

ROYAL
SOUTHERN
YACHT CLUB
SPRING 2014



the SOUTHERN





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Following the wettest winter since records began in 1766 it is wonderful to see the spring flowers in bloom and blossom on the trees, and to feel some warmth in the air. The Club has suffered as a result of the appalling weather. The Clubhouse was flooded on Valentine's Night due to tidal surge and the car park has been completely underwater on numerous occasions. The construction of the new sea wall and the associated Prince Philip Yacht Haven cannot come quickly enough. At the end of March I signed an agreement with the Commodore of the RAF Yacht Club which sets out our Club's respective contributions to the Yacht Haven project. I regard reaching this agreement as a highlight of my term as Commodore.

It seems to have been a long winter but still a busy time for the Commodore. Back in November I attended the International Council of Yacht Clubs (ICOYC) Commodore's Forum in Hong Kong which was superbly hosted by the Royal Hong Kong Yacht Club. Yacht clubs from around the world were represented and



there were excellent and informative talks on all aspects of running yacht clubs and events. The social side was also superb including a night horse racing at the course on the Island and on the final Saturday evening several of us attended the annual Regatta Ball. I lost count of the number of live bands - somebody mentioned fourteen over twelve hours of partying! The RSmYC team managed to make 3 am before retiring to bed.

The weekend after returning from Hong Kong the well attended Laying Up Dinner took place with guest speaker Commodore Jerry Kydd delivering a very amusing after dinner speech. We were also pleased to welcome Lt. Amie Jackson commander of HMS Blazer with whom the Royal Southern now have an affiliation. The documents were signed on Tuesday 25th March and it is hoped to have HMS Blazer alongside at the Club for Members to visit later in the year.

The AGM took place the following weekend and then straight into the Christmas festivities with the Motor Boat, Golfing and Shooting Societies Annual Dinner on 7th December followed by the Christmas Cruiser Rally to Cowes on the 10th, the Carol Service lead with great vigour by Canon Peter Vargeson our Acting Club Chaplain the following day and Le Lunch on 20th with excellent Italian cuisine.

Boxing Day was a beautiful sunny day with a record turn out with hot canapés served up by Members record bar takings and the now annual Foxers prize giving.

The year finished with our New Year's Eve Ball and 2014 started with a specially arranged New Year's Day when so many Members sat down for lunch. With atrocious weather no better place to be.



The Southampton Master Mariners Club Sea Pie Supper took place at the City Cruise terminal on Friday 7th February with several Club Members attending and on the 12th February I presented a cheque for over £300 to the 791st Mayor of Southampton, Councillor Ivan White. His chosen 2013/2014 charity is Southampton Women's Aid which has been working in the city for 37 years helping women and children who experience domestic violence and abuse. A very worthy cause and thank you to all those who donated so generously.



Together with Annette, Alan and Juanita Sharman we attended the Kings Royal Hussars Regimental Cocktail party towards the end of March at their Tidworth Barracks, a most enjoyable evening and superbly hosted by Commanding Officer Lieutenant Colonel Justin Kingsford and our KRH friends.

We have a very busy year ahead with nearly 300 functions and events to look forward to on and off the water. In May we are holding the David Thomas Regatta to celebrate the wonderful range of boats designed by David over the years and from 23rd - 26th May the Annual Cowes-

Deauville Race this year sponsored by AVEVA plc which will include some excellent social events in France including prize giving, special shopping trips for the girls and a round of golf for those who need to sharpen up their handicaps. On Friday 6th June I will be attending the 70th Anniversary of the D-Day Landings in Ouistreham, France together with other Club Members which should be a very moving few days.

One of the major sailing events this year is the ISAF Grade 2 Match Cup which has attracted top sailors from around the world. This is the first Grade 2 event in the UK for six years and should deliver spectacular and very competitive racing. We have five summer regattas and the Barbados Tourism Authority have again kindly donated the Champion of Champions Prize giving our best skipper over the series a holiday in Barbados for two in January 2015 with every possibility of taking part in the Round Barbados Race. The full Club programme is at the back of this issue and don't forget to check the website.



The Commodore's Charity Ball takes place on Saturday 21st June (more information on this major Club event later in this issue) so please book to avoid disappointment as tickets are selling fast and we are limited to 300 Members and guests.

