in the UK and are likely to be commissioned and handed over to their purchasers at the Royal Southern.

Her departure on 16th December was the opportunity for 28 members of the Hampshire Aston Martin Owners' Club and many Club Members to get on board to examine the quality of her excellent workmanship more closely and to watch a demonstration of her many automated features.



ASTON MARTIN

The link between the AM37 and our Club goes even deeper than this; as one of her design team is George Collett, who was a member of the Royal Southern Academy, while a student at Southampton University, and joined Quintessence after graduation.





Sunday 18 September 2016
 Royal Southern Yacht Club
 vs The Island Sailing Club

Royal Southern 1st XI
 Dr M Tomson (Captain)
 Sir Robin Knox-Johnson
 Jason Scott
 Geoff Holt
 (runner Sandy McPherson)
 Andrew Bates
 Peter Delbridge
 Alex Bingley
 Andrew Given
 Charlie Davis
 Charlie Madge (umpire)
 Shira (scorer)

BRAMBLES CRICKET MATCH

It was second time lucky after the first match was postponed due to one of the storms of the summer which saw pounding waves engulf what would have been the wicket.

It was feared that this match too would be cancelled after one well-known yachtsman, having passed the Brambles Bank in the early morning, was heard to remark that with the pressure and forecast the Bank would not uncover for the cricket that evening – a pessimist!

However, the team under the captaincy of ‘Tommo’ Tomson duly assembled and arrived on the Bank half an hour before predicted low water at 1835 - and to their amazement the Bank was already uncovering.

Jason Scott, the new Hamble River Harbour Master and an invited member of the 1st XI came out to play, although perhaps he did not envisage a snorkel as being part of his cricket equipment!

Another star player was Geoff Holt, and his runner proved to be exhausted after Geoff’s stint with the bat and much merriment as to Geoff’s mode of transport up and down the wicket.

The ISC team had also arrived, so the first over was quickly under way after the Southern won the toss. One member of the team had not appeared, although on further scrutiny Sir Robin Knox-Johnston was discovered in the middle of

a Royal Naval veterans’ tug-of-war!

The match was well publicised and Wet Wheels had been commandeered as press boat. Twelve journalists turned up, one even reporting to a German magazine. The national papers the next day carried photos together with articles, as did the local television stations on their 6 o’clock news. Radio Solent with Neil Sackley presenting had a spot on the first news of the day.

One of the journalists from the Press Association had been incorrectly briefed, arriving at Dock Gate 4 in Southampton. After much confusion, he jumped onto Wet Wheels at the last possible moment.

Most of the Press had never been out to the Brambles so you can imagine the astonishment when they found they were expected to wade onto the Bank, getting extremely wet watching a real game of cricket being played with a hard ball, sixes abounding and much swimming.

Sir Robin putting all to shame since his earlier participation in the tug-of-war, hit many of the sixes.

Quite a few spectators made it out to the Bank from both Clubs. The RNLI was in attendance with at least three of their RIBs fully kitted-out and keeping a close watch on our safety and even being press-ganged into helping haul RIBs off the sand.

The ISC this year had made a tremendous effort in the organisation of the match, they knew they would win! The Vicar of St Mary’s Church in Cowes, the Rev. Andrew Poppa, blessed the game and was opening bat for the ISC under the Captaincy of John Allan.

A red letter box made in the 1960s on loan from the Postal Museum in Newport was set up to receive postcards with a picture of an actual match. Those posted were franked with the special postmark, ‘posted on the Bramble Bank’. The Postmaster in this instance being a keen collector of letter boxes, had worked for the Post Office and managed to organise the special franking.

The Commodore had a special guest on board his RIB, François Laborde, Commodore of the Cercle de la Voile de Paris who own the One-Ton Cup. In his day job François is in charge of all the postal services in central Paris, so the post box on the Brambles held a special fascination!

After playing for the best part of 50 minutes King Neptune was gaining ground so stumps were pulled. However, this was one of the longest playing times ever - both the tide and light were playing ball for us.

