

ROYAL
SOUTHERN
YACHT CLUB
AUTUMN 2014



the SOUTHERN





CONTRIBUTORS

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

Ann Arscott
Mike Austen
Christopher Barker
Elles Bicknell
Warwick Bookman
Carlo Borlenghi
Bill Cartlidge
Lindy Chamberlain
Kate Christie
Brian Curtis
Charles Davis
Peter Delbridge
Patrick Eden
Kate Gough
Judy Greensmith
Bob Hayes
Colin Hall
David Henderson-Williams
Karen Henderson-Williams
Geoff Holt
Mark Inkster
Dot Jones
David Mead
Graham Nixon
Roger Pritchard
Phil Riley
John Roberts
Alan Sharman
Louise Sproule
Peta Stuart-Hunt
Sally Sturt
Ian Thomas
Chrissie White
Noj White
Maggie Widdop
Jan Wright
Tim Wright
Paul Wyeth

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Arundells
Golf Society
Bridge Society
Shooting Society
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COVER PHOTOGRAPH

Work starts on the new Prince Philip Yacht Haven. Photograph by Peter Delbridge, who has also supplied more construction photographs on pages 4-6.

EDITORIAL TEAM

David Mead - Commodore
Chris Mansfield - Vice Commodore
Sheelagh Cohen & Pat Aspinall - Co-Editors
John Sparshatt-Worley - Advertising
Peta Stuart-Hunt - PR
Brian Curtis - Art Director
Design & Artwork - Owl House Limited
Editorial:
editor@royal-southern.co.uk
Advertising:
advertise@royal-southern.co.uk

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Registered Office: Rope Walk, Hamble
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ROYAL SOUTHERN YACHT CLUB CONTACTS

Office & Administration:
023 8045 0300
Lesley Walford 023 8045 0315
Club Manager
secretary@royal-southern.co.uk
Natalie Gray 023 8045 0302
Sailing Secretary
sailing@royal-southern.co.uk
Julie Fullstone 023 8045 0304
Management Accountant
sailing@royal-southern.co.uk

Lucy Audoire 023 8045 0318
Events Co-ordinator
events@royal-southern.co.uk
Paul Bishop 07900 872 461
Bosun

from the COMMODORE

I am incredibly proud of our Club, its history and its facilities which, by Spring of 2015, will be massively improved with the construction of the Prince Philip Yacht Haven and associated shore side work and as I write this article construction has started.

This investment in our future is the biggest project ever undertaken by your Club and thank you to all Members who have supported the Appeal. It is a major civil engineering project with the associated risks but I believe that the deterioration in the seawall over the past year shows that the work is absolutely essential and timely. The Yacht Haven Committee chaired by Past Commodore Inkster and his very professional committee have all worked long, long hours in getting us to where we are and may I personally say a "big" thank you to all the team.

It is hard to believe I have nearly completed my two years as your Commodore. It has been a wonderful experience and honour representing the Club all over the world during my term in office and welcoming many visitors to our wonderful Clubhouse.

In case you think that being Commodore is merely being a figurehead and getting the perks of a guaranteed berth and car parking space I thought I would give you a flavour of what I have been doing this summer, apart from attending innumerable meetings, looking after Sponsorship matters, helping with the PPYH Appeal, drawing raffles, presenting prizes - not to mention liaison with outside organisations. The list seems endless - I am going to



have so much time on my hands after the AGM at the end of November that maybe my company will get a look in and I can spend more time on the water.

In early May the David Thomas Regatta was held to celebrate a Club Member who is one

of Britain's most prolific yacht designers, with classics such as the Impala, Elizabethan, Sonata, Hunter 707 and the Sigma range to his name. Poor weather put a halt to the sailing activities on that day but the Club hosted a fabulous dinner for David which was attended by many of his life long friends from far and wide. A big thank you to Ann Arscott for organising this event.

The Summer Regatta Series was well attended and a thank you to all who supported these events and of course our very generous sponsors. At the September regatta Bart's Bash had terrific support from Club Members and rounded off the racing season. I am waiting with interest to see who is going to be Champion of Champions and receive the coveted prize of a trip to Barbados from the Barbados Tourist Authority.

The Aveva Cowes-Deauville race at the end of May is developing into not only a highly com-



petitive offshore race but also a fun weekend for all the family. It is good to see combined sailing, motorboat and shore based events which all Members can enjoy and I look forward to more such events. I had the honour of giving the speech at the Prize Giving - in French. Despite many hours of practice and careful tuition I fear it must have been dreadful. This was confirmed when someone commented it was nearly as bad as Ted Heath's speech after the UK joined the Common Market. C'est la vie.

After eight days back in the UK I was able to practice my french again during the 70th Anniversary of the D-Day Landings celebrations in Ouisterham.



OPPOSITE PAGE

CENTRE The Commodore presenting the Memory Book to David Thomas.

BOTTOM The Commodore and Richard Longdon AVEVA Group PLC at Deauville.

THIS PAGE

LEFT Pipe band at Ouistreham.

CENTRE LEFT Presentation of cheques following the Commodore's Charity Ball.

CENTRE RIGHT David Gilmor being presented with the Bill Foulkes Aladdin's Cave Trophy at the Match Cup.

BOTTOM Presentation of the half model of Morning Cloud 2.



organising the billeting. It meant that a wide range of Members were involved in the event and I am sure we will build on that experience.

The Commodore's Charity Ball which took place on Midsummer's Day was enjoyed by many Members and guests and raised over £30,000 for my charities.

A half model of Sir Edward Heath's Morning Cloud 2 was presented to the Club by the Trustees of the Sir Edward Heath Foundation in July in fulfilment of a long standing undertaking and during a hectic Cowes Week I met up with its current owner Jamie Matheson and his captain Peter Wright.

I had the pleasure of meeting HRH The Earl of Wessex at the end of September at Gunwharf Quays, Portsmouth at the invitation of Deputy Lord Lieutenant and Club Member Geoff Holt MBE. The Earl's visit was to learn more about Wetwheels and the wonderful work it does



The celebrations were very moving and made one appreciate the sacrifices our troops made in order that we can enjoy the life we lead now. The rally was superbly organised by Bill and Judy Nutt to whom a big thank you.

The ISAF Match Cup in June was a highly successful international event, organised by Colin Hall and his team. A big thank you to all the Club Members who helped, in particular those who provided accommodation for crews and Lisa Rochford for



PRINCE PHILIP YACHT HAVEN



for disabled sailors and the local community. Geoff is planning to base a Wetwheels Hamble at the Club which will provide not only a resource for the local community but also for the Club.

On Wednesday 8th October the Present and Past Flag Officers hosted a lunch for Honorary Life Member Dame Mary Fagan to mark her retirement as Lord Lieutenant of Hampshire for the past twenty five years and to thank her for all her support and advice to the Club during her term of office.



TOP Meeting Earl of Wessex at Gunwharf Quays with Geoff Holt and Member Fiona Pankhurst.

CENTRE Informal meeting of the ICOYC.

BOTTOM The Commodore with Dame Mary Fagan.

My last overseas duty was to represent the Club at the ICOYC Conference at the recently re-opened Norddeutscher Regatta Verein Yacht Club in Hamburg at the end of October.

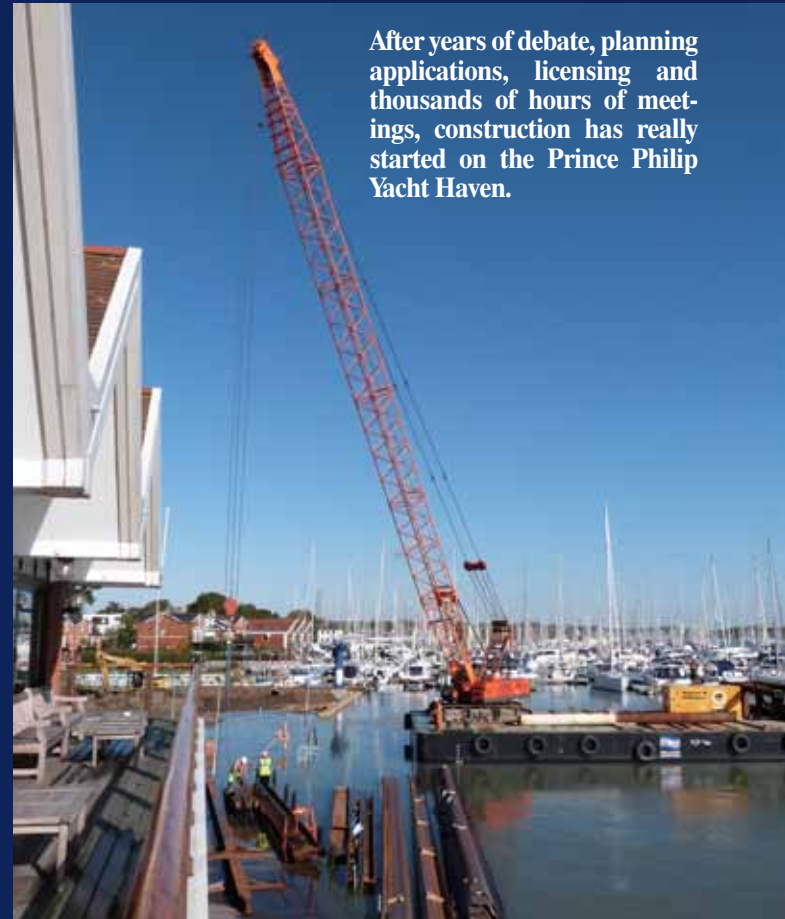
Our Club Secretary, Chris Pullinger left us at the end of September to pursue a new challenge in the catering world and we wish him and his family all luck and success in their new venture. I have thoroughly enjoyed working with Chris who has given me excellent support in helping me carry out my duties. There will,

without doubt, be changes in the staffing structure of the Club as the position of Club Secretary is, I believe, too wide ranging for one person. I am sure the newly elected Executive Committee will put the correct team in place to take the Club forward and balance tradition with the demands of the 21st century. I wish them all well.

Please continue to read the regular emailed newsletters and visit the Club website to keep up to date with what we are offering you, the Members, and I hope that you enjoy this issue of The Southern.

Finally I would like to thank all the Flag Officers, Committee Members, Trustees and Club Staff and all volunteers I have worked with during my term in office. It has been a great honour and thank you, Members, for supporting me.

David Mead



After years of debate, planning applications, licensing and thousands of hours of meetings, construction has really started on the Prince Philip Yacht Haven.

On 1st October 2014 Raymond Brown arrived on site and set up the site sealing off the area to public and Members alike. It is now their site, under their control, until the completion of works. In advance of this the car park had been entirely cleared revealing just how big an area of land the club sits on. Members' yachts have been moved to a variety of locations and we thank all owners for their cooperation.

At the same time the Walcon Wizard arrived by sea to start removing piles, pier and pontoons ready for dredging. With cranes and excavators on site the first pile was driven home and the mud for remediation was removed to a bund in the north of the car park. The crane pier was removed and the crane taken away to be stored for the winter prior to refurbishment and reinstatement.

The outer pontoons have been worked on to create a brand new area with additional finger

pontoons to provide a safe refuge for the winter period. The Club launch will now run from a variety of areas dependant on the work being carried out each day. It is being stored at night at Port Hamble.

One week into the build and the annual salmon run was reported to have started on the river which would have delayed works for a 3 day period of time if we had been dredging. However we were not and, with no delays caused by this, the closest we came to seeing salmon was in a fish pie in the upper bar.

Meetings have not stopped, in fact they have increased with a tea being held for the residents of Rope Walk to meet the contractors and enjoy cucumber sandwiches and scones during a presentation of the scheme and the works being undertaken.

Planners visited to take readings of sound levels and confirmed that the noise levels of these es-



sential works are within the agreed parameters and comply with British standards – a combination of vibro and drop hammer piling is being employed. Further meetings include the Hamble Parish Council, Crown Estates, Engineers and keeping our bank up to date with progress.

This project began years ago with the desire to install the link pontoon for longer than the 28 days of permitted development allowed. It has grown into the biggest project since the construction of the new building and the most expensive project in the Club's history.

The benefits are not just for berthholders and include:

- A new 40 year lease granted over crown moorings against the annual lease of the past. The club could never grant moorings of greater than 1 year in the past because of this.

- New agreement with Royal Air Force Yacht Club with a new working relationship resolving many of the decades of neighbourly disputes.
- Increased car parking
- New quarterdeck area in front of the club
- Permanent walk ashore berthing
- Massively improved flood defences

All of the 26 planning conditions have now been discharged and the green light is on. This scheme provides so much more than simply pontoons. The collapse of the seawall had long been foreseen but almost nobody had a solution for how to fund a new one.

The most important fact, although obvious, is rarely stated: a seawall provides protection of our premises but no income. With no income no bank is interested

in lending money unless it can be financed from profits elsewhere.

We could have built a cheaper seawall, one which would have prevented dredging in front of the club for evermore for fear of the wall collapsing into the river. But with no additional income and our regular but meagre profits all of the finance would have had to be sought from the membership. The bulk of this project is funded

from future earnings from the yacht haven, RAFYC contribution and future charges, the bank and Member donations.

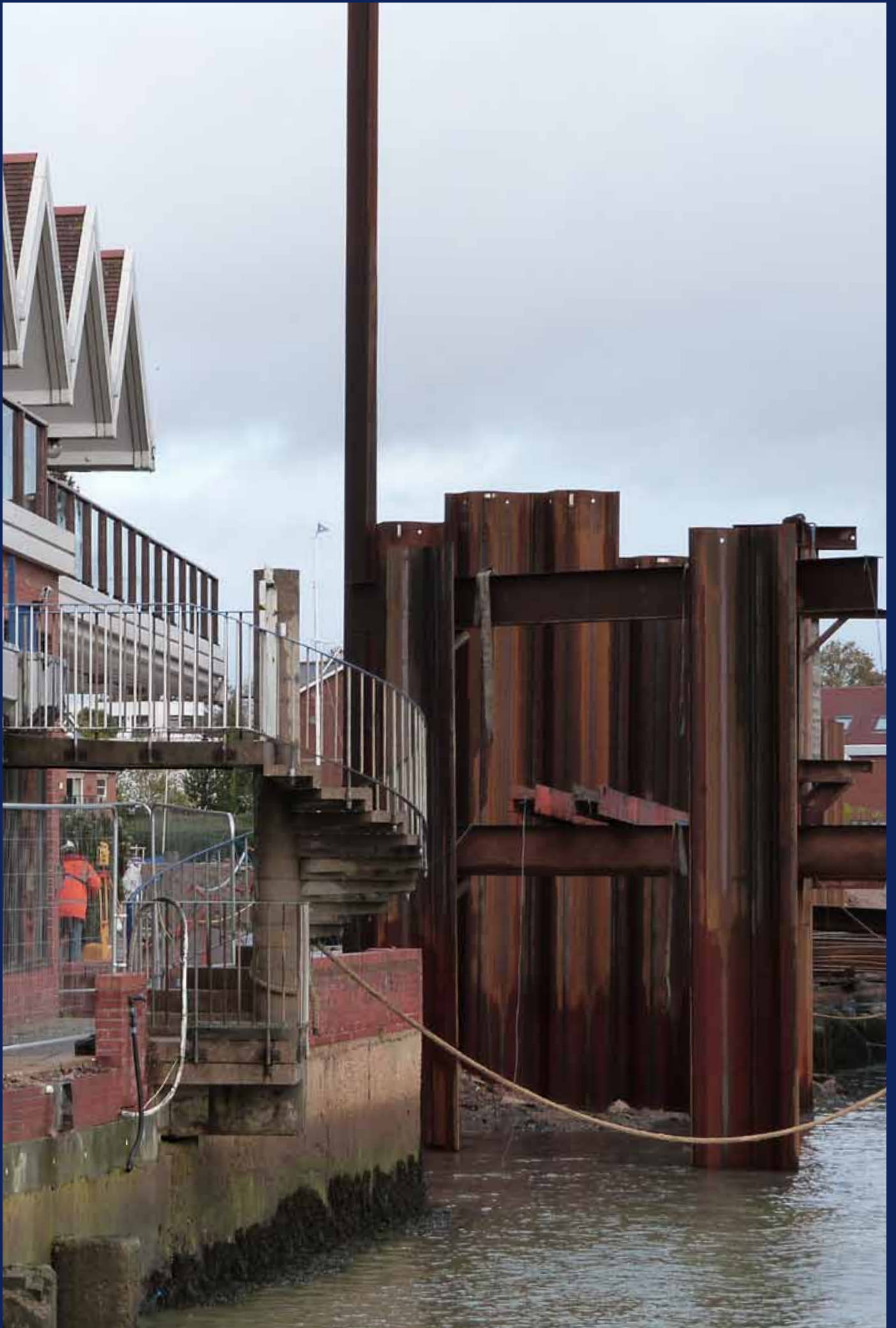
Thank you to all Members who have donated and those who have shown an interest in the project.

Mark Inkster

Follow the progress of the haven build via Mark's blog on the Royal Southern website

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Denise Cartlidge 1945-2014

Denise died on board her yacht *PENROSE III* on Saturday 13th September 2014 while racing in the Solent. This bald statement hardly describes the tragedy but if there was to be a choice, this is the way Denise would have chosen to go – racing one moment – gone the next.

Denise started sailing at 17 soon after meeting her boyfriend Bill. Although there were gaps while children were born, sailing was from then on a continuing pastime. Denise loved to sail. She cruised round the Mediterranean and back to England, the North and West of France, up to Holland, round Britain and across the Atlantic.

She loved to race offshore – multiple times across the Channel, across the Atlantic and of course, the Fastnet. This enthu-

siasm transmitted itself to all her many nautical friends – even the un-nautical ones if the weather was not too iffy.

Denise loved the sea and while the children were growing up the family lived in a house actually in the sea, cut off from the mainland every high water. More recently they bought a house overlooking the Hamble river with a view to match the Southern's.

Bill and Denise joined the Club in 1998 and Denise immersed

herself in club life – from 'Splash' with both sets of grand children to racing and cruising in Club events. She embraced the duties of the Ladies Committee and was a key member of the team which redeveloped the Club's bedrooms.

Denise put her heart and soul into everything she did – in the end her heart gave out but her soul will never be forgotten by the many friends who knew and loved her.



