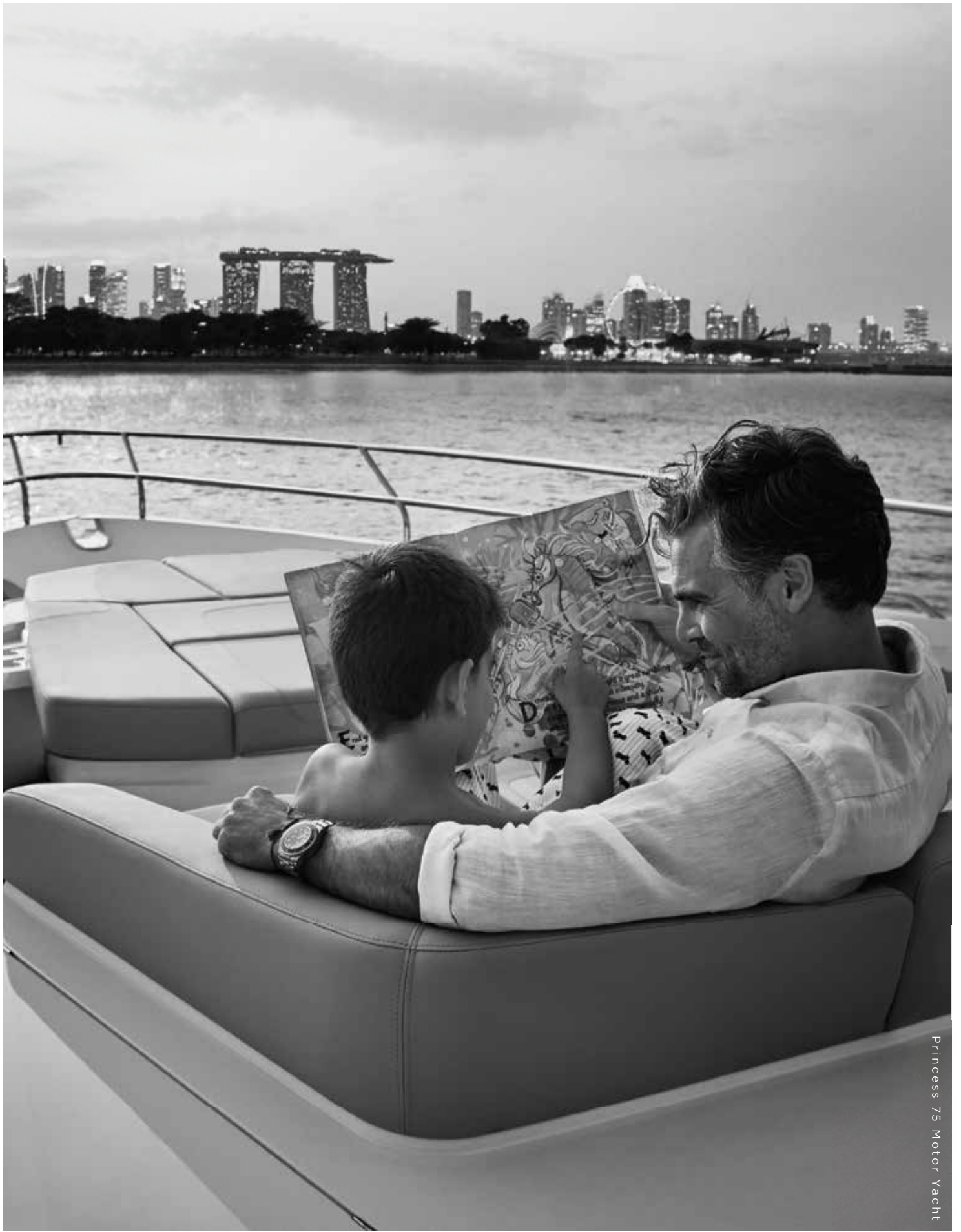


ROYAL
SOUTHERN
YACHT CLUB
SUMMER 2017

the SOUTHERN





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EDITORIAL TEAM

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

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CONTRIBUTORS

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

Angus and Annette Newton	Jonty Sherwill
Ann Arscott	Judy Greensmith
Beken of Cowes	Land Rover BAR
Bill Carlidge	Linda Munro
Tessa Cottell	Louay Habib
Bryan Hughes	Maggie Widdop
Carole Gould	Mark Breton
Channel 4	Mark Tomson
Chris Gillingham	Michael Foster
Chris Hogan	Michael Norton
Chrissie White	Pat North
Colin and Naomi Hall	Paul Wyeth
David Mead	Peter Bruce
David Skellon	Rick Tomlinson
Dick Long	Sandie Llewellyn
Gill Pearson	Shaun Roster
Graham Nixon	Sheelagh Evans
Jack Neale	Stevie Beckett
John Walker	Tim Pyle
	Tim Robinson
	Tim Thubron

ROYAL SOUTHERN YACHT CLUB CONTACTS

Office & Administration
023 8045 0300

Christopher Hogan Chief Executive &
023 8045 0301 Club Secretary
secretary@royal-southern.co.uk

Tim Thubron Sailing Manager
023 8045 0302
sailing@royal-southern.co.uk

Management Accounts
023 8045 0304
accounts@royal-southern.co.uk

Bosun
07900 872 461

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COVER PHOTOGRAPH

By Paul Wyeth at the 2017
J70 European Championships.

THE COMMODORE



It is hard to believe we are already half way through the year. Time does seem to fly and the Club has been busier than ever throughout recent months.

I write this just after returning from a memorable weekend in Deauville. A spinal operation meant that I had to adopt a spectator's role last year, so it was great to be back racing to Deauville and I was pleased to be invited to crew on board Rear Commodore John Rutherford's boat *Degree of Latitude* with fellow Club Members.

Before I comment on other activities, I'm sure that you'd like to know how we're getting on from a financial perspective. I am pleased to report that everything is going in the right direction and I would like to add my thanks to you all for your help in getting us there. Following the completion of the Prince Philip Yacht Haven there were well-aired debates about the tight watch we would have to keep on our cashflow this year, and that meant making sure that we keep to our budgets.

By the end of January, the peak borrowing month, we were 11 per cent ahead of last year and 7 per cent ahead of budget. That, helped by the '1,000 Society' initiative led by John Greensmith and Lesley-Jane Nicholson, meant that the cash flow pinch point came and went without a problem. Lots of people contributed to this through greater use of the Clubhouse, careful control of costs and a generally upbeat attitude.

We welcomed our new Club Secretary and CEO, Chris Hogan, in the second week of January and it wasn't long before he had his feet well and truly under the table, making changes in areas of the Club management where he and the Executive Committee recognised the need.

Chris started his Army career as a helicopter pilot in the Army Air Corps and left as a Lieutenant Colonel having served at the British Embassy in Paris. He joined us after spending five years as secretary at one of the great London clubs – the In & Out (Naval and Military Club). His influence on rising standards is already well evident and we thank both our existing and new members

of staff who are working alongside Chris to deliver them. It is beginning to come together and greater use of the Clubhouse, bars and dining rooms show that Members are reacting to a better experience, and that is all evident in our numbers, now – late May – with revenues some 4 per cent over budget and net profit 26 per cent ahead.

2017 started with a very enjoyable and well supported New Year's Eve party. The Clubhouse looked stunning thanks to the decorations produced by the Ladies Committee, flower ladies and the Events Committee. Our thanks go to you all. Members and their guests wined and dined the evening away with a splendid buffet dinner arranged by our catering team and dancing to the Underdogs. A successful Burns night soon followed and our year was underway.

The sailing season started with our Fitting Out Supper on 1st April. 179 members were lucky enough to have tickets to the sell-out event, the largest number at a Fitting Out Supper for many years. The highlight of the evening was our after-dinner guest speaker Mike Golding OBE, who



entertained us with an inspirational and amusing presentation about his solo Vendee Globe races as well as stories of flying squids and spotting ink. He assured us it was no

April Fool. On behalf of the members, I was delighted to offer Mike and his wife honorary membership of the Royal Southern in recognition of his incredible sailing achievements during his career, which he graciously accepted.

I move on to membership and our very successful Open Day on 8th April. Over 200 new Members have joined since December, of whom 32 young families joined on the Open Day itself. All are genuinely interested in sailing, and we particularly welcome the



young families who will feed into the Splash and Youth sections and our other young people's groups in the years ahead. During the Open Day we were honoured to unveil the new staircase photograph, generously donated by Sheelagh Cohen in celebration of her husband Lennard's 90th Birthday.



Rick Tomlinson's magnificent action image features Mike Bartholomev's *Tokoloshe* and Sir Keith Mills' *Invictus* – both Club members.

While most of us were de-winterising our boats ready for the new season, our Academy was busy running a very successful Frostbite series, sponsored by Doyle Sails. The Cruising section of the Club also took to the water early with an Easter rally to the Folly. David and I enjoyed joining the competitors for the Solent Cruiser Race in Cowes at the end of April after the cruisers had undertaken an exhilarating sail from Beaulieu to Cowes. Spirits were high but the stories of a very wet and exhausting sail kept everyone entertained over dinner.

I was delighted to attend a charity lunch in early May to celebrate the first anniversary of WetWheels Hamble. We enjoyed an excellent buffet lunch and were entertained by Richard Stilgoe and his Orpheus group. It was inspirational to listen to the young singers and to support this worthwhile cause.

The Summer Series started with our May Regatta, sponsored by North Sails, which attracted the largest entry for an event since our 175th anniversary regatta in 2012. Classes raced over two days and the race management team arranged some excellent courses in windy and gusty conditions. I might have asked the weather Gods for a little less wind for my first outing this season, but we had fun and thanks to my excellent crew we even managed to win our class! No fewer than 121 Members and guests enjoyed a Mexican-themed dinner on the Saturday evening. Our beer tent was a great success and thanks go to our sponsor Shepherd Neame for kindly supporting the post-racing drinks.

Many of our sailing, racing and shoreside activities will be covered by other contributors to this magazine, not least the J/70



European Championship. Rear Commodore Robert Vose and the sailing team worked hard to get everything ready for the championship, one of our high profile events this year with 45 entrants from 11 countries. It was a privilege for the Royal Southern to host this event and we enjoyed working with Key Yachting and the J/70 Class Association to bring the championships to the UK for the first time.

Not many Clubs will have done so much, so early in the season and we still have the J/80 Worlds to come, our first World Championship since 1999, but that is the icing on the cake of a very extensive racing, sailing, cruising, motorboat, Youth and Academy programme.

My thanks go to all the Members, for supporting our Club and the many volunteers from all sections of the Club, without whom we could not run such excellent events. All our events are being well supported and there is a good buzz throughout the Club.

You have probably noticed our wonderful new outside furniture purchased with funds raised by the Ladies Committee. What a difference it is to have furniture in the Lower Deck to sit out and enjoy the ambience. Many thanks go to the Ladies Committee for their sterling work raising money for the club and their chosen charities.

I would also like to thank my Flags as well as the Executive Committee members who are working tirelessly for the Club. David and I look forward to joining you at as many events as we can, both on and off the water, throughout the season.

Finally, before going to print we received some wonderful news. I am thrilled to report the success of Academy Member Annabel Vose at the Red Bull Youth America's Cup in Bermuda. Annabel started her sailing life as a Splasher at the Royal Southern and was the only girl to take part in this event. She represented Great Britain's Land Rover BAR Academy winning team. It is an amazing achievement and our congratulations go to Annabel and her team mates.

Above: 'Illywhacker' with the Commodore aboard winning its class in the June Regatta.

Left: Sheelagh Cohen with the Commodore at the unveiling of the new photograph on the reception wall.

Previous Page: The Commodore presenting guest speaker Mike Golding OBE, Honorary Membership at the Fitting Out Supper.



Previous Page: New Members Debbie and Matt Hampton with their children talking to Dr. Mark Tomson at the Open Day.

Below: Fay and Andrew Webster with the Commodore on the new Lower deck furniture.



Karen Henderson-Williams Commodore

OPEN DAY

at the Southern

The Open Day at the Club proved to be a great success, and was held in near perfect weather conditions that showed off the Clubhouse and all our facilities in the best possible circumstances.



Below: Installation of the 6.5 metre long image with Sheelagh Cohen and the Commodore before the unveiling.

Below Right: The Dining Room displaying all the different activities of the Southern

In addition to our normal activities highlighting all the Club's activities and societies, we also held the New Members' reception and the unveiling of the new picture on the main staircase, which was generously donated by Sheelagh Cohen in recognition of her husband Dr Lennard Cohen's

The day did not just happen all on its own. My Vice-Commodore Graham Nixon and I would like to express our heartfelt thanks to everyone who supported us to make the day happen - especially Flag Officers and Members who encouraged friends and neighbours to come along and

proposed or seconded their applications; Tim Robinson for helping with the membership drive and interviewing potential candidates along with Flag Officers, Executive members and some Past Commodores. Yes, we called in all the favours and it added to the atmosphere of the day.

Huge thanks go to the committee chairmen and

members who prepared and manned the stands; Brian Curtis who designed all the pop-up banners; Phil Riley and Peta Stuart-Hunt for running the social media, and our Ladies Committee who had donated the marvellous new furniture on the Lower Deck and re-planted all the flower beds; and many, many more volunteers.



90th Birthday. Thanks to Mercator Media for the printing and installation of the striking photograph, which was taken by the renowned marine photographer Rick Tomlinson and features two Members' yachts.

Recent applicants for membership were interviewed on the day itself, while 35 visitors were so impressed by what they saw that they applied for membership on the spot. In total, over 200 active sailors, including many younger families, have applied to join the Club since our membership drive started in January; far more than we dared hope for back in December and exceeding all our expectations.



A very special thank-you goes to all our staff who worked tirelessly to get the Club looking magnificent; especially Stephanie, Gloria, Dawn, Michelle and Rob who worked so late the evening before that they had to spend the night in the Club bedrooms; Laurence and our kitchen staff who kept everyone fed from the barbeque; Cherie and our housekeepers who made sure everything was spotless; our waiting staff who worked non-stop to keep everyone's glass topped up; and, not least, our Club Secretary Chris Hogan who pulled it all together and kept everything running like clockwork. Oh yes - and whoever it was who arranged the glorious weather.

*Karen Henderson-Williams
Commodore*



Top: The new Lower Deck furniture.

Centre Left: The new Member's party on the pier.

Above: Michelle, our new event co-ordinator lends a hand with canapés

Centre Below: The Academy demonstrating the Club J80s.

Below: A picture in a Panama!



ONE HUNDRED DAYS ON ROPE WALK

Donald Trump and I took office on roughly the same day - in our own kind of way. Like Mr Trump, I assumed that with my background I knew what I was letting myself in for and, of course, the reality has proved different, for us both (by the way that's where my similarity with the President probably ends!).



*Chris Hogan,
Secretary and CEO.*

By the time you read this it will have been over one hundred days since I left the chaotic hustle-bustle of St James's Square in my grey pin-striped suit and headed south to Hamble. On arrival, Hamble appeared to be closed... completely. I sensed I was in a very different world! I presented myself at reception and declared that I was the new Secretary. The young man behind the desk slowly looked up at me, shot his cuffs and said 'yeah, I know'. I was impressed.

In fact, I've been impressed ever since my arrival. You have a world class Clubhouse and yacht haven in probably the finest sailing location in the country. There is a tangible passion and loyalty shown by all Members for their Club, highlighted by the notably low numbers of resignations. The number of you readily volunteering to help in all events when necessary is impressive, recruitment is buoyant, and Member's use of their Clubhouse for social events and dining is on the increase. There is a justifiable and confident air of optimism and pride here, to a degree which I have seldom seen in clubland.

The Clubhouse and associated sailing facilities are second-to-none in the UK and the Prince Philip Yacht Haven was an inspired development which will help ensure the Club's future success. The major Clubhouse development is over 20 years old and I suspect its real potential has yet to be discovered. The Executive Committee have given me clear direction to increase our level of trading and careful marketing of the Clubhouse will be a key element in this. Each application for corporate hire of our facilities will be considered on its merit and will only be agreed if the impact on Members is deemed as acceptable and worthwhile. Your continued use of the Bars, Dining Room and attendance at Club events are important for financial security. Reassuringly, I sense little reluctance in this area.

As summer has come upon us, I am beginning to appreciate the quiet of January to March as the opportunity to build up my understanding of the Club and its Members, before the pace of activity increased in line with the temperature. This it has done over the past 10 days with the J/70 European Championships and June regatta, which stretched our resources, but not to breaking point. It has been an eye-opener for me and my staff, but exciting and satisfying that we were able to deliver it successfully and to see trading returning to the levels I understand were common several years ago.

There are some exciting projects in the pipeline which will enhance your enjoyment of the Club. The House Committee has prioritised a list for presentation to the Executive Committee. Plans are made, quotes have been received and once finances allow, work will begin. Flooring throughout the Clubhouse will be replaced. Outside stairs will link the deck in front of Reception to the Bar areas. New kitchen equipment will allow more proficient preparation by our chefs for banqueting and Upper Bar dining. An awning over the deck outside of the River Room for al fresco diners will be made possible thanks to a generous donation from the Ladies Committee.

No doubt you joined this Club not only for the facilities offered but also in order to mix with kindred spirits in exclusive and managed surroundings. Part of the enjoyment of a Club is being comfortable with the rules and regulations which are developed and agreed by you the Members. The rules in this Club are not overbearing but simply common sense in order to ensure the environment is enjoyed by everyone. Transgressors must expect to be noted and in extreme circumstances action taken against them, but in most cases I would hope that discrete words from fellow Members or senior members of staff will resolve a situation.