The Prince Philip Yacht Haven project is developing to plan and an appeal to Members for voluntary donations, as announced at the AGM last November, has now commenced. Current Members benefit from the generosity of previous Members and I hope that you will feel able to contribute and help provide a thriving Club for future generations. As part of providing

information about the yacht haven I had the interesting experience of being a film presenter in "Mead of Mud". The short film, which can be seen on YouTube and the Club website took several hours to produce and left me with a greater respect for television presenters. Remember it is your Club and we want to see it put into good shape for many years to come and for all to enjoy.

I would like to say a few thank yous. To Dick Long and Jan Wright for being such superb models in the Club insignia catalogue which I hope you have all seen and as shown in the last issue of the Southern; Lesley-Jane Nicholson and Jette Deaville for supplying and making the superb new River Room curtains which were fitted back in February. To Sheelagh Cohen, Pat Aspinall, Brian Curtis and all the Southern magazine team for producing such a high quality publication. We have received some wonderful letters praising our magazine "Thank you - a lovely read - John McNeill, President of the ICOYC and Past Commodore of the St Francis Yacht Club, San Francisco. The 'Southern' just gets better and better - Mike Pope - Chairman of GJW. I really think the 'Southern' is world class - Bob Miller - Seattle Yacht Club. We are without doubt leading the way in Yacht Club publications. Also to Chris Stevens, Mike Jones and Colin Hall for producing the video for the Prince Philip Yacht Haven Members Appeal.

Finally a big thank you to my fellow Flag Officers and Committee Members (we now have over 100 Members on Committees!) and of course our wonderful staff who are now total experts in removing large amounts of water from the Club premises!

Remember it is your Club and please come and support the events we organise for you. I look forward to seeing as many of you as possible in Hamble during the summer and I repeat from last year - 'boats on the water' and having fun together.

David Mead

NEW MEMBERS

The Commodore and Flag Officers would like to welcome aboard:

Honorary Member
Helena Lucas

Robert Bard
Simon and Jane Benfield
Andrew Odgers and Joanna Benfield
Charles Bonfield
Warwick and Elizabeth Bookman
Joseph Butterworth
Matthew Deacon-Smith
Paul Findley
Royston and Loraine Ford
Keith and Valerie Foster
Deborah Green
Stephen and Philippa Green
Paul Griffiths
Thomas Harrison
Matthew Haslam
Alexander Kickham
Robert and Judith Lambert
Jack Neale
Pieter-Jan Note
Stephen and Anita Owen
Dillon Plantinga
Timothy and Jane Pyle
James Rowland and Lucy Armstrong
Filip Sochaj
Douglas Struth
Piran Tedbury
Karen Wallis
Sara Wright

DEATHS

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

Mrs Valerie Davidson *A member since 1973 and the wife of Past Commodore Alastair Davidson.*

John Harding *A Member since 1981.*

Mrs Jo Roberts *A Member since 1999.*



The Team

The highly experienced Prince Philip Yacht Haven Team came together three years ago, led by then serving Commodore Mark Inkster.

He was joined by Gordon Craigen FCMA as Hon Treasurer. After a career in the City Gordon now lives and works locally. Also an accountant in business by background, David Aspinall FCA is the Project Purser, ensuring that we keep to the budget. Past Rear Commodore Pat Aspinall qualified as a solicitor and Notary Public and latterly specialised in commercial property work. She has been very involved with leases and licences and all matters legal. Past Commodore Barry Peddley FRICS has worked on obtaining consents for the Club for many years and has dealt with the Crown Estate and other land related matters, while Peter Nicholson knows the land well because he was one of the team that bought it from Rank Marine in the 1980s. David Greenhalgh FICE has built large ports all around the world so it is fitting that he is now involved in building a very small one back home.

The Team is completed by Commodore David Mead, Past Rear Commodore Richard Campbell-Walter, till recently Chairman of the Executive Committee and Vice Commodore Chris Mansfield who is the current Chairman.

They are the Club's highly qualified Prince Philip Yacht Haven Team now, but we should also recall the huge contribution from the late Past Commodore John Beardsley who lived the Project until his dying day, and also from Ian Redsell, until recently Commodore of our partner, the Royal Air Force Yacht Club.

PRINCE PHILIP YACHT HAVEN REPORT

Since the last issue of *The Southern* the Prince Philip Yacht Haven (PPYH) Committee has been working to fulfill the conditions imposed by the planning and other consents. Some of these have already been signed off and others must take their turn as the works progress.

Just like the tides, there have been highs and lows regarding the capital dredge. During testing it was found that some small areas of the mud had contaminants. There are hot spots where mercury has been found, but not at dangerous levels. This is nothing to do with us as a yacht club, but is most likely down to our predecessors dumping boat building and other rubbish in the river. The site of the Club was a working boatyard and that would have been a common method of refuse disposal and no doubt they thought it would all get washed out to sea. In situ these hot spots are not considered to be a problem but we are not allowed to remove them for disposal except under very strict conditions.