Denise navigating the Canal de l'île de Batz, Northern Brittany

David Thomas 1932-2014

David had been a Member of the Club since 1988. He was a very talented yacht designer of both racing and cruising boats. His designs included

the Sigma range, Hunter 707, Sonata, Impala, Chay Blyth's first BT Challenge Round The World boats and the Foxer, now such a distinctive boat on the river at weekends.

David was also an excellent helmsman in National 12's, Merlin Rockets and other dinghies

including the "Unit" designed by David, which was a high performance dinghy, in competition with other designs from other famous designers worldwide, as a prospective International/Olympic class. David helmed in the competition doing extremely well and continued as a successful helmsman throughout his career, including Olympic trials for the Soling Class. In keel boats David helmed a 12 metre *Norsaga*, leading to the America's Cup trials, and skippered various offshore and inshore keel boats, cruisers/racers, including the Sigma class with great success.

In May the Club was privileged to host the David Thomas Regatta and Dinner, an event that brought together many of those who had built David's designs as well as many of those who had sailed in them to pay tribute. They came from as far away as Iceland and Germany as well as much closer to home. The Regatta itself had to be delayed until later in the year due to lack of wind but at the dinner David and his family were able to reminisce with all those present. Many tales were told and thanks given for so much sailing pleasure given by David's designs.



Roger Barrett 1940-2014



Roger Barrett sadly passed away on 1st August. Diagnosed with prostate cancer in 2004 he remained positive and lived life to the full.

Born in Romsey during the Battle of Britain, Roger spent his early years in Hove and then moved to the New Forest where he attended Brockenhurst High School. In the mid sixties he spent several years in Insurance Broking in the City before returning to Hampshire, later marrying Denise in Blackburn Cathedral in 1973.

After regularly crewing on friends' boats his love of sail-

ing grew and he joined the Royal Southern in 1977. Roger served on the Managing Committee during the important time when the new Club house was being planned and built and with his knowledge of the licensed trade was immediately given responsibility for catering and drinks and his advice on the cellar and installations was invaluable.

He continued to provide assistance, in his delightful and quiet manner, after his tenure on Committees ended.

A keen golfer he and Denise were original members of the Southern Golf Society, several times winning the Stableford prize.

Roger was well known to Members as 'Mine Host' of the Linden Tree in Bursledon for fifteen years and with his high standards skippered a tight ship. Always smiling and humorous, as his son George in a tribute to his father said 'he did not collect enemies, only friends'. Indeed he was one of life's true gentlemen.

After a Service of Thanksgiving at a crowded St Leonard's Church in Bursledon conducted by Canon Peter Vargeson, a reception was held in the Upper Bar.

The Royal Southern was a 'bolt hole' for Roger where he spent many happy hours with the 6 o'clock club and enjoyed lunches with his family and the company of fellow Members.

NEW MEMBERS

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

Kevin & Veronica Annis
Richard & Wendy Bacon
Bastol Lukas
Juliette Bataille
Phillip & Susan Bayles
Penelope Bottomley
Frank & Jacqueline Bowden
Henry Bowen
& Anna Kennedy-Bowen
Suzanna & Adam Brushet
Peter & Helen Bulbeck
Graham & Suzanna Chase
Edward Connellan
David Clue
Jack Davies
Ian & Sue Dawson
Brian Denney
Mark Dennington
& Jo Ledingham
William Fahourdin
Samantha Flint
Kirsten Green
Wensley Haydon-Baillie
Andrew & Kate Husband
Simon & Natalia Jobson
Chris Makin & Louise Jones
Robert Jones
Mark Lees
Thomas Lovesey
Anne Middleton
Perry Noble
Alex Peka
Graham & Dairne Rabbitts
John Reddaway
Emily Store
John & Ruth Thompson
Jeremy Thorp
Colin & Rachel Townsend-Green
Paul Ward
Richard & Shelley Winder
Daniel Wray
Krzysztof Zaborski

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

Richard Cann	<i>A Member since 2003</i>
June Clark	<i>A Member since 1979</i>
Grahame Howe-Piper	<i>A Member since 1982</i>
Anthony Silcock	<i>A Member since 1987</i>
Dorothy Turner	<i>A Member since 1983</i>

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- 21 Dry Berths by ballot
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- 20 RYA Training Courses
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KINGS ROYAL HUSSARS PART OF THE FAMILY



cooks did a roaring trade serving hamburgers and hot dogs and the officers' wives ran an excellent refreshment marquee serving coffee and cakes which, judging by the fine quality, they had obviously cooked themselves. All the money they raised was destined for regimental charities.

The day provided a real insight into the good nature of the men and women of the regiment and the sense of the family bond that they all feel. An element of the Regiment is about to move, with its tanks, to take part in a major NATO exercise in Poland as part of the international response to Russian activities in Ukraine. Under such circumstances the bond becomes even more important.

The Open Day was great fun and I would encourage other Members of the Club not able to attend this year to go along next time. We are part of the family.

Major General Alan Sharman C.B.E.

Following an exciting summer, once again training in Canada, the Regiment found the opportunity to hold an Open Day over the weekend of 27/28 September. The event, held in their barracks in Tidworth, was very much a family occasion with wives, husbands, children and other relatives coming along for the fun. Also invited were members of the Regiment's wider family including veterans and, happily, Members of the Royal Southern.

The stalls and activities included the Regiment's fearsome Challenger 2 tanks and other equipment, a regimental headquarters in the field, bomb disposal, parachute display, the Band of the Royal Artillery, bouncy castles and a giant trampoline. The





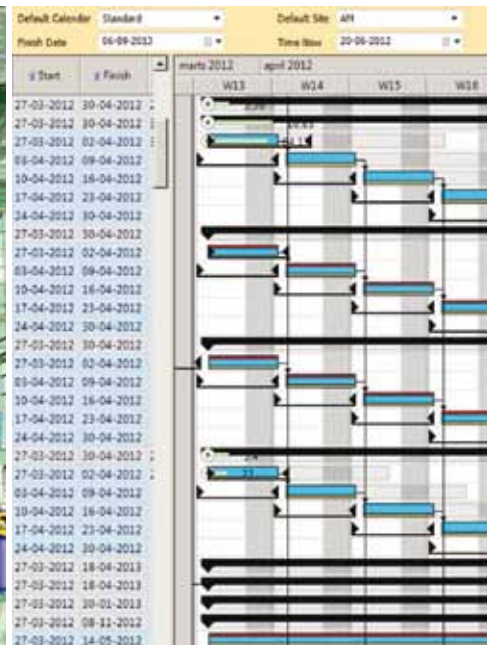
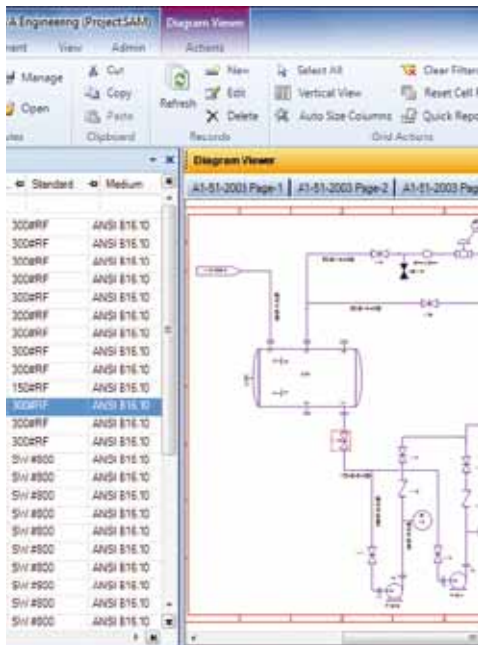
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CONTINUAL PROGRESSION



70th ANNIVERSARY OF THE D-DAY LANDINGS 4th - 8th JUNE 2014

Whilst I had to return to the UK following the Aveva Cowes-Deauville race many boats were making their way to Ouistreham for the 70th anniversary of the D-day landings. I returned on the ferry when my celebrations started with ten veterans parading on the dance floor to the applause of fellow passengers.

*All photographs by David Mead.
(B/W shots excepted)*



Arriving in Ouistreham in the early hours of Wednesday morning I joined Bill and Judy Nutt, my hosts for the next four days, on Black Swan. Bill and Judy had worked hard for two years arranging the rally and had somehow managed to reserve 20 berths all together in the Ouistreham Marina with 16 boats from the Royal Southern and 4 from our Hamble neighbours, the RAFYC. My thanks to Bill and Judy for organising such a fantastic event.

Saturday was the big day for our own veteran Elles Bicknell who attended the main celebrations on the beach in the presence of the Queen, President

Obama and Heads of State from around the world. The beaches were closed to the public but the events were shown on big screens around the town of Ouistreham.

Throughout the five days the French were fantastic thanking us at every opportunity for what we had done for them during the war and drinks flowed in the bars and in Ouistreham Yacht Club which became the meeting point.

A memorable few days in France which will be remembered for many years to come.

*David Mead
Commodore*

...A REFLECTION

Following our weekend in Deauville, Liz and I set sail on *Menai Moose* to Ouistreham calling at Honfleur (where it rained incessantly) and Dives-sur-Mer and duly arrived in Ouistreham on 3 June. We were armed with a splendid ringbinder prepared by Bill and Judy Nutt which had information on everything we could possibly need to know, including all the events taking place in Normandy over the following month, where to eat, where to buy food and drink, where to hire a car (or for the fitter amongst us, a bike), lock opening times and listing all the D-Day museums. We were almost as well briefed as General Eisenhower was in 1944!

This was the fourth D-Day anniversary that I had attended. On the first, some 40 years ago,

I was lucky enough to meet many of the characters involved including Major John Howard who had led the capture of Pegasus Bridge, Piper Mullin who played the bagpipes when Pegasus Bridge was relieved the following day and Madame Gondree who owned the café which was the first house in France to be liberated. This year we spent a day at Pegasus Bridge. We saw the spots where the gliders carrying the troops had landed just yards away from the bridge itself (a miracle of navigation) but mercifully and surprisingly not heard by the Germans defending the bridges. We saw the Mulberry Harbour at Arromanches and the beach at Omaha where so many US servicemen perished. We saw the King of Norway's yacht – he still has one! However, Britain was represented by HMS Richmond which was moored in the lock itself.





Whilst still retaining the poignancy of remembrance, over the years, these anniversaries have developed a carnival atmosphere. The ladies running the bars and restaurants wore 1940s dress and the roads around the beaches consisted largely of convoys of wartime jeeps and other military vehicles all lovingly restored by their owners who were dressed for the part.

We visited various museums of which there seemed to be one in every town explaining in detail exactly what happened in that locality. One of these is at Bayeux and we also went to the Tapestry Museum to remind us of the one and only time England has been invaded! The largest museum is at Caen which covers the whole of the Second World War from its origins to its end and is a must.

There were some amusing incidents; one for me was when I got rather bored waiting for Prince Charles to arrive at Pegasus Bridge and I crossed over to Café Gondrée for some liquid refreshment accompanied by my dog. When I crossed Pegasus Bridge on my way back, I unwittingly found myself in a reserved area surrounded by high ranking British and French military all with lots of scrambled egg on their caps; one spectator commented to Chrissie White security must have been very tight because she mistook our cocker spaniel for a security sniffer dog until she

was assured otherwise by Chrissie. In fact the military couldn't have been more pleasant and courteous and no one asked what I was doing in this reserved area!

There are now very few veterans left to attend these anniversaries and this was the last formal anniversary of D-Day which made it very special: we were lucky to be accompanied by our very own Elles Bicknell on Nessina crewed largely by his wonderful grandchildren. We would not have missed this for anything and thank you Bill and Judy for making it possible.

It is right to celebrate the liberation of Europe and the absence of war in Western Europe for the last 70 years. Our last visit was to nearby Ranville Cemetery, a haven of peace and tranquillity lovingly maintained by the Commonwealth War Graves Commission. A walk along row upon row of white headstones commemorating the deaths in early June 1944 of men most of whom were in their teens and early 20s reminds one that liberty came at a terrible price.

John Roberts

ELLES BICKNELL

He was one of the youngest people involved in the D-Day campaign, and Elles Bicknell's memories of life as a Merchant Navy cadet off the Normandy beaches in 1944 remain vivid.

The popular and long-standing member of the Royal Southern Yacht Club describes his recollections as "small snatches of memory", but taken together they provide a compelling picture of dramatic times.

One of the most powerful is his account of the terrible fate that befell a nearby ship which was also supplying the Allied bridgehead.

Elles' own vessel had been ordered to enter the artificial port constructed at Arromanches – known as a Mulberry Harbour – but had been delayed by problems raising the anchor.

"We were due to be the first ship in to the Mulberry Harbour," recalled Elles, now 86. "But another ship was pushed in in front of us so we stood off, and that ship hit a mine and split in two.

"While she was falling apart and sinking in two halves, we were ushered through the gap between the hulls. If we had gone in first there would have been no Mulberry Harbour left because we were full of high explosives, shells and stuff.

"These are the fortunes of war as much as anything," he added reflectively.

An active member of the Royal Southern Yacht Club since 1980, Elles' memories of his part in history were revived when he attended this summer's commemorations marking the 70th anniversary of D-Day – though he is quick to point out that it



wasn't 'D-Day' until after the event, being referred to as The Second Front or the Invasion of Europe beforehand.

And being underage at the time he shouldn't really have been there at all. He recalled: "You had to be 17 and three-quarters to join up. I was actually turned down by the captain of the vessel when I first volunteered, until they found I had a certificate which said on it – and I have still got it – 'this officer is competent to take charge of



all the armaments of a defensively equipped merchant ship'.

"The captain changed his mind and took me. I was put in charge of the machine gun nests on the bridge – I was 16 and a half."

Along with the certificate which put him in charge of his ship's anti-aircraft weapons Elles also recently found an old pay slip recording the extra active service money he was paid for his role in 'the liberation of Europe'. It was dated from June 20th to the third of October 1944.

As a merchant navy cadet he was nominally an officer rather than a seaman but, he remembers, it counted for little in the hierarchy aboard ship.

"You were the lowest of the low and had to do everything that an ordinary or able seaman would do, cleaning the bilges and everything else, and in between times you were preparing for exams," he said, adding that he relished the experience.

"You have to understand that at that age everything was a new excitement. You were receptive to everything that came along – whether it was landing guns or cleaning bilges."

Elles recalls how impressed he was by the scale of the organisation that kept Allied forces supplied following the landings, as well as the good humour of the stevedores from the London Docks who unloaded the endless stream of supply ships.





The teenage Elles was, however, less happy about being teased by Wrens crewing a supply boat which was delivering his ship's anti-aircraft barrage balloon - "One of them called out, 'here you are sonny, come and collect your balloon'."

Pre-invasion security, or rather the lack of it, was another issue that provided Elles with an enduring memory. Before D-Day he was told to get sorted out with navy battledress to replace his merchant navy reefer jacket.

"So I went home on a weekend pass and a tailor was waiting for me at my mother's request, and almost the first thing he said to me while he was measuring me up was 'so you'll be going on the invasion will you?'"

D-Day aside, Elles had previously taken part in Atlantic convoys and would do so again, surviving the threat from German U-boats. However, there were other dangers to be faced and overcome.

He recalls: "On the convoys we had almost as much trouble with other ships as the enemy, quite frankly, particularly in fog with the risk of collision.

"I had more trouble with Americans firing at me than Germans. We were boarded in the middle of the South Atlantic by an American cruiser whose aircraft had previously strafed us, on the basis they thought we

were a Japanese raider... I was so angry about that I don't think I've ever trusted the Americans since."

Elles' long Merchant Navy career continued after the war and he received his Master's Certificate in 1952 at the same time as his twin brother.

After moving ashore and taking up a variety of senior shore-based positions in the north east, his later career saw him working as sales director with a Worthing-based car firm, which led directly to his now long-standing membership of the Royal Southern.

"I needed a hobby that I enjoyed," he said. "I'd sailed dinghies as a child on the Firth of Forth, and I bought a boat and the nearest place to Worthing that I could sail at any point of the tide was the Hamble.

"It's much more interesting at this end of the south coast in any event and I've had the same berth up at Moody's for the last 36 years."

Phil Riley



On Midsummer's Day, Saturday 21st June, over 200 Members and guests attended the Commodore's Charity Ball to help raise funds for three charitable causes - the Battle Back Programme for rehabilitation of seriously injured service personnel through sport, Geoff Holt's Wetwheels and disabled access equipment for the Prince Philip Yacht Haven through the Royal Southern Charitable Trust.

COMMODORE'S SUMMER CHARITY BALL

Following the Joseph Perrier Champagne reception Honorary Chaplain Canon Peter Vargeson said Grace and we enjoyed a superb four course dinner prepared by our own kitchens with fine wines and liqueurs. Captain George Walker, King's Royal



Hussars kindly made the Loyal Toast followed by a welcome from the Commodore.

Lt.Col Ian Thomas the Commanding Officer of Battle Back gave a talk on his work at The Battle Back Centre Lilleshall which provides sports and adventure activities for wounded, injured and sick Service men and women from all three Services, and through sport, promotes self-confidence and improves



motivation to aid recovery. Geoff Holt launched our plans to have a Hamble based Wetwheels in the new Prince Philip Yacht Haven which will use the disabled facilities that are incorporated in the yacht haven plans.



Throughout the evening a Silent Auction was taking place with guests bidding for 24 fabulous prizes and Nick Bonham was let loose after dinner with the main auction of eleven superb prizes ranging from a Ben Ainslie signed America's Cup shirt, oil painting, sailing in the Solent and on classic boats in the Mediterranean plus holidays in France, Thailand and Antigua. Nick was at his absolute best (despite having just completed in the extremely long Round Island Race earlier in the day) and between the Silent Auction, Main Auction and various donations and sponsors over £30,000 was raised.

Following the Auction we were entertained by Le Freak Band, David Bradley as Michael Buble and Robbie Williams and guess who - DJ Teddy Massiah - whilst magician Ricky B. entertained guests at their tables with



his wonderful card tricks. I am still baffled as to how he worked his magic! A truly memorable evening, enjoyed by all which finished well after 1.00am on Sunday morning.

A big thank you to our Club Staff for looking after all our needs throughout the evening.



The first Charitable Ball for Help the Heroes took place in April 2009 followed by another H4H Dinner in November 2010 so the three functions have now raised over £100,000 for our Disabled Soldiers and Disabled Sailors which I feel is fantastic result from only three events.