The Club has in the past suffered from a high turnover of staff. I have taken considerable steps to address this, including minimising the number of zero-hours contracts and boosting training, and I hope you will appreciate that we now have a hard working, loyal and capable work force to look after you. Correct treatment of the staff should be a given, especially in a Private Members Club such as this. May I remind Members that should you have any reason to complain please do not do so directly to junior members of staff but instead find a manager or preferably find me. On that note can I also say that I am heartily encouraged by those of you who take the time to write to me or to speak to me, on all matters, good or bad. I rely on feedback in order to keep my finger on the pulse of the Club.

I consider myself immensely privileged to be working at such a prestigious Club as this and I am grateful to all Members for making me feel so welcome. I look forward to continuing to get to know you over the coming months.



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BILL COTTELL

1929-2016

Past Commodore and Trustee

Bill Cottell had three great passions in his life - his wife Elaine, his business ventures and sailing. A fourth - parties and champagne - could also be added.



Born in 1929, the youngest of nine siblings, he was brought up in a modest two up two down in Southampton until the war prompted evacuation to Dorset at the age of nine. His full time education at the grammar school in Poole was interrupted by further moves and at fifteen he became an office boy for a building firm and immediately enrolled at night school. National Service at eighteen at the School of Military Engineering followed by a posting to Singapore quickly taught him leadership skills and when he returned to the UK he was determined to succeed, obtaining surveying qualifications and pursuing entrepreneurial ideas.

In 1952, at the Polygon Hotel Southampton, to the strains of *Some Enchanted Evening*, Bill met the greatest passion of his life, his wife Elaine, and in July 1955 they married and remained a devoted couple for 61 years. He was intensely proud of his daughters Tessa and Nicola and grandchildren brought a new dimension to his life; not only was he immensely proud of their educational achievements he loved having fun with them. There cannot be many car enthusiasts willing to let a thirteen year old granddaughter drive their convertible Bentley Continental.

Elaine's father sadly died six weeks after their marriage and over the coming years Bill not only secured the future of Elaine's family business but did so whilst simultaneously building up his own business interests. Hydralon plc, which grew into a large public coatings company, was born when he teamed up with his brother Jock, a brilliant

inventor, over the kitchen table and their first contact was completed with pliers and wiring over the kitchen stove. His relationship with Ron Amey led to an international corporate career. As Managing Director he built ARC Marine into a leader in the field and after its acquisition by Consolidated Goldfields he became the go-to man for difficult assignments. A manganese nodule venture in San Diego; an Australian ocean dredging initiative; commissioning ships for a large private company and a major partnership with the Van Nieuwpoorts in Holland were relatively routine assignments compared with acquiring a navy and air force on behalf of the Abu Dhabi government.

Bill's other great passion was sailing. His first sailing experience was on the Norfolk Broads and he carried on sailing whilst on National Service in Singapore. He bought his first boat in 1953; an 1898 Bembridge Redwing for which he paid £85. Their first sail in the rechristened Elaine from Cobden Bridge to the mooring off the Jolly Sailor did not go to plan as they ran aground on Hamble Spit and had to wait to float off on the rising tide.

After two years he sold Elaine and bought Amuse in which they had 'their first big adventure' - crossing the Channel for the first time.

In 1959 he bought *Brynhilde*, a 33ft Class three ocean racer which he raced for some four years with limited success. She was exchanged in 1963 for *Gimcrack*, a 38 ft ocean-racing yawl. This was an Admiral's Cup year and, shortly before the start of the Channel Race, Bill was contacted by his friend and subsequent business colleague Ron Amey to ask if he would stand in as his navigator on *Noryema III* as his regular guy had fallen sick. *Gimcrack* was already entered in the race but, after discussion with Elaine and the crew, it was decided that the prestige of crewing for one of the British team won out and Elaine would skipper *Gimcrack*. Just before the start of the race the wind dropped to nothing and almost all the boats dropped a kedged anchor, including Bill's. Shortly after the start a zephyr of wind picked up from the east and an American yacht *Windrose*, which had not been kedged, passed astern of Bill and raised a white protest flag. Some forty hours later, at the end of the race, *Windrose's* protest that her progress had been impeded was upheld and the resulting time penalty meant that *Gimcrack*, skippered by Elaine, had beaten one of the cream of Britain's offshore racing teams.

In 1964 he decided to build a new boat *Fire-dancer* which was to be his last offshore racing boat as, after three years of racing, with the demands of a growing family, he commissioned a new cruising yacht from A H Moodys, *Firedancer of Hamble* which he cruised extensively and was eventually sold in 1978.

Bill did not restrict his racing to his own yachts or to sailing boats and he was part of the winning British team in the Onion Patch series in 1966, having also participated in 1964 and in numerous offshore races. He also played a pivotal role in the Round Britain Powerboat Race in 1969 which was organised by the Royal Southern. Some 50 boats took part and the race, which was started by HRH The Duke of Edinburgh in

*Opposite Page Top:
'Firedancer of Hamble' at
the Club pontoon.*

*Opposite Page Centre:
Cannons being fired from
'Firedancer's' foredeck.*

*Opposite Page Centre Right:
Bill Cottell in Club Mess Dress
with an oft-present cigar.*

Portsmouth consisted of 10 legs; first to Falmouth then Milford Haven, Isle of Man, Oban, Inverness, Dundee, Whitley, Great Yarmouth, Ramsgate finally returning to Portsmouth - a total distance of 1,400 miles. It was sponsored by British Petroleum and the Daily Telegraph and was rumoured to have cost £100,000 to organise. The costs included providing accommodation, hiring two fixed wing aircraft and two helicopters to transport the organising committee to the various venues. Bill was head of the race committee and had to adjudicate on the many incidents that occurred during the event, including cheating.

Bill and Elaine joined the Royal Southern in 1961 and having served on the Management Committee and Chairman of the Finance Committee, Bill held the posts of Rear Commodore, Vice Commodore and became Commodore in 1970. There were a number of highlights during his term as Commodore including visits to Downing Street to present the then Prime Minister, Edward Heath, with several trophies and in 1971 he played a pivotal role in the organisation of the welcoming celebrations for Chay Blyth after his non-stop sail around the world. *Firedancer of Hamble* acted as the finishing line and fired the gun to mark the end of the voyage although Bill was not on board due to his duties as Commodore which required him to be at



the Club to welcome the many VIPs including the Prime Minister, Prince Philip, Princess Anne and Prince Charles. In 1975 he was appointed a Trustee of the Royal Southern, a position he held until 1993 and, in 2002, at the lunch to celebrate Prince Philip's 50th year as Admiral Bill and Elaine were presented with a Club burgee, by Prince Philip, as a token of the Honorary Membership which had been given in recognition of their services to the Club. Without his and Elaine's contribution to the Club we would not have the splendid Club that we have today.

Bill's life was not only about sailing and hard work it was also about friendship and fun. He loved attending and giving parties - particularly when there were copious quantities of champagne. His achievements were great, his beliefs inspiring but, perhaps more importantly, his capacity for friendship, fun and love were infinite.



MAJOR JOHN ROBINSON

1927-2016

John Robinson, father of past Vice Commodore Tim Robinson, joined the Club in the early 1970s after he was introduced to it by his father-in-law, Major Geoffrey Payne.

John had an active military career, much of it serving with Gurkha regiments. At one stage he was stationed in Nepal, as military attaché to the King of Nepal. He ensured that retired Gurkhas were paid pensions, annually in cash.

During his posting in Nepal he led a small detachment of armed Gurkhas to fend off communist rebels, while trekking the highland villages and the foothills of Everest. Many goats were barbecued in his honour by the Gurkha families.

His sailing started in the Army, at Kiel whilst serving with BAOR. This was followed by chartering and racing on Royal Artillery yachts *Sr Barbara* and *Ravelin*, Nicholson 43s based at the Joint Services Sailing Centre in Haslar. This had

been set up by those renowned Club members Les Williams and Sir Robin Knox-Johnston.

Before retiring, John bought his first yacht, *Khushi*, a Sabre 27, then shared a Sigma 33, *Khushi II*, with Tim. The family has had four separate boats, all on the same Hamble mooring, consecutively since the 1950s.

His move to The New Forest, with his wife Jill, to restore their 17th century cottage and garden, left him little time to continue sailing, so he donated some money to the Southern for a small events bar in the North Dining Room, and handed the sailing mantle to Tim and his wife Jane.

He had visited the club many times in the last few years, mainly to enjoy the Sunday carvery with his family.



Left: John Robinson with son Tim at the Club

ROGER HARDING

1934-2016



Roger Harding in the companionway of his South Coast One Design 'Tuonela'.

Roger John Harding was Hamble born and bred, the only child of Freda and Edwin Harding. Apart from some time during the Second World War when he lived in Watchet, Somerset with his aunt and cousins, he lived close to the Hamble all his life.

He was educated at King Edward VI School in Southampton, prior to joining the Warsash School of Navigation, as it was then known, as a cadet in April 1951. He served his seagoing apprenticeship with Royal Mail Lines and over the next decade or so returned to Warsash to take his tickets culminating in Extra Masters in 1967.

Roger spent about 12 years at sea serving in all deck officer ranks with different shipping lines and in a variety of ships. He turned down a medal for sailing in a combat area during the Korean War as he believed that awards should be for services beyond the call of duty, not just for doing your job.

He married Rita, a Yorkshire lass, in 1960 and the family grew with the births of Richard, Nick and Ros. The draw of family life was strong and Roger left the sea to join the teaching staff at the School of Navigation, ultimately becoming Head of Nautical Studies.

He was appointed to a number of consultancy commissions during this time and among others he enjoyed teaching at the Sydney Nautical College in Australia for six weeks, and visiting Bangladesh on behalf of the International Maritime Organisation, thus paving the way for the re-establishment of a Nautical College there. He represented the School of Navigation in St Petersburg, where he developed links for a student exchange.

Rita sadly died in 1978 following a protracted illness, and three years later Roger married Alex and gained two step-sons, Nigel and Alastair.

An enduring feature of Roger's life was his passion for sailing. He joined the Royal Southern in 1952 racing *Hamble Stars*. Later he crewed for fellow Member Bill Forsyth in his SCOD No. 20 *Tuonela*, eventually buying her when Bill gave up racing. Cowes Week became sacrosanct, to such an extent that when daughter Ros and her fiancé announced they were going to marry in August, Roger's reaction was 'fine, but don't make it during Cowes Week!'

Roger and his team became regular winners at Cowes Week and in SCOD racing. They were almost unbeatable winning everything the SCOD

class had on offer and the trophy cabinet began to bulge. It was whilst racing that the normally mild mannered Roger became Capt. Bligh, with instructions being shouted to the crew with the odd expletive to add emphasis. Comments and advice weren't only restricted to the crew. On one occasion when approaching a downwind mark a fellow Cowes week competitor remonstrated with Roger over a rule technicality in which he claimed he was being impeded, and was firmly told 'not only do I fully understand the rules, I helped to write them!'

The family have many happy memories of Roger racing his SCOD whether it was winning silverware or, on one occasion, fishing a case of beer out of the water with Prince Philip in the Royal barge watching and laughing.

By the mid-90s, having won everything he could within the SCOD class several times and becoming increasingly concerned that *Tuonela's* domination was detrimental to the class, Roger decided to sell the SCOD and buy something a little more comfortable. A Moody 28 was acquired and racing continued, but it proved not as satisfying as one-design racing and in 2006 Roger decided to switch to the comparatively easier life of motor boating. He and Alex then spent their leisure time pottering around the Solent on board *Jakamanda* and joining in many of the mid-week rallies.

He became a respected member of the Cruising Committee and maintained his interest in racing by becoming a member of the Royal Southern Race Management team at Club regattas and at Cowes Week.

Roger was a member of the Royal Yachting Association having achieved his Yachtmaster Offshore Certificate in 1973 – Certificate No. 44! He went on to become a RYA Examiner in both sail and power, only retiring in his early 70s.

For many years Roger was involved in the Solent Safety Rescue Organisation, latterly as Chairman of the Operations Committee. He was also a longstanding committee member for the Missions to Seamen. He became a Trustee of Hamble Lifeboat taking on the Chairman's role in 1996. He took this very seriously, devoting a great deal of time and energy, to get the new Lifeboat Station built on Hamble foreshore. Some would say this became all-consuming and remained a topic of conversation with family and friends well into the late stages of his illness.

Roger had always planned to retire from the Trustee Chairmanship once the new Lifeboat Station was officially opened. Unfortunately this was not to be as ill health forced his retirement early in the summer and sadly he did not live long enough to see the completion of the project he had worked so hard on.

Roger was one of the longest serving members of the Royal Southern. He told me that his mother thought he should join at the start of his seafaring career in 1952, as he would then be able to access yacht clubs all over the world, as well as having a base at home from which to sail.

Roger was known to many aspiring yachtsmen, through his Yacht Master courses at the School of Navigation. He was a valued and respected friend to many in the sailing world, and particularly members of the Royal Southern and the Hamble Lifeboat crews. He was a gentle and unassuming man, who will be greatly missed.

It is with the deepest regret that we also announce the passing of the following Members:

Stewart Barnard
Jack Gardner
Michael Roberts
Olive Robinson
Lance Wise

NEW MEMBERS

Harry Aitchinson	Michael, Sara, Clare	Alan Ritchie Lester
Jennie Austin	Louise, Peter Thomas,	Peter Langdon
Christopher Burleigh	Robert Marv & Oliver	Robert Mawson
Oscar Baker	William Farnworth	Aidan McKenna ,
Edward Bates	Howard Fairbrother &	Carmen & Devon
Gerald & Norma	Louise Hosken	McKenna
Barron-Fox	Robin Howard Farey	Alexandra, Lee & Bliss
Myles, Emily, Ben,	David Furby	Mutch
Isobel, Jack & Seb Bray	Chris Garrod, Fiona &	Frederic Miller
Marilyn Baxter &	Nicholas Elger	Andrew, Sharon &
Martin Smith	Dorian Griffith	Cole McIntosh
Martin Banbury, Laura	Edward Stephen &	Philip McGowan
Palumbo & Rosie	Susan Elizabeth Giles	Raymond Nash
Banbury	Malcom & Anne	Johann Jacob,
Ella Blankstone &	Goater	Tamaryn Ann & Henry
Harry Fairbank	Mike & Andrea	Napp
Oliver Bond, Claire	Golding	Robert Neil & Vivien
Keenan & Wilfred	Simon Grier-Jones &	Ann Petrie
Bond	Alice Sagar-Musgrave	Anthony & Margaret
Chris Bodine	John Gorham	Partridge
Ross Banham	James & Anne	Jacqueline Peck
Robert & Angela	Goodbourn	Richard, Gemma,
Barnett	Timothy & Karen	Josh, Phoebe & Sophia
Samuel Childs	Elizabeth Gabriel	Pearce
Edward Cummings	Nan Harris	Niall Peelo & Helen
Shaun, Joanna, Freya	Ian Gibbs, Alison	MacNamara
Jennifer & Tilda	Humphries & Oliver	William Roberts
Jacqueline Clatworthy	Humphries	Lesley & Keith
Simon Coward	Martyn Graham	Robinson
Nicholas Creak	Andrew & Marianne	Matthew Rivett
Christian Coultard	Hewson	Elisabeth Ann &
David, Anna, George	Allanah Hoarton	Thomas Patrick Roy
Alfred & Sophie	Matthew, Debbie,	Mark James, Imogen
Catherina Collard	Bethany, Finlay &	Jane & Alex Saunders
Andrew & Sarah Dore	Zachary Hampton	Demian Grosset,
Mark, Emma, Eleanore	Nicky Horstmann	Imogen, Ciaran, Tilly
& Toby Duckworth	Philip & Sarah Hagen	& Alexandra Smith
Ian Deakin, Tracey	Peter Innes-Ker	Lutz, Abigail, Lucia &
Murphy, Isabella &	Michael Jones	Liam Strangemann
Jack Murphy	Mel, Gillian, Benjamin,	Brian James Swaffield
Timothy & Ann Dennis	Emily, Lucy & Patrick	James Sullivan
Tony Dickin	Jones	Justin, Susan & Molly
Anthony, Sarah,	Daniel Komornicki-	Slattery
Freddie & Jamie	Rice & Sara Stanton	Ian, Catrina & Marty
Dencher	Tony Kilby & Kay	Southworth
Lawrence & Susan	Lindars	Victoria Weston
Draper	Leighton, Sonja, Isaac	Sarah, David & Janine
Eleanor Draper	& Penny King	Thomas
Shane, Tracie, Charlie	Gillian & Micheal	Stephen Timberlake
& Matilda Dance	Lithgow CBE	Chris Thompson



Above: A first for the Club, applications for membership completely filled one of our display cabinets in reception.

Christopher, Clare & Louis Torrell
Harriet Thorne
Peter Alan & Florence Vernon
Dirk & Dianne Van Beek
Suzie Vaill
Paul & Lesley Veal
Margaret Wright
David, Melissa, Bella, Oscar & Tom Wybourne
Malcolm & Lesley Wootton
Gregor, Laura, Elysia & Thomas Wilson
Johanna Walker, Richard, Biba & Cecily Hadwin
Martin Wright
Phillip & Bernadette Yockney
Mike, Susannah & Cameron Yates

HONORARY MEMBERS

Mike & Andrea Golding
Phil & Sarah Hagen



wetwheels

HAMBLE

Following a winter service with a few updates at Cheetah Marine and a training day at the Club run by Director Dick Long for skippers and crew on 22nd April, Wetwheels Hamble was back in service on 2nd May taking out two groups from Riverside School.



This was followed by two groups from Orpheus on Thursday, 4th May. On the same day Wetwheels Hamble held a charity lunch in the Club and we were delighted to welcome Sir Richard Stilgoe with his Orpheus Performance Group who entertained us with their wonderful singing after lunch.