The final score - 79 to the RSrnYC and 80 to the ISC – was proudly displayed on the new scoreboard, which was presented to the Club by Grapefruit Graphics. The cricket stumps were on loan from Hampshire County Cricket Club, and the chief groundsman was almost persuaded to come out to make sure that the pitch was in pristine condition!

Back to the ISC where we were all made extremely welcome for the prize-giving and supper, with the indefatigable Tom Richardson presenting his video of the whole match.

The trophy was duly presented to the ISC as decreed by the Rules of Brambles Cricket with

the host team announcing one or two surprises.

Our captain was awarded a bottle of champagne, which he duly shared with his team. Another Island member had produced a very special fun painting of the match, with limited editions still being available.

Revenge will be sweet when the Royal Southern host the match later this year... weather permitting.

Shira Robinson



ENTERTAINMENTS COMMITTEE

The Entertainment Committee’s year begins, or ends, depending on which way you look at it, with the New Year’s Eve Ball. This is the principal event in The Southern’s social programme and is always a glittering event.

Another popular fixture is Burns Night, and the 2016 edition was very well attended. After a splendid themed dinner we heard the traditional *Address to the Haggis* from Ian James. Bill Blaine managed to moderate his accent just enough so that the audience could comprehend his *Immortal Memory*, and Serena Alexander kept us all amused when she responded to Chris Gillingham’s *Address to the Lassies*.

Sandy McPherson had the not inconsiderable task of moderating the proceedings which he achieved most successfully in his role as Master of Ceremonies.

This was probably the liveliest and, dare I

say, most riotous Burns Night for many a year. There were many heavy heads the following morning to testify to it.

The Jazz Night was altogether a more restrained event but equally as well enjoyed by those who attended, and the French Themed Evening attracted some ladies in quite sensational costumes.

As well as these celebrations, we enjoyed an interesting programme of Wednesday evening lectures, each followed by a club supper. We have Ann Peddley to thank for organizing the speakers, a task which she has performed very efficiently for more years than most of us can remember.

This programme will be revisited during 2017 and the Entertainments Committee will be working hard to come up with new ideas to attract our members.

So check the website and make sure you sign up for the events in good time.

Dudley Stock

LADIES RACE 2016

Ladies Race top 3

- 1 *Needlework* Anne Smith
- 2 *Malaika* Sasha Lines
- 3 *Hot Rats* Lis Robinson

The forecast was force 4 to 6, so we had replaced our large furling genoa with a small flatter jib, and thus armed we set forth for the starting line in the region of Royal Southern.

I had the best team ever - Dot, Nicky, Helen, Linda and Maggie - and we were all very excited and looking forward to our adventure. Unfortunately by the time we arrived at the line the wind had evaporated.

Nicky was on the VHF and reported that other race officers in differing areas of the Solent were also complaining of a lack of wind. Anyway we checked the forecast again and apparently we were going to be down to 2-3, if we were lucky.

Up on deck with the big jib, and ready to start again. At this time we were only minutes from the official start. Nicky calls up from below to inform

us that a 30 knot line squall was coming through at any minute.

We headed up into it assuming that an AP would go up. The squall came through, boats were knocked flat in all sorts of chaos, 30 knots of wind, solid hail, you could hardly see the bow of the boat, never mind anything else.

Shock horror, a call from below to say we were halfway through the starting sequence. Eventually the squall went through, and we were on the wrong side of the line and had to make our way round the pin end.

Never in my born days have I been in such a start! Anyway, everything calmed and we had a terrific race. It was a lovely course and the girls, even though soaked, entered into the spirit of the thing and we had a great race.

We won the all-girls prize, had a great sail back to base with glasses of champagne in hand and, of course, crisps.

Katie Vigar
 Dino Volante

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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.

ANOTHER BOXING DAY GUEST



A cheeky Robin gatecrashed the Boxing Day Lunch Party in the Upper Deck Bar at the Southern, much to the amusement of the Members who were manning the bar.