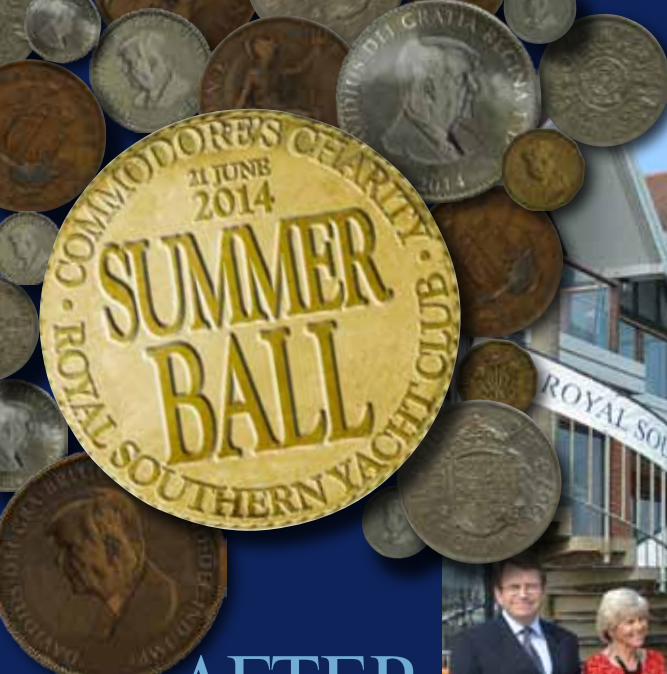
My thanks go to the Sponsors and Companies advertising in the programmes plus of the course my Committee of Dick Long and Jan Wright, Ann Peddley, my wife Annette and the Club Secretary.

Without this team it would not have been possible.

And why do we do it, to give enjoyment and put smiles on people's faces who are less privileged than most of us are. Thank you to all our Members and guests who have supported these functions over the past five years and to those who have donated quite amazing and generous auction items.

*David Mead
Commodore*





Cheques for Wetwheels, Battle Back and the Royal Southern Charitable Trust presented by the Commodore.

Left to Right: Lt Col Ian Thomas, Ann Peddley, Jan Wright, Geoff Holt, Dick Long, Brian Mead and David Mead.



AFTER THE BALL IS OVER

The recipients of the proceeds of the ball are linked and will work together to deliver combined objectives. A key element for both Wetwheels Hamble and Battle Back is the construction of the fully accessible facilities in the Prince Philip Yacht Haven as can be seen from the following articles.

Wetwheels Hamble

For nearly 30 years, Club member Geoff Holt MBE has been a passionate supporter of getting less-able people on to the water and he supported our recent planning application for the Prince Philip Yacht Haven by sharing his years of experience of making facilities fully accessible.

Two years ago Geoff founded his latest project Wetwheels, a fully accessible, purpose-built power catamaran that takes people of all abilities and all ages on the water. The charity currently has two boats, one based in Portsmouth and the other in Jersey, but he is looking to Hamble to be home for their third boat.

Geoff says; "I could not have imagined what a success Wetwheels would be when we launched her. Wetwheels isn't about taking disabled and disadvantaged people for a ride; it is about giving them an element of control in their life which, in turn, improves self confidence

and gives a greater sense of well-being. There are more than 200 sailing charities in the UK but we are the only motor boating charity where everyone has the opportunity to drive a fully coded power catamaran, even wheelchair users. That is not because demand for sailing is 200 times greater, it is because no-one has previously stopped to consider the huge numbers of people who either can't, or prefer not to, get afloat on a sailing boat – it is these people who have previously been denied the opportunity to get afloat – Wetwheels is changing that imbalance by providing these opportunities and demand is more than we can currently cater for."

Geoff continues; "Wetwheels enhances the communities where we operate; both Jersey and Portsmouth boats each taking 1,000 local people onto the water each year. Hamble is at the epicentre of boating in the UK, some would say the world. So it is only fair that disabled and disadvantaged people of all ages in Hamble should also have the opportunity to get afloat and to see first hand, our wonderful river and coastal waters.

Wetwheels is not just a trip boat. She is a fully MCA coded Cat 2 and is operated with a commercially endorsed powerboat skipper. As such, she can be used to deliver RYA training as well as a number of other water based experiences like fishing, sea safaris and other educational activities. Like our other operators, Wetwheels Hamble will work with local schools, care homes, day centres and other like-minded charities to give everyone in the community access to the water. She can also be used for Club duties and enabling less mobile members to participate in race management and on-water committee duties when necessary.

Operating out of the new, fully accessible Prince Philip Yacht Haven, Wetwheels Hamble will be operated by an independent not-for-profit group. This all sounds wonderful but we need your help in two ways;

Firstly, we need to set up a working group to deliver the project. Can anyone interested in being involved, please contact geoff@geoffholt.com Secondly, we need to raise the purchase cost of the vessel of £150,000 with the £12,300 proceeds from

the Commodore's Ball kickstarting the fundraising campaign. To donate, please go to this link; tinyurl.com/ndbudq6

Geoff Holt

Commodore David Mead says;

"I have been a great supporter of Wetwheels since it was launched by Dame Mary Fagan in September 2011. This is a wonderful opportunity to demonstrate our Club's commitment to the local community and, in so doing, to be the hub of inclusive boating activity on the Hamble. If you can help in any way, please do get in touch with Geoff".

Battle Back

Battle Back is an adaptive sport and adventurous training programme for wounded, injured and sick personnel from across the Armed Forces. It is MOD-led but delivered, funded and organised in partnership with Help for Heroes, The Royal British Legion and other service charities.

Physical development is a key component in recovery and Battle Back activities are designed to promote confidence and independence and help accelerate physical, psychological and social recovery. Regular participation in adaptive sport, adventurous training and other activities can help the individual to focus on those things they are able to achieve, rather than what they cannot; in order to improve resilience, develop confidence, improve motivation and develop positive relationships that will enhance recovery.

Battle Back activities are delivered from the Battle Back Centre, Lilleshall, Headley Court and Personnel Recovery Centres at a number of locations around the country. There is also an extensive programme of wider activities, including: Battle Back sports teams, adventurous training expeditions and participation in elite sports.

The money raised at the Commodore's Charity Ball will be used for Battle Backers to enjoy water-based activities at the Royal Southern. It is intended that Battle Back will work alongside Wetwheels and the first activities will take place in Spring 2015.

Lt Col Ian Thomas

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LET THE SUN SHINE...

The sun shone on the Harken May regatta but the wind was more fickle. Saturday's sunny weather but with light airs saw a three hour postponement and later in the day, race officers were obliged to shorten the course on a number of occasions. Sunday however, provided not only more sunshine but also a steady racing breeze of around 15 knots, a welcome if somewhat rare combination for the Solent.

There was hot competition among several classes, none more so than in the burgeoning J70 fleet. Victory went to *Just4Play*, helmed by J70 fleet captain Simon Cavey. 'We are just chuffed to bits,' he said. 'The whole of the racing was fantastic - to have seven or eight J70s in the fleet is really, really good. *Just4Play*'s 5-3-1-1-1 scoreline saw them secure a four point winning margin over Paul and Marie-Claude Heys' *Joseph's Coat*, who held off Charlie Esse's *Baby J* by a single point. Both boats took a win on the opening day. Cavey paid tribute to his tactician Holly Scott, the 2007 Mirror world champion saying: 'She was spot on and just told me where to go, which is just perfect.'

All photographs at the Harken May Regatta by Mike Austen.



The tightest finish in the regatta came in IRC3 where Adam and Nick Munday's *Indulgence* (1-2-1-4) held off Annie Kelly's *Blackjack II* (2-1-2-5), a single point separating the two J97s. Nigel Goodhew's Sigma 38 *OOD Persephone* took the final podium place.

There was a similar situation in the XODs, with Hamish Calder's *Leading Wind* (2-1-1-2-4) just shading Peter Nicholson's *Sunshine* (4-2-2-1-2), with Diana Wilson's *Mischief* two points further back.

It was also a close run affair among the J109 fleet, with Mike Wallis' *Jahmali* quick out of the blocks with three consecutive bullets followed by two second places.

'Saturday's lighter wind conditions suited us a little bit more, and it was our first time out on *Jahmali* this season as well,' he said. 'We were very, very rusty, though the rust is slowly disappearing. We quite fancy the idea of Barbados (a holiday trip to the Caribbean island is the prize for the overall summer regattas' winner), mind you it's like Barbados here today,' he added.

Jahmali had to fend off a hard-charging *Tigh Soluis* to take the class by just two points. TS skipper Richard Hinde-Smith said: 'Everything was good and great fun with some really close racing. We found our gears and disappeared in the final two races. It was one of those days when you think it should be the middle of August. It's been a bit of a contrast compared to earlier regattas when it was blowing old boots.'



In IRC1 the striking looking GP42 *Tokoloshe II* looked to have a fight on its hands against its old adversary Anthony O'Leary at the helm of the Kerr 40 *Catapult* which formed part of the Irish Commodore's Cup team this year. *Catapult* won the first race by just 23 seconds on corrected time before *Tokoloshe* bounced back with two bullets in Sunday's bigger breeze. 'It's always a winner when you can sail in 10 to 15 knots and sunshine in The Solent. It was just perfect and made for fun sailing. Maybe our two days of sunshine quota have been used up for the year!' said *Tokoloshe* skipper Dave Bartholomew.

IRC2, IRC 4 and the 1720 class only attracted single entries with, respectively, *Stillette*, *Bad Toad* and *Midnight Cowboy* taking the honours.

Tom Clay's *Whyaduck* won the SB20 class thanks to three bullets on Sunday, while a similar scoreline saw Patrick Liardet's *Aqua J* top the J80 tree. Paul Waxman won the Cruiser class at the helm of *Imperator*.



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Photo credit Sean Cojgan

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SINCE 1703
MOUNT GAY RUM
BARBADOS

ROYAL SOUTHERN YACHT CLUB
**JUNE SUMMER
REGATTA** 

STORMY WEATHER?

Not quite. Whilst the start of the Mount Gay Rum June Regatta was postponed for two hours to allow a storm cell to clear the area once it departed near-perfect sailing conditions allowed some 65 crews across 12 classes to hone their skills for the challenges ahead.

All photographs at the Mount Gay Rum June Regatta by Mike Austen.



None had a better boost to their season than the crew of the J111 *Jeez Louise*, who won IRC1 by a single point in a closely fought contest. 'We are ramping-up for the J111 Europeans and Worlds, which are in The Solent this year,' said skipper James Arnell. 'That's the focus so we are trying to keep a consistent crew right the way through. We're doing the J-Cup then in to Cowes Week and then off the back of that in to the Worlds. It's a big year.'

Jeez Louise posted two fourths on the Saturday before hitting their straps with two bullets on Sunday to edge out Michael Boyd's First 40 *La Reponse*, which was in turn a single point ahead of Mike Bartholomew's *Tokoloshe II*.



Also on the up with high hopes for the season was the attractive Quarter-tonner *Bad Toad*, who won a small but competitive IRC4. 'It's very exciting for us as it's the first time we've been getting up on the pace of the other Quarter-tonners, boats like *Whiskers* and *Catch* who were top boats at the QTC (Quarter-Ton Cup) last year, so we're really thrilled,' said Paul Gifford.

'We're fairly new to the class so we are trying to get as much time in the boat as is possible, so it is very rewarding to do alright against the other boats. It's com-

ing together and we're getting up to pace I think.

'The racing is really, really tight and so close. It shows in the results this weekend, it wasn't until the last race that it was decided who was going to win the event, and I love the quarter-ton fleet for that. And it's good fun!' With their single point win over Catrina Southworth's *Whiskers*, *Bad Toad* rolled into a very full domestic summer programme, including all the Royal Southern Summer Regattas.



Another boat with a busy schedule - and a rather more international hue - is Ian Wilson's *Joyride* which was a clear winner in the J70 class. 'I find that the harder we train the luckier we get,' joked Ian. 'We've qualified for the Worlds so we are looking forward to going to Newport, Rhode Island, in September. Before then we're doing the rest of the Royal Southern Summer Series, Cowes Week, and then after Newport we're going to Garda for the Europeans.'

Elsewhere, the ultra-elegant 6-Metres graced the race course with Robert Bicket's *Scoundrel One* edging out Andy Ash-Vie's *Wildcat II* after the two were in a dead-heat in the first race.



After some sparse attendances the SB20s appear to be having a small resurgence, with honours going - by another single point margin - to Tom Clay's *Whyaduck* from Jerry Vigus' *Henri Lloyd*.

A tight tussle too in the J80s with Betty (Jon Powell), *Aqua J* (Patrick Liardet) and Jester (Mike Lewis) finishing on 9, 10 and 11 points respectively. It was a similar story with the J109s where



consistency paid off for Tony Dickin's *Jubilee*, with one win, against Iain Mckinnon's *Tigh Solus* and Mike Wallis' *Jahmali*, each with two victories.

Iain Kirkpatrick's *Fatjax* won a reduced IRC2, with Adam and Nick Munday's *Indulgence* clear winners in IRC3. Hamish Calder was well ahead in the XODs helped by three bullets, and Mark Jephcott took the 1720s with four. A busier than usual RYA NHC Class saw *Deloitte 2* claim office bragging rights in a fleet that included three boats chartered by the professional services firm.

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Joseph Perrier
CHAMPAGNE

JULY SUMMER REGATTA
ORGANISED BY THE ROYAL SOUTHERN YACHT CLUB

CHAMPAGNE FROM START TO FINISH

The weekend of the July regatta started, as it continued, with copious quantities of champagne.

On Friday evening over fifty Members and guests enjoyed a tutored tasting of Joseph Perrier champagne. Joseph Perrier is our Club champagne and were supporting the July regatta. This was followed by a buffet supper with yet more champagne.

Saturday saw the largest turnout for a Royal Southern Yacht Club July regatta since 2008 and ensured that the Joseph Perrier supported event delivered competitive sailing of the highest order to the 73-strong racing fleet. It also saw the Club combining with Hamble Games to host a party for over 300 competitors, Members and village residents.

Numbers were enhanced by the fact that the July Regatta formed part of the on-going season-long IRC Solent Series and also encompassed the XOD Solent Championships, with no fewer than 16 of the venerable yachts taking part. However, the strong turnout was, almost certainly, indicative that the Club's determined efforts to attract more entries through ongoing feedback and class captain liaison continued to show a rise in entries.

Overall the wind co-operated over the two days, though it defied forecasts early on Sunday leading to the first race of the day having to be abandoned when the breeze disappeared.



All photographs at the Joseph Perrier Champagne July Regatta by Paul Wyeth.

The weekend saw a strong turnout in the evolving and growing National Handicap for Cruisers class, and featured one of the regatta's closest competitions for overall honours. Rob Bottomley's First 40 *Sailplane* pipped Graham Nixon's Elan 40 *Magic* by two points, both with a win and podium finish to their credit in the six-strong fleet.

The other win in the three-race series went to *Malaika*, who unfortunately put themselves out of contention when they hooked the black line committee boat's anchor chain at the start of race two. Winner Rob Bottomley was delighted with the regatta:

'It's been absolutely superb. I think the Royal Southern has got it just right in getting people on the water and the handicapping system is fair.

'I did a lot of JOG racing in the late 70s and 80s but took up gliding when we had kids. I came back to sailing when they were a bit older and a lot of people I sail with today were those I raced against in the 70s and 80s, so this cruiser division had got us all together again.

'I've been coming down here since the 70s and the Royal Southern is a fantastic club, it's my second home.'

It was close too in the XOD fleet with Richard Bullock and Richard Jordan's two wins in *Lass* giving them a two point margin over Roger Yeoman's *Merlin*, which was in turn two ahead of David Palmer's *Princess Jalina*.



Vying for largest class honours with the XODs was the 16-strong IRC1 which included a sub-class of six J/11s who, along with the other J classes, were tuning up for the Royal Southern-hosted J-Cup at the end of the month.

Bragging rights went to Duncan McDonald's *Shmokin Joe* ahead of Cornel Riklin's *Jitterbug* and Tony Mack's *McFly*. Overall in IRC1, however, *Shmokin Joe* had to give best to Mike Bartholomew's *Tokoloshe II* and Peter Morton's *Salvo*.

In the other J-boat classes victory went to Iain McKinnon's *Tigh Soluis* (J/109), Jack Davies' *Jugador* (J/70) and Brian Denney's *Jalapeno* (J/80).



The XOD fleet experienced a potentially serious incident when Hamish Wilson was knocked overboard unconscious during Saturday's third race. However, prompt and decisive action by fellow competitor Mos FitzGerald, who went into the water from another XOD to support Hamish, and the white line RIB crew Dick Long and Stephen Hughes, saw

Hamish quickly evacuated ashore via the inshore lifeboat. They, along with race officer Nick Holmby who coordinated the rescue with the Coastguard, were thanked at the prize-giving for their rapid and effective response.

The photograph above shows Mos receiving a bottle of Champagne from Hamish's wife Diana on behalf of the whole rescue crew.



Meanwhile in IRC2, regatta regulars Robbie and Lis Robinson took top spot in their First 35 *Hot Rats*, posting a 2-2-1 score-line. Good crew-work secured victory for John Allen's *Antix* in IRC3, with the widely-travelled Whitby-based X302 enjoying another Club regatta.

'When we first came to the south coast it was the Royal Southern regattas that we set out to do,' said John. 'The race organisation is second to none and there is always good competition, considering the Royal Southern puts on a regatta every month.'



'We've got a really enthusiastic crew which is great as it eggs us on to do more - it's a virtuous circle. This is our last regatta in The Solent this year, so it's a great way to sign off.'

Toby Gorman's *Stan The Boat* took three wins on the way to a dominant win in IRC4, as did Tom Clay's *Whyaduck* in the SB20s.



The weekend finished, as it had started, with copious quantities of champagne. In glorious weather the prize giving was held on the pier and the winners were presented with generous prizes of Joseph Perrier champagne from Martin Gammon, UK Director.



“BIJOU” SAILING

“Bijou - dictionary definition a ‘gem’, small and elegant” accurately describes the GAASTRA August Regatta which, despite having a relatively small fleet, provided sparkling sailing for the participants.