The champagne reception was kindly sponsored by the Botley office of St James's Place Wealth Management.

Close to £6,500 was raised to help operate the boat and take our disabled and disadvantaged groups thanks to auction items kindly donated by David Henderson-Williams, Colin Hall, Sir Richard Stilgoe (who kindly ran the auction) and the RYA.

The top prize was a tour for four people of the Royal Navy's new flagship the aircraftcarrier HMS Queen Elizabeth, including lunch with the captain. This will take place when the ship arrives in Portsmouth during late summer.

In addition, Aerial Communications, based in Portsmouth, kindly donated a smart mobile telephone for the raffle which raised £800.

Geoff Holt - who created the Wetwheels concept five years ago - gave an introduction to the event and reminded all present that virtually to the day 10 years ago he set sail from the Royal Southern to sail single-handed around Britain - how time flies and what a wonderful achievement.

A highly successful and enjoyable event with a great result with the Club at its very best. Thank you to all who helped behind the scenes.

Bookings for this season are looking encouraging and the project is steadily growing with a need to recruit someone to help with the marketing, administration and bookings on a part-time basis. This is currently underway.

The majority of groups are taken out between Monday and Thursday, when the Club is reasonably quiet, which enables us to help occasionally at weekends as a committee boat and we are delighted to be able to help with the J/70 Europeans and J/80 Worlds this summer.



This is a thank-you to the Club for letting us use the facilities and berthing on the river. If disabled and disadvantaged groups or individuals wish to go out at weekends then we always try and give them priority.

The Wetwheels family is growing rather quickly – fulfilling Geoff's dream - with the Solent, Jersey and Hamble boats fully operational. Wetwheels South East, based in Dover, have placed their order with Cheetah Marine for delivery in the Spring of 2018, and it is hoped a Wetwheels Yorkshire boat to be operated out of Whitley Bay will be ordered soon.

If you have any relatives or friends who would like to enjoy the Wetwheels experience (age just does not come into it as Wetwheels boats have taken out ages from six to 100) please contact either Dick Long or David Mead on 07733 944321 (email office@wetwheelshamble.co.uk) or via the Club where the Hamble boat operates from.
David Mead/Dick Long
 Directors - Wetwheels Hamble CIC



Dear Colin + Naomi Helen
 many thanks
 A BIG THANK YOU FOR OUR
 WONDERFUL POWERBOAT
 EXPERIENCE ON WETWHEELS
 Thanks to all the
 Taira Kiera
 and all the staff who were lovely
 enough to join them!
 Joshua
 Nathan
 Benjamin Winter 2017

Thank you so much for all you did to make yesterday such a wonderful experience for the Orpheus students. They had a marvellous time, and it was a pleasure to be able to raise a bit of dosh for excellent Wetwheels. What a very nice bunch of people!

As ever
 Sir Richard Stilgoe.

Richard.

ACADEMY



FROSTBITE REPORT

The Royal Southern Academy's 2017 programme got off to a flying start on Saturday, 28th January. With a steady breeze of 8-12 knots and glorious sunshine belying the winter weather of the previous week, Day 1 of the Frostbite Series represented some quality winter sportsboat racing.

The race committee made best use of the fantastic conditions, squeezing in five good races in the usual short course windward-leeward format of Academy racing.

As always, this format proved ideal for early season sportsboat racing, keeping crews active and engaged - as well as providing lots of opportunities to perfect manoeuvres before the summer's big regattas.

Competition was close, with starts well contested and the X-ray flag making several appearances for over-zealous starters!

With the Academy J/80s crewed by a combination of Academy and Club Members, friendly competition ensued, whilst several privately owned boats added a well-received extra challenge to the mix - especially since these are the crews that many will be facing at the J/80 Worlds, hosted by the Club in July.

With the second day blown off by high winds, it was fog, rain and the prospect of no wind that greeted competitors on the third and final day of the Frostbite Series.

Despite the murky conditions, the fleet were able to locate the race course that the committee had managed to set in the building 6-8 knots of breeze.

Racing for both J/70 and J/80 classes got away promptly. As usual in Academy racing events, the courses were kept short, ensuring close action and lots of manoeuvres. With a target race time of 25 minutes, PRO Mike Foster did an excellent job with all four of the day's races in the 24-28 minute range. Turnarounds between races were fast, keeping everyone engaged (and ensured the fleet was ashore in good time for the rugby).

With the Spring Series opening the following day, the J/70 starts were keen, X-ray being displayed on several occasions.

With a good, square windward-leeward course set, the left hand side seemed to pay up the beat, mostly due to tidal advantage and the prevailing header coming into the Hampshire shore.

That said, however, boats that erred on the side of caution and stayed towards the centre didn't seem to lose too much, benefiting mostly from more reliable pressure and clearer sightlines to the windward mark in the fog.

On the downwind legs, picking your gusts and staying with them in clear air paid the best dividends.

Racing in the J/70 class was close, although Alan Higgs' *ESF Energy* was consistently on the pace in the right part of the course. All 70s finished within a few minutes of the leader, demonstrat-

ing the fun that is to be had in short course, one-design sportsboat racing.

John Powell's *Betty* and Terence O'Neill's *Aqua J* raced closely all day, with *Aqua J* eventually coming out on top and taking the series win in the J/80 class. Doug Struth's *DSP* took the J/70 series win.

The well-attended prize-giving back at the Royal Southern was presided over by Commodore Karen Henderson-Williams. Nick Bonner, from Academy sponsor Doyle Sails, was on hand to award the prizes and extol the virtues of youth keelboat sailing.

Once again, the Royal Southern and the Academy are proving themselves a hotbed of competitive sportsboat racing, with the facilities and race management to match. Excellent news considering the large scale sportsboat events we are hosting this season!

Jack Neale
Academy Chairman.



Academy members setting off from the Prince Philip Yacht Haven in one of the club J/80s.

FAST 40+



SPRING REGATTA

With high winds confining the Fast40+ Spring Regatta to a single day's racing, it nevertheless produced close competition and an unlikely winner with a dramatic tale to tell.

Just a few weeks before the Royal Southern Yacht Club hosted regatta, Bas de Voogd's *Hitchhiker* was blown off its cradle, leaving a large question mark over the Dutch crew's participation in what would be their Fast40+ debut.

However, Peter Morton – the yacht's previous owner in its *Girls on Film* iteration – stepped in with a replacement mast to replace the damaged spar. *Hitchhiker* motored over from Holland, reached Cowes on the Monday, stepped the mast on Tuesday, practised on Friday, then went and won the first two races on the Saturday.

"We didn't expect two bullets on our first day out after such a rough start to the season, so that was a great start to our first event of the year," said de Voogd.

"It's so great to have such close competitive racing with the Fast 40+ Class. We have Nick Rogers onboard as tactician this year who brings with him fantastic local knowledge. I have sailed a fair bit in the Solent having done my first Cowes Week in 1982. All in all a great weekend and we are very happy with our win!"

The Dutch team's impressive start was only slightly marred by a fifth in the third and last race of the day, which turned out to be the regatta finale.

Top photograph: *Hitchhiker* with her new mast - a brilliant start on Saturday.
Photograph by Shaun Roster Photography

Right: The crew of 42° South hiking out.
Photograph by Shaun Roster Photography



It left *Hitchhiker* tied with Stewart Whitehead's *Rebellion*, which scored a 2-4-1, though ultimately ahead on countback. Tony Dickin's *Jubilee* was also in impressive form, scoring three podium finishes to end the regatta just one point off the lead.

Just 1.5 points separate fourth from sixth, with Dennis Gehrlein's young German team racing *Silver Neo* just ahead of the chasing pack. The racing between Michael Bartholomew's *Tokoloshe* and Mark Rijkse's *42 South* was so close they corrected out to tie in race two.

"This was our first outing of the season so we are happy with our result," said runner-up Whitehead. "It was great to test the boat out after a number of modifications but we only managed one day of training before the weekend."

Dickins, also on the podium, added: "We sailed really consistently and had a good day, almost got a bullet but not quite. What is amazing is how close the racing is, I think the top three boats finished within 13 seconds of each other in one race – very exciting."



Left: The Dutch skipper and crew of *Hitchhiker* with their winner trophies.
Photograph by Phil Riley.



Below: A long run for home.
Photograph by Chris Gillingham.



Heading for the start line.
Photograph by Chris Gillingham.

THE
SUMMER
SERIES
STARTS
WITH A
SPLASH



*All photographs at the
North Sails May Regatta
by Paul Wyeth.*





MAY REGATTA

ROYAL SOUTHERN YACHT CLUB



Welcome sunshine and a solid sailing breeze launched the opening event of the Royal Southern Yacht Club's Summer Series - the North Sails May Regatta - in fine style.

The 81 race crews competing marked the highest Club regatta entry in several years, and they enjoyed racing on tight courses expertly set by the race officers and their many assistants. Early cloud and rain on the Saturday soon gave way to sun and brisk conditions of 10 to 20-plus knots over the rest of the weekend.

Leading the charge the J70 fleet was out in force, taking the opportunity to hone their skills ahead of the Royal Southern run European Championships, reported elsewhere in this magazine.



With just 1.5 points covering the top three boats, Marshall King's *The Janitor* emerged by a whisker at the head of a highly competitive 17-strong contingent thanks to two race wins. He was chased all the way by Clive Bush's *Darcey* - the two finished just a point apart - with Patrick Liardet's *Cosmic* just 0.5 in arrears to complete the J70 podium.

The J80s were focused on their own UK Nationals in June and their Worlds in July - both events also being run by the Southern - so were out to make the most of race time on the water.

Jonathan Powell's *Betty* reeled off a string of bullets, and was even able to discard a second on the way to a four point win over *Slightly Steamy* (Nick Haigh). Sasha Lines' *Swallow* came third.



In the Mixed Sportsboats class SB20s took the top two spots, *Whyaduck* (Tom Clay) taking four successive wins to shade *Wight Dragon* (Mark Irons). Michael Livingstone's Cork 1720 *Rum n Cork* placed third in increasingly lively wind-over-tide Solent conditions.

After winning last year's Summer Series overall – along with an all-paid-for holiday in the Caribbean courtesy of series sponsor the Barbados Tourism Marketing Inc. – Mike Blair and Stevie Beckett's *Cobra* continued where she left off, top of the pile in IRC1, but only just.



Starting with two wins straight out of the box, *Cobra* was able to discard an untypical seventh in the final race to finish two points clear of *Jahmali* (Michael Wallis) with *Aurora* (Roderick Stuart) just a point further back.

The Champion of Champions title – along with its Barbadian reward – is going to be fought over long and hard throughout the remaining Summer Series regattas, with all classes in with a shot at winning it.





In IRC2 Peter and Sarah Hodgkinson's *Xcitable* finished with three wins to take the class ahead of *Pegasus DekMarx* (Malcolm Wootton) and *No Retreat!* (David Riley).

Phil Plumtree went one better in the bullet stakes, his half-tonner *Swuzzlebubble* taking IRC3 with four successive wins. Scarlet Jester (Jamie Muir) shaded *Blackjack II* (Andy and Annie Howe) by a single point to take the second step on the podium.

Unusually in such a well-attended regatta, IRC4 was a two-horse race, with Tom Hill's *Belinda* taking bragging rights just ahead of Richard Hollis' *Crakajax*.



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PILGRIMAGE TO DEAUVILLE

Vice Commodore Graham Nixon reports on the Club's annual expedition across The Channel.

Chrissie and Noj White sweep the prizes in the Deauville race for the 9th time.

On Friday 26th May 27 boats assembled off Cowes for the annual Bank Holiday pilgrimage to Deauville organised jointly by the Royal London, Royal Southern and Deauville Yacht Clubs and the Yacht Club de France. The wind was blowing a stiff 18-20 knot easterly and, with a flood tide running to the east, it made for very lumpy beat as far as the forts. As the tide slackened the wind also eased a little and the sun shone brightly to allow the boats to ease onto a fine reach for a fast run to Deauville.

Three hours south east of Bembridge several boats started to broadcast DSC distress signals, every 10 minutes or so. One, two miles astern, appeared to be continuing to race quite happily and in response to our VHF call confirmed it was a faulty radio and they were perfectly okay.

Further astern, however, another DSC call from a different boat was picked up by a tanker and relayed to the coastguard. Degree of Latitude, skippered by Rear Commodore John Rutherford and also with our Commodore Karen Henderson-Williams on board, stopped racing and went to assist.





Opposite Page: Deauville Harbour entrance. Photograph by Chris Gillingham.

Top Left: The fleet leaving Cowes. Photograph by Mark Breton.

Centre Left: 'Blush' arriving in Deauville Harbour. Photograph by Chris Gillingham.

They were then joined by a French warship and a Coastguard helicopter, only to find when they got into hailing distance that it was yet another faulty radio! They left the hapless crew explaining themselves to the warship's captain, while they re-joined the race.

The easterly held up at 16-18 knots all night, allowing all the boats to make fast progress at 7 knots or more. At this rate, we might even make the lock gates at Deauville before they closed at 0325. With 10 miles to go, our AIS was showing six or eight boats ahead of us which clearly made it into the inner harbour. Then with only one mile to go, first the wind went incredibly warm and then it disappeared altogether and left us crawling along at 2-3 knots. No chance now unless we turned to the engine – which we decided to try, but we still missed the gate by 12 minutes!

Another boat, *Blush*, just ahead of us was metres short of the lock gate when the lights went red and the gate closed in their faces. Quelle chance! But at least our record of never having made the gate remains unbroken. So, we anchored off the beach and hit our bunks.

We awoke six hours later to a bright sunny, hot, day, with crowds of



Bottom: Southern Members enjoying a drink in Deauville Harbour.

holidaymakers on the beach and children playing in the sea. Once inside the lock gates we tidied the boat and then headed for a late brunch by the fountains in the market square, followed by a pleasant afternoon shopping and sightseeing among the delightful architecture of Deauville.





Prizegiving on Sunday morning recognised the winners, including line honours which went to Rob Bottomley in *Sailplane*; Noj and Chrissie White were first overall and took the IRC honours in *S X Girl*; making this the ninth time they have won this race overall, a great achievement, while Guillaume Elie in *Rafale IV* led the 10-strong French fleet home; and Mark Breton with his wife Amanda, Royal Southern Members, won the Sail-only Club Class in *Blush*. The inter-club challenge went to the Royal Southern



Top: Chrissie and Noj White collecting their prizes from the Commodore. While Guillaume Elie, Top Right photograph led the French fleet home.

Right: Mark and Amanda Breton receive their prize from the Commodore. (Mark also took the photograph of lightning below during the return journey)

Centre Right: Although our golfers were unsuccessful against the French, they did bring home a couple of prizes.

with team members Noj and Chrissie White and Lis and Robbie Robinson, in *S X Girl* and *Hot Rats* respectively.

On the return passage home the full capability of the weather Gods was on display in the most spectacular lightning storm any of us had ever seen. Lightning lit up the whole sky from east to west constantly, while earlier boats had tropical downpours thrown in for good measure and later leavers had squalls up to 47 knots, with at least one experiencing a full knock-down. Fortunately, no-one reported a direct strike and everyone arrived home safely.

Next year will be Deauville Yacht Club's 90th anniversary, as well as being a pre-Figaro start week. So it should be a great party, not to be missed.



Golf at Deauville

The golf at Deauville has really become a traditional part of the weekend. This is our fifth year with 24 playing. We had 10 Royal Southern and two Royal London members taking on the French.

Some of us raced there and it was good to welcome Peter and Jan Halliday on their new yacht *Kasara*, who also took part in the golf. Gordon Craigen also sailed but due to other commitments could not take part in the race.

Despite Noj and I having our golf clubs, golf gear and golf trollies stowed on board, we had a very successful race.

The golf was played in beautiful sunshine and was tremendous fun, though I am not quite sure how the results were calculated! It was done on a Texas Scramble basis with two French and two British playing together. Unfortunately, I have to report the French won! Nevertheless, Lesley-Jane Nicholson gave us something to cheer as she won the Nearest the Pin trophy. David Henderson-Williams and Barry Peddley were the best British team.



Next year we plan to get revenge and hope to have a golf match on Thursday afternoon before the race on Friday, then have the second match on Sunday, using combined scores.

My thanks, as always, go to Jane, George and all their members at Deauville Yacht Club who make us so welcome and make the whole weekend so enjoyable.

Their organisation is fantastic and the golf day for a lot of us is the icing on the cake. Always a brilliant weekend and next year promises to be even better, so whether you are a cruiser, racer, golfer, or just a sociable member, put this in your diary for 2018. You will not be disappointed.

Chrissie White.

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THE BEST OF WHAT MIGHT BE'

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2017 EUROPEAN CHAMPIONSHIPS





All photographs on this spread by Gill Pearson.



THE RELATIVE CALM...



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BEFORE THE STORM...



*All photographs on this spread
by Paul Wyeth.*





After nine scintillating races, many in challenging conditions that tested competitors to the limit, the 2017 J/70 European Championship was retained by Claudia Rossi's Italian crew on *Petite Terrible*.

Rossi's team had traded race wins and the overall lead throughout the regatta with José María Torcida's Spanish crew on *Noticia*, and it all came down to a dramatic final day of racing.

Petite Terrible won the first race, putting the pressure on overnight leader *Noticia*. The Spanish team fought back in the penultimate race, to get ahead of *Petite Terrible* at the crucial first top mark, only to see their spinnaker explode in a gybe. *Noticia* quickly hoisted their second kite, but in a high calibre fleet they couldn't recover. *Petite Terrible* held their nerve in the last race to win the J/70 Open European Championship for the second year running.