As usual on the day after Christmas the Members bring along lots of nibbles and look after the bar whilst the staff take a well-earned break.

Despite attempts to usher the unwanted guest out of the open doors he seemed quite happy to sit and enjoy the company of Members and their guests and finish off some of the uneaten tit bits after everyone had left. What he made of a left over gin and tonic is another matter, perhaps it was only a small swallow!

Photographs by Amber Sexton

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J 2017 EUROPEAN CHAMPIONSHIPS
70 ROYAL SOUTHERN YACHT CLUB

JUNE 3-9



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J 2017 WORLDS
80 ROYAL SOUTHERN YACHT CLUB

JULY 8-14

These events may see up to 80 boats with 400 crew. The Club will be humming with international sailors and a fantastic après racing atmosphere, and we are looking for a small army to help out. Most of the help will be needed at the weekend when the boats arrive, are weighed and launched. We need people to help with marshalling boats and trailers, measurement, registration and manning the help desk and race office. We will have professional measurers - so no previous experience is necessary.

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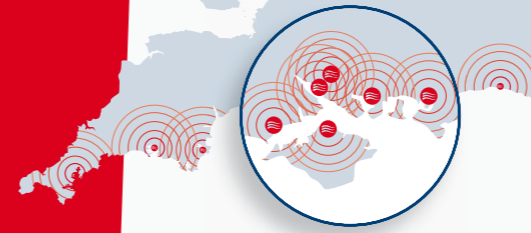


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- 2** welcoming bars
- 2** great restaurants
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- 4** highly competitive Summer Series regattas
- 4** Club J/80s available for training and racing charter
- 4** clay pigeon shoots every year, at least
- 5** rounds of golf, a minimum
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- 12** comfortable en-suite bedrooms
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- 20** fascinating Wednesday lectures
- 20** RYA training courses
- 21** dry berths available by ballot
- 25** cruiser, motorboat and fun days
- 47** moorings available through a ballot
- 64** walk ashore berths in the Prince Philip Yacht Haven
- 1,601** fellow Club members and friends

... and not forgetting –

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



NEW MEMBERS IN 2016

Honorary

Owain Franks [1]
 Richard Hill [1]
 Bernard Kinchin [1]
 Simon Lavers [1]
 Ian Redsell [2]

New Members

Jodie Abrahams
 Alexander Ahmann
 Victoria Akhurst
 Adriana Almeida Mendonca
 Janet and Micheal Barringer
 Annabel Bates
 Fiona and William Best
 Diana and John Betts
 James Bottoms
 Simon Bottoms
 Suzanne Bottoms
 Andrew Bowring
 Christopher Bowring
 Charlotte Bray
 Morven Brown
 Luke Burns
 Debbie Byng
 Lana Chin
 Andrew Cornish
 Robert Cotteril
 Deryth Coultard
 Pamela Denham
 Mark and Susannah & Freddie and Lucie Denton
 Lionel Durix
 Anne Ellis
 Paul Nicholas Ellis
 Sarah Fazakerley
 David and Simone & William, Hugo and Isla Fletcher
 Emily and Shaun Frohlich
 Thomas Alexander Goodbourn
 Phoebe Griffiths
 Roger Gunn
 Fiona Hammond
 Charlotte Harland
 Marcel Herrera
 Sandra Hoare
 Peter Hopps
 Lorna Hubbel Rahanian
 Katherine and Peter & Ella and Oliver Hughes
 Piers Hugh-Smith