For some it was a return to the scene of previous triumphs, not least for Mike Wallis and his J/109 *Jahmali*. Racing in the most competitive class in the whole regatta - IRC 2 - *Jahmali* also won by the narrowest margin, a single point, ahead of Roger Phillips' J/109 *Designstar2* with Ivan Trotman's smart looking J/88 *JoJo* in third

A delighted Wallis said:

'I'm having I think the best season I've ever had. I don't know what it is but about every two years I keep saying I'm having the best season I've ever had, but this one has beaten all of them.'

The welcome return of summer, following the miserable weather during the rest of August, and smart work by race officers allowed a full programme of races. Saturday saw the breeze up to around 20 knots, while Sunday's lighter airs saw courses shortened in the regatta's final races

Wins were shared around the J/70 class which went to Andrew Barraclough's *Jenga 8* with four wins, ahead of Bob Pearson's *Thumper* and Paul Molesworth's *JustNow*, each with a victory apiece. It was a contest too in the J/80s, though one dominated by Mike Lewis' *Jester* with six straight wins ahead of Andrew Wishart's *Seafire* and Charles Bonfield's *Jammy*, who were separated on countback.





Successive wins - five - in the SB20 class saw Scott Graham's *Chill Pill* victorious ahead of *Whyaduck* (Tom Clay) and *Strip-tease* (Rebecca Anthony).

The XOD race for the Bursledon Regatta Trophy - Stanley Steele Challenge Cup, the fourth race of the regatta, was won by Keith Hughes' *Nannett*. The class was won by Andy Hamlett's *Satu*, which won the other five races.

A two-boat IRC 3 saw David and Libby Greenhalgh's *J/92 Ironimo* claim the honours ahead of Dudley Stock's *X-302 Xtract*.

Daniel and Suzie Anthony's *GS39 Malaika* took four wins on the way to winning IRC 1 ahead of James Wilkie's *Lancelot II* and Lucy Reynolds' *Rocket Dog 2*, both First 40s.



Speaking after racing, PRO Stuart Childerley said: 'It was a small fleet but everyone should have enjoyed the racing. If you have like-for-like boats you can have great racing with just two or three boats, and everyone knows what they need to do in relative performance against the other boats, so there is no need for them to think "small fleet, it's not worth it". It IS worth it - every second counts and they've got to keep going and keep pushing on".

All photographs by Graham Nixon.



AVEVATM
ROYAL SOUTHERN YACHT CLUB
SEPTEMBER
REGATTA 

Bart's Bash added a unique element to the concluding weekend of the Royal Southern Yacht Club's 2014 Summer Series.

The worldwide yacht racing event in memory of Olympic Gold Medallist Andrew 'Bart' Simpson coincided with the Sunday of the September Regatta and saw dozens of Royal Southern Members swell the numbers taking part in the Club's AVEVA September Regatta in The Solent, as well as join forces with other Hamble clubs in the river itself.

Worldwide an amazing 30,717 participants took to the water, sailing more than TWICE around the world, in over 60 countries from over 500 clubs, raising more than a quarter of a million pounds so far and breaking the Guinness World Record of 'The Largest Sailing Race in 24 hours'. Not bad for a first year....!



Overall winners were; Hans Wallen sailing at Cape Crow Yacht Club in Sweden in a M32 Catamaran, Riccardo Macchiavello sailing at Circolo Nautico Rapallo in Italy in an Altura 1101 and Grant Piggott sailing at Weston Sailing Club in Great Britain in a Nacra 17. For the final results table please visit www.bartsbash.co.uk/results/table

Each sailing club sailed an individual Bart's Bash race at their location but the course needed to be over 1km and sailed for more than 15 minutes. The Hamble clubs had co-ordinated the running of Bart's Bash for different classes of boats and it fell to the Southern to run the keelboat racing. A total of 49 yachts - big and small - raced a short course in sunshine and a solid breeze from a start line near Hill Head. Line honours went to Louise Makin in her J/111 *JourneyMaker II*. 'It





was a fantastic event and I had been quite determined we weren't going to miss it,' said Louise. 'It was marvellous to have so many people on the startline and to know that everybody else was doing it across the world. It was brilliant and really good fun. The Southern is proud that it was in the top twenty of fund-raising clubs worldwide.

'It was an absolutely fantastic event and it was a real privilege to be part of it,' said Rear Commodore Sailing Karen Henderson-Williams. 'The Club was delighted we had so many keelboats out on the water with Members of all ages taking part. There were our Splashers joining in with the Optimist racing and many other Club Members racing with the Foxers on the river, which was quite a spectacle.'

Thanks to a fitful breeze, Saturday's racing in the AVEVA September Regatta was confined to a



All September Regatta photographs courtesy of Paul Wyeih.





single, shortened race on White line. So with Bart's Bash triumphantly celebrated, attention turned to the finale of the Royal Southern's regatta season on a breezy Sunday. *Journeymaker II* had to give best to Bernard Olesinski's X40 *Xinska* in IRC1 with two races sailed, with James Wilkie's Reflex 38 *Puma* completing the podium.

Julian Tickner's A35 *Aztec* took two wins to overcome Dirk van Beek's J88 *Sabriel JR* in IRC2, with Helen Hofmann's J/97 *Jaslan* repeating the process over Graham Chase's J/95 *Just Is* in IRC3. Graham Edwards' *My Dream* took IRC4 ahead of a close tussle which saw the next three boats level on points, with Rob Salter's 707 *Stormcrow* just shading David Aldridge's Elizabethan 30 *Infinite Jest*.

Also on Black line, Graham Nixon's *Magic* won the cruiser class ahead of Barry and Anne

Peddley's *Illywhacker* and John Rutherford's *Apparition*.

Not for the first time the closest racing came among the J/109s with the top three boats tied for the top spot on six points, each with a first, second and third. Separated on countback, Iain Mckinnon's *Tigh Soluis* took the win from Mike and Sarah Wallis' *Jahmali* and Tony Dickin's *Jubilee*.



Ian Wilson's *Joyride* also posted a 1-2-3 scoreline to narrowly win the J/70s ahead of *Vostron* (Tim Collins) and *Jenga 8* (Andrew Barraclough).

By comparison Mike Lewis' three bullets in *Jester* made him the clear winner in the J/80s ahead of *Jalapeno* (Brian Denney) and *J Out of the Box* (Yannig Loyer).

Two wins, though, were enough to secure victory in the SB20 class for Scott Graham's *Chill Pill*, ahead of Tom Clay's *Whyaduck* and Gary Baker's *Trio*.

Andy Hamlett raced unopposed to take XOD honours aboard *Satu*.

Meanwhile a delighted Steph Merry, who has also cut a solitary figure in her 1720 in previous regattas, found she had competition - and overcame it.

'It was fantastic to have four 1720s out on the water,' she said. 'I bought my boat in May last year and I've been trying to get the 1720 fleet back on the water because there are lots of people who've got them in sheds and things.'

'We had three in June and four for this one, so it's taking time but I think when people who've got 1720s hidden away remember they can have fun out there they may come and join us.' Steph's *Midnight Cowboy* beat Richard Powell's *Rogan Josh* by a single point to win the class, ahead of Tom Richardson's *Premier Cru* and Alan Coad's *Logica CMG*.



J-Cup



Thursday 24 July - Saturday 26 July

The South Car Park was covered by another marquee; committee boat volunteers were briefed; the Donkey Derby Field was open and hundreds of J sailors were heading for Hamble. It could only be time for the J-Cup.

After facing the very real prospect of not being able to race in the regatta it was quite a turn around in fortune for Club Members Mike and Sarah Wallis's *Jahmali* in the J-Cup 2014. With repairs to a snapped mast only completed at 7am on the first day of racing they went on to sail to victory in a ferociously competitive class, winning the J/109 UK National Championships in the process.

To cap a memorable event, boat and crew were also awarded the prestigious J-Cup 2014 at Saturday night's hugely attended Gala Dinner and Prizegiving. Ultimate success, after what proved to be challenging and tricky wind conditions across all three days, was also a personal triumph after years of competition.

'I've been doing the J-Cup as long as Paul Heys has been running them, so it's been a while,' said a delighted Mike. 'It's a great day for us and very much appreciated.'

'It's the first time I've won the J/109 class. I won the 105 class as an owner 14 years ago, and as a tactician nine years ago. I've drunk out of the J-Cup at other people's expense many, many times,' he laughed.

Mike admitted that the conditions particularly suited *Jahmali* and her long-standing crew.

'On our boat we tend to be a lot better in the lighter and flukier conditions, so these have played to our strengths and helped us achieve this. I think if it had been blowing force 6 we wouldn't be where we are or anything like that.'

'Going into the last race we were only one point ahead of *Tigh Soluis* and *Jubilee*, but fortunately we got the right end of the line and everything was easier after that as we had clear air and clear wind.'

He added: 'Certainly it's been very much up to the wire as it always is with the 109s. It's always very, very close,

and perhaps being lighter has opened things out a little bit. When the wind's up and there's less chance of opening up gaps it's very, very close, so we are also grateful for that. I don't think there were any collisions this time, which is very unusual for the 109s!'

Echoing the opinion of many other competitors, Mike also paid tribute to regatta organisers and race officers. 'It's been a great regatta, very well run by the Royal Southern in very difficult conditions. They've done an extraordinarily good job.'

A win in the final race helped secure *Jahmali's* class and national championships victories, finishing five points clear of Tony Dickin's *Jubilee* with Iain MacKinnon's *Tigh Soluis* two further back.



Club Members were also well represented in the other nationals run within the regatta - the Lombard-sponsored J/97 Championships - Charles Ivill's *ETB Tyres Just Like That* took four wins from seven races to finish three points clear of Nick and Adam Munday's *Indulgence*, with Helen Hoffman's *Jaslan* taking the final podium place.

Also celebrating success was Guernsey's Roger Martel with his J/122 *Kaya*, winner in IRC1. The last race win, along with three previous bullets, put *Kaya* five points clear of East coast-based Angus Bates' *Assarain IV*, which was three ahead of Ian Dewhirst's *Jump*.

Experience counted in IRC2 where Stewart Hawthorn's J/88



Jongleur, most of whose crew have raced together for over 15 years, almost managed a clean sweep. *Jongleur* finished nine points clear of Richard Sparrow's J/92 *Who's To Know*, which was two clear of another J/92, David Greenhalgh's *J'Ronimo*.

Also discarding a second in a dominant performance in the J/70 class was Simon Cavey's *Just4Play*. She finished on a high with three bullets, 12 points ahead of Steve Northmore's *Waterjet2*, with Jack Davies' *Jugador* a further two back.



However, the regatta's comeback kid award was surely deserved by another Club Member. Patrick Liardet's *Aqua J*, whose four successive bullets - following a 4-(7)-2 score-line - powered her to the top of the J/80 table. She finished five clear of Douglas Struth's *DSP* and 12 ahead of Brian Denney's *Jalapeno*.

The J/111s didn't get the chance to get on the plane, but a competitive class was won by Duncan McDonald's *Shmokin Joe*, seven points ahead of Chris Jones and Louise Makin's *Journeymaker II* who managed to hold off Cornel Riklin's hard-charging *Jitterbug* which won the last three races.

All photographs for the J-Cup are courtesy of Tim Wright



COWES DEAUVILLE RACE 2014



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This 102 mile event has been run for over 50 years and is organised jointly by the Royal Southern YC, Royal London YC, Deauville YC and JOG. 2014 was intended to be special, as it marked the re-opening of the inner basin and redevelopment of the adjoining land, as well as the 50th anniversary of the twinning of Cowes and Deauville. The mayor planned to host a champagne reception at the prize giving and DYC had organised a gala dinner. To top off the weekend, the golfing sailors had arranged a tournament at the Deauville Golf Club, to be followed by complementary lunch for golfers and non-golfers alike; all sponsored by AVEVA plc. But the weather had other ideas!

63 boats had entered, plus several motor boats and cruising yachts coming along for the party. By 1100 hours on Friday (one hour before the start) it was blowing a bearable 18-25 knots southerly at Cowes, albeit with heavy rain. However, out at the Nab Tower it was blowing 38 knots southerly, but forecast to drop early in the afternoon. So the race

officers decided on a 2-hour postponement. By 1430 the wind had done just that and the fleet set off in three separate starts, but somewhat depleted as some boats had decided that this weather was not for them and had already retired.

The reach down the protected eastern Solent was brisk, but manageable but, once out beyond the forts, the full force of

the remaining wind and left-over seas took their toll and a number of the smaller boats decided to turn back. The next 10 miles to the Nab Tower were heavy going, with the wind right on the nose and intermittent heavy rain. Once past the Nab, the wind eased but still stayed right on the nose.

As the evening drew on, the wind dropped further - and further - and further but the rain kept going - until boats were doing less than 3 knots and the GPS was showing another 29 hours to Deauville! As the harbour at Deauville is land-locked at low tide, with no access for boats except for three hours each side of high water, the slow rate of progress meant we would miss the lock gate window and miss all the parties - a nightmare scenario for everyone involved with organising the event.

Eventually the wind filled in again to the promised 10-15 knots and with the seas now quieter, the fleet started to make better progress across the Channel, but with the occasional rain/hail storm of biblical proportions thrown in for good measure.

As expected, most boats missed the lock gates on Saturday morning and had to wait until 4 or 5 o'clock before they could get in and tie up - which then cut it fine for the champagne reception and prize giving. But the promise of free champagne and canapés will get most crews on the move and everyone found the beautifully restored Le Cercle de Deauville. Following the prize giving,





we crossed to the Hotel Royal, also beautifully restored and with a magnificent ballroom, for an excellent dinner.

The Cruiser prize went to the young Academy crew from the Royal Southern, Claire Dresser, Alex Peka, Ed Dyer, Chris Marsh sailing the borrowed *Illywhacker*.

The double-handed prize went to Noj and Chrissie White who were also third in Class 4 racing against fully crewed boats.

Andy Short, in his motor boat *Cavallino*, had waited until Saturday morning to avoid the bad weather, but still managed to arrive with the Commodore in time for prize giving. Meanwhile Brian Mead, in *Wishful Thinking*, was not so fortunate – being the final

arrival in Deauville and just too late for the champagne – a total crossing time of 27 ½ hours! Those who did make the reception toasted his and his crew's determination.

Sunday was earmarked for the inaugural golf tournament between the clubs! It dawned with cloudless blue skies, which stayed that way all day and the following night, with a light westerly breeze. Now what have the golfers been doing to deserve that!

The remaining competitors took the opportunity of the weather window to head for home before the next rain system came through to wipe out the bank holiday for most of Britain. As they made their way back to

Hamble the wind went round to the northwest, giving them a fine reach and very pleasant sailing, flying a spinnaker virtually all the way home. At sunset, the boats were overtaken by a fleet of Class 40 boats on the first leg of their Normandy Channel race, providing some stunning photography after a day's sailing that made up for the day before!

ABOVE Richard Longdon, AVEVA Group plc, presents the double-handed prize to Chrissie & Noj White.

BELOW Class 40 boats (Teamwork and ERDF), mid Channel at sunset on Sunday.

Class 3

- 1st *Old Mother Gun*
Phil & Heather
Farrands
- 2nd *Night Owl 2*
Julie Fawcett & Ed Hall
- 3rd *Moonlighting*
Patrick Nepveu

Class 4

- 1st *Decatur*
Yves Passat
- 2nd *Just So*
David & William
McGough
- 3rd *S X Girl*
Noj & Chrissie White

Class 5

- 1st *Longue Pierre*
David Cooper &
Paul England
- 2nd *Breakout*
Simon Crawford
- 3rd *X - Tosea*
David Hunt

Class 6

- 1st *Xtract*
Mrs N Gardner &
Mr D Stock
- 2nd *Raffles*
Peter Cover &
Matt Stiles
- 3rd *Crackpot*
David Gebbett

Sail & Power Results

- 1st *Illywhacker*
Ed Dyer
(Academy Team)
- 2nd *Batfish*
Bill Blain
- 3rd *Calouch*
Emmanuel Hemon



ANCIENT MARINERS RACE

A mixed collection of eight boats assembled for the start of the Ancient Mariners' race on 14th September, ranging from a classic gaff rigger to modern racing yachts. With a good north easterly breeze blowing, Peter Bateson the race officer set a beat towards the Lee on Solent shore and then off around the cans in the central Solent.

This event is one where allowance is made for the boat's handicap, and the average age of the crew. This has little impact on the competitive spirit and crews were determined to make the best of the ideal sailing conditions, as an overcast sky gave way to bright sunshine and a sparkling spinnaker run down to Royal Thames.

Overall winners were Peter Smith and Patrick Pym in *Needlework*, a classic quarter tonner, followed by David (Hoppy) Hopkins in his 1927 sloop *Chuff*.





POOLE & BACK RACE

This summer's better weather encouraged more Members out for our programme of non-regatta racing and Passage Series

The annual race to Poole is always a nightmare to schedule. Ideally, we want a weekend when the tide will carry the boats west to Poole on Saturday afternoon and then east back to the Solent on Sunday morning. This year the tide times were not ideal and even the best weekend left us short of time on Sunday. As a result not all boats were able to finish before the tide turned adverse in the Hurst Narrows.

The 1100 hours start on Saturday saw a light NNE wind of 8-10 knots with the fleet of ten starters making gentle progress down the Solent. The wind tried to build a sea breeze around 1300, causing some confusion, but it didn't take hold and the stately progress continued all the way to the Poole Bar Buoy. First across the line was Ian Dewhirst in *Jump* at 15.23 followed by Lis and Robbie Robinson in *Hot Rats* thirty minutes later – positions which both held after handicapping had been applied. In the Cruiser class Paul Reading in *Diamond Blue* was first home, followed by Paul Waxman in *Imperator*.

Saturday evening saw the usual pontoon party, by dinner in the various restaurants on Poole

Quay followed, for some, by a late night watching England in World Cup football – I can't take that much pain myself.

Some crews were slow out of the starting gate on Sunday morning, as the boats motored down the channel for a gate start at Coleman Marine. *Imperator* jumped the gun somewhat, passing ahead of the gate boat, instead of astern, but no-one seemed to mind. The wind was still blowing gently from the north east, so it was a relatively straight-forward course – a port biased beat to Hurst Castle and then to the finish at Royal Thames. However, only five boats made it through the Narrows before the tide turned, forcing the remainder to resort to engines.

Next year the tides look more favourable for 18/19th July, high water an hour later and an earlier start should give the smaller boats a fighting chance on the return leg.