As the Italian team went up to collect their award at a packed Clubhouse prize-giving, a huge cheer went up from the J/70 fleet.

"I want to say thank you to everyone, the standard of the competition and the regatta was very high," said a smiling Rossi. "I also want to say thank you to my team, without them I could not have done this."

Peter Duncan's American crew aboard *Relative Obscurity* scored an impressive 2-1-1 to snatch third place overall on the last day.

The top British registered boat was *Calypso*, the Anglo-Maltese entry of Jonathan Cascione and Sebastian Ripard, who finished the regatta in fourth place.

The young team from the Royal Thames YC Academy, skippered by Tim Gratton and helmed by Fiona Hampshire, was the top Corinthian J/70, coming an impressive fifth overall. Another young team, Jack Davies' J/70 *Yeti* from Yarmouth, Isle of Wight, was second in the amateur class, and Simon Ling's *Team Spitfire* was third.

The first day of the competition was blown out by high winds in The Solent, but race organisers were able to get in two races on the second day - but only just. While Race One was conducted in a lively 18 knots of westerly wind, by Race Two the wind had veered northwest and strengthened to survival conditions of 25 knots at times gusting to 30.

PRO Stuart Childerley wisely called a halt to the action after a brutal last race, which had plenty of competitors spinning out downwind, with a few spectacular broaches.

Petite Terrible was top of the leaderboard at this stage after posting a 2-1, narrowly ahead of *Noticia*. Martin Dent's *Jelvis 7*, posted 4-4 to claim third at the end of the day's racing.

Day three saw four races, and there were aching limbs and bloodshot eyes among the sailors, but plenty of smiles after another fantastic day on the water.

Noticia cracked *Petite Terrible*'s Italian defence with a 1-2-1-2 scoreline, taking the lead in the championship by a single point, overnight leaders before the fateful three-race final day.

The American crew on *Relative Obscurity*, including past Etchells World Champion Jud Smith, scored three keepers, including a win, to move into third, the position they would finish the championship in.

Skipper Peter Duncan said: "This is a new team, so we are pleased to end this regatta on a high. We have plenty more to do, and having seen the standard of racing in the European fleet is very high. The Worlds in Sardinia will be a very tough competition.

"Many thanks to the organisers of the regatta. The standard of race management, and the hospitality of the Royal Southern Yacht Club, has been absolutely first class."

The crew of Corinthian champions Royal Thames YC Academy are all still at university or recently graduated. Helm Fiona Hampshire was quick to point out that the victory was very much a team effort.

"Really, I am just the crew that steers the boat, the rest of the team perform the manoeuvres, and decide which way to go. I was very much concentrating on keeping the boat driving forwards upwind and as fast as possible downwind."

Louay Habib



Photograph by Paul Wyeth.

J
70



IT WAS ONE TO REMEMBER...





*All photographs on this spread
by Paul Wyeth.*





THE WINNERS!



*Top and Centre: Winners
Claudia Rossi with the Italian
Team on 'Petite Terrible'*

*Bottom: Second place José
Maria Torcida and the Spanish
crew of 'Noticia'*





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The Royal Southern Yacht Club's Harken June Regatta was blessed with spectacular conditions across the weekend, though a brisk southwesterly wind over tide, and a lumpy sea state, sometimes tested the resolve of the well over 300 hundred sailors taking part.

The reigning J/97 UK National Champions, Andy and Annie Howe's *Blackjack II*, were unbeaten in IRC 3, as was Royal Southern Commodore Karen Henderson-Williams, racing her Dehler 37 *Illywhacker* in Club Class.

In IRC 1, the two King 40s tied for first place; Michael Blair and Stevie Beckett's *Cobra* and Roger Bowden's *Nifty* each sharing a race win on the last day. *Nifty* emerged the winner on count-back by the narrowest of margins. Cornel Riklin's J/111 *Jitterbug* was third.

"It's been a brilliant weekend – absolutely fabulous," said Bowden, *Nifty's* victorious skipper. "We had a lot of close racing, with just a few seconds separating us in every race, which is really good stuff. We have had this boat for about a year and really we are still getting used to it."



“In the past we have struggled a bit in heavy conditions, and it was great to see we had reasonable control of the boat this weekend, which is very encouraging for us. It would be nice for the crew to win the series, but we will take every race as it comes.”

In IRC 2, Mike Moxley’s HOD35 *Malice* had a great day on the water, scoring two bullets to take the class win from Malcolm Wootton’s Farr30 *Pegasus DekMarx* by a single point. Roger Phillips’ *Designstar 2* was third, just fending off rival J/109s *Jiraffe* and *Jynnay Tonnyx*.

Blackjack II’s comfortable class win in IRC 3 put her clear ahead of Claire Dresser’s Sigma 362, *Lady Penrose*. Martin Moody and Cara Golden’s Platu 25 *Scallion* was only launched during the week and was placed third.



All Harken June Regatta photographs by Paul Wyeth.



In IRC 4, Peter Parker’s Sigma 33 *Stan the Boat* scored a 2-1 on the final day to finish at the top of the class. Fenton Burgin’s beautiful 6-Meter *Sioma* was second, a point ahead of Anthony and William Tahourdin’s X-95 *Thistle VI*.

In the J/88 Class, David and Kirsty Apthorp’s *J-Dream* scored a win in the last race of the regatta to secure the class win from Dirk and Dianne van Beek’s *Sabriel Jr.* Richard Cooper’s *Jongleur* won Race 4 and finished the regatta in third spot.





In Club Class, *Illywhacker's* perfect scoreline consigned Michael Rowlett's Grand Soleil 45 *Giuliana* to the runner-up spot, while a torn mainsail and a DNF in the last race dropped Vice Commodore Graham Nixon's Elan 40 *Magic* to third.

In White Group, Jonathan Powell's J/80 *Betty* almost joined the perfect scoreline group, but was able to discard its only non-bullet, a third, to win the one-design class by seven points. Nick Haigh's J/80 *Slightly Steamy*, scored a 1-2-2 on the final day to take second place on countback from Chris and Hannah Neve's *No regrets*.



In the J/70 and XOD match race duels – the former a result of the Europeans having only just finished – Ben Mansfield's J/70 *Yeti* beating Philip Chandler's *Blackjax*. Andy Hamlett's *Satu* was the winner of the XOD Class. However, runner-up Diana Wilson's *Mischief* did have one consolation, finally getting the better of *Satu* in the last race.

In the Mixed Sportsboat Class, Tom Clay's SB20 *Whyaduck* won the class by two points from Charles Whelan's SB20, *Here comes Bod*. Steve McLean completed the SB20 dominated podium in *Sponge Bob*.

After racing Commodore Karen Henderson-Williams said: "What is really nice about the Summer Series is we are looking after all levels of sailors, in a huge variety of boats, with two separate race courses. I found out that we had children racing on *Lady Penrose*, and they were probably wide-eyed with it. Back at the club after racing, there is a really good buzz, which is really nice to see."

She also praised the contribution of race officers Philip Gage and Tony Lovell, running matters on the black and white lines respectively.





ANNABEL'S AC VICTORY

Annabel Vose, one of the Club's most distinguished sailors, has played a key role in a British victory at the Red Bull Youth America's Cup in Bermuda.

Racing as strategist with Great Britain's Land Rover BAR Academy, Annabel and the team took the outright win in the most dramatic of circumstances on the Great Sound.

Having qualified for the finals as top boat and delivered a series of strong performances, the Land Rover BAR Academy catamaran started the final day with a seven point lead over the rest of the fleet.

However, the NZL Sailing Team dominated the day, the Kiwis winning the opening races to put themselves back on course to retain the trophy they won four years ago.

They needed to finish three places ahead of BAR in the final race to win the regatta and looked to have it in the bag while leading with BAR untypically in fifth place on the final downwind leg.

Then fate intervened. Sweden and Germa-

ny were comfortably in second and third but tangled at the bottom mark, with Sweden picking up a penalty for not giving Germany room, and the Germans got caught up on the mark and struggled to break free.

It allowed BAR to catch up and move into second – and win the Red Bull Youth America's Cup.

"Going into the final race we knew that New Zealand Sailing Team were our main opposition so we just wanted to finish within the top three, which we had been doing most of the day and throughout the regatta," said Annabel.

"We wanted to go in and have a simple start, keep it clean and race our own race. I don't know if the pressure got to us a little bit but we didn't pull off the start that we wanted.

"Although we didn't have our best day, I think all the effort we've put in throughout the year just meant that we could pull together as a team and get the results that we needed to take the win and we are absolutely thrilled by the result!"

The Red Bull Youth America's Cup was introduced in 2013 as a launch pad into professional racing for young sailors aged 18 to 24. The Cup's sports director Roman Hagara said: "Look for the sailors you've seen here in this 2017 edition of the Red Bull Youth America's Cup to be in the next America's Cup four years from now.





Annabel Vose with the other crew members of Great Britain's Land Rover BAR Academy team celebrating their victory at the Red Bull Youth America's Cup in Bermuda.

Below: Annabel aboard the Land Rover BAR Academy foiling catamaran in a previous trial.

“These young talents are the superstars of the future, and after seeing the level of skill and competitiveness they’ve shown here in Bermuda, there’s no doubt they’re going to take the sport to the next level.”

- Red Bull Youth America's Cup standings
- Land Rover BAR Academy (GBR), 50 points**
 - NZL Sailing Team (NZL), 48 points**
 - Team Tilt (SUI), 42 points**
 - Artemis Youth Racing (SWE), 37 points**
 - Team France Jeune (FRA), 35 points**
 - Spanish Impulse Team (ESP), 34 points**
 - SVB Team Germany (GER), 33 points**
 - Team BDA (BDA), 33 points**



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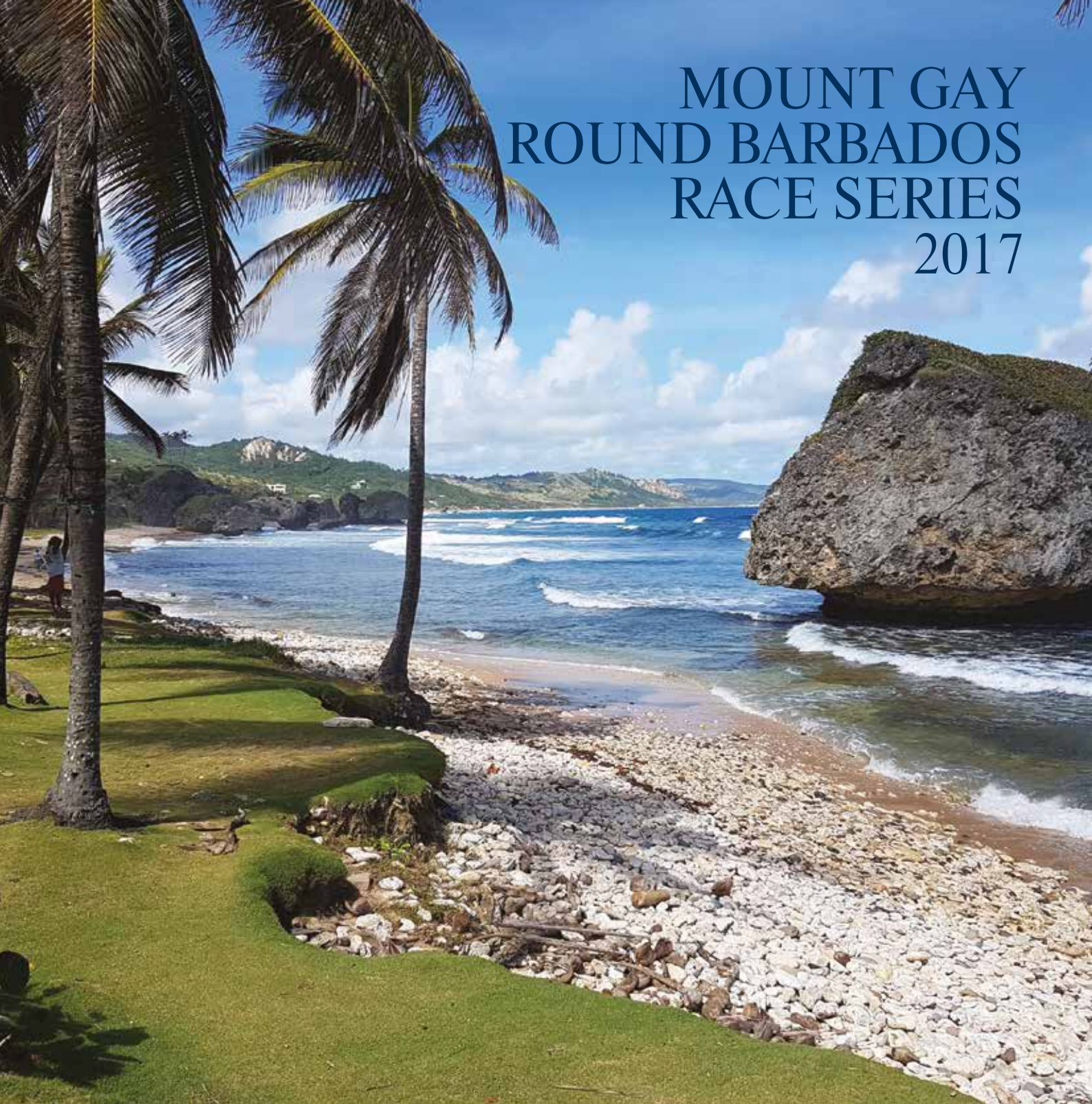
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Day 1

After a very early start on a freezing January morning, we boarded flight VS29 hoping for much sunnier climes on the other side of our nine-hour flight. The obligatory films and wine, a quick nap and the excitement made the flight pass pretty quickly.

We landed at about 5pm Barbados time, and passed through the VIP section of customs with our host and guide, Lennon Chandler. He seemed to know everyone in the airport, so we thought he might be a local celebrity, but it transpired he had worked there for several years before his move to BTI and London.

After dropping our stuff at the hotel and watching the last rays of the sun setting, we headed to a local tapas bar. Fresh swordfish was on the

menu and there was nothing quite like it in the tropical warmth, no woolly hats required here! The food was excellent and a lovely introduction to what was to be a week of culinary delights.

Day 2

We awoke to the early morning sun, and given that our hotel overlooked the beach, it seemed rude not to go for a cheeky swim.

Buffet breakfast at the hotel followed (continental, cooked and unlimited) after which we grabbed our stuff to head to the museum and learn a bit about the island.



Barbados was uninhabited when the British first arrived, but the native Amerindians had just left, leaving traces of their occupation including the bridge that gave the capital, Bridgetown, its name. Over the course of the following 400 years, Barbados and Barbadians have developed a very strong culture, including their own dialect of English (Bajan), which is quite something to try and understand.

After our trip around the museum, we took a journey in a submarine, all the way down to 144ft to see the coral reefs and a ship that was sunk off Bridgetown to provide a breeding ground for new corals. The experience was quite something, with the colours all changing to blue as we got deeper and the colourful tropical fish swimming around the reef.



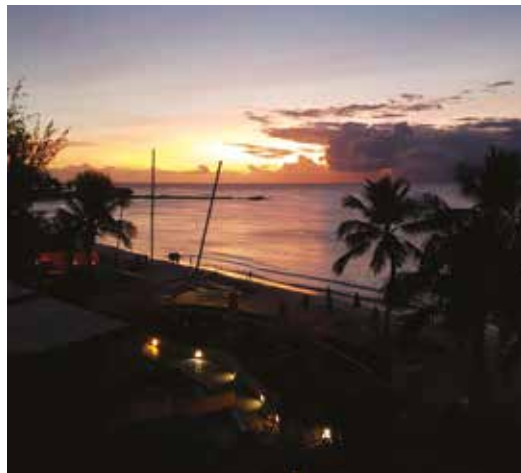
Lunchtime brought more spectacular food on the edge of Bridgetown docks, with ceviche (a South American dish, consisting of fish cooked in lime juice) to start and Bajan pepperpot for main.

We returned to the hotel and after free rum punch (dangerously drinkable...) decided to head to St Lawrence Gap, a series of bars and clubs located just down the coast from our hotel. After celebrating in suitable style, we got home a little the worse for wear.

Day 3

We awoke somewhat hazy after the night before, and headed off for the best hangover cure ever - a day on the blue waters of the (almost) Caribbean. Some adventures ensued with a spinnaker wrapped around the forestay and a trip up the rig to fix it. Needless to say, after the night before, this was not the most comfortable episode.

After a wonderful day on the water, dinner was another treat. Overlooking the water on the south side of the island, sits Primo. This is one of the best restaurants on the island and lived up to expectations, providing us with an amazing three course meal, candlelit and with gentle breaking waves on the beach next to us.



Previous page: Beautiful beaches surround the Island.

Top Left: Photograph taken from the Crane Resort Balcony.

Left: A striking sunset over the beach and pool.



Far left and above: Our submarine inside and outside.

Left: The sunken ship and coral reefs.

Day 4

Another day sailing followed, and with our heads a little clearer, we set about doing some racing. The challenge was to avoid the rain showers and keep up with the X41, our main competition, on our race up and down the coast. The sun came out and with some tight reaching back towards Bridgetown with the spinnaker up, we discovered that most boats don't have a rudder quite as small as a King 40 and that broaching a Dufour 44 is somewhat harder than we're used to. This made life a lot more relaxing, which given the scenery, was much appreciated



Racing was followed one of the true highlights of the trip, a tour around the Mount Gay distillery. The rum punch on entry brought back memories of the night before, so going a little gently, we took the tour around the visitor centre.