You might think that because this contamination is already in tidal waters that it would be acceptable to dispose of it out at sea with the rest of the mud. Not so! That is not allowed. We have obtained the relevant permissions for the contaminants to be put into a cementitious mix which will be used as back-fill behind the new sea wall. This gets over the problem of moving difficult material through the village to a designated land-fill site and will hopefully actually reduce costs which gives us a happy ending to a potential problem.

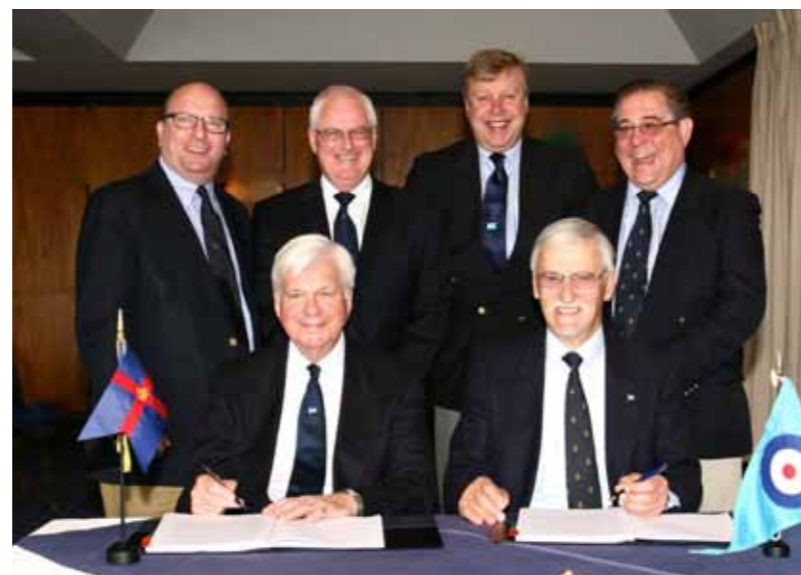
Another consequence of the dredge is that we must provide a new habitat for the creatures that live in the inter-tidal mud. This means creating a "living wall" which will be attached to the new sea wall. Whilst it is good to know that we are being sustainable and environmentally friendly the consequence has been a significant increase in the cost of the project.

Talking of expense, it was announced at the AGM in November that David Aspinall had been appointed to the committee

as "chief purser" so you can be sure that expenses are being minimised wherever possible. David Greenhalgh, Executive Committee member, has also been volunteered due to his expertise in similar civil projects. He has been working closely with our consulting engineers, Opus International Consultants, to finalise designs and we have now gone out to tender. Things are hotting up.

We have bank finance in place and our Treasurer, Gordon Craigen, says that we need to raise finance by other means as well. That is why it was announced at the last AGM that we would be launching an appeal. Please support it.

We have continued to work with The Royal Air Force Yacht Club throughout and they remain our development partner. There will be tremendous benefits to both Clubs at the end of this project and our joint contributions to all aspects of the project have been documented in a formal Agreement. It was a truly historic moment when the Agreement was signed by the Commodores of both Clubs at the end of March.



ABOVE RSrNYC Commodore David Mead signing the Prince Philip Yacht Haven Agreement with RAFYC Commodore David Le Mare, with L to R Past Commodore Mark Inkster, Vice Commodore Chris Mansfield, Past RAFYC Commodore Ian Redsell and RAFYC Vice Commodore David Whitehead.

What we are doing is for the benefit of all members. Half the cost is going towards rebuilding the sea wall. However the project will, in total, provide :-

- A new sea wall which will stabilise and protect our waterfront land for generations to come.
- Flood protection: the raised capping is at a level, determined by the Environment Agency, to keep out all predicted high tides.
- Mud free access to the water, via a new floating slipway, at all states of the tide for Splash Club and other dinghy sailors.
- Sailors with physical disabilities will have direct access to boats afloat, for the first time anywhere on the river.
- A new Quarter Deck, with no mud in sight - which can be used for al fresco dining, parties, etc....

A new sea wall and improved flood protection were a necessity even before the winter storms made our current sea defences worse. Fortunately we were already well under way with our plans.

PPYH Committee

WHERE COCKLES PULL MUSSELS

113 Members came to hear Past Commodore Mark Inkster take us through the latest plans and drawings for the Prince Philip Yacht Haven as they were poised to go out to tender just before Easter. We expect the contractor to be appointed in July and work to start on 1 October 2014. But first, some of the key points that Mark made in his very own inimitable way!