IRC Class

- 1st *Jump*
Ian Dewhirst
- 2nd *Hot Rats*
Lis & Robbie Robinson
- 3rd *Magic*
Graham Nixon

Cruiser Class

- 1st *Slow Gin*
John Darlington
- 2nd *Diamond Blue*
Paul Reading
- 3rd *Imperator*
Paul Waxman

LADIES RACE

In these days of equality and female world class sailors competing on equal terms with the men the concept of a 'Ladies Race' could be considered to be an anachronism. However the Ladies Race is a long established Club tradition and it is sometimes good to be reminded of how life used to be when the Club had 'Lady Member' as a membership category and some Members still recall the benefit of having a lower subscription than their male counterparts.

Despite its title men are allowed to participate in the Ladies Race but only as crew - the ladies are formally in charge and all boats must be helmed by ladies, of which there is no formal definition in the Sailing Instructions. Only four boats made it for the Ladies race this year. With a light 9-10 knot, north easterly wind forecast the course was a triangle followed by a sausage followed by a close spinnaker reach to the finish at William. The winner was Tasha Pym on *Needlework*, a quarter-tonner, with our very own Sailing Secretary, Natalie

Gray, second in her newly acquired Contessa 26 *Applejack*.

Although the race was completed celebrations for the ladies were not in order as during the race Denise Cartlidge, who was navigating *Penrose III* with her daughter Claire Dresser on the helm and other family members on board suffered a fatal heart attack despite the effort of the emergency services to revive her. There is an obituary to Denise who had contributed so much to the Club on page 8.





MATCH CUP

12th- 15th JUNE 2014



Ian Williams, World No.1 Match Race Skipper and his crew fronted up the twelve teams taking part in the 2014 Royal Southern Match Cup, but although he was the man with the form built up over several years at the top, it was to be one of the new young teams from Perth, Western Australia that took the Match Cup. Here, we tell the story of how our Match Cup became the top Match Race event in the UK for six years, and thanks to all our volunteers, why the competitors will be back for more next year.

By Invitation Only...

The International Sailing Federation (ISAF) grades match racing events according to the ranking of the competitors, qualifications of the Umpires and quality of the race management and facilities. Since we started Academy match racing four years



Annabel Vose introduces her Academy crew at the welcome party.

ago, we have moved ahead on all these criteria until the RYA and ISAF were satisfied that we could reach Grade 2 standard – European Championship level. Nevertheless, it was with some trepidation that we sent out invitations to the World's Top 50 match racers. Would they come? We had no form at that level, and if we didn't get enough top ranked entrants, we would be downgrad-

ed by ISAF. Top of our wish list was Ian Williams (GBR) who has been World No.1 or No.2 for the last three years and when Ian was able to confirm his early interest, we knew that we had an event. In fact, such was demand from both Antipodean and European racers that we were closer to a Grade 1 than Grade 2 entry field, with a waiting list.

But as well as attracting the worlds best, we also wanted to give our own racers a shot at the top competition because previously, with no Grade 2 events in the UK, they have had to incur big costs travelling to overseas events. So, a qualifying event held in advance meant that five younger teams, now all Academy Members, could also take part.

On the Water

With twelve teams competing from UK, Australia, New Zealand, France, Denmark and Ireland, and Umpires from Croatia, Australia, Italy, Germany and UK, this was a truly International event. Six teams were aged 25 or under and we thank the Royal Southern Yacht Club Trust for helping to fund their entry fees.

David Gilmour from Perth won free entry as a result of winning the Warren Jones Invitational last January, and Mark Lees, one of our young sailors, will have the reciprocal free entry into the Warren Jones at the Royal Perth Yacht Club next year. So as well as the new Match Cup itself, there were a number of other sub-plots to keep an eye on as the racing got under way.

With three days of racing scheduled, 66 Round Robin matches plus Quarters, Semis and Finals, we had a full schedule of racing to get in, but Simon Hand and his team had to contend with light fitful winds on Day 1 and the promise of something similar on Day 2. The schedule was trimmed back to make sure that the final results were robust as these competitors play for big ranking points. (Next year, we'll schedule four racing days to make sure.)

David Gilmour and Team ahead with a few seconds to go.



Big Demands

Match racing takes a lot of resources to lay on: seven matched J/80s; seven RIBs for umpires, mark layers and on-water Bosun; Committee Boat, Comfort Boats, spectator boats and lots of flags! And above all, people!

There were eight Race Officers on the Committee Boat led by Simon Hand. Eight more were mark laying and helping with boats. Four International Umpires (ISAF requirement) and four National Umpires umpired every match and also functioned as the International Jury.

For the first time, we had welcome assistance from the RYA with Umpire expenses, RIBs and other resources, and Craig Mitchell, Operations Director of the Alpari World Match Race Tour, was on hand for technical advice. David Lees IU and Chief Umpire at the RTYC was our guide on umpiring and the match racing rules.

Then ashore, we had the greatest number of volunteers ever, not just running the Regatta Office and shore programme, but billeting the overseas competitors. This was a key part of making the event a huge social success – friendly rivalry and great camaraderie ashore after a hard day's jousting on the water. Thank you all our Volunteers!



Key Moments

There are too many races to report on here, so here are shots of some of the key manoeuvres....

David Gilmour (AUS) goes for the gybe just ahead of Ian Williams (GBR)



Reuben Corbett (NZL) and David Gilmour (AUS) go hard astern to get back over the line.



Ian Williams squeezes in at the leeward mark



...But the Umpires don't like it!



Keith Swinton (AUS) fishtails Ian Williams (GBR) in the pre-start of the final match



...Gets the windward berth at the start...



...Stays ahead at the final weather mark...

JOB DONE! Clear ahead, Keith Swinton and Team Alpari head for the line for the last time.



Round Up

This was a huge effort from so many people. We had no sponsor and so begged, borrowed and scrounged everything that we could. Second time around, because not long after the event ISAF sent us the 2015 Application Form before we had asked, it will be easier as we learnt a lot. It would be much easier with some sponsorship, but this year, the basic event broke even and provided a huge amount of publicity for the Club.

Thanks to Karen Henderson-Williams, we also broke new ground with the first on-water live tracking of match racing in the UK, and after four years, the Match Cup was not just a name but became a real Trophy – the Boysterous Cup.

World No.6, Keith Swinton (AUS) won the Match Cup with Ian Williams (GBR) in second place. David Gilmour (AUS) won the Bill Foulkes Aladdin's Cave trophy for the best U25 entry, and Mark Lees (GBR) won free entry, accommodation and a travel grant to go to the Warren Jones Invitational in Perth, thanks to the Western Australia Yachting Foundation.

The key to our success was the amazing amount of help that we had from all the volunteers, and the feed back from them was that they too had enjoyed being involved and would like to do it again.

So we close with a toast: -'To the Volunteers. Thank you all!'

Colin Hall

On behalf of the Event Committee

LEFT Keith Swinton and Team Alpari with Naomi Hall and the Boysterous Cup.

BELOW LEFT Simon Hand and his team on the Committee Boat, Ghost.

BELOW The Runners Up, Ian Williams and his team.

All photographs for the Match Cup by Mike Austen.



THE SEA OF THE FOUR WINDS

ICOYC Cruise -
21 to 28 June 2014

According to Greek mythology the cliffs above the Tyrrhenian Sea, the location of this year's ICOYC cruise, housed the four winds kept by Aeolus, the Keeper of the Winds - the Mistral from the Rhone Valley, the Libeccio from the south-west and the Sirocco and Ostro from the south. The organisers of this year's cruise, the Yacht Club Italiano (YCI), had chosen dates when these potentially ferocious winds would not be unleashed and the harbours would be not be too full with summer holidaymakers.



The ICOYC cruise started in Portoferraio, the capital of Elba, but for the 'Royal Southern Seven' (Angus & Annette Newton, Derek & Diana Gange, Shuna Nicholson, John Reddaway and myself) cruising started at Cecina on the Italian mainland where we rendezvoused on the Wednesday 18 June to find our Hanse 445 Acqua Di Bolgheri safely moored on 'A' pontoon at the end of the marina.

On Friday morning, having victualled the previous day, we set sail for Portoferraio. We cleared the dock safely but, hoisting the mainsail the halyard caught round the steaming light and it jammed halfway up. Two lashed boat hooks couldn't reach it, so I was hoisted on a fender to do the job. At 1040 we were finally under way, but in light airs, we motored the first 20 miles. The wind strengthened as we approached Portoferraio so we tacked into the impressive fortified entrance and were safely moored, stern to, at 1600.





Saturday was spent sight-seeing - lots of steps to climb and forts to visit. During the day other crews arrived including fellow Southern Members Tim & Maggie Stokes, Russ & Helen Tribe, Bryan & Britt Hughes, Geoffrey & Christine Wort, Pat North and Gilly Milton. There were also crews from America, Australia, Belgium, Canada, Germany and of course Italy, making a fleet of 10 boats. At 1800 there was a briefing on the quay by John McNeill, President of the ICOYC, and Carlo de Thierry from the YCI followed by supper at a quayside restaurant.



We left Portoferraio just before 1100 on Sunday and headed towards Capraia, the north-westernmost of the seven islands of the Tuscan Archipelago. The wind was very variable and eventually died so we had to motor until after lunch; it then filled from the west and we had a cracking sail to the little harbour of Porto di Capraia, on the north east corner of the island.

During the night there were a few squalls and we woke to cloud and stronger winds from the south. The fleet set off for Corsica just before 1100 going round the north end of Capraia. The sail across to Macinaggio was very fast as the wind had freshened sufficiently to require a reef in the

sail. We arrived at lunchtime and had to wait for the Capitannerie to open before berthing - which was challenging with not much room to manoeuvre and a strong wind. The afternoon was spent getting to know Macinaggio and in the early evening the organisers decided to stay in Macinaggio the next day due to strong winds. Tuesday, the sun shone and we walked the "Sentier des Douaniers" which goes through the maquis round the northern tip of Cap Corse.

On Wednesday morning the weather was fair but we were in for a few surprises. We left Macinaggio just before 0900 with a good breeze from the west for the first couple of hours. It was great sailing as we passed to the west of Capraia but the wind slowly headed us and we were heading for the north side of Elba rather than the south as planned. We then heard on the VHF that the fleet was going to go to Marciano Marina instead of Marina Di Campo as it was more sheltered from the reported southerly swell. Then some very dark clouds appeared from the west accompanied by lightning and torrential rain.



TOP and CENTRE LEFT Portoferraio, capital of Elba.

UPPER CENTRE Napoleon's House on Elba.

BOTTOM LEFT Our crew on the Hanse 445

OVERLEAF A water nymph statue on Capraia.



ICOYC Cruise cont

We arrived at Marciano Marina about 1630 in warm sunshine and a few of us went off to the beach for a swim while others went in search of a restaurant. After another quayside party we walked along the tamarisk lined promenade to an idyllic restaurant for a delicious meal accompanied by a beautiful sunset.

On Friday it was a quick trip ashore for essentials before heading back to Cecina.

We retraced our track through the Canale Di Piombino motor sailing in the bright sunshine. It was sad to say good bye to Elba. All too soon we were back in Cecina. This 6th ICOYC Cruise had been as good as the previous 5 and it was great to meet new friends from the other yacht clubs



The next morning we decided to go to Porto Azzurro via the short route past Portoferraio in order to have a swim along the way. After a quick swim in the Golfo Di Biodola a dark cloud appeared on the horizon and we had another torrent of rain before getting to Porto Azzurro,

and catch up with those we met on previously cruises.

Maggie Widdop



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WESTWARD HO

Lymington was the place and 19th July was the date when the fleet assembled in preparation for heading west on the Cruiser Race. After a short briefing to explain the idiosyncrasies of cruiser racing we enjoyed supper at the Royal Lymington Yacht Club.

Very early the next morning the fleet motored out to start the first leg at Colten buoy just to west of the entrance to the Lymington River. The sun was just coming up and the light was magical. Luckily there was just enough wind for our start at 0530 and a good ebb tide took us down past the Needles and then on across Poole Bay. The wind came up after the fleet passed the Needles and the breeze increased as we approached Anvil Point.

On *Kuutar* we took in a reef when we got to St Albans Head but soon shook it out after we passed the headland. The wind was dying and heading us as we sailed along the Jurassic Coast, so we motored having enough engine time to finish the race under engine. (On the Cruiser Race you can motor for half of the elapsed time on each leg.)

The fleet tied up in the newly built marina in Portland Harbour by lunchtime and in the afternoon when some crews went exploring others caught up on their sleep. At the pontoon party John Rutherford announced that Serena Alexander's *Watermark* had won the first leg.

Another early start on Monday so it was an early night for most crews. Again there was a lovely sunrise and a gentle zephyr as we left Portland to sail round Portland Bill. *Albatross* set their asymmetric but it only stayed up for about half hour when the splice in the halyard broke. *Passion* having learnt on the first leg that you get a penalty if you use a spinnaker or cruising chute motored downwind to the Bill and then sailed when they were on the wind. Portland Race was very calm and we had a gentle breeze for another few hours. Half way across Lyme Bay the whole of



LEFT *Albatross*' leaving Portland.

CENTRE The first leg results at a pontoon party.

BELOW Finn Jones retrieves the halyard on *Albatross*'.



the Jurassic Coast could be seen however the wind dropped so, on *Kuutar*, it was on with the engine. As we neared Berry Head the wind did increase a bit so our speed increased enough to motorsail to the finish off the Mewstone Rock.

The fleet's moorings for the next 2 nights were just below the upper ferry in Dartmouth. When we were moored up Finn from *Passion* offered to go up *Albatross*'s mast to retrieve the halyard. *Apparition*, the Committee boat went into Dart Haven marina as their rubber dinghy was falling apart and Freddie their dog needed walking. On Monday evening a dozen of us including

John Roberts and his crew who were in Dartmouth on their way back to the Hamble enjoyed supper at Mitch Tonks fish & chip restaurant. The next day there was an expedition up to Dittisham on *Albatross* for lunch at the Anchorstone cafe when we saw a beautiful steam ship powering up the river. In the evening the crews met up at the Royal Dart Yacht Club for supper when it was announced that *Kuutar* had won the second leg.

BELOW The beautiful steamer on the River Dart.





The start on Wednesday was a little later at 0800 and again it was a lovely sunny day with a gentle breeze from the north which went round to the east during the day. We were accompanied by the navy who were on exercises. *Kuutar* decided to sail all the way and so everyone passed us including the Committee boat and we were the last into Plymouth. The next morning we woke up to grey skies and light rain. As it was a lay day crews amused themselves - some went to learn about making Plymouth gin whilst others went swimming in the lido when the skies cleared.

On Friday the fleet motored out in sunshine for the start off Drake Island but the combination of lack of wind and a strong tide caused difficulties on the start line. As we passed the breakwater we received a message that the navy were live firing in the vicinity of the Eddystone lighthouse and we decided to race straight to Fowey. We were lucky enough to see dolphins gently swimming towards the east but sadly they didn't come to play. We then turned the engine on and had enough motoring time to get to the finish line. We all moored up in Fowey on the visitors' pontoon. Later in the afternoon 5 crews got their design skills honed to make sails & spars for the dirty shirt race. There was a downwind leg to sail and then the upwind leg



was rowed or paddled. The winners were the young crew off *Passion* and their friends from *Venthe*.

On Saturday the prizegiving was held at the Royal Fowey Yacht Club, our latest reciprocal club. Line honours and the Sailing Prize went to new members Paul and Maxine Jones on *Passion* crewed by their family Hayden and Finn. *Albatross*

owned by Richard Burnett and crewed by John Reddaway won the Cruiser Race.

It had been a great week with superb weather and good company. It was good to have the rallying members along with the racers.

Maggie Widdop



TOP Paul Jones halliard swinging from 'Passion'.

CENTRE The 'Dirty Shirt' race in Fowey.

UPPER RIGHT Richard Burnett and John Reddaway overall winners of the Cruiser Race.

LOWER LEFT Maxine and Paul Jones win the 'Lime Honours' Cup.

BELOW Supper in the Royal Western Yacht Club, Plymouth.

P61 A lovely sunset finish.



SAILABILITY DAY



Looking back through an old club magazine, I noticed that we have been running Sailability Days since 2003. I am not sure how many guests we have taken sailing but it must number over 100.

This year we had 18 guests from Deaf Sailing UK spread across 6 boats; *Going South* owned by Ian Shipway, *Nesina* owned by Elles Bicknell, *Orvieta* owned by Ken Burrough, *Penrose III* owned by Denise and Bill Cartledge, *Resolute* owned by Derek and Diana Gange and *Xtraduty* owned by Jim and Grania Flanagan.

After some strong winds at the beginning of the week, the tail end of Hurricane Bertha, we were lucky to have a dry day with a gentle breeze from the north-west that went round to the south-west and strengthened a little. We gathered in the Upper Bar for Jo Webster to brief everyone and allocate the guests to their boats. Then we all set off in different directions for the day.

I was with Elles Bicknell and his family on *Nesina*. We had four guests, girls who had not done a lot of sailing. We motored out to the mouth of Southampton Water. On the way we pointed out some of the landmarks - Southampton Docks and the Isle of Wight. We sailed gently down towards Portsmouth and then over to the Island shore passing Ryde Pier, Wootton Creek, Osborne and then Cowes. On the way our guests enjoyed their lunch provided by the club and kindly funded by the Trust.

Back in Hamble with the other boats we heard that Andy Taylor (the organiser from DSUK) had had a good sail down towards Yarmouth with a cracking downwind sail home.



After the sailing our guests stayed on for supper at the Club. All the organisation was rewarded when we saw the happy faces during supper.



Thank you to all involved and particularly the boat owners—our guests told us that the whole day was brilliant.

Maggie Widdop



ACADEMY



ACADEMY ELDERS WELCOME TAKE-OVER BID

*ABOVE & RIGHT Courtesy of
Rolex/Carlo Borlenghi*



As the Academy approaches its fifth Anniversary, the older members of the Committee are delighted to give way to the newly appointed young team of Chairman - James Wilkie, Captain - Will Goldsmith and Vice-Captain - Dillon Plantigna. They bring great talent and drive to the Academy and will continue to be supported by the 'Oldies' on the Committee.