This told the story of how Mount Gay rum came to be, with the discovery that molasses, if properly fermented and then distilled could make a spirit that came to be known the world over. Drinking rum cocktails took the rest of the night and after a trip to the visitor centre to pick up some to import, we returned home quite merry.



Day 5

A race down the coast to Oistins, sailed in the opposite direction from the previous day. More spectacular views, some sea turtles and the 15-knot trade wind made for amazing conditions. The luxury of sailing in January, in 30°C heat, in perfect trade winds every day was something extraordinary. It did make us wonder if we were doing this sailing game wrong back home in the UK.

Dinner was another unique affair, a barbeque on the beach at the hotel. Candlelit tables laid out on the sand and as much freshly barbequed swordfish, marlin, steak, ribs and chicken as you could eat. A few more beers watching the moonlight over the water and that was us for the night.

Day 6

There was no racing to be done today, but instead, the regatta polo match took place. Polo is a

very popular sport in Barbados, and never having watched it before we had a very entertaining time trying to work out what was going on.

Dinner took us over to Oistins, for a weekly tradition that has become something of a big event, Fish Fridays! Fresh fish is barbequed in huge quantities by small shops around the square and a big stage in the middle provides entertainment. Barbequed dolphin (Mahi Mahi) with macaroni pudding and a beer or two thoroughly set us up for another night in the Gap. Fearful of another Monday night, we took it a little easier and visited some of the clubs on the island (this time we could remember them).

Day 7

A gentle morning on the beach was followed by a day relaxing at the hotel, watching the start of the Round the Island race and taking the sun on the beach. Dinner was again, fantastic, with more fresh fish on offer at the hotel.

Day 8

We headed over to the east side of the island for breakfast. This was an extraordinary affair, looking over what is officially one of the most beautiful beaches in the world. The pictures don't really do it justice. Breakfast was a buffet, with almost everything you can imagine, and kept us from being hungry for the rest of the day.

We continued our tour of the island, stopping at one of the oldest churches on our way, before looking at some of the surfing beaches on the east coast. We continued around the island, stopping at Harrison's Cave which is a huge underground limestone cavern. The rivers running through it have excavated a long series of interlinking caverns, with amazing stalactites and stalagmites everywhere. A road has been paved through the caves, so it is possible to descend in a little train, which drives through the caverns.

We returned in time for the post-regatta dinner, where the quantity of rum on offer was pretty significant. The prize for breaking any of the 14 round the island records was your bodyweight in Mount Gay extra old rum. It turns out that 100 bottles or so is quite a substantial amount when you see it all stacked together.

Day 9

Today was our final morning on the island, so what better way to spend it than taking in the rays on the beach? The hospitality of BTI was amazing, everywhere we went we were welcomed by the friendliness of the Barbadians and the food was an unexpected but amazing highlight.

Leaving with what will probably be a lifelong conversion to Mount Gay and a little bit of sun burn, we both promised ourselves that we'd come back as soon as we had the chance.

Many thanks to Lennon and Barbados Tourism Inc. for taking us and showing us some of the best of what Barbados had to offer, Mike and Seb Blair for letting us race Cobra last year, the Royal Southern Yacht Club for organising the events, Andreas for letting us race on his yacht Luna, Emmerson for driving us around, and to everyone who welcomed us on the island.

Stevie Beckett



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EASTER CRUISER RALLY TO THE FOLLY and beyond

The fine Easter weather prompted sailors to put away the paint rollers and polishers, abandon the garden, ignore the pull of the golf course and go sailing.

Our organiser, Ken Munro, had forecast a sunny weekend and had booked enough spaces for 18 boats at The Folly and on the Beaulieu River - we needed them all. It was great to welcome so many new members to the event.

Saturday saw us set off from the Hamble for a sunny sail to The Folly; no floating bridge to challenge *Rinn Jinn* who chose to sail a good way up the river. It was warm enough for the Ice Cream Boat to ply for trade



The harbour ferry was out of service so the RIBs had their first outing, outboards revved up and oars attached. Again we were able to walk by the river, this time towards Beaulieu.

We spotted some marina-based RSmYC boats and persuaded them to join us on the pontoon. We were delighted with *Stealth's* kind offer of a party on the boat as the evening was much cooler.



We had mostly gathered by late lunchtime so some walked to Newport and caught the bus back; if I mentioned bus passes it would give the game away on age.

The pontoon party was lively as it was the first of the season and it took Patricia's BA-acquired skills to herd us to The Folly for supper. It was the usual organised chaos there and somehow all found a table and had a meal.

On Sunday there was a leisurely departure for Bucklers Hard and a mooring on the mid-river pontoon.

At breakfast the next morning, when most were savouring tea or coffee, there were two splashes off Olketa and Anna and Leena went for a swim. They said it was refreshing! I say no more, other than the water temperature was 11 degrees C.

We waited for water over the Beaulieu bar and then headed for home; most to the Hamble and *Up to Speed* to Portsmouth.

Thanks to Matthew for his aerial shot of the moored boats.

Pat North

SOLENT CRUISER RACE 2017



Ten boats came to the start line near Coronation buoy on Saturday 29 April. Unlike the starts of most cruiser races everyone got away quite quickly.

Claire Dresser in *Lady Penrose* – experiencing this event for the first time - was too keen and proved to be OCS as the hooter sounded. The course took them first to Royal Southern in the light easterly wind and then round the east side of the Brambles to other marks and then to Royal Thames off the beach at Calshot, Party off Egypt Point, back to the mainland shore at Needs Ore, and thence to the finish off the Beau-lieu River entrance.

It was a grey day at first but the sun came out in the afternoon as everyone motored up to Buckler's Hard to be joined by the five boats that were rallying. It was a very high tide and much of the salt marshes were covered.

At 1800 there was the customary pontoon party and John Rutherford the CRO announced the results. *Ayaya* was first followed closely on corrected time by *Watermark* and *Kuutar*. The 'ducks of the day' was presented to Claire for being OCS and *Dino Volante* (no names – Ken) for flying their motoring cone upside down.



Sunday dawned rather windy and the decision was made to do the shortest course and for the competitors to take their own time at the start and finish so they could decide when it was best time for them to leave.

It proved to be quite rough off Cowes with the wind against tide although the wind had dropped to just over 20 knots by lunchtime. Everybody got safely to Cowes and tied up in Shepards Wharf where tales of mountainous waves were told over a late lunch.

We all made our way to the Cowes Corinthian Yacht Club for a drink where we were joined by the Commodore, her husband David and parents Barry and Ann, the Thoms and the Goughs.

Again John announced the results of the second leg. This time *Alaris* won with *Dino* second and *Ayaya* third. There was only 45 seconds on corrected time between the first three boats.

Giuliana's crew had decided to stay longer at Buckler's Hard and had walked along the river to Beaulieu and left for Cowes after lunch, so they were the winners of one of the ducks. The other went to Sally Dick. Her father, Peter Turner, had taken a liking to him on a Solent Cruiser Race in 2008 and we felt it only right that the duck should have a sail on *Sea Rose* again.

The Island Sailing Club provided a very good carvery meal for us all and we went back to our bunks replete.



Many used their spinnakers or cruising chutes as there was some long downwind legs against the tide. First to finish at Bald Head was *Ayaya*. When everyone had sent in their declarations the CRO announced the results in the Club bar. Again it was a very close result for leg 4 with the first four boats finishing on corrected time within 33 seconds. They were, in order, *Dino*, *Watermark*, *Lady Penrose* and *Kuutar*. John commented that perhaps the handicapping system wasn't as bad as members had thought!

All in all a very enjoyable weekend in spite of the rather cool weather.
Maggie Widdop



Unlike the usual May Bank Holiday Monday the weather was quite benign. The CRO decided to set a 9.4 mile course, as the wind was quite light and there was a strong flood tide. Everyone was keeping well back to avoid an OCS situation and Chatterbox was first over the line.



Mid Week Cruiser Rally

16 – 18 May

The British know how to make the best of a bad weather forecast! A few chickened out, but in the end 9 boats (and the crew of another who came by road) headed to Bucklers Hard. The sea was flat for the motor boaters and the wind strong for the yachties so everyone arrived in dry weather and good spirits. It makes all the difference to be alongside here. So with the visitors pontoon, next to the refuelling berth, to ourselves we enjoyed a lively pontoon party. Cruisers are determined to enjoy themselves whatever the obstacles! I can't imagine why no-one booked the BBQ but there was a mass exodus to the Yachtsman's Bar where we enjoyed excellent food, wine and company. Wednesday was a different story. Although most of us motored home in the rain a few stayed on, hunkered down for the day and enjoyed a quiet evening with a small party in the dry on Teal.



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HAMBLE CLASSICS REGATTA 2017



Top: XODs racing in last year's regatta. Photograph by Nick Gill.



Above: The bar on the pontoon organised by the Elephant Boatyard.

Right: A 6m at speed. Photograph by Nick Gill.

'More of the same please' was the clear message from participants after the inaugural Hamble Classics Regatta hosted by the Royal Southern last September, and considering it blew 25 knots on both days that says much about the Club's ability to host an outstanding regatta, on and off the water.

It also demonstrates that the classic yacht owners make sure their boats are up to the task when hard sailing conditions demand it and not just looking good!

The sight of so many unique and beautiful classic yachts in the Prince Philip Yacht Haven highlighted what a splendid facility it is, and as Vicki and I climbed aboard the yachts that had been submitted for the Concours d'Elegance judging and discussed their provenance or hidden history, the sheer pride of being the custodian of a treasured piece of yachting history was all too evident.

Good racing is an essential part of a classic regatta but what happens ashore is also equally crucial to everyone's enjoyment. So Saturday's après sail pontoon party - hosted by the Elephant Boatyard - proved to be a perfect appetiser for the Hamble Classics dinner, where Sir Robin Knox-Johnston was the guest speaker.

After two days of sunshine, breeze and superb sailing (three if you count the yachts arriving on Friday for afternoon tea and cakes courtesy of the Ladies Committee) the competitors, race teams, event helpers and supporters gathered in the upper bar on Sunday afternoon for the main prize-giving. Even this occasion was reminiscent of times past, with near silence except the announcements and applause!

Still there was more to be done and thanks is due to Tim Thubron, Richard Campbell-Walter and a team of volunteers who set about retrieving Club members' boats from HYS and other locations having been moved out of the PPYH to make room for the visiting classics. For this we are very grateful because without this flexibility running good events would be far harder and less enjoyable for our visitors.

Looking ahead to the 2017 event on September 16/17th, we hope to at least

match last year's entry of 65 yachts. To deliver that successfully we have an even stronger in-house team, plus the race officers Peter Bateson and Tony Lovell with their keen volunteer teams ready to repeat the success.

The support and guidance of the River Hamble Harbour Master Jason Scott has also



been very helpful, and after much careful planning last year we hope that a gentler breeze this time will allow a river finish near Hamble Quay for the entire fleet at around 1400 on Sunday 17th September, so make sure that's in your diary!

We plan to continue the charitable aspect of the event and after generous donations last year helped raise nearly £1,000 for the Cirdan Sailing Trust with their yawl Duet, and Geoff Holt's Wetwheels Hamble. We have a target to beat this time!

Also part of the Hamble Classics' vision is to engage with marine businesses, so the generous support for a second year from race day sponsor Spinlock, plus industry partners Ratsey and Lapthorn, Performance Rigging, Classic Marine, the Sandeman Yacht Company and the Elephant Boatyard is most welcome.

After last year's Hamble Classics Sir Robin Knox-Johnston commented, "I thought the whole event was most enjoyable. It is just what yachting should be about."

I hope we keep that we will continue to match that accolade!

Jonty Sherwill



'Sophie' the Concours winner in 1916. Photograph by Nick Gill.

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JOINING THE DARK SIDE

Penrose III had to go. The idea of sailing a 46ft ocean going yacht single-handed at my age was not a practical proposition, quite aside from the fact that I am hopelessly unfit and all I ever did was hang onto the wheel - see Denise's poem *Gluefeet* which she always denied was inspired by her husband - but I knew better.

However I did sell *Pill* to a single-handed sailor - obviously fitter than me, and a Russian. Good luck to him.

There was nothing for it - a motor boat beckoned. The prerequisite was to operate single-handed. Most motorboats are designed for the Mediterranean with stern docking, passerelles and the like. You try dashing to the back of a boat as you try to tie up on your own and see what happens.

I needed a boat where you could step ashore amidships. That requirement narrowed the field considerably. Hardy 35 - too big. Seaward - cramped accommodation and so on. I also needed a spare cabin to accommodate small grandchildren and gear.

And here's another thing. There is nowhere to put anything in motorboats. Perhaps it's OK if you've got a 60-footer but I was looking for something half that size.



They are virtually flat bottomed so all stowage is limited and mostly above the waterline.

After lots of faffing around I eventually got round to considering what many would consider to be the Royal Southern default motor yacht. By the way - do you know the difference between a motor yacht and a motorboat? Because when you register your vessel, they ask you. And the answer is - if you have separate sleeping cabins and correspondingly appropriate 'facilities', you are a yacht. Otherwise you're a boat.

So a Nimbus loomed and Members' boats, sorry, yachts, abound. Two friends have Nimbus 32s and another one even has a fancy flying bridge. Trips were taken. Everything seemed fine except they were just too big to handle on my own.

Then when I was beginning to despair of finding something suitable and smaller, Nimbus announce a replacement for their popular 320 - the 305. Excellent - I was off to Offshore Powerboats (the Nimbus UK dealers) in a flash. And sure enough they had one coming in for the Southampton Boat Show. The whole thing was perfect although I didn't tell them that - there was negotiating to be done.

I bought the boat - sorry, yacht - and agreed it could be displayed at the boat show. And that's when I should have

kept my mouth shut. By the time the show opened half the Club knew all about it - Offshore couldn't believe the interest and amount of people crowding on, mostly Club Members coming for a nosey.

But by the end of the show the carpets had worn through, but they hadn't sold a single boat - sorry, yacht - at least not to a Southern Member.

To be continued.....

Bill Carlidge





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50 YEARS ON

John Walker

In the sailing world, it is not unusual to find yachts built more than half a century ago that are still quartering the world's oceans to go racing. Our Mediterranean reciprocal, Yacht Club de Monaco's *Tuiga* from 1909, and perhaps most notably our Honorary Member, Johnny Caulcutt's *Mariquita*, which went down the ways in 1911, are fine examples, though in no way unique.

In the world of powerboats, however, it is much rarer to find examples of anything approaching similar vintage, think *Turbinia*, now all scrapped or consigned to museums or private collections – and virtually unknown to find younger if still venerable examples racing today.

One factor that unifies both fraternities of sail and power is that to keep a vintage vessel of any persuasion in commission requires regular and increasingly eye-watering dollops of money and as importantly, the love of their owners. Boating was ever a people thing and this story revolves around those people who originally designed, built, raced, cruised and finally raced again in one of the best known offshore powerboats of our time; the classic *Gee*.

As with many young men of independent means and a sense of adventure, at the age of 22 Eddie Greenall took up motor racing and from 1950 piloted a succession of Astons, Bugattis, Coopers, Lolas and, finally, a Lotus Elise. Enjoying varying degrees of success but setting a trend for his future afloat, he was always amongst the class leaders, before brewery business interests forced his retirement from the track at the end of the 1961 season.

By the mid-1960s, many of his motor racing peers had discovered offshore powerboat racing including Royal Southern Members Tommy Sopwith and Tim Powell, and together with Keith Schellenberg and Bill Shand-Kidd, their obvious enjoyment of the emerging sport may have encouraged the still restless Eddie to go afloat.

Thus, by the time of the 1966 Cowes-Torquay race, he had acquired a Donzi 28' with twin Chrysler petrol motors from the doyen of American designers, Jim Wynne, which he christened *Gee* and to which the RYA allocated the number 185. Both name and number would accompany him throughout his powerboat racing career.

Of the 18 finishers from 40 starters, Eddie



Above: Delivered by Wilf Souter in summer 1967, *Gee* ran her sea trials in the Solent in an altogether more gentlemanly age.
Photo: Beken.

Modern offshore powerboat racing came into being in the mid-1950s, a pastime of the rich and famous, using boats that were often notoriously unfit for purpose. When Max Aitken and his Daily Express newspaper brought offshore to the UK in 1961, using the tag line 'racing improves the breed', it immediately attracted an eclectic coterie of competitors drawn from industry, motor racing and the ranks of the independently wealthy gentlemen sportsmen.

One man who happily fitted all three of those categories was the Hon. Edward Gilbert Greenall, 3rd Baron Daresbury, born November 1928 into the 'beverage' and family brewery that became Greenall Whitley, educated at Eton and a man as close to the style of H.C.McNeile's fictional character Bulldog Drummond as one could find in a month of looking.

brought the Donzi home 15th, covering the 172nm in 8hrs 18mins to average 23.5mph in a race won by Wynne in *Ghost Rider*, a boat built in Cowes by W.A. Souter & Son.

In no way dispirited by his finishing position and modest average speed, he immediately sold the Donzi and placed an order with Wynne and Souter for a bigger boat, but why Wynne and why Souter? Eddie was an observant man and had, throughout his competitive career, bought and raced machines that had design provenance and winning potential and it was no different now that he was a wet bob.

The unlikely association between the American designer and Cowes boatbuilder had begun several years before, when the Arctic Road yard had built some Wynne-designed circuit boats to race in the Paris 6-Hour marathon. Wilf Souter



Left: Eddie Greenall in typical pose with pipe and wife, Molly, alongside, on board *Gee* at scrutineering in Cowes for the first Cowes-Torquay outing in 1968. Photo: Beken.