His first announcement was that the contract between the Club and the RAFYC had been signed just one week earlier, the fitting conclusion to two and a half years of work started by the late Past Commodore John Beardsley. He thanked past Rear Commodore Pat Aspinall for her tireless work throughout the process, echoed by the Commodore David Mead who called Pat forward for a 'Thank You' presentation.

All around the North Dining Room were the latest drawings and plans with captions covering the key points that Mark elaborated upon. He commented on three aspects: we are not just a Royal Yacht Club - we will have the added safety and security of the direct access pontoons that will enhance and expand what we can do; and thirdly, the sea wall has failed, and this Project provides a way to pay for its replacement.

Most of us had heard of the worms in the mud, he commented, and even if few had seen them, the worms have played an important part in the environmental aspects of the Project. In return for being allowed to dredge, we had agreed to create a 'living wall'. This means facing our new sea wall with a variety of rocks which are then faced with timber - just the place, he claimed - for a cockle to go when he pulls a mussel!

Yes, Mark never misses an opportunity to entertain as well as explain, and he followed this up with bowls of cockles and mussels for all at the end of the Seminar! The living wall has added significant costs to the Project, but without it, there would have been no permission.

Mark then covered the depth, 20m, of the piles and how they are anchored back into the car park, the transfer of the RAFYC's mud freehold to us in return for a 40 year lease with annual rental, the dredged depth of 2.4-2.7 metres below Mean Low Water Springs,



and the re-use of most of the existing pontoons.

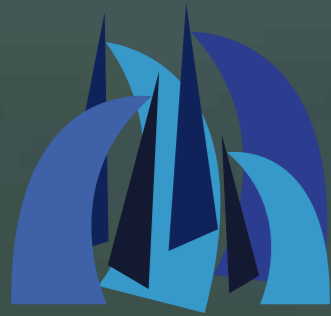
Members were keenly interested, with lots of questions during and after the Seminar as they browsed the exhibits and talked to Members of the Project Team.

Just to emphasise the scale of the sea wall problem, the World Premiere of our new video - 'Mead on Mud' - was screened as the Commodore donned his wellies and showed us the holes and tumbledown sand bags in the sea wall. Point proven!

For those who could not get to the seminar and its accompanying Exhibition, Mark's slide presentation with many of the drawings is on the Club website. It's well worth a look.

With Members' help with donations into the new Appeal, we now move from having a land holding that is being washed away every high tide to constructing the finest Yacht Club Yacht Haven in the country and the only Prince Philip Yacht Haven anywhere in the world.





PRINCE PHILIP YACHT HAVEN

Artist's impression of part of the proposed Prince Philip Yacht Haven with inshore pontoons and walkways but not showing the entrance or outer connected pontoons.