Commodore John Beardsley said at the 2009 AGM that he wanted an Academy, and from that standing start we now have well over 100 paid up Academy Members. Many of them are students at the top sailing Universities, Southampton and Southampton Solent, and all 18

year olds graduating from Family Membership are automatically eligible for the Academy.

In its first two years, the Academy was granted a budget of £2-3,000 but those days are long gone and the Academy pays its own way. The Academy J/80s were entirely funded by generous Members, take part in many Club and local events and are available for charter by all Members. The Academy boats pay the same berthing charges as every other Member's boat and the Academy Members pay the same rates at the bar! The Sub is low, partly because students don't have much money, but as one erudite Member said, 'Why do you think that Banks offer students cheap bank accounts and deals?'



New Chairman, James Wilkie is the former Yachting Captain of Southampton University. Having recently graduated in Oceanography, James is now undertaking a Master's in Accounting and Management and believes that it will be great synergy for chairing the Academy. He is an accomplished yacht racer with European and National titles to his name, most recently skippering Southampton University to victory at the Student Yachting National Championships. In 2013, he skippered Mitchellson Interceptor to 2nd in class at Cowes Week with an Under 21's crew which included many Academy members. He has competed in three Fastnet races, two Commodores' Cups, a Middle Sea Race and a Caribbean 600. However, his greatest offshore challenge was the Round Britain & Ireland Race in 2010, where he helped Encore to win her class. Now skippering Puma, he is hoping for more

success in the coming years, with victory for the Royal Southern Academy in the Inter-Club Youth Nationals at the top of the list!

He comments "We are rightfully proud of our Academy; it has already achieved great things and is the envy of rival clubs. After many years of hard work by Colin and Karen, we feel that this is the right time for youth members to take ownership of the Academy to continue driving it forwards. I am looking forward to building on past successes and establishing the Royal Southern Academy as a home for talented sailors for years to come"

New Captain, Will Goldsmith was Vice Commodore of Southampton University last year. He says, 'I have been sailing with Gill Race Team on a Melges 24. We came 3rd overall in the European sailing series in which 108 teams from 19 nations took part and were 5th at the Europeans in Hungary.

'I recently joined Academy Members Ed Dyer, Dan Saltmarsh, Annabel Vose and Seb Samways to sail with Edward Leask at the Rolex Swan Cup, where we finished 2nd of 12 Club Swan 42s.

'Next week I am going Malta for the start of the Rolex Middle Sea Race. It will be the second time I compete in the race and I will be sailing with Nick Jones and Andrew McIrvine. I have sailed with both on their own boats before and this year we are hoping to excel by

bringing a mix of the two crews together.'

Vice-Captain Dillon Plantigna is Commodore of Solent University Yacht Club where he is studying for a Bachelor Degree of Engineering in Yacht & Powercraft Design. Dillon's sailing experience predominantly lies offshore, where in the last few years he has completed numerous ocean crossings and competed in many of the super yacht regattas around the globe.

Several other Academy Committee Members including long time Splasher and JC, Annabel Vose, are also on the University Sailing Club Committees and so we have very close connections: Annabel and the team from Southampton, having won the BUSA Yachting Nationals, are about to represent us at the Student Yachting Worlds.

So, exciting times in the Academy. The programme for next year is being expanded and we hope to bring Academy crews closer to owners in forging whole campaigns together. They are keen and so if you have ideas on how best to do this, please send them to Sailing Secretary Natalie Gray - sailing@royal-southern.co.uk – in the first instance and she will forward them on to the right person.

Five years on, we will remember the Academy's founding Commodore at this year's Prize-giving. Before he passed away, John wanted a Trophy to be presented to the Academy and thanks to Jenny Nunn, his Trophy will be presented for the first time this year.

So, as we welcome the impetus that the new young management will bring, let's pause a little and say, 'Thanks John'.

Academy Committee



YOUTH

On Saturday 23rd August the Splash flags were hoisted aloft on the Club mast for the twenty fifth year, on a picture perfect morning. In essence very little has changed since 1989 when a small group of a Members gathered at the Club for a week of club based fun, introducing their

children to the Club, environment and beauty of the Hamble, to other Members' children and to have the opportunity of sailing dinghies as opposed to being carted off around the Solent and across the Channel on their parent's boats.



*Photographs courtesy
Warwick Bookman*



Splash week 1989 started with swimming races at the Nicholson's superb pool, there were morning briefings and all reaches of the Hamble were explored on daily sorties. The week culminated with a regatta, Burseldon style. For the formative years the Club consisted of the 'Old Bar', 'River Room' and probably many Members grimacing at wet, muddy, happy children tearing about. There were no showers, no quick drying modern kit, but buckets of enthusiasm and to the innovator's credit year on year the numbers have been growing.



This year we had a record 128 joining us for Splash Week, 104 Splashers and 24 JCs. Ever evolving, this year saw the introduction of 9 RYA dinghy instructors assisting the group leaders and coaching RYA best practice to the Splashers. In addition to this superb resource 6 of our leaders underwent the RYA Race Coach II course on a blustery weekend back in May. I hear a great spectator sport is watching 40 somethings in Lasers.

The JCs arrived at the Club on the Saturday for an action packed week with some sailing thrown in! The JCs have generally graduated through the Splash ranks together and this week gives them the freedom and opportunity to sail either Fevas or Lasers for fun with those whom they grew up sailing with or whom they still compete against on the circuit. Sensibly the JCs got onto the water after their briefing as the stream of Splashers and Optimists started arriving in the North Car Park which, for the week, transforms into a dinghy park, and beach.



Sunday saw the Under 21 Race for the first time being sailed by the JCs as a one design race aboard the J80s. This was bitterly contested again under blue skies with Alice Handley and her crew aboard Aqua J, clinching a win. As in 1989 Splash started at the Nicholson's who had most generously invited all Splashers and associated adults to an opening barbecue at Mere House.

Familiar faces gathered and reconvened, debutant Splashers and parents were welcomed and given a taste of what was to become an exhilarating week. Meanwhile I was being reminded by almost everyone that I met that the forecast for Monday



regular big boat sailor who was press ganged into Leadership. Dr Tommo, returned for only his second year of Ninja Turtles and will struggle to avoid a third year, a pillar of strength. The Minnows being led by Hugo Morgan-Harris were planning to sail after some theory as were the Hawks being led by Gordon Craigen and Dan Primrose and Michael Ewart-Smith's fleet of 20 Eagles were hoping to get a couple of races in. All sounded great in principal and their plans gave me added confidence to welcome and address the 2014 Splashers and their families.

The weather had certainly not curtailed the noise and excitement in the North dining room. Our second hand stall was a hive of activity (please bring any excess sailing kit for the beginning of the week, the Club retains 20% and raised £700 net) and the bacon butties were selling well.

was wet and gusting into the high 20's. However very few of the adults seemed concerned happy in the knowledge that their children were having a ball in the pool and that the Leaders would have everything in order the following day.

Day 1

A contingency plan was devised, and sure enough we awoke to rain and a steady 15 knots, thankfully not the 20 knots which was forecast. Vicky Mansfield, who has baptised more children into Splash than any other, was unfazed at the Leaders' briefing and had a full day's activities arranged for her 20 Shrimps.

Our new transitional group 'Terrapins' jointly headed up by Sally Sproul and Susie Tomson were plunged in at the deep end, not only by the forecast but by the group. The Terrapins aim is to take Shrimps on from their Peanut rowing skills, boat and river awareness into Optimists without too many tears and to avoid the desire to stay firmly on the river bank. Both Turtle Groups had plenty of shore based exercises, rigging, tacking and Optimist familiarisation from Optimists brought into the dining room, albeit with determination to get on the water. Super Turtles was lead for the first time by Lizzie Chellew, a veteran Splash Auntie, ex coach and



Every morning the briefing is started with a rendition of Splashers, Splashers, Splashers, ssssh, I knew we had a punchy intake when one of the Shrimps started heckling me during my opening welcome address.

Splashers addressed, procedures explained and a room motivated by the Beachmaster's announcement that the best group on and off the water each day would win a tin of Heroes.

I believe that having been given introductory briefings from group Leaders and establishing what experience the Splashers had and identifying and delegating those enthusiastic looking parents that no one was rattled by the weather. All groups experienced some form of water sports activity, whether swimming in the river, in generously donated Members pools, RIB





rides up river, paddle boarding, rowing, sprit racing and Opi sailing; exceeding all expectations. There were no reports of missing Splashers; all had tallied in, showered and the dining room was buzzing for Splasher's Tea at 1700. This atmosphere flowed into the leaders wash up briefing, with smiles and multiple reports of success from the day.

However some children were sent along with just shortie wetsuits and a rash vest, possibly living the dream from last year's Splash where we experienced Med like conditions everyday. With rain featuring in the forecast for much of the week, parents were dispatched to the chandleries to purchase adequate kit - cold children will not be happy children. The rain sadly put paid to British Bulldog on the Green and the veteran Opi Race but Chef and his team excelled at the Hog Roast, so much so that they ran out.

the Wreck and the Ninjas up-river north of Mercury. By all accounts they sailed fearlessly and confidently, no doubt aided by the dinghy instructors who were rewarding and encouraging in their methods, the leaders ensured that all were kept amused with the additions of Mirrors, Foxers, and Paddle Boards joining their fleets. The initial opinion that the objectives set for the week were on target.

Minnows are the development group in Splash, having come through Ninjas, they are required to arrive with an Opi (next year the requirement will be a sea worthy Opi) and to sail a triangular course. Minnows enjoyed a swim, prior to their theory, then going afloat to put the theory to the test, whilst being distracted by an on water tennis game.

Hawks were kept on their toes during the week by Josh Atherton an Opi Squad Coach who was able to nurture the talent in the Hawks and bring on those who only sail once a year. The status quo was being upset in the Eagles fleet, many of whom have sailed together for years and include a couple of circuit sailors, by Tommaso Ciaglia an Italian sailor from Garda who was on the away leg of an exchange week with George Sunderland. Watch out boys, in more ways than one, as Ellie Sproul blitzed the fleet on the second race, never relinquishing the lead from the start.



Day 3

The rain finally gave us a break on day 3. Just as well as the morning started with 'Wacky Races' on the Green, where the Splashers are put into teams consisting of mixed ages to try out their prowess, balance, skill and intuitiveness at a series of obstacle courses and challenges. Whilst the Splashers were at Wacky Races the parents listened to a briefing by Chris Atherton, Senior High Performance Manager South for RYA and Squads and Michelle Gent, Development Officer for IOCA. During Wacky Races the breeze returned and the younger groups reverted to their 'heavy airs programme'. A number of the Shrimp parents appeared out of nowhere with their Foxers and Mirrors, loaded up with Shrimps and headed to Badnam Creek whilst the Shrimp armada com-



Day 2

The rain hadn't ceased but at least it had dampened the wind and the forecast enabled a full programme to go ahead on the water. This year saw the introduction of 'Sailor of the Day' awards, where children who overcame fears, showed endurance, mastered a particular skill which was eluding them or sailing like a seasoned pro were rewarded with a 'Sailor of the Day' T-Shirt from Captain Kid our Splash Hoodie supplier at the morning briefing.

The Terrapins and Turtles sail Opis and venture further afield; the Terrapins headed for Warsash, the Super Turtles to

plete with Peanuts and Oppies took the rest of the group. This year we were fortunate to have a core group of parents in Shrimps who are very accomplished sailors and provided Vicky with superb support and have come forward offering to lead Terrapins next year when Vicky will be taking a sabbatical as Shrimp leader having run Shrimps for a remarkable 7 years and initiated over 100 Splashers.

The Super Turtles took two Fevas and our instructors introduced them to sailing at speed which was the highlight of their week. The Ninjas excelled in the breezier conditions and a number of the group who had appeared timid, stood up to the plate and revelled in the conditions. The Minnows and Hawks were subjected to more theory prior to launching for an afternoon's fun and games on the water incorporating some drills culminating in a couple of windward leeward races. The Eagles were approaching the mid week mark with all having their individual moments and brilliance and also hot headedness and it was still all to sail for with regards to the Cups at the end of the week. Wednesday night is a clear evening and provides the chance for an early night for Splashers in order to regain their stamina for the final two days and also provides the opportunity for the parents to get together.

Day 4

The junior groups departed en mass for the beach, up-river under the motor way, to what proved to be the best part of the river on the day. The Hawks and Eagles had planned to combine forces for a regatta at Cat Head, however plan B was initiated as the breeze had picked up and was blowing against the tide creating a fair chop in a Southampton Water. The Hawks re-grouped



and returned to the stretch of water opposite the club and set a windward leeward course. The Eagles set sail for Ashlet Creek, with the idea of running 2 races in the lee of Fawley, after a big beat across Southampton Water. Half the fleet were making good headway whilst the other half were struggling to point and some capsizing. With a huge container ship heading for Southampton Water the call

was made to return to the river. A number of the Eagles bore away and were planing down wave, whilst fully hiked and whooping back to the river.

Back at the pool off the club the Minnows, having had a trip to Badnam Creek, were sprit racing, practicing capsize and swimming, soon to be joined by the Super Turtles. The Beachmaster now had the launch and recovery down to a tee and within no time

the boats were off the water, children to tea and excitement was brewing at the thought of sweets and movie night.

Final Day

So far so good, no injuries and no reports of damaged boats, one more session to go. Following a detailed briefing on how to return the club as we found it a week ago, the whole contingent mustered for a briefing for the 25th Crabbing competition run by 'Admiral of Splash' 'Bill Cartilidge. Hamble's crab population was hunted by every which way for the following 45 minutes in search of the smallest, largest, ugliest, cutest and fastest during which time the leaders were preparing a final day's activities as again the wind was picking up and gusting 20 plus knots.

The Eagles opted for the piece of river opposite the club and sailed five races of a short



Olympic Triangle. At the beginning of the week there was a wide spread in abilities which by now had closed and produced a group of sailors now confident of sailing in 20 knots. The Hawks, many who sail once a year, had expected a week of light hearted sailing, instead they were drilled by one of the UKs most sought after young squad coaches and by the end of the week were sailing and manoeuvring in a way that they could not have comprehended at the beginning of the week.

Minnows swam at Mere House after crabbing and a parental movement put paid to them all sailing. A challenging week for some and no doubt a lot learned by all. Sensibly having accomplished so much the Turtles made use of the Club Fevas and the Leaders to provide joyrides for the Turtles, whilst others swam in the river. Turtles is going from strength to strength as we are seeing the average age of Splash rise: the RYA do not recognise children until they are 8 years old and many clubs have dropped this age group. The introduction of a transitional group, Terrapins, from Shrimps to Turtles worked well. Super Turtles were predominantly two up in an Opi and all grasped tacking, reaching and a number of naturals sailed upwind well. Wow betide any strangers in Hamble as Pirate Vicky and her terrible band of Shrimpy pirates were causing piratical havoc on and off the water.

The final sail ended as well as the first sail started thanks to the

Beachmaster and Tally mistress; Opis off the water, washed down and onto cars and within no time the dinghy park was transformed back to a car park. There was a buzz at Splashers Tea prior to a film and disco and the return of the surfboard. We were honoured to have the Commodore's wife hand out prizes to those who had earned them, either by winning a series, or performing a gallant gesture and for those junior Splashers for taking part. Speeches read, prizes awarded, all Splashers accounted for and now for the Ball.

I would like to thank all of those who attributed to a superb week, to name a few, those back of house, those who lent RIBs, made teas, opened their houses, got wet and generally supported the cause. Look forward to seeing you next year from August 17th, great excuse not to race around the rock.

Splash flags lowered, Splash Leader standing by.

Charlie Davis



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RIB GROUP

The Royal Southern Rib Group is a further extension of the range of boating activities of the Club. While the Rib Group's activities are designed for rib owners to get more use out of their ribs they are not exclusive for those with ribs - many venues can be reached by other boats, car and ferry. All Club Members and their friends are welcome to attend.

Despite weeks of glorious sunshine we have not been lucky

derful way to spend an afternoon eating and relaxing in the sun and watching the boats go by on the Medina.



with the weather this year. The first event of the year, lunch at Gurnard, had to be cancelled at the last minute due to extreme weather conditions. However the weather changed completely for the second event, a barbecue in West Cowes. The sun shone and a gentle sea saw a collection of ribs head over to the island where we were greeted by our kind hosts, Richard and Kate Gough. Dick Long and Peter Delbridge were in charge of the barbecue and did a tremendous job cooking for over forty Club Members and their friends. It was a won-

Sadly the weather for the Cowes fireworks following Cowes week was not ideal with rain and fog so an event was again cancelled due to bad weather. However the sun shine reappeared for the last event of the season - a barbecue at the Delbridge's beach hut in Mudeford. This was the longest expedition that the Rib

Group has undertaken to date. Four boats travelled in convoy to Mudeford. We had fabulous weather with the sun out and a relatively flat sea - Hurst Castle and Christchurch Bay looked beautiful in the sun. Peter Delbridge, our host met us at the entrance of Christchurch harbour and guided us in, escorted by Hedley Bewes barouche - an interesting variation on a rib. Some participants decided to come by car and take the ferry from Mudeford Quay to the beach hut. The location was fantastic, Dick and Peter cooked another good barbecue and everyone loved the location.



We are now planning next year's events. If you are interested in participating, details are under the Motor Boat section on the Club website and reminders are included in the Club Newsletter. Alternatively you can be added to the distribution list of the Rib Group by contacting Louise Sproule at louisesproule@yahoo.com.

Louise Sproule





Friends of Arundells are delighted to have worked together in restoring the relationship with the Club.

We hope that this model of *Morning Cloud 2* will stimulate many happy memories of Sir Edward's involvement and a closer relationship with Arundells where sailing is an important element of what the house has to offer to visitors.'

Accepting the gift on behalf of the Club David Mead said 'I am delighted to accept this wonderful half model of *Morning Cloud 2* on behalf of all the Members of the Royal Southern Yacht Club. Colin Hall (Commodore in 2004) was at the dinner when Sir Edward kindly promised a gift from Arundells. He shared many happy times in his company as did many others in this room. May I wish all success to Bob and Giles of the Friends of Arundells and to the Foundation and hope that the house will stay open for the enjoyment of the public for many years to come.'

Morning Cloud 2 was launched in 1971. She was designed by Sparkman and Stephens and built, primarily of mahogany, by Lallows in Cowes. Edward Heath sailed the boat in the Admiral's Cup that year leading Britain's winning team. The Admiral's Cup was established in 1957 and for many years was regarded as the unofficial world championship of offshore racing. The last event was held in 2003.