Below: *Gee* race number 185 at the Portsmouth start of the 1969 BP & Daily Telegraph Round Britain Race. Photo: Beken

Bottom: Starting the BP & Daily Telegraph Round Britain Race at bookmaker's odds of 3:1, *Gee* was well up to speed in the early stages of the race before her retirement. Photo: Beken

and his brothers had refined a cold moulding building technique by fixing mahogany veneers over a mould by means of battens and staples, binding together the successive layers of wood with synthetic resin. This proved ideal for one-off constructions, giving an excellent strength to weight ratio. Proven in yachts and latterly, circuit boats, it was by accident that when in the early months of 1966 and with time running out, Wynne and his Miami sportsman patron, Hugh Doyle, could not get their new 28' offshore boat *Ghost Rider* built in America, they came to Souter and so began a remarkable collaboration.

What Eddie received from Wilf Souter in the summer of 1967 was a 40' long, 12'6" beam, cold-moulded cruiser with a reverse sheer transom, typical of Wynne's designs prior to the advent of transom-mounted sterndrives. Powered by twin Cummins Indiana 480hp turbo-charged diesels on V-drives and shafts built like a brick outhouse, she would run at better than 50mph in almost any sea state likely to be encountered around the British Isles.

Racing only once that season, winning the Needles Trophy in Poole, but missing the Cowes-Torquay, this stately vessel was to give her owner, his second wife Molly and regular navigator, Sq Ldr Victor Linthune DFC, a mostly comfortable and often class-winning ride over the following five seasons, with victories or highly placed finishes in Needles Trophy, Guards International, Torbay International, Round The Island and Cowes-Torquay races.

If there was to be one disappointment during this reign it was in the 1969 Daily Telegraph & BP Round Britain Race. Quoted 3:1 in the pre-race betting and lying 4th overall when the fleet left Inverness for Dundee on the sixth leg, in big seas and fog, she was leading the charge when, uncharacteristically, *Gee* lost all motive power and drifting onto a lee shore off Arbroath, was forced to retire, the only competitor of 41 starters forced to use any emergency service during the entire marathon race.



By 1969, Eddie Greenall had moved to Jersey and having sold *Gee* after the 1971 Cowes-Torquay-Cowes race, she ceased being a race boat and while he continued racing in a much bigger boat under the same name, she metamorphosed into life as a cruiser re-named *Melodrama*, a guise that would last for the following 37 years. Her next three owners were all offshore powerboat racers and all had seen *Gee* in her pomp.

First was John Galliford who graduated from racing the wholly inappropriate R&W Clark built *Michelle S* cruiser, via Open Pleasure class, a misnomer if ever there was one, and finally Tommy Sopwith's 1970 Cowes-Torquay winner, *Miss Enfield 2*, with Ken Cassir.

Retaining her original Cummins motors but with a new raised coachroof to make her more comfortable below deck, *Gee*, now *Melodrama*, became their support boat, but within a year Galliford was concentrating on his growing building business and retired from racing and sold her on.

Below: Used as a family cruiser by five of her six owners as Melodrama a new forward coachroof and three changes of engines have kept Gee user-friendly over the years. Photo: Keith Dallas.



Opposite page left: Cummins embraced the historic niceties of Gee entering her second Round Britain Race in 39 years and duly delivered the nearest current equivalent to her original 480hp Indiana engines, in the shape of their CMD QSB 5.9 litre turbodiesels. Photo: EyeSea.

Opposite page bottom left: The fleet berthed in Plymouth after the first leg. Poor weather prevented the second leg to Fishguard being run so Chris Clayton's team had to find road transport at very short notice. Photo: EyeSea.

Opposite page top right: After eight fraught weeks of re-building against the clock, Gee went afloat just 48 hours before the start. Photo: EyeSea.

Second was Keith Dallas, who to this day is still a little hazy about how and why he acquired her after a very short acquaintance, but the boat tended to have that seductive effect on people. He had progressed up the sport from racing an Avenger 21 in Class III to a Class II catamaran out of the emerging Cougar stable, powered by four Mercury outboards and successively branded *Wiggins Teape* and then *Penthouse/Inver House/Rizla* for his sponsors.

As a major racing representative and development driver for Mercury, when Dallas discovered that the Cummins engines he had inherited were in less than perfect condition, he approached Mercury Racing's supremo, Gary Garbrech, for suggestions. Soon thereafter, *Melodrama* had been re-engined with two 454 cu.in. V8 Mercruiser inboards on her original V-drives.

With the possible exception of the occasion when, having consigned her to a yard in Poole to replace the original cork decks with teak, they allowed her to sink on a mooring, necessitating much remedial yard work and a full engine rebuild, there followed nine relatively trouble-free years of summer season cruising en famille in the Solent, West Country and Channel Islands before he too thought it right to move her on.

Third was Roger Bowley, an engineer and car dealer from the West Wight, who had raced in various classes and boats. Dallas was asking £12,000 which seems ridiculously cheap today, but a deal was struck that included the exchange of money and a Maserati Merak. Thereafter,

Melodrama's new owner thought it sensible to have both Mercruisers re-built immediately, which may explain the asking price.

After using the boat around the Solent the engines began to show signs of wear and tear, and being the proud possessor of two 330hp Sabre diesels out of Derek Pobjoy's *Sundancer*, he oversaw a second change of engines.

It was in 1985, whilst lying at Eastlands Boatyard on the Hamble that *Melodrama* caught the eye of Thames shipyard owner John Bates. Between 1946-1975, his family business, William Bates & Son, had built what its founder had described as luxury river and seagoing cruisers under the name Star Craft, some sold to private owners, some run as a hire fleet on the river and John had taken much pleasure in finding old boats and bringing them back to as-new condition. Who better than a man brought up with the smell of Thames mud, glue and wood shavings in his nostrils to take ownership of the wooden classic.

Back at Chertsey, John, his shipwright, Terry Dann and great chum Mike Clark, went to work on *Melodrama* not once but twice during his ownership, rectifying the rot around the waterline and exhausts and generally 'minting' the by now elderly if still sprightly lady. Richard Bates recalls that his father regarded all the time and money as a well-spent labour of love and having used the boat in the Solent, by 2003 it was back on the Thames, where Mike Clark gave it a regular weekly run out.

Enter property developer and now Royal Southern Member, Chris Clayton, *Melodrama's* sixth owner. It was on one of these weekly outings that he first encountered her, after a long lunch at the Thames Court pub by Shepperton Lock. Then he met Mike Clark en route back to the yard. Attracted by her unusual lines, Clayton and Clark got talking and after discovering her history, it became apparent that she was available to purchase. Thoroughly seduced, Clayton went back home and rarely given the opportunity to own such a rare and special craft, returned to Bates Wharf and negotiated the sale with Richard Bates.

Up to this point in his life it is fair to say that his nautical experience had been in much smaller boats on the Solent and in the Balearics. As he said afterwards: "*Melodrama* replaced a race-tuned jetski and even though it was 30 knots slower, it could handle any sea at 40 knots with a full crew on board. We took her back from the Thames to the Solent, mooring her at Royal Clarence Yard in Gosport and after two seasons use, I decided to do some remedial works, which included the removal of 18 layers of paint to reveal her bare mahogany, overhaul of the Sabres and a revamped interior together with new deck fittings."

That refurbishment took 18 months and after reaching agreement with the Greenall family, *Melodrama* was re-christened *Gee* and returned to her original livery. Still moored in Gosport, she saw use in home waters and on cross-Channel passages, but in January 2008, Clayton noticed a headline in *Motorboat & Yachting* that the Round Britain Race was being re-run later that year and the germ of an idea formed. What a 40th anniversary that would be to race *Gee* again after all those years in retirement, as she had done the first ever Round Britain Race in 1969.

There were a number of immediate hurdles to clear, notably who would crew the boat, what engines to use and, most important, would the old girl handle the pounding? A call to Mike Clark elicited the response that 'there was a very fine line between madness and stupidity', but he thought she would be up for it.

A rushed visit to the London Boat Show and a conversation with Cummins sales supremo, David Johnson, secured CMD QSB 480hp engines and race support, so it was just down to a quick survey to tick the last box.



By early March the boat was ashore in Swanwick and here, ex-Fairey man and surveyor, Bill Dunlop, brought a measure of harsh reality to the owner's infectious enthusiasm and any thoughts of removing the microwave and a few cushions to secure a quick and dirty re-fit were consigned to boxes marked 'pie' and 'sky'.

Dunlop insisted that the boat be stripped back to its bare hull, all the interior that had most recently been installed should come out and only then could he conduct a proper survey. John Bates' shipwright, Terry Dann, did the necessary, Dunlop ticked the box and *Gee* could go racing again. The official entry was lodged in the Historic Racing Class, whose nominal criteria were boats over 20 years of age and capable of 50 knots and just one problem remained; the boat was stripped bare and the start was looming two months ahead.

Almost by necessity, racing comes in two parts, a race to the start line and a race to the finish line and this was no different. As the boat went under cover, a team including Roger Street



from Cummins, ace painter Tony Preston, electronics wizard Geoff Sargent, skipper John Guille and crew Nathan Ward and Biff Allen, all applied their not inconsiderable talents to the re-fit, whilst Clayton kept the financial wheels turning.

New shafts, rudders and propellers were procured, Raymarine provided a datalink system to monitor fuel consumption and engineering data via their E120 multi-function display and ST60 navigation instruments package, the QSB 5.9 litre turbo-diesels arrived on pallets from Cummins and the whole re-fit went ahead apace with a working budget of £150,000.

Eight weeks later, on 19th June and just 48 hours before the start, *Gee* went back afloat. With the pressure easing a little, Chris Clayton commented: "This last two months has been a frantic race to go racing, but now we can see the Portsmouth start line it is all beginning to seem worthwhile."



Above: The Royal Southern's then Vice-Commodore Mark Inkster and Rear Commodore, Richard Campbell-Walter were on hand at the finish in Portsmouth to congratulate Chris Clayton on his team's performance in winning the Historic Class in Gee's 41st year. Photo: EyeSea.





Looking as good as she ever had in her pomp, Gee dominated a race-long battle with Team 747, having stolen a march on Leg 1 to Plymouth that was never subsequently in danger. Photo: Chris Davies

After nine days of remarkably trouble-free racing around the British coast in wildly differing conditions, many of them most unpleasant, and a race-long duel with Team 747, a very quick Fairy Spearfish, Clayton and his crew brought his 40 year old charge home covering the 1,164nm course in an elapsed time of 34 hours, 17 minutes, 21 seconds to win the Historic Class. Job done.

Well, not quite. Since going round Britain in June 2008, Chris Clayton and his brothers have used *Gee* under the Royal Southern burgee in the UK, racing her in the 50th Cowes-Torquay-Cowes in 2010, before trucking her south to the Mediterranean where, based in Port Gallice on Cap d'Antibes, they have cruised her extensively on the French and Italian coasts.

This year, visits to the Monaco Grand Prix and the Viareggio-Bastia offshore powerboat race festival where she will mix with historic Rivas and other classic race boats are on the cards, before returning to compete in the Cowes-Torquay-Cowes race, half a century after her first race outing in 1967.

Some boat. Some Birthday!



Photo courtesy of Glenn Chidzoy

GEE's 50th Anniversary

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

To celebrate GEE's 50th, Topsail are pleased to announce they are offering the following benefits to all Royal Southern Yacht Club Members taking out an insurance policy with Topsail Insurance.

- 10% discount off all Topsail Boat and Sailing Dinghy insurance policies and free Marine Legal expenses cover (where applicable)
- 10% discount off all Topsail Annual Travel insurance policies

Quote **GEE 50** for your exclusive discount.

"GEE has been insured with Topsail insurance for over 5 years and the service and level of cover at such competitive rates makes it my No.1 choice and I am delighted Topsail can offer 10% off to all new customers, as a celebration of GEE's 50th." - Chris Clayton, Owner of GEE.

T&Cs: Underwriting criteria applies, discount applicable in the first year only and not available in conjunction with any other promotion, discount applicable to new customers only, discount applicable when you quote **GEE 50** during the period 01/01/17 to 31/12/17 inclusive.

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DAVID
SKELLON
and the 'Curlew'....



*This photograph of the 68 foot Maine schooner
'Curlew' was taken by a crew member from the
bridge of USS 'Compass Island', a research
vessel, off Bermuda in 1962.*

*... recording wind speeds of 110 knots and waves
of over 75 feet...*

Firmly in the jaws of the worst North Atlantic storm in 40 years, David Skellon's thoughts turned, not surprisingly, to a contemplation of his own mortality.

"I thought I was going to die," he says simply. "My thinking was clear, ice cold even - so it was a case of 'let's be careful and do everything we can'."

The events of 54 years ago and the near miraculous survival of the schooner *Curlew* have become the stuff of legend. David's own date with destiny came about through a series of random encounters of a kind which will be familiar to anyone who has spent time working and travelling on yachts.

He graduated from London's King Edward VII Nautical College in the late '50s with suitable ocean-going navigation tickets and, encouraged by his friend Sir John Onslow set his sights on becoming a yacht skipper. Joining the Royal Thames YC he was soon taken on by club member Harold Gardner, the owner of the *Black Swan* – see separate story.

This association ultimately saw a teenage David skippering the yacht around the Caribbean and Long Island Sound area, depending on the season, in the late '50s and early '60s. After the sale of *Black Swan* he returned to the UK, met his first wife Jo, and signed up for a commercial pilot training course. At this point fate intervened.

During his time on America's east coast David had become with friends with several Connecticut yachtsmen. They subsequently bought the 68-foot Alden schooner *Curlew*, built in Maine in 1927, intending to enter the Caribbean yacht charter business. Lacking the necessary offshore experience for the delivery they contacted David and he – with time to kill before the start of the flying career – agreed to the trip.



On Sunday, November 11, 1962, *Curlew* left Mystic, Connecticut, in company with the 56-foot schooner *Windfall*, the two crews having arranged an informal 'race' to Bermuda, where they would take a break in the voyage. As *Curlew* cleared Montauk Point at the eastern end of Long Island, her crew glimpsed *Windfall* a few miles astern. It would be the last sighting of the yacht – her crew among the 144 sailors lost in the ensuing storm.

As David recalls, the weather system responsible for the carnage was slow to arrive, with the *Curlew* briefly becalmed on the Monday. However, by Wednesday morning the northerly wind was up to 50 knots, helping whip up the north-running Gulf Stream. After a number of sail and halyard failures, *Curlew* was running south under bare poles. The dramatic events of the fol-

lowing hours are best told through edited extracts from the account Captain Skellon gave to the US sailing magazine *Yachting* soon afterwards.

Wednesday 1500: I took over the wheel for my hour's fight and within 10 minutes I was wet as the sea itself, with the seas pooping continuously. However, the Gulf Stream water was warm.

Jim (O'Neill, from Massachusetts), wedged into the cockpit beside me, remarked that the wind was still increasing. I agreed, thinking that so was the uneasy feeling in the pit of my stomach.

I finished my watch after checking the bilge water, which only just stayed below the sole with the engine running continuously (to operate the bilge pump). Things below looked pretty sad. All the bunks were soaked, water was cascading through the main hatch. Ed (Lowe, the experienced first mate) and I agreed that only he and I would steer at night in bad weather.

Thursday 0100: On and on we sped through the night. Hour by hour and watch by watch *Curlew* twisted, corkscrewed and pitched and rocketed her way through the sea.

On our second morning watch the fore headstay parted, caused by the momentum set up by a colossal sea which whipped the mast almost right out of the ship and continued to carry us along, finally ending in the first real broach-to. I thought we were gone. The heavy, waterlogged yacht lay completely on her beam ends for almost three minutes before she slowly, sickeningly slowly, began to right herself.

I crawled forward and tightened down the main fisherman halyard which was still shackled onto the bowsprit. This added a little strength to the flexing rig.

After this terrifying experience we immediately dragged out several fathoms of three-inch line which we streamed astern in a long loop. As we played it out we lashed a few odds and ends on to it such as two life rings, a fenderboard, and an old sack full of canvas. This effectively cut about two knots off the boat's progress, making her far safer. I turned in, now mentally and physically exhausted.

0700: I was bodily thrown from my bunk against the vessel's hull and pinned there by what felt like a ton of water. Apparently, a mountainous wave had broken over the full length of the ship and had completely stoved in the main cabin skylight, even though this was protected by the upturned dinghy lashed on deck.

This same sea had caught hold of Sam Fiorello, (a *Curlew* co-owner) and, after attempting to throw him overboard, finally washed him back against the wheel, breaking all but six of the eleven spokes.

I rushed on deck to find Eddie very tenderly bringing the yacht back to her original course. By this time I realised we were now in serious trouble, particularly as the wind was blowing 75 to 80 and the seas were 65-70 feet high.

(David went below and put out a Mayday which was answered by the Bermuda Coast Guard.

With the taffrail log having been swept away overnight, *Curlew's* position could only be guessed at – with RDF assistance they were located 60 miles east-northeast of the island, and David spent three hours providing one-to-10 countdown transmissions for a search aircraft to home in on).

Left: Photograph shows 'Curlew' designed by John G. Alden in 1926 and built in Wincasset, Maine.

1230: Spider (Simn, from New Jersey) shouted down the hatch that an aircraft had just passed over us. This indeed was a reassuring sight. They asked us our status which I repeated was critical. By now there was over two feet of water covering the cabin sole, and I genuinely wondered how much longer the old ship could stand it.

The airplane announced she intended to drop a liferaft. As I was about to reply, *Curlew* broached again, this time lying with her mast almost horizontal to the sea, causing the ocean to pour rapidly through the damaged skylight. Nevertheless, with the stoutness of an old war horse, she picked herself up, slowly shook the water off her decks, and continued on, leaving us by now with over three feet of water below.