Robert Jordan
 Alan Keating
 Sam and Victoria & Alice, Billy and Eliza Keppel-Compton
 John and Kim Knox
 Patricia and Stephen Lake
 Jackson Lambert
 Oliver Love
 Laura Marimon Giovannetti
 Sarah McCrickard
 Ian McDougall
 Kaiden McGowan
 Anne-Laure and David McLeman
 Paul and Roberta McNeil
 Aisling and Tom & Ella and Pippa McWilliam
 David and Stacie Mitchinson
 Robert Morris
 Christopher Nairn
 Lizzy and Neil & Alexandra and Samuel Peattie
 Justin and Lisa Philipps
 Andrew Charles Quicke
 Craig Rahanian
 Tanya Robinson
 Sandie and Tim Roe
 Donna and Martin & Eva and Sophie Rouse-Collen
 Jeremy Samengo-Turner
 Duncan & Rory and Thomas Saunders
 Kate Sawbridge
 Jakob Schumtz
 Amber Sexton
 Susan Skellon
 Seb Sloane
 Chris Sturgeon
 Anthony and Jean and Edward Tahourdin
 Michael Tims
 Sandra Veryard
 Jeremy & Imogen and Sebastian Waitt
 Elizabeth Wallis
 Duncan Wells
 Richard White
 Doga Yapakci

Notes: [1] Flag officers of the Royal Thames YC are given honorary membership in a reciprocal relationship with the Royal Southern during their time in post; [2] Commodore of the RAFYC during the planning and early construction of the joint PPYH project.

It is with the deepest regret that we record the passing of the following Royal Southern Members in 2016:

David Allen
 Susan Barker
 Peter Brunton
 Bill Cottell
Past Commodore
 Brian Dixon
 Roger Harding
 Martin Parr
 Verena Pobjoy
 Jennifer Shawcroft
 Claire Sloane
 John Spicer
 William Tracy
 Ken Trench



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

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

The Clubhouse

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

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



Upper Deck Bar

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

Members Bar

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

River Room

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



Dining Room

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

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



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



Yeoman Room

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



Bedrooms

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

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

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

Chart Room

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

Den's Deck

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

South Terrace

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

The Pier

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

Prince Philip Yacht Haven

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

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

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



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-Tue	Closed
Wed-Sat	1900-2130 hrs

* Subject to demand

LAUNCHES

WINTER LAUNCHES

(1st October - 31st March)

Mon-Sun	0800-1800 hrs
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SUMMER LAUNCHES

(1st April - 30th September)

Mon-Thur	0800-1800 hrs
Fri-Sat	0800-2000 hrs

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

2017 PROGRAMME

Date	H/W Ports	Event
JANUARY		
18		Lecture – David Willey, Curator at the Tank Museum
25		Lecture
26		Ladies Who Lunch
27		Seminar – Rules of Sailing 2017-20
28	1144	Academy Frostbite Series 1
28		Claret dinner
FEBRUARY		
1		Lecture – David Cleghorn, The strange case of Commander Crabb
8		Lecture
15		Lecture – Stuart Judd, Coastal ways Lymington and the New Forest
16		Bridge drive
22		Lecture
25	1044	Academy Frostbite Series 2
25		Jazz night
MARCH		
1		Lecture – Jason Smith, Hamble Harbour Master
8		Lecture – Jeremy Parson, Pegasus Bridge
10		Dementia coffee morning and Ladies Who Lunch
11	1023	Academy Frostbite Series 3
12		Warsash Spring Series
15		Lecture – Karen Master, Sailing through the history of the universe
16		Golf Society – Corhampton
19		Warsash Spring Series
22		Lecture – Michael Goodwin, Sailing around Britain for cystic fibrosis
24		Wine tasting
25		Little Ship Club dinner
26		Warsash Spring Series
28		Shooting Society – Owls Lodge
29		Lecture – Neil Stewart, The Polar Arctic, polar bears and glaciers
APRIL		
1		Fitting-out Supper
1-2	1523	British Keelboat League Youth Qualifier
2		Warsash Spring Series
8		Open day / New Members
8-9		Warsash Spring Championships/ Series
14-16		RORC Easter Regatta
15-17	1456	Easter Rally to the Folly and beyond
19		Golf Society – Hockley
22-23	0907	Warsash Spring Championships/ Series
26	1157	Ladies Afloat
27		Spring Ladies Lunch
28		Cruiser Spring Supper
29-30	1415	Fast 40+ Spring Regatta
29-1 May		Solent Cruiser Race and Rally
29-5 May		Antigua Sailing Week