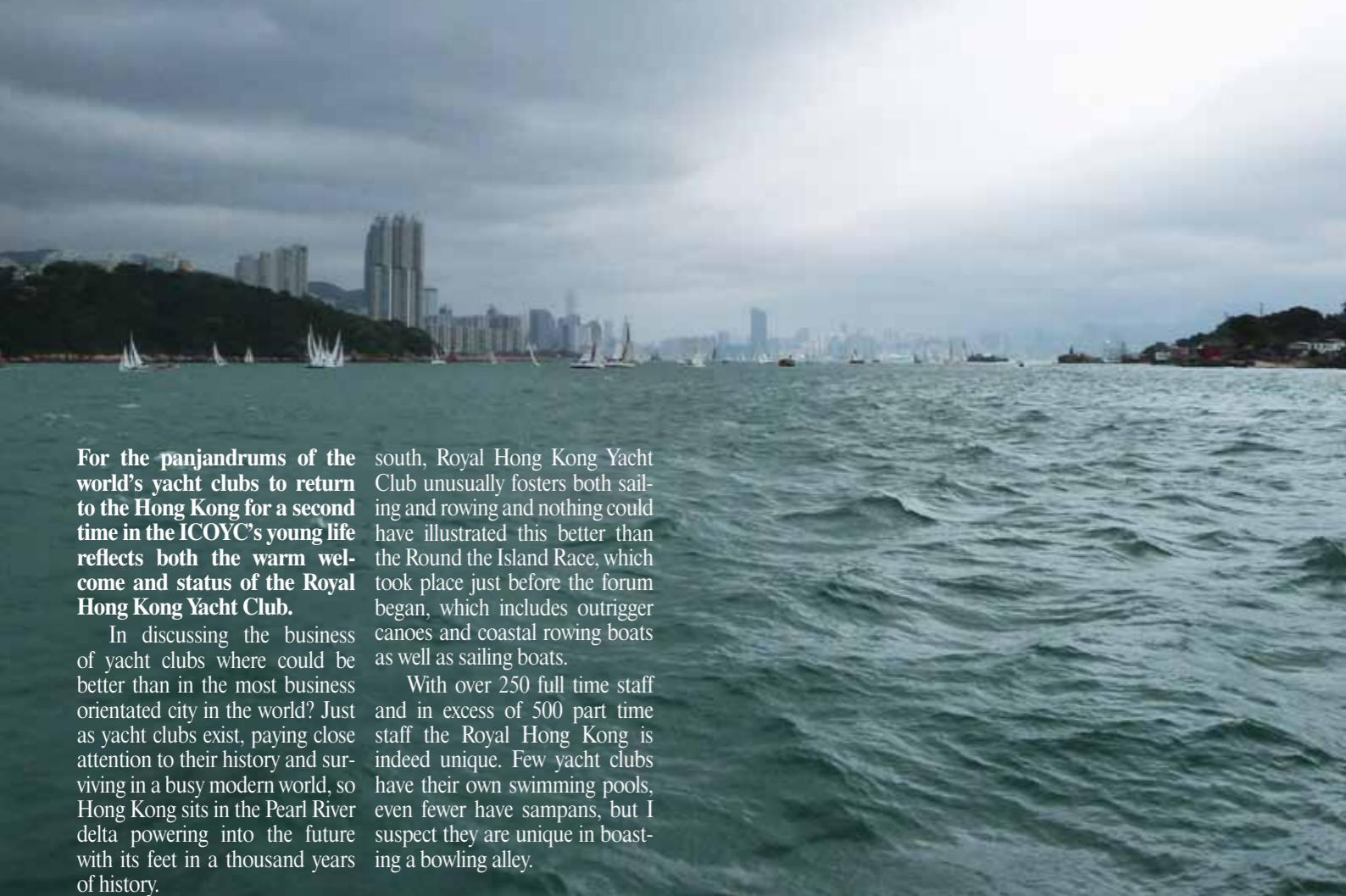
ABOVE Our Commodore David Mead with the RAFYC Commodore David Le Mare after the signing of the Prince Philip Yacht Haven agreement.

“ Seventeen years ago, we raised the funds to pay for our ‘New Building’. At the time we could do nothing about the sea wall other than fix it as best we could.

Two years later we made the first of many unsuccessful planning applications to join our pontoons to the shore.

Now, thanks to Mark Inkster and all of the Project Team, we are poised to start construction of the Prince Philip Yacht Haven which all Members will benefit from as the new sea wall will protect our land for many years to come. A landmark achievement. ”

ICOYC - 9th COMMODORES FORUM



For the panjandrums of the world's yacht clubs to return to the Hong Kong for a second time in the ICOYC's young life reflects both the warm welcome and status of the Royal Hong Kong Yacht Club.

In discussing the business of yacht clubs where could be better than in the most business orientated city in the world? Just as yacht clubs exist, paying close attention to their history and surviving in a busy modern world, so Hong Kong sits in the Pearl River delta powering into the future with its feet in a thousand years of history.

south, Royal Hong Kong Yacht Club unusually fosters both sailing and rowing and nothing could have illustrated this better than the Round the Island Race, which took place just before the forum began, which includes outrigger canoes and coastal rowing boats as well as sailing boats.

With over 250 full time staff and in excess of 500 part time staff the Royal Hong Kong is indeed unique. Few yacht clubs have their own swimming pools, even fewer have sampans, but I suspect they are unique in boasting a bowling alley.

The last Hong Kong forum was 7 years ago in 2006 and Flag Officers past and present from around the world once again gathered under the direction of Commodore Joachim Isler supported by Secretary Mark Bovaird and Koko Mueller.



Situated in Causeway Bay, Kellett Island where the club now sits it is in range of the Tai Pan's Noonday gun and dates back over 160 years. With a second Clubhouse on Middle Island to the



Early on in the British colonial history a malarial swamp was drained to bring horse racing to Hong Kong and by 1884 the prestigious Hong Kong Jockey Club was founded. Today an incredible billion dollars is bet at the major race meetings and on a typical day the club processes over seven million betting transactions. Sited in Happy Valley our hosts arranged an evening of racing to give us a flavour of this most popular local sport.

Hong Kong remains