(*Curlew's* crew narrowly missed the dropped liferaft but were told that the USS *Compass Island* – a navigational research vessel and part of the Polaris missile programme – was 30 miles away).



1400: Sam came bounding down the hatch with a large smile on his face, saying he had sighted the ship, a mile and a half away. After putting Sam in charge of organising all safety measures, I gave Eddie a break at the wheel.

This I found to be an enlightening experience. After getting used to the ferocious winds, we studied the rolling masses of water which were literally blue mountains, the crests whipped into white foam spray about three acres square, and marvelled at the seaworthiness and design of the water-logged *Curlew*.

1600: The day was wearing by with terrible slowness. More water, more seas, more wind and more broaching. Slowly, but surely, we all regained a little confidence and hope, particularly as we were now only a few hours from Bermuda.

I was in concentrated conversation with *Compass Island*. She was giving us repeated course alterations. The water was now almost to my waist, swilling over the charts and chart table. The fatigue was also now beginning to make itself really felt as the only food we had eaten in three days were lifeboat rations, and some rum. However by sunset we were still afloat and only had 12 miles to go. The seas seemed more gigantic than ever. By now we didn't even dare look at them.

(Closely shadowed by *Compass Island*, *Curlew* crept into the lee of Bermuda and set a course for the sanctuary of St George's Harbour, seemingly within reach).

2200: We safely reached the southeast tip of Bermuda, and we came left on to a northerly course, now only two miles from the harbour. For the first quarter of a mile we progressed slowly, dead to windward. Then, coming almost to a dead stop, we found it impossible to make headway against the short, choppy sea and overpowering wind.

(Demonstrating great seamanship, *Compass Island* closed in to act as a windbreak, at one point getting *Curlew* within a quarter of a mile of the

harbour entrance before having to shear off to regain steerage).

Friday 0030: So near and so far. As soon as the wind struck us we lost ground fast. For two hours we tried every possible way of powering the last stretch, but with no success. We were losing ground rapidly.

0130: I conferred with the captain, suggesting that it was imperative we turn and run back under the south side of the island to gain some shelter and, if possible, to close with the island enough to anchor or beach.

Foiled again! For what seemed an eternity we attempted to shorten the distance between us and the sparkling island, until it finally dawned upon me that Bermuda was useless as a haven in that peril.

I informed the crew and we discussed the possibility of running off again. They were not too eager for this and, after getting a weather report that existing conditions would continue for 24 hours, we all decided that it would be impossible to go on, particularly in view of the now very critical status of *Curlew*.

I asked *Compass Island's* captain if he had any suggestions, to which came the reply 'Abandon ship while you still can'. This seemed to be such a sad end for such a gallant battle, but I could see no alternative.

The final drama for *Curlew* and her crew came when they came alongside *Compass Island*, to climb cargo nets to safety. First the bowsprit was snapped off by the ship's stern, then the foremast fouled the side of their rescue ship and was torn away, along with the rub rail, stanchions and cat rail.

By 0215 on Friday all were safely aboard *Compass Island*, guests of the US Navy for the next three days. And there would be a happy ending to a tale that almost ended in tragedy, with *Curlew* reported still afloat after the storm had abated. The *Compass Island* concluded its magnificent role in the affair by rendezvousing with a tug chartered by *Curlew's* other co-owner, transferring the rescued crew, and finally locating the derelict yacht with its impressive radar.

Once reunited with the barely floating *Curlew*, a nine-hour tow saw her safe in St George's Harbour. Repaired and refitted, *Curlew* would sail again and reach the Caribbean. For the record, the *Compass Island* recorded a windspeed of 110 knots during the rescue, and wave heights of 75 feet.



Right: Beautifully refitted and totally refurbished for charter work, 'Curlew' now operates from Dana Point Harbour in California.

David Skellon – ‘Superskell’ as he is known to friends in the Club – would take up his flight school appointment and embark on an airline career with Irish Airlines and then BOAC. He also set up a number of successful boatbuilding businesses over the years, the Fisher Motorsailor and Supermarine Swordfish perhaps their most notable products, as well as profitable superyacht charters in the Mediterranean.

Remembering the events of 1962, David can only recall one other occasion when he contemplated his imminent demise. That came when a VC10 he was piloting over the Alps in 1969 experienced a ‘jet upset’ – a seemingly innocuous phrase which in fact translates as ‘being flipped upside down by severe clear air turbulence’.



However, death holds no fears for David, the reason being that he knows when it is going to happen – August 16, 2026 to be precise. This prediction was thrust upon him by an Indian fortune-teller during his BOAC years. Normally such a prognosis would be cast aside, but for one other forecast made at the same time. The Indian seer also told David that the number 18111 would be significant in his life – it might be a cash windfall, though in what denomination the psychic could not say.

Some time later David narrowly survived a potentially fatal car crash when another driver turned across his lane at a junction on a high-speed A-road. After taking rapid avoiding action and spinning round, David’s VW Beetle ended up stalled on the side of the road. Glancing down to restart the engine he noticed the odometer reading... 18111. Cue spooky music.

Curllew’s experience has been a mainstream of the Classic Heavy Weather Sailing - The latest edition is reviewed on p77.

The Black Swan

**Before
Curllew, another yacht
had made a deep
impression on David
Skellon – the *Black
Swan*.**



Tyrone Power steps off the ‘Black Swan’ - a beautiful Ketch in 1958.

Built in Newport Beach, California, for the film star Tyrone Power, *Black Swan* took its name from a 1942 swashbuckling pirate movie in which he starred alongside Maureen O’Hara, Anthony Quinn and George Sanders.

Power, newly married for the third time, had the ketch shipped to Spain in 1958 where he was starring in the historical epic *Solomon and Sheba*. However, on November 15th Power died suddenly after suffering a major heart attack while filming a sword fight with Sanders, his friend and frequent co-star. He was just 44.

Unsurprisingly, his widow Deborah had little interest in the yacht. It was put up for sale and bought by Harold Gardner – who appointed the teenage David as skipper and ‘part owner’.

David at the helm of Black Swan in Antigua.

After joining the yacht in Birdham, David recalls a successful first season after which he persuaded his ‘co-owner’ to relocate the vessel – now renamed *Black Moth* under British registry – to Hamble, where it was moored on piles directly opposite the Royal Southern.



Next stop for the *Moth* was to be the Caribbean. Once in Antigua, David recalls, their first charter clients were Princess Margaret and Anthony Armstrong-Jones, on a short paparazzi-free break before their marriage in May 1960. “She was charming and I taught him to water-ski,” David remembers.

Many more charters in the Caribbean and Long Island Sound were to follow, and many famous names, not least film actress Audrey Hepburn, stepped aboard.

Black Moth was eventually sold to the vice president of the NBC television network – by which time David had made his Connecticut connections and *Curllew* was on the horizon.



David Skellon - a Club Member since 1967.

GOLF



The Royal Southern Golf Society started off the season at Corhampton Golf Club on 16th March. This was our second time there and everyone thoroughly enjoyed the day, despite the early morning fog which soon cleared and we were fortunate enough to dispense with our outer layers of golf clothing.

The chef also makes sure that we are well provisioned for before and after the round. We had 17 playing and there were many close scores.

Alan Feltham was the victor with 38 points (though rumour has it he is playing more golf than Rory McIlroy), while Edward Pigginn and Andy Bates both had 37 points. On countback Edward collected the wine as he had 21 on the back 9, whilst Andy had 20. Andy still managed to pick up some wine by winning the nearest the pin prize. Gordon Craigen won the men's longest drive.

The ladies were equally close: I had 30 points, Vic Shipway had 29 and Dot Jones 27. Dot won the ladies' longest drive and the best team on the day was Dot, Alan and Becci Butler.

Our second event was at Hockley Golf Club which has proven to be a firm favourite with our members. Jane Pyle and her team ensure we are always felt so welcome.

It is Mike Gordon's home course, so he led the way accompanied by Peter Nicholson and Helen Bartholomew. A formidable team!

The course was in beautiful condition and the speed of the greens caught many of us out. The weather was glorious and it was wonderful to be able to play in T-shirts - very different to the previous year when even the hardiest of sailors complained of the cold.

We had seven teams of three, with the winning team being Mike Bartholomew, Alan Feltham and Noj, with Helen, Peter and Mike's team coming second. Alan won again with an amazing score of 40 points. He has kindly volunteered to cut his handicap by 2 and will now be playing off 10.

The scores again were all very close, JT 35, Peter 36, Noj 36, Mike B 35 but Andy pipped them to runner-up with 37. He has also volunteered to take a handicap reduction.

Helen had a fantastic round winning ladies overall with 36 points and also had longest drive. A great achievement playing off 14. Noj won both the nearest the pin and men's longest drive.

Hockley supplied some delicious sandwiches and French fries whilst prizes were presented. In the evening the golfers and their partners returned to the Southern for an apres golf supper. Michelle, our new events manager, ensured the evening was a great success. The dinner was excellent served in a wonderful atmosphere. We had a superb evening, being entertained with Noj's regular repertoire!

Our society continues to grow and members are seeing improvements in their game, so I encourage you to come and join us.



Judith Greenhalgh, on our golf days, also runs a 9-hole day if you do not wish to come for 18 holes. Please do not hesitate to contact me or Judith for more information. We also plan to put our golf clubs on our boats for more games further afield. Deauville is now a regular annual event – see the separate report.

Our third event was held on 11th May at Southwick Golf Club, another beautiful golf course. James, the club secretary, always comes out to greet us and ensures the day runs smoothly. The weather was absolutely glorious and everyone enjoyed the round.

There was a small catastrophe before the start when some of the wine prizes smashed in our car. My golf bag was full of red wine and we had to be breath in the fumes all the way round.

I am not sure if that is why Roy and I played so well. I had 39 points and Roy won the men's with 36 points. Peter Nicholson also had a very successful day by winning Nearest the Pin, Longest Drive and came second on countback with 34 points. So three bottles of wine to Peter!

Congratulations to Bob Pearson and Edward Pigginn for also scoring 34 points. The best team was Dot, Roy and myself - as I say, I think we had the advantage of inhaling red wine fumes for the whole round.

Supper was back in the Yeoman room which, as normal, was great fun.

Chrissie White



FONDÉ



EN 1825

Joseph Perrier

CHAMPAGNE

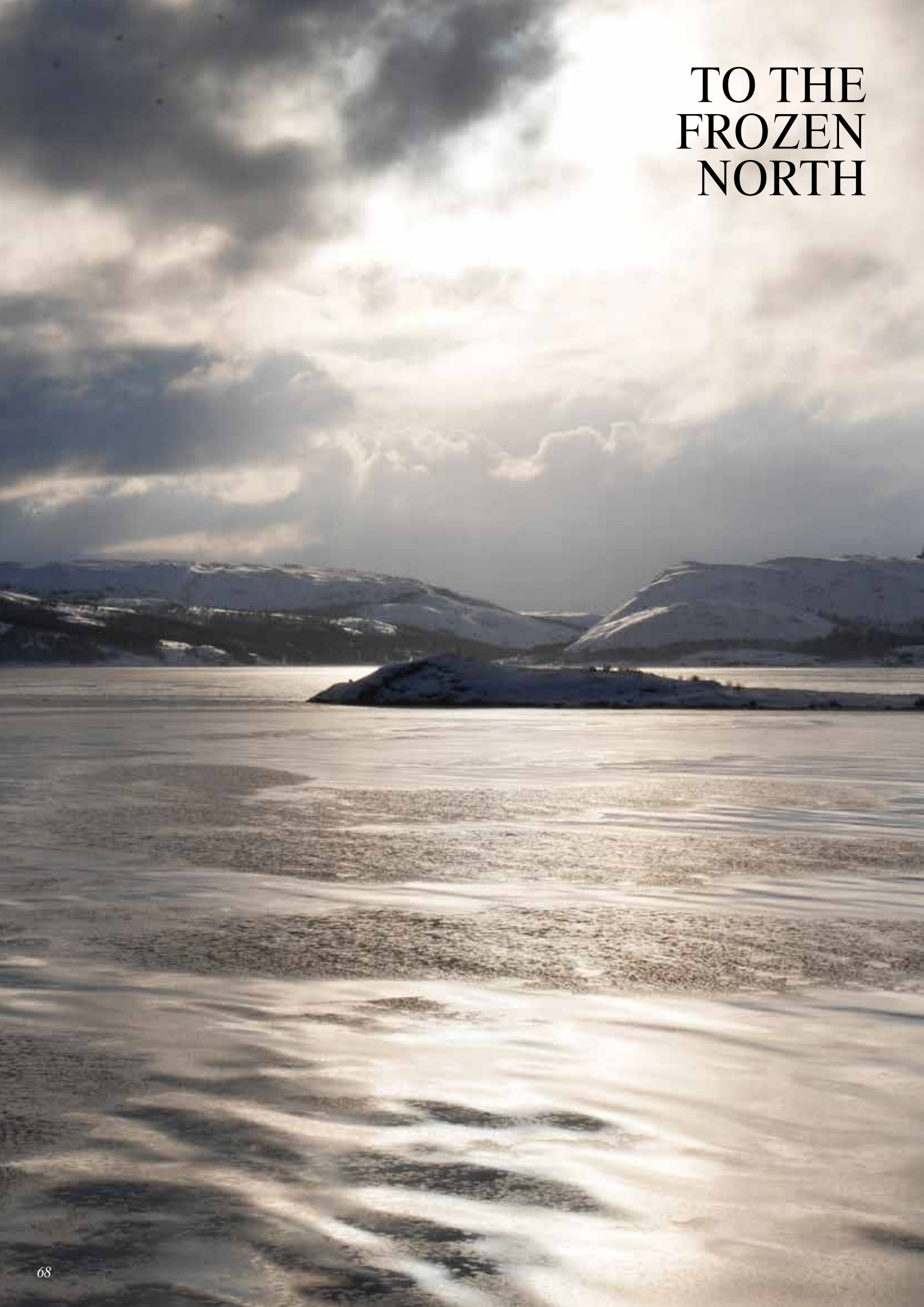
The Enlightener



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.

TO THE FROZEN NORTH



On a damp afternoon in February, after a delayed flight from London, I boarded MS Trollfjord in Bergen for the round trip to Kirkenes, within 10 miles of the Russian border in the high Arctic. Every day, apart from Christmas Day, a Hurtigruten ship leaves Bergen for the 12-day round trip, calling at 34 ports and providing a lifeline to many of the small communities in the north of Norway which remain isolated despite the development of roads and air travel.

Most of the passengers were tourists hoping to see the northern lights and I was no exception but, having done the trip before, I was also keen to revisit the Arctic and experience the unique combination of snow, ice and sea.

The weather had cleared by the time we left Bergen in the late evening. Northbound the sailing schedule provides time to visit some of the major Norwegian cities and the following morning we arrived at Ålesund, which was practically destroyed by a disastrous fire in 1904 and rebuilt in the Art Nouveau style, with the assistance of Kaiser Wilhelm.



Opposite page: The approach to the Kirkenes with sea ice forming.

Above: Ålesund, the art deco town.

Left: Kjeungskjær Lighthouse.

Below: St David's Day aurorae.



Trondheim was our city stop the following morning, followed by an afternoon of cruising through narrow straits flanked by snow covered mountains, and past Kjeungskjoer, which must be one of the most photographed lighthouses in the world.

During the afternoon the Astronomy Group had listened to a lecture on the northern lights by Ian Ridpath (the astronomy lecturer who has given a similar lecture as part of the Winter Lectures Series at the Club) and we were hopeful of seeing aurorae as he had explained that there was a large coronal hole facing the Earth.

Although they are a phenomenon of the Earth's upper atmosphere aurorae are caused by activity on the Sun. A continual flow of gas, the solar wind, streams away from the Sun, and when it reaches the Earth the atomic particles it contains are funnelled down the Earth's lines of magnetic force onto the upper atmosphere into a ring around the poles called the auroral oval, a band of virtually permanent aurorae about 10 degrees wide in latitude.

A coronal hole is an area of lower density in the Sun's outer layers where the solar wind can stream outwards at high speed. When it reaches the earth, having travelled the 93 million miles in two to three days, the solar particles cause bright and extensive auroral displays which can be seen

far south of the Arctic Circle. The coronal hole had been in the correct place – i.e. facing the earth – and the space weather forecast was for high auroral activity and the day had been clear. As clouds are frequently the main obstacle to seeing aurorae we were optimistic.

During dinner we were rewarded with an announcement that the northern lights could be seen. The display continued for several hours and the whole group was able to put into practice what they had learned about photographing aurora.

The large coronal hole, which we came to regard as 'ours', served us well throughout the voyage and the weather remained clear and calm so we had unprecedented displays of multicoloured aurorae for many nights: some lasting until past midnight and starting early in the evening or even at twilight.



Right: Captain Bruland conducting the crossing the Arctic Circle ceremony.

Below: Aurorae over the Lofoten Islands.

Far Right” Clearing the snow from the deck.

Bottom Right: A kick-sled - the essential shopping accessory

At breakfast time the next morning we crossed the Arctic Circle. Although the only tangible evidence was a small globe on a skerry (which I failed to photograph as I was having breakfast) the occasion was marked later in the morning by the arrival of King Neptune and a ceremony to mark the occasion - this involved having frozen water being poured down the back of one's neck.



That afternoon we visited the planetarium at Tromsø and returned to the ship via the subterranean roads beneath the mountains, including a roundabout. Although there had been some snow in Tromsø the weather cleared and we again had a spectacular light show.