PLEDGE FUL- FILLED

In 2004, at a dinner in given by the Club in his honour, the late Sir Edward Heath pledged that the Club would receive a memento of his sailing career. The Royal Southern was where Sir Edward and his crews put together their sailing strategies which led to his numerous sailing successes, in particular leading the winning team in the Admiral's Cup in 1971 and winning the Sydney-Hobart race in 1969.



That pledge was fulfilled in July, in the presence of many former Commodores including Colin Hall, when the Trustees of the Sir Edward Heath Foundation presented a half model of Sir Edward's yacht *Morning Cloud 2*. The presentation was made to Commodore David Mead by Colonel Gordon MacDougall, a Trustee of the Foundation. Gordon MacDougall was supported by Bob Hayes, Chairman



of the Friends of Arundells which works with the Foundation to ensure that Sir Edward's home, Arundells in Salisbury, is able to remain open to the public in line with the intentions of his will.

In making the presentation, Gordon MacDougall said: 'Sailing was one of the central pleasures and pastimes of Sir Edward's life. Coming late to the sport, his leadership qualities, strong competitive instincts and sense of strategy came to the fore. The Southern was central to his success and the Trustees and the

ARUNDELLS

Sir Edward acquired Arundells, in Salisbury's Cathedral Close, in 1985 and it was his home for twenty years until his death in 2005. It is now open to the public and is the only home of a former Prime Minister to be almost exactly as it was when he lived there. It contains a wide range of items which reflects his time in public life, together with his collections of paintings and European and Oriental ceramics and musical and sailing memorabilia.

Arundells

Located in the The Close, Salisbury,
within the shadow of the magnificent Cathedral which houses
the finest preserved original copy of Magna Carta



The home of former Prime Minister Sir Edward Heath KG MBE

Arundells, in Salisbury's Cathedral Close, reflects Sir Edward's time in public office and contains his collections of: paintings, (including Wyllie, Singer Sargent, Piper, Churchill, Sickert, Augustus and Gwen John, John Nash, Lowry and many more), sailing and musical memorabilia, Oriental and European ceramics, cartoons, bronzes, photographs and much more, just as they were when he lived there, along with access to the beautiful two acre garden



2015: Opening 23rd March to 4th November, open Saturdays, Sundays, Mondays, Tuesdays and Wednesdays

Admission to the house is by guided tour only, with up to 12 visitors per tour

Open from 11.00am to 4.00pm. Guided tours every half hour

Pre booking is recommended. Individual and group visits welcome. Grounds close at 5.30pm

Non guided tours available on Bank Holidays.

Admission: £10, Family group: £25, Garden only: £2.50. Children 12 and under admitted free

Bespoke group tours can be arranged out of season by special arrangement

Wheelchair access (ground floor only). No concessions

See website for booking information and further details



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EXCURSION TO ARUNDELLS

I'm sure Constable didn't have the same trouble. "If you move to the left, John, you'll get the Spire in." But then that was Art. We were just recording a moment in the charming back garden of Sir Edward Heath's house in Salisbury Close where twenty-one members of the RSrNYC assembled in the Close and divided into two groups for a tour of Arundells.

In spite of expectations, Ann having seen fit to appoint a bus monitor authorised to deal with any riotous behaviour in whatever manner she deemed appropriate, those of us travelling by coach behaved with decorum. I'm told that this was due to the disappointment of there being no evidence of fish-net stockings, gymslips or UKIP badges. Another time perhaps.

So much to learn. We went back to the days when the Cathedral was planned, and plots were laid out for the clergy. Having overcome their reluctance to move from Old Sarum they vied to design the most desirable residence. Arundells, once owned by the illustrious Wyndhams and taking its name from an occupier's family member, now has a frontage which owes something to the example of Mompesson House, with large Queen Anne style sash windows, but with rooms to the rear of the building from more humble earlier phases of development.

Divided into two groups, we passed through the modestly-sized rooms in some haste, making way at each pass for our 'other half'.

The narrow reception hall with grand Irish stone fireplace contains the 'Morning Cloud' pictures, invariably depicting Sir Edward at the helm, with a large glass case filling an entire wall, holding half models and trophies.

The Drawing Room is crowded with photographs and mementos of his meetings with world figures and many small oils, watercolours, sketches and photographs: a pretty Lowry, a Wyllie watercolour, a photograph of Her Majesty with her Prime Ministers.

Too little time, and we filed through into the corridor, now a metre-wide picture gallery which inspired a choreographed about turn having viewed one side in order to see the other.

The Dining Room was next. The table is remarkable for being built of light-coloured walnut with a sycamore border, and set with Waterford crystal and a beautiful dinner service embossed with scenes from The Magic Flute.

The Study, the corridor again, with a dozen or more W.L. Wyllie etchings, the staircase and the Library. All the rooms showed evidence of his taste for music, his attachment to his family and the appeal to him of interesting and beautiful objects. In the Library, a large white bowl caught the eye. We were told that this was bought for a song by Sir Edward in exotic parts and transported home on the Yacht. As if this feat was not enough, it led on to a story of ups and downs. It was authenticated as a Ming. It was dropped by a removal man. It was restored and now displays its honourable scars to us all.

Having raced, it felt, through the house, we were encouraged to view the back garden which had been modified to screen the house from view from the water meadows.

My overall impression of the house was of a comfortably-sized property in beautiful and tranquil surroundings. The considerable size of the collection of



art works, furniture and objects had been absorbed with an eye for display without obstruction. I was touched by the images of a relaxed person, able to take jokes at his own expense, who seemed to be regarded with great affection by the team who now staff his house. Nowhere did we see evidence, aside from his relish for entertaining, that he was not a private, solitary man.

As we strolled in the garden and admired the planting, we heard an anecdote about Sir Edward as a fellow Yacht Club member whose busy agenda did not always chime with that of his Club. It seems that the dress code

would, on occasion, be breached. On the evening of a Laying Up Dinner when the dress was black tie or mess dress the illustrious member appeared for supper in his pale shell suit! Someone had forgotten tell him what was on at the club that evening!

At lunch in the Cathedral Refectory we met the Visitors' Chaplain, a fellow sailor and we were encouraged to make a brief tour of the Cathedral before coach-departure time. The rapid inspection allowed us to see the vast tomb of the Wyndham family, the simple dark stone in the Spire Crossing to commemorate Sir Edward and the bowing of the black marble columns which support the Spire.

A flying visit to the Chapter House, and a rapid walk through the Close past William Golding's blue plaque to the bus stop left us wanting a return visit. The Bus Monitor was, fittingly, the last to board. Speak up if you are not here? Nobody? Home James!

Thank you Ann for overcoming difficulties to transport us to another fascinating place.

Lindy Chamberlain





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GOLF SOCIETY

The Golf Society has had a very enjoyable and busy year. At the time of writing this we still have more Golf Days planned and annual trophies will be presented at the Motorboat, Golf and Shooting Societies Christmas Dinner on Saturday 6th December.

Our pre season dinners at the Club were great fun and gave us a chance to meet new members and discuss how we wish the Society to go forward and we have already implemented some suggested changes.

Our first event was at Meon Valley Country Club on 25th April. The weather was not kind to us This did not put most of us off and we ventured onto the golf course. The greens were like lakes but, as all good sailors, we fought on until the groundsman closed the course! Unfortunately we had to adjourn to the bar and then have the planned lunch.

Deauville sponsored by AVEVA. The tough race was soon forgotten once we were on the splendid golf course at Hotel du Golf Barriere on Sunday morning. The weather was absolutely glorious and the views were stunning. Deauville Yacht Club looked after us superbly, always making us so welcome, even though the Royal Southern team won on the day. I am sure they will be seeking revenge next year. Also a big thank you to Aveva for making this possible, we were all treated to an amazing three course lunch afterwards at the hotel where prize giving took place.

Our next event was at Botley Park on 27th June. We had twenty players for this event. and excellent weather, which was rather unfortunate for Judi Hussey as she was under the misconception that it would be raining and had to play 18 holes in her wet weather gear.



Handicaps have been adjusted to take account of the results and I am pleased to report that the team event was won by the ladies.

Our flagship event was held on 19th August. Six yachts, two ribs and one motor boat left Hamble on the Tuesday morning. Other golfers, who were staying at the Squadron for the night, elected to take the ferry. The weather was perfect and we had a superb sail to Cowes. Twenty-four maritime golfers congregated at the Marina for our coach trip to Osborne Golf Course. It was quite a spectacle to

see all the golf clubs being transported off the various boats. We had twenty-six Members play the full 18 holes, and four play nine holes and all enjoyed the wonderful sea views from the course.

In the evening we enjoyed a fabulous evening at the Royal Yacht Squadron. Peter and Lesley-Jane (L-J) Nicholson had kindly organised for forty-one of us to have a superb dinner in the Members Dining Room. We had an amazing evening, the staff were fantastic and gave impeccable service. Dinner was wonderful, a most delicious menu, and prize giving followed. Fraser McPherson won the putting competition, Tony Parker the Men's competition and I just won the Ladies (my handicap was docked another two). The longest drive was Helen Bartholomew and nearest to pin, Stephen. The team event was won Mike Bates, Noj and Andrew Bartholomew with great help from L-J.

Peter and L-J kindly gave a tour around the Squadron, whilst others adjourned to the Morning Room for a nightcap. It was a wonderful event and I do hope we can make this an annual event. We all thank Peter and Lesley-Jane for making this event possible.

On 4th September, Geoff Holt held his annual Charity Golf day at Hamptworth in aid of Wetwheels



In April, we held a Golf Taster Ladies Day which was highly successful. Eight ladies had a lesson with Miles, the resident pro, at East Horton Golf Course followed by 9 holes on the par 3 course and lunch. I am delighted that after having such great fun they are continuing to play. Another taster day was organised in July and more are planned for next year. Gentlemen are also welcome at Taster Days.

Our second event was in Deauville and was combined with the Annual race from Cowes to





and Rose Road Association, both of which the Club has supported. The Royal Southern Golf Society were thrilled to support this event and at the RYS dinner we raised enough money to sponsor a hole on the day and we entered both a men and ladies team. It was a shotgun start at 13.15, followed by a 3 course evening meal. The course at Hampworth is superb and in a beautiful location, although quite challenging, and I hope to organise a Society Day there. Our teams certainly did not let the side down, Dot Jones won the longest drive and Noj was runner up with 36 points. The day was a great success and over £4,000 was raised from this one event. I certainly look forward to the next one and it would be great if we can get more teams up for this worthwhile and enjoyable day.

The golf events calendar has not been finalised for 2015, when this goes to print, but if you have any questions please do not hesitate to email me directly, on chrissiewhite10@virginmedia.com. Information is also available

on the golf section of the Royal Southern website, our own noticeboard by the 'old' front door and the Newsletters will also have information on any forthcoming events.

I would also like to take this opportunity in thanking Dot and Mary McPherson for their hard work in compiling the results at the end of each event. I certainly could not do it without them!

Chrissie White



BRIDGE SOCIETY

With phenomenal growth over the last two years, this Society can now boast the most support amongst the ashore activities in the Club. We play social - alternatively known as 'kitchen' - bridge, with lots of chat and laughter both on Tuesday evenings (7-10pm) usually with 5-10 tables and Thursday afternoons (2-5pm) with 2-4 tables. Most players use ACOL

No partners are required as the relevant organisers arrange the tables either by the drawing of a card or making up the tables in advance and all the equipment is provided. A small fee is charged to cover incidental expenses, including tea and biscuits on Thursday afternoons, so the whole enterprise is self-funding. The Tuesday session has greatly improved the atmosphere in the Clubhouse on that evening as well as contributing in no small measure to the bar profits and we are hoping that, in the near future, we will be able to organise a simple bar supper for bridge players, and others, on Tuesday evenings.

This Autumn another course of lessons has started on comprising 7 weeks of tuition to improve skills (particularly of those who undertook the Beginners course last year) followed by 3 weeks of supervised play to hone the performance of both those taking the lessons and also those who have lost confidence or become rusty but don't feel they need formal lessons. Pat and Mike Dodd are again providing the expertise. These take place alongside the normal Tuesday evening play, so those not interested can still have their regular evening of Bridge. If you have missed signing up for the complete course it is still possible to attend sessions on an ad hoc basis.

In addition, the Ladies Committee run a Bridge Drive with a sumptuous tea twice a year on a Thursday afternoon (mid-November and mid-March) and there is an annual Interclub Bridge Pairs Evening preceded by a Club Supper at the end of October. Full details of these events are on the website and in the Clubhouse.



Everyone is extremely welcome, particularly on Tuesday evenings, whether you want to come on a weekly basis or just occasionally when you are in the area. The only proviso is that you let the relevant organiser know in good time to ensure that the numbers playing can be divided by four. You don't need a boat or even be able to sail, just basic Bridge skills. So come and join our merry band of players and help to swell the numbers of this popular Society.

Contacts:

Tuesdays

Judy Greensmith
(Tel: 023 8045 7046)

Thursdays

Ann Hardy
(Tel: 023 8056 1705)

Annie Campbell-Walter
(Tel: 023 8045 5530)



The Blessed Shooting Section



As usual this year, the shooting section has held four events at different shoot grounds, all of which within driving distance of the Club. As the season unfolded from March through to September, we were remarkably lucky to have experienced firsthand the delights of southern England. In March, we were blessed with shooting on one of the first days of spring after the prolonged and extensive rains this winter. In April, with spring in full flow, it felt like all of Watership Down's inhabitants came to watch and play. In May, the hedgerows and flowers were a cacophony of sight and smell. After the summer to concentrate on sailing, we had a final day in September with misty mornings and lazy end of summer sunshine.

The number of participants at the shooting events continues to grow attracted by the beautiful countryside, perfect weather and boisterous company. In comparison to other events at the

Club, our shooting events are the equivalent of the cruiser race. Fun with competition in glorious surroundings. To that end, we attract many members from other sailing clubs in the Solent and all are made very welcome.

There are prizes on each day and the most contested is that of the handicap prize. This is a measure of an individual's performance on the day against recent results. At each event a different gun won the handicap prize; one with as much as a 24% improvement, having clearly been practising! The flush competition is also closely followed not only to be part of the winning team but with as much interest in the topical selection of the team name themes. This year's themes have ranged from former USSR states to past Grand National winners through to past British Eurovision Song winners and lastly top children's TV cartoons; selections all designed to remind guns not to take the flush too seriously.

Finally, after 5 years of building up and running the shooting section, I am standing down and passing on that responsibility to Mike Norton and Richard Curry. I am confident that, given the reputation of the Royal Southern Shooting Section in the shooting sphere, it will continue to engender support and under the helm of Mike and Richard they will take it to new, even more successful, heights.

Throughout the last five years, there have been many memorable moments; some of which have been captured on camera and a picture says a thousand words, blessed or otherwise.

Sally Sturt





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Far East. It really is one of London's hidden gems and that's not a cliché!

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Great characters abound in this hotel, not the least of whom is Tony the concierge. If you need anything, just ask Tony! If you want theatre tickets, bus tours, museum timetables, taxis, maps, toothbrushes... just ask Tony.

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LADIES COMMITTEE

It's all change for the Ladies Committee at the AGM this year with not only our Chairman but at least 5 current members due to retire. Do you have some time to spare to join a committed group of hard working ladies who raise funds for local charities and influence the refurbishment of the Club and have fun doing it. You will have seen the new patio furniture outside the upper bar and I hope you agree it looks much more in keeping for our Club than the old plastic furniture. All this was provided by the funds raised throughout the year by the Ladies Committee. Apart from that we run two very successful Bridge Drives with the 'best tea ever' served at break time. Come and play bridge and sample the tea you will not be disappointed. The last bridge drive is held on 12th

November. We also run two annual charity Ladies Lunches with interesting speakers. The last lunch was held in October when our speaker Sandra Simmonds spoke about life under the 'veil' a topical and fascinating talk about her time spent wearing the veil while married to an Iranian.

Our friends at Cassis Fashions once again agreed to come to our Macmillan Coffee morning held on Friday 26th September to model the autumn collections together with other interesting stalls following which a cheque for £1,000 was presented for the Macmillan Cancer Information and Support Centre at Southampton General Hospital in October.

The main event was the Christmas Fayre held on 1st November with many stalls providing excellent Christmas shopping, together with a wheel of fortune

Ladies Committee Chairman Valerie Pritchard presenting the cheque to the Macmillan Cancer Information and Support Centre.



and lots of refreshments, all in aid of the charities we had decided to support, The Eagle House Appeal and Hamble Lifeboat. As ever, this event was very well supported and we thank all those who gave generously to the wheel of fortune or bid at the auction in the bar or provided bric a brac for sale. It is always a good way of meeting friends, whether browsing the stalls or simply chatting round the bar.



Ever busy the ladies run the Club Insignia stall on various prearranged dates, consult your calendar should you need any Club monogrammed items of clothing. Also there are the Athena lunches held on the first Friday of every month where you can get together with your friends for lunch and a good catch up without being approached to buy any raffle tickets – result!!

Please do consider coming along to join in any of the events and if you do decide you could

spare some hours to share the load the Ladies Committee would be delighted to have you aboard.
Jan Wright

THIS COLD, WET AND WINDY FEBRUARY...

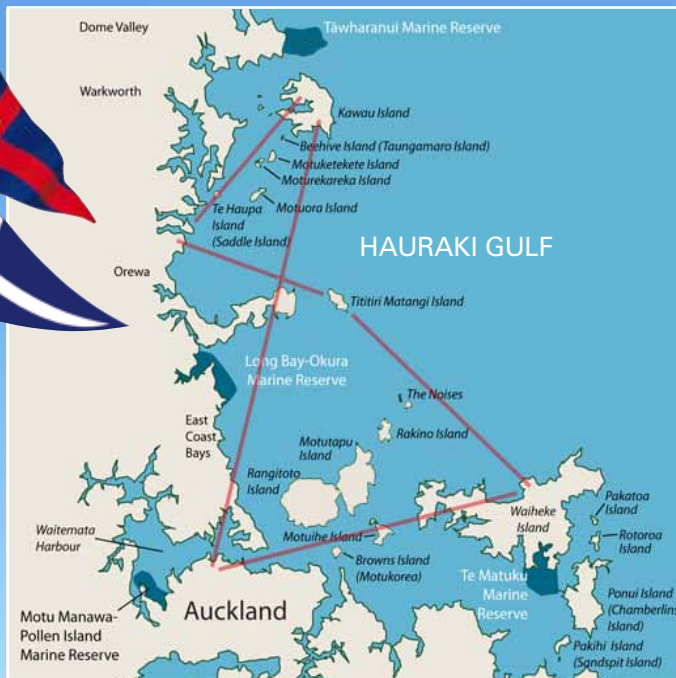
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CONTACT DETAILS

Chris Mansfield

Tel: 023 8045 4339

Mob: 07768 044060

Email: chrism@refix.co.uk

For information regarding itinerary,
bookings and arrangements, visit:

www.ICOYC.org

and look for 'On the Water'.