Date	H/W Ports	Event
MAY		
6-7		Motorboat Weekend
9		Golf Society – Southwick
12		Ladies Who Lunch
13-14	1404	May Regatta
16-18	1547	Mid-week rally to Beaulieu
19		Shooting Society – Ley Farm
19-21		Vice Admiral's Cup
20-21	1942	RYA Match Racing
24	1046	Ladies Afloat
26-29	1220	Deauville Race including Cruiser Class
		Motorboat Weekend in Deauville
		Golf Society - Hotel Barriere du Golf, Deauville
JUNE		
3-9	0726	J/70 European Championships
10		Harbourmaster's Dinghy Pursuit Race
10-11	1308	June Regatta
		Motorboat Weekend in Yarmouth
13-15	1454	Mid-week rally to Bembridge
15		Golf Society - Lee-on-the-Solent
17-18	1801	J/80 National Championships
		Dehler/Hanse Regatta
21	0930	Ladies Afloat
22		Royal Ascot Ladies Day and lunch
23-25		RORC IRC Nationals
24-25	1206	Cruiser Handicap Race and Rally to Yarmouth
26	1352	Mid-week rally to Horse & Jockey
30		Fast 40+ Windward-Leeward Racing
JULY		
1	1826	Round The Island Race
1-8		Cruiser Race followed by cruise in company
8-9	1210	XOD Central Solent Championships
		Motorboat Weekend in Bembridge
8-15		RORC Dragons Edinburgh Cup
10-14		J/80 World Championships
13		Golf Society – Skylark
15-16		Tattinger Regatta (RSYC)
17-21		Cowes Classics
19	0805	Ladies Afloat
20-23		SB20 National Championships
22-23	1106	July Regatta
22-23		Impala Nationals (HRSC)
27		Ladies Topsy Tea
29-5 Aug	1659	Cowes Week
29-6 Aug		ICOYC cruise in Finland
AUGUST		
2		Commodore's Cocktail Party
6		RORC Fastnet Race start
8-10	1302	Mid-week rally to Portsmouth
12-13	1525	Poole and Back Race and Rally
16	1913	Ladies Afloat
21-25		Splash Week
24		Golf Society – Chilworth
26-27	1536	Bursledon Regatta

Date	H/W Ports	Event
SEPTEMBER		
2	0956	Sailability Day
3	1045	Club Pursuit Race
5-7	1159	Mid-week rally to Lymington
8		Ladies Evening
9-10	1417	September Regatta
12-15		J/70 Worlds
13	1743	Ladies Afloat
13-16		One Ton Cup (RYS)
14		Shooting Society – Compton Manor
14		Golf Society - East Horton
16-17	0857	Hamble Classics
16-24		Southampton International Boat Show
17		Bart's Bash
29		Macmillan coffee morning
23-24	1418	Hamble Scramble and Cruiser Race to Yarmouth
30	1340	Denise Cartledge Memorial Ladies' Race
30-1 Oct		Hamble Winter Series
OCTOBER		
1		Ancient Mariners' Race
4		Lecture
8		Hamble Winter Series
12		Autumn Ladies Lunch
13		Cruiser Supper
14-15	0730	Folly Rally
14-15		Hamble Winter Series
18		Lecture
21		Trafalgar Night
22		Hamble Winter Series
25		Lecture
27		Gentlemen's Lunch
29		Hamble Winter Series
NOVEMBER		
1		Lecture
4		Xmas Fayre
8		Lecture
11		Prize-giving
12		Hamble Winter Series
15		Lecture
16		Bridge drive
18		Laying-up Supper
19		Hamble Winter Series
22		Lecture
25		AGM
26		Hamble Winter Series
29		Lecture
DECEMBER		
3		Hamble Winter Series
6		Lecture
9		Motorboat Dinner
12-13	0745	Christmas Rally
13		Carols evening
17		Christmas lunch
26		Boxing Day bar
		Foxer Racing
31		New Year's Eve Ball

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

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

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