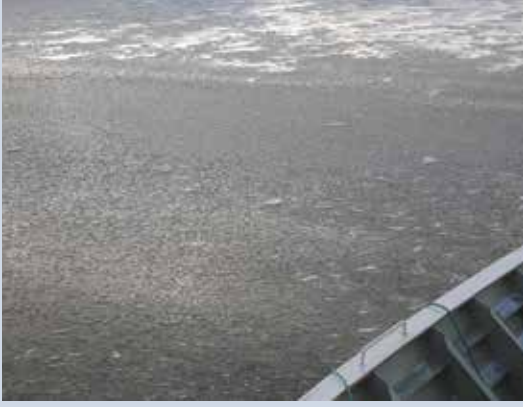


We continued heading north with the landscape becoming more remote and icier although the temperature remained around freezing. On this day the ship called at a number of small towns, including Honningsvåg, where I did not go on the trip to North Cape but walked around the town in gentle snow flurries. Seeing the statue of Bamse was a priority, (see page 73) but I also met a man who played football for West Ham, groups of children who were mass-producing blue snowmen for an advertising campaign, and kicksleds being used for shopping and walking the dog.



On the morning of day five we approached Kirkenes, the turning point of the voyage. It was very calm and cold and the water had a strange appearance. This was caused by early stages in the formation of sea ice. Small needle ice crystals called frazil float to the surface, as they consist of nearly pure fresh water and are less dense than salt water, and when on the surface bond together to form grease ice which is so called for its resemblance to an oil slick. This then develops in to a continuous, thick sheet of ice, called nilas.

As currents push the nilas around they slide over each other, a process know as rafting, and eventually form a more stable sheet. The ice sheet became more obvious as we sailed towards Kirkenes, but near the harbour it had been broken up by ships entering and leaving.



It was a quiet Sunday morning in Kirkenes, a frontier town situated some 10 miles from the Russian border, and going ashore was an interesting experience. There was a clear Russian influence with signs in Russian as well as Norwegian, and Russian fishing boats in the harbour. But there had been a snowfall overnight and there were also some quite domestic scenes; instead of car washing, there was snow blowing to be done and family of kicksleds was waiting to be used.

Below: MS Trollford moored in Kirkenes.
Below Centre: Sunday morning chores in Kirkenes.
Below Centre: Øksfjord, a hamlet of 500 located over 70 degrees N.
Bottom: The icy beauty of the Lofoten Islands.



On returning to the ship the growth of the sea ice was very obvious and the different stages of its development could be seen clearly.

At this point we had travelled along some 1,250 miles of Norwegian coast line and were further east than Istanbul, but it was time to head back to Bergen and the ports visited during the night could now be seen in the day. In general these are smaller fishing communities, such as Øksfjord, some of which are no larger than hamlets for whom the arrival of the daily Hurtigruten ship is an essential lifeline.



Most Norwegian ports and even Murmansk, which is just over 100 miles further east, benefit from the benign influence of the Gulf Stream and remain ice-free, but Kirkenes, which is situated at the head of a relatively narrow inlet, is by-passed and sea-ice forms during most winters.



Docking in Kirkenes was a noisy business as the ship crushed large pieces of ice against the quay. The water was crystal clear and the volume of ice under the water of the mini-icebergs could easily be seen.





Above: Raftsundet.

Right & Below: The entrance to Trollfjord - 100m wide.

Bottom: Sea ice forming.

Highlights included a visit to Hammerfest, the most northern town in the world and a World Heritage Site, and a nighttime visit to Tromsø which enabled the highly acclaimed architecture of the Arctic Cathedral to be appreciated but most importantly the scenery.

We cruised past remote, snow covered mountain ranges reaching down to the sea, saw the stunning beauty of the Lofoten Islands, and marvelled at Raftsundet, a narrow 15 mile strait between Vesterålen and Lofoten.

We also visited Trollfjord, after which our ship was named. With an entrance of just over 300ft and surrounded by 3,000 ft peaks it is a spectacular sight. Although we went very close to the entrance we did not go up the fjord, as the ship does in the summer, due to the risk of ice falling on the deck.



Throughout our southbound trip the weather continued to be perfect for scenery and star gazing, and we were fortunate to have many more hours of aurorae - to the extent that the group started to become rather blasé and would only get dressed to go on deck for the best. We arrived in Bergen feeling we had been very fortunate to have had such a wonderful experience.

Sheelagh Cohen.



Bamse

Bamse was a St Bernard bought by the master of the Norwegian whale-catcher *Thorodd*. Taken to sea at an early age he was enrolled as an official crew member on 9 February 1940, by which time the *Thorrod* had been drafted into the Royal Norwegian Navy as a coastal patrol vessel.

Following the Nazi invasion of Norway later that year *Thorodd* was one of 13 Norwegian vessels to escape to the UK where she was converted into a minesweeper based in Montrose.

Bamse became well known in the local area and would round up his crew and escort them back to the ship in time for duty or curfew, travelling on the local buses unac-

companied to Dundee where he would fetch his crewmates from their favourite watering hole, the Bodega Bar.

His fame spread and he became the mascot of the Royal Norwegian Navy and then of all Free Norwegian Forces.

Bamse - Norwegian for 'teddy bear' - died in 1944 and was buried with full military honours. He was later posthumously awarded the Norges Hundeorden animal medal for his war service and the PDSA Gold Medal for gallantry and devotion to duty, the only World War II animal to have received this honour.

The statue of Bamse in Honningsvåg faces south west towards Montrose, and the equivalent Scottish statue faces north-east towards Honningsvåg.

Top Left: Author with the statue of Bamse.

Above: Raftsundet.



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DEMENTIA UK COFFEE MORNING

One To Remember!

The Ladies Committee held a very successful and enjoyable coffee morning in March that raised an amazing £980 for Dementia UK Admiral Nursing.

Elegant models from Devernois of Bedford Place, Southampton, walked casually among 93-seated guests showing the latest colours and styles from the spring/summer collection.

Ladies and gentlemen enjoyed coffee/tea and delicious cakes made and served by the Ladies Committee, and were able to buy cards, books and handbags from Phoenix Cards, Monica Books, Ladies Love and Desert Diamonds.

The raffle is always a big attraction and this one was no exception with a range of lovely prizes including beautiful bouquets of fresh flowers and bottles of bubbles.

Sharon from Devernois gave a brief description of the family-owned company that started life in France and now has boutiques across Europe and beyond.



Carole Gould, who was Ladies Committee lead on the event, thanked everyone for their contribution to Dementia UK Admiral Nursing and briefly explained their role in the community. Commodore Karen Henderson-Williams drew the event to a close.

BRIDGE DRIVE

23rd March 2017

On a Thursday in March a total of 56 experienced, new and social bridge players, male and female, took the seats for a bridge drive.

Of the 14 tables, eight were brand new and provided by funds raised by the Ladies Committee.

Tea has become the highlight of the afternoon with a delicious assortment of sandwiches and cakes made by the Ladies Committee. The raffle, meanwhile, raised £260 for our charity, The Countess Mountbatten Hospice.

Back at the tables, the grand slam was won by the partnership of Ann Hardy and Judy Greensmith, and the highest score for the first three rubbers was won by Annie Campbell-Walter, who just pipped her husband into second place by 22 points.

Special thanks goes to everyone who gave so generously to our charity raffle, and to the volunteers who gave their time to serve the teas.

The Ladies Committee, lead organiser Helen Jones with Nicky Gardner, were pleased this was another successful Ladies Committee event.

Do come and join us at the next bridge drive on 16th November.

LADIES LUNCH

Spring 2017

The Spring Ladies Lunch was attended by 63 ladies and started well with a welcome glass of prosecco and glorious sunshine lighting up the upper bar and outside terraces.

The lunch menu looked good and was a real success – salmon in a wine and dill sauce followed by the most delicious individual summer berry pudding with crème anglaise.

Our speaker, Pete Smith, gave a relaxed and amusing account of his life as a musician. He told stories of his performances with the finest, most distinguished orchestras to mishaps and incidences in quite different situations. Playing his bass trombone behind a horse in a military parade presented interesting challenges!

Our aim is to offer ladies an enjoyable and entertaining event and also raise monies for our 2017 charity - so the committee were pleased that the popular raffle raised £285 for The Countess Mountbatten Hospice in West End.

MEMBERSHIP OF THE SOUTHERN...

Brings many benefits both on and off the water.



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

... and not forgetting –

The best racing in the Solent
Discounted entry to our regattas

Sam’s Ramp, a floating slipway offering mud-free dinghy access

Numerous balls, dinners, suppers and BBQs



New Wine Committee

Over the Winter, the Executive Committee decided to re-constitute a Club Wine Committee to improve the range and quality of wines on offer to Members both in the Bars and the River Room. The new Wine Committee is chaired by Angus Newton with Members Bill Cartlidge, Colin Hall and Noj White, and our new Secretary/CEO Chris Hogan. They have now met several times, evaluated the current wine list based on Member preferences and sales figures, and noted that we can list more wines than previously, thanks to Chris Hogan's changes to the electronic



Chairman of the new Wine Committee, Angus Newton, summarises selections for the new River Room Wine List with Club Secretary Chris Hogan, Colin Hall and Noj White. (Bill Cartlidge also contributed in absentia).

tills. So, it is now possible to stick with existing favourite wines, bring in more variety and also extend the top range quality with an 'enlightened' margin policy.

Over the last few years, Hennings of Pulborough have been almost sole suppliers to the Club.

They will continue as major suppliers of many of Members' favourite wines including the Club sauvignon blanc, merlot and shiraz, Commodore's Selection wines Louis Latour Macon-Lugny and Ch. Jalousie-Beaulieu Bordeaux, and Club Grand Marque Champagne – Joseph Perrier.

Our new additional supplier will be Liberty Wines, based in London and serving many of the top end clubs and restaurants. They will be able to add a wider selection of wines across the board including a range of red and white Burgundy, and claret. They will also help with staff training in wine, and wine list production. You can check them out here: www.libertywines.co.uk.

We expect to be introducing the new wine list in June – a combination of old favourites, new options and a greater choice of fine wines from the classic appellations of France. There will also be more wines available by the glass at the Bars.

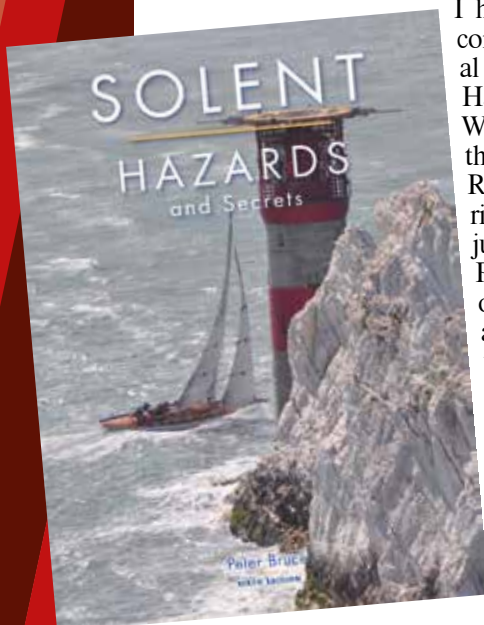
'And what about price?' do we hear you ask? You will have noticed that duty rates went up in the Budget, and the Pound has gone down against the Euro. Given that nearly all of our wines come from Euroland, some kind of increase was inevitable, but it will be a minimal 50p on bottles of Club and Commodore's Selection wines. For the finer wines, our policy is to cap a cash margin, so compared with the outside world where they work on % mark ups, we will offer even better value the more you explore the finer reaches of the new wine list. We will review the list again in the Autumn, and in the meantime, we hope that you enjoy the new wines as they come on stream.

The Wine Committee

Solent Hazards - earthly contact

I first bought Solent Hazards, Peter Bruce's matchless review of where the shallow bits are, in 1986 - the first edition.

The pages were small, the pictures were black and white - or rather shades of sploidy grey - and



I had already made contact with several of Peter's Solent Hazards including Wootton Creek, the Bramble Bank, Ryde Sands, Norris Point, the rocks just west of Egypt Point and numerous muddy creeks around Lymington. In fact, more and more have popped up in my memory as I write.

At that time, the J/24s racing reckoned you hadn't been try-

ing hard enough unless you hit the putty at least once in a race. It was easy to spin out and a bash with a hammer on the lead keel afterwards made everything as good as new.

Well, everything changes, and in its latest sixth edition, Solent Hazards is a huge change for the better: larger pages, larger pictures, vibrant colour and updated text to match - a credit to author and publisher alike.

I'm not sure if hitting the bottom less frequently now is a testament to Peter Bruce or a consequence of having larger boats that don't take to earthly contact so kindly. But this is a book that you should have, and even if you already have an older edition, you will learn a lot more with this new one.

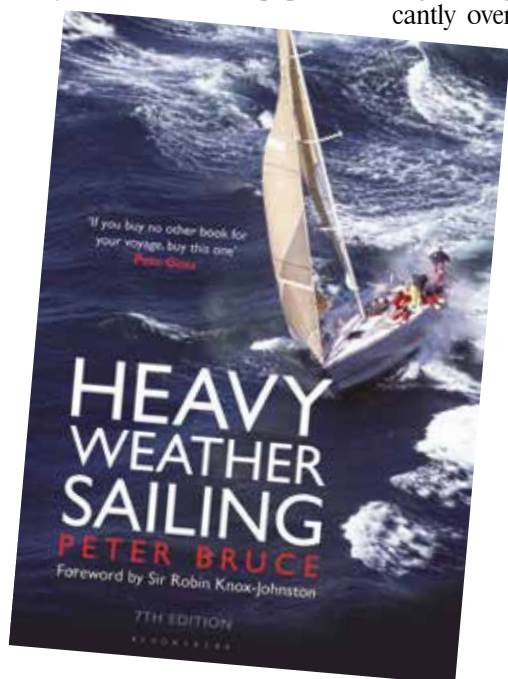
It's pretty up to date with the shifting sands too: Peter notes on P 85 that the Bramble Bank may be, over the years, moving very slowly to the west. Yes - I can confirm that. Brambles Cricket Match 2016. Contact!

Colin Hall

Heavy Weather Sailing

This, the 7th Edition of Heavy Weather Sailing by Peter Bruce, is required reading by anyone venturing on an ocean passage and who therefore might encounter conditions most of us hope not to experience. Indeed it is not only for those on such long distance sailing, but is a mine of valuable advice for all even in our own sheltered waters.

This new edition updates Peter's earlier revisions of Adlard Coles' seminal work first published 50 years ago. The design and materials of yachts and their equipment change so significantly over the



years a regular update is needed. Although it is only nine years since the 6th edition there are marked changes in advice on ensuring a safe passage. The book is beautifully written, with contributions by other experts, and is compulsive reading.

The book is divided into two parts, Expert Advice and Storm Experiences, together with an illuminating foreword by Sir Robin Knox-Johnston. Expert Advice contains chapters on hull, keel, spars and rigging design, the best designs for serious conditions, the stability of yachts in large breaking waves and advice on techniques for minimising the risk of a capsize. There is a great mix of highly technical aspects and practical experiences.

Whatever the yacht design there is the need to slow the yacht down by the use of drogues if running before a big sea. Alternatively, a sea anchor can be used to hold the yacht facing into the weather, essential if near a lee shore. Excellent advice is given on these techniques.

There are separate chapters on the techniques for handling monohulls, multihulls, power boats and offshore RIBs, each with their quite different needs. Not forgotten is the human dimension, often the weakest link.

The book ends with Storm Experiences, graphic descriptions from individuals on their experiences in various parts of the world. Some are harrowing to read, indeed one is tragic. All are enlightening and conclude with Peter's comments.

The book is well illustrated throughout, the photos ranging from demonstrating the techniques advised to amazing photos of conditions most of us will never experience.

This is a must read for anyone considering leaving protected waters and a most enjoyable read for all who love the sea.

Angus & Annette Newton



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LAUNCH PARTY!

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Loaded

The Clubhouse and Prince Philip Yacht Haven featured as the backdrop during filming for an episode of the Channel 4 comedy-drama *Loaded* earlier this year. The series focuses on four friends and business partners who become overnight multi-millionaires thanks to the success of their iPhone game Cat Factory. One of them invests a part of his new found wealth in a 60-foot Sunseeker – which occupied the hammerhead for several days of filming. The Club is not mentioned by name and, along with the Hamble River and Southampton Water, is only briefly glimpsed during the episode in question. The eight-part series received mixed reviews.



Motorboat May Rally

Our first rally of the year in May saw a great turnout as boats large and small made the short crossing to Cowes, and we were pleased to welcome a number of new Club members who also came along.

The previously unsettled weather improved during the weekend making for a pleasant stay. In the evening the Club group was welcomed by Kate and Richard Gough – 'Goughy' - to their lovely waterside home, Westbourne House on the Medina River in the centre of Cowes.

We enjoyed a drinks reception before making our way to the Little Gloster restaurant in Gurnard. At the restaurant we were treated to a stunning sunset across the water to the mainland while enjoying an excellent and varied meal of 'sharing platters'.

This year we are running a Treasure Hunt Quiz at each Motorboat Rally this year, and prizes will be awarded at the Motorboat Dinner later this year.

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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.



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.



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.

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-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

SUMMER LAUNCHES

(1st Apr - 30th Sep)

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

WINTER LAUNCHES

(1st October - 31st March)

Mon-Sun	0800-1800 hrs
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The launch may not be called later than 30 minutes before the launch service ends.



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2017 PROGRAMME

Date	H/W Ports	Event
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		Dragons Edinburgh Cup (ISC)
10-14		J/80 World Championships
13		Golf Society – Skylark
14-16		Taittinger 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
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
12-16		J/70 Worlds (YCCS)
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
15-24		Southampton International Boat Show
16-17		Bart's Bash
21-24		One Ton Cup (RYS)
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

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

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

Date	H/W Ports	Event
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
4-5		Foxer Winter Championships
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.

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