Folly Rally

24 boats carrying more than 70 people dodged the showers to enjoy the annual Rally and Model Boat Race at The Folly Inn. The weather was kind for the later arrivals a crossing in brilliant sunshine, which held for the successful 'Sinking the Pontoon' Party. At least two sections went under. Thanks go to the providers of snacks ranging from the favourites of sausages and sausage rolls to exotic pizzas and crackers with all sorts of delicious toppings – not forgetting the French individual cheeses.

As darkness fell the party split, with 20 or so energetic party-goers heading for dancing on the tables at The Folly while the rest dined and partied aboard their boats.

The highlight was, as always, the Model Boat Race on Sunday morning. The start time was brought forward following clamours to get on with it before the bad weather set in from the North East. Sadly the news of the earlier start didn't quite make it to one boat crew who arrived with a beautiful model and special 'grape crew' after the race

had finished. It seemed only fair to award it a prize – The Duck of the Day.

Masters of ingenuity produced a dozen or so creations ranging from a simple plastic bottle with a cardboard sail to catamarans with canting keels and a dramatic trimaran sporting a Chelsea Gardener carrier

bag goose-winged on a wire coat hanger mast. Many had crew, some 'borrowed' from the children's toys. Flotation was generally provided by plastic bottles but Rex Harvey did it in style using about 40 champagne corks.

Fickle winds at the start produced an interesting about-turn with boats that were back winded,



returning to the pontoon where an army of adults and children blew them back out again creating mayhem. Cries of protests galore as crashes and capsizes ensued.

The winner was "Waitrose Flyer" from *Diamond Blue*, comprised of two (clean!) trays from the previous night's dinner set at right angles to each other with a little RSmYC burgee on the top. Eventually she was followed by "Chelsea Gardener" from *Alaris*. 3rd place went to the patriotic "Britannia" from *Moon River*.

Dot Jones

THE SWANWICK, BURSLEDON AND WARSASH REGATTA



The Circus really came to town at the Elephant Boatyard on the last days of August. Clowns, jugglers, acrobats, wild animals and ringmasters of all shapes and sizes assembled on the shores of Bursledon Pool for the 144th Swanwick, Bursledon & Warsash Regatta.

The onshore proceedings started with tightrope walkers giving a fantastic display as the sun came out. The afternoon events continued with swimming, canoeing, rowing and sculling races, gig racing and then the water carnival with many amazing 'circus' inspired rafts and dinghies with the 'human cannonball' float taking centre stage in front of the circus tent on the main pontoon. And, what a splash he made.

After the prize giving the evening events started with a hog roast and a well stocked bar, giving way to the beautiful torchlight parade of illuminated dinghies, Son et Lumiere and then the mag-



nificent firework display which, as usual, gave us all a splendid finale to one of the most enjoyable days on the River Hamble.

With the 'Friends of Bursledon Regatta' dance on Friday night and yacht racing on the Sunday, the annual Swanwick, Bursledon & Warsash Regatta is a weekend not to be missed.



Round the Island with Belle Serene



Belle Serene raised over £5000 for Breast Cancer Care in her first Round the Island Race in 2007 shortly after Zoe was diagnosed with breast cancer. After joining Zoe and me last year for their first Round the Island Race, the noble sloop's eponymous Annabel and Serena wanted to return this year to see if we could better our result. We brought along a couple of sailing schoolfriends, and jokingly had our eye on the Young Sailor trophy, having come third in it last year.



been so slow that by this stage the usually adverse tide was pulling the whole fleet in the right direction - although not all boats were facing the way they were floating.

There's a saying in racing, 'to win the race you first have to finish': every boat that quits or gets disqualified is another one that's not going to take a place ahead of you. From half way round the island, retirements were jamming the airwaves - and in the end, so many boats had retired that Belle Serene took Raymarine's generously sponsored Young Sailor Trophy.

The RTI weekend was, as usual, a highlight of our family year: from cleaning the hull as a family in advance, to sharing the competition, the ever-changing tactics of this year's unusually wind-shifted day, the visual extravaganza and the after-race reflections with some of the 1,600 other boats and their crews. And this year, the privilege of being presented with the Young Sailor Trophy which the girls went up to collect from the iconic (and charming) Sir Ben Ainslie.

Christopher Barker

The weather forecasts told us precious little about the day's almost non-existent wind, and the sea breeze that dominated the day made three of the island's four sides a beat to windward, rendering the asymmetric spinnaker we'd put our hopes in all but useless. Like many others, we spent some time drifting with the tide in a wind hole south of the island, with some exuberant inactivity on deck under the baking sun as the wind vane rotated quizzically above us as if searching for a hint from the still air: 'it went that away!'. This year's race had



DAVID THOMAS CELEBRATIONS AND SOLENT SNOOKER

Our May regatta in honour of David Thomas was sabotaged by bad weather, so undeterred we arranged a new date of August 23rd for the Solent Snooker competition.

In this ingenious test of navigational and tactical skills devised by Hunter Association member Peter Jeanneret, the boat becomes the cue ball, and Solent buoys are designated red or coloured balls. Sailing round a buoy 'pots' it, reds and coloureds must be potted alternately until all reds are potted, then all coloureds. Reds score 1 point, coloureds 2 - 7 points each.

Start time was 11.00 hrs at any red ball, finish at 16.00 hrs, engines could be used for 30 minutes. So off we go on a superb sailing day, the Solent at its unbeatable best.

We decided our potting order in advance, taking into account tide and wind. There were strategic decisions to be made, for instance potting the black (Royal Southern) attracted 7 points, so potting it several times alternating with a red gave a points boost without having to sail too far. However, to complete the game, boats have to sail to all the reds and coloureds and these were spread throughout the central Solent.

Whilst it's not real racing, the winner is decided by the points scored so good navigation and smart mark rounding were just as important as in a conventional race. We found it quite challenging, especially sailing two up, but hugely enjoyable and would definitely recommend it as a fun event. There was a certain amount of spinnaker flying, close encounters, and scraping across the Brambles with not a lot to spare. Sufficient to say that no-one potted all balls, but we did sail 25 miles!

Our original 15 boat entry was somewhat reduced, however the intrepid Martin Hampshire with crew Fiona sailed from

Poole in his 23' Hunter Minstrel *Boru*, picking up a buoy off Yarmouth at 3.00 am on Saturday after an exciting trip through the Needles Channel against the tide with a F4/5 behind. He potted his first red at 11.00 am, thoroughly enjoyed completing as much as is possible in a small boat on a breezy day, anchored for a bite to eat before catching the tide through the Needles to anchor in Studland at 3.00 am. Time for a sleep then into Poole Harbour with the tide. Quite an achievement in just over 24 hours. We felt he thoroughly deserved the Travellers Prize! Martin enjoyed the day so much that he's devising a Poole Harbour snooker.

Winner of the 8.5m to 11m class was Steve Booy in *Arty Miss*, with John Arscott in *Macavity*

second, and Sven Petersen in *Vindloni* third. Winner in the 6.00m to 8.5m class was Peter Jeanneret in *Nutmeg*, with Martin Hampshire's *Boru* second.

We offered entry to non David Thomas designed boats, Mike Rowlatt in a Grand Soleil 45 *Guiliana*, and John Rutherford in his Oyster 43 *Apparition* came along. They voted Solent Snooker a huge success, with Mike coming first and John second after a hard fought battle.

Much time was subsequently devoted to debating the optimum order for buoy rounding, and requests that the Royal Southern repeat Solent Snooker as a fun event next year.

We were honoured to have David Thomas present the prizes at the evening dinner, accompanied by his grandson David 2 and his girlfriend.

In May, four Icelanders who sailed Thomas designed boats in chilly Iceland came to our celebra-

tions intending to race, however bad weather intervened. Three intrepid Hunter owners kindly took our Icelandic friends for a sail up the Hamble and Southampton Water on a truly awful day, as they felt anyone coming from such a long way should experience a real Solent blow. So we decided to award special prizes of David Thomas Regatta tumblers to Sven Petersen, Peter Jeanneret and Steve Booy, for their hospitality to our visitors.

We thank Chris Hill of Spinlock for his generosity in donating prizes.

The David Thomas Memory Book

The DT regatta organising committee agreed David should have a memento of the celebrations and I asked those attending to write a few words. These included memories of the 1979 Fastnet Race from David King

and David (Hoppy) Hopkins who both sailed with David Thomas on the Sigma 33 *Cheesecake*, Peter Poland, whose company Hunter Boats built the hugely successful Sonata, Impala, 707 and all the Hunters, and Jonty Sherwill who designed interiors for David's boats, and many others who had sailed with David or bought a DT designed boat.

Here are a few:

'I am really eager to express my gratitude to David because in our Golden Wind over the years we experienced lots of joy.'

'Having now sailed respectable distances in four of David's designs, from 32ft to 67ft as either crew and/or owner, and in all weather states, I can only thank him for the true excellence of his designs which have allowed me to return safe to harbour on each and every occasion'

'Thank you for some great boats. Not only a joy to sail, they have given us some great friends too!'

'Having owned and sailed a Sigma 33 (Enchantress), a Sonata (Missred), and Impala (Parallel Universe), a 707 (Censored), and now another Sigma 33 (Stan the Boat) I can say with experience..... What great boats they have been to sail!!!'

'Built 1984, bought Boat Show model January 1985 - 30 years of pure joy!!!'

I enjoyed assembling the memory book, some wonderful comments and I was fortunate to have access to some amazing photos too. The enthusiasm of all those who helped to organise our celebrations, and the quite extraordinary atmosphere at the dinner in May were a tribute to David's huge contribution to sailing, whether it be racing or cruising.

Ann Arscott

Since these reports were written David Thomas has sadly passed away. His obituary can be found on page 8 of the Southern.



ASHORE



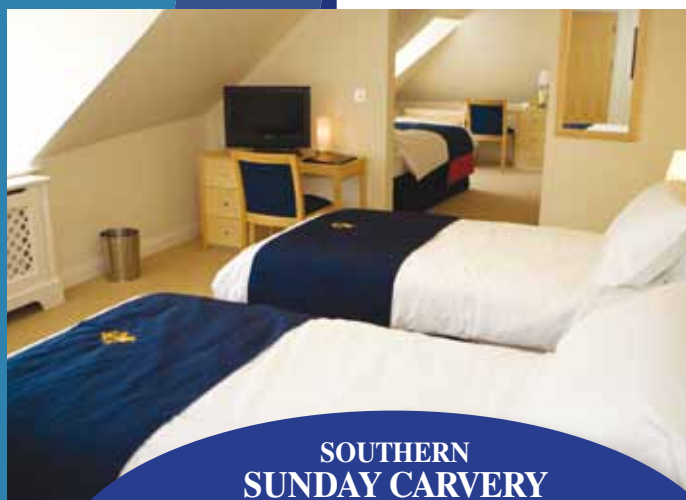
Being situated on the banks of the River Hamble, the Royal Southern Yacht Club offers unrivalled views over the river to the Southampton Water and the Isle of Wight.

Lunch can be enjoyed in the upper deck bar daily with a menu ranging from sandwiches to hot meals with a 'specials' board highlighting the day's choice. Whilst the upper bar with its

large balcony is open daily, in the winter month the Members Bar with its unique atmosphere, open fire and friendly service adds enjoyment to those long winter evenings.

Next to the Members Bar is the River Room where dinner is served from Wednesday to Saturday evenings. Offering contemporary, freshly cooked meals, the River Room has a fortnightly changing menu featuring a variety of quality, seasonal ingredients. Booking is advisable.

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



SOUTHERN SUNDAY CARVERY

Join us for selection of delicious starters followed by 2 choices of Roast meat with all the trimmings along with a fresh fish alternative. Finish off your meal by choosing 1 of at least 4 different puddings from our ever changing selection.
1200 - 1500 hrs

BAR HOURS

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

RIVER ROOM HOURS

Wed-Sat	1900-2130 hrs
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SPECIAL EVENTS

In addition to the facilities on the previous page the Royal Southern Yacht Club has much more to offer.

Our 200 seat dining room is available to Members and guests as a venue for conferences, trade shows, banquets, weddings, receptions and private parties. The dining room has a moveable partition enabling the room to be split into 2 separate private areas for smaller functions. As well as a small bar there is direct access to the large kitchens where our chef and his staff can cater to all your needs.

The River Room is also ideal for private functions and has doors opening onto the spacious patio so with the Members Bar immediately alongside. Why not take advantage of those lovely long summer days and evenings and organise your party here.

In addition, the Yeoman Room on the first floor is ideal for smaller more intimate meetings. Dining for up to 20 people



around the long table, or business meetings away from the office, taking advantage of the wonderful views from the balcony. The Chart Room is also available for smaller meetings.

These facilities, coupled with our overnight accommodation and the bars, make the Royal Southern a beautiful and unique location for your next function so just contact Lesley Walford on 023 8045 0315, who will be happy to assist in organising your event.



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16-24 Round Barbados Series
17 Burns Night

FEBRUARY

6 Athena Informal
Ladies Lunch
17-20 ICOYC Forum
21 Jazz Night
21-26 ICOYC New Zealand
Cruise

MARCH

6 Athena Informal
Ladies Lunch
12 Bridge Drive
20 Theme Evening
28 Fitting Out Supper

APRIL

3 Athena Informal
Ladies Lunch
16 Ladies Formal Lunch
18 Start of Season Party
22 Ladies Afloat
26-3/5 Antigua Race Week
28-29 Mid-Week Rally
to the Folly

MAY

1 Athena Informal
Ladies Lunch
1 Cruiser Spring Supper
2-4 Solent Cruiser Race
3 Splash Sunday
4 Spring Rally to
Gins Farm
8 Friday Night Racing
9-10 Royal Southern May
Regatta & Contessa 32s
10-20 Mid-Week Rally
to Lymington
15 Friday Night Racing
17-18 Ladies Afloat
22-25 Cowes/Deauville
Race & Rally
23 Theme Evening
23-25 Sigma 38 National
Championships
24 May Cruise in Seine Bay
30 Friday Night Racing
31 Hamble/Yarmouth
Cup & Rally
31 Splash Sunday

JUNE

4 Mid-Week Rally to the
Horse & Jockey
5 Friday Night Racing
5 Athena Informal
Ladies Lunch
6 Sailability Day
6 Sea Shanty Evening
7 Club Day Pursuit Race
7 Splash Sunday
9-10 Mid-Week Rally to
Bucklers Hard
10-14 Royal Southern
Match Cup - ISAF Gr2
19 Friday Night Racing
20 Mid-Summer Ball
20-21 Royal Southern June
Regatta &
Sonata Southern

24 Ladies Afloat
26 Friday Night Racing
26 Theme Evening
27 J.P. Morgan Round the
Island Race

JULY

3 Friday Night Racing
3 Athena Informal
Ladies Lunch
3 Theme Evening
4-5 Royal Southern
July Regatta
8 Ladies Afloat
10 Friday Night Racing
11 Opera On The Run
11-12 XOD Central Solent
Championships
17 Friday Night Racing
18-19 Poole & Back
Race & Rally
19 Splash Sunday
21-22 Mid-Week Rally to
Newtown
24 Friday Night Racing
25-2/8 Channel Challenge
Cruiser Race
31 Friday Night Racing
31 Theme Evening

AUGUST

7 Athena Informal
Ladies Lunch
8-15 Aberdeen Asset
Management
Cowes Week
13 Commodore's Cowes
Week Reception
16 Splash Sunday
17-21 Splash & Junior
Cadet Week
18-19 Mid-Week Rally to
Bembridge or Chichester
20 Ladies Afloat
22 Under 21s Race
23 Family Fun Race Day
31 Brambles Cricket Match

SEPTEMBER

1-2 Mid-Week Rally to
Yarmouth
4 Friday Night Racing
4 Athena Informal
Ladies Lunch
5-8 SB20 National
Championships
9 Ladies Afloat
11 Friday Night Racing
12 Party & Quiz
13 Splash Sunday
17-20 J/80 National
Championships
18 Friday Night Racing
18 Theme Evening
19-20 Royal Southern
September Regatta
25 Friday Night Racing
25 Macmillan Coffee
Morning
26-27 Hamble Scramble
Race & Rally
27 New Members Party

OCTOBER

2 Athena Informal
Ladies Lunch
3 Ladies Race
4 Ancient Mariners Race
7-10 ICOYC Cruise in
Chesapeake Bay
15 Ladies Formal Lunch
16 Cruiser Supper
17-18 Folly Rally
24 Trafalgar Dinner

NOVEMBER

7 Christmas Fayre
12 Bridge Drive
14 Annual Prize Giving
21 Laying Up Dinner
28 Annual General Meeting

DECEMBER

4 Athena Informal
Ladies Lunch
5 Motorboat, Golf &
Shooting Societies
Christmas Dinner
12 Children's
Christmas Party
15-16 Rally to Cowes & Carols
20 Club Christmas &
New Members Party
26 Foxer Racing
31 New Years Eve Ball

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.

WEDNESDAY

DECEMBER



NEW YEARS EVE *Masquerade Ball*

19:00 KIR ROYAL RECEPTION
THREE COURSE BUFFET

DANCING TO

Teddy Massiash



TICKETS £60

AFTER WEDS
10TH DECEMBER
TICKETS £70

DRESS CODE: BLACK AND WHITE
MASQUERADE THEME.
MESS DRESS OR BLACK TIE.

FOR FURTHER DETAILS OR TO BOOK
TICKETS PLEASE CONTACT LUCY
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Joseph Perrier

The Enlightener



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The cellars were created by hand, in days long past, with this unique feature which brings the light of day into our cellars. Light which has guided us in our craft since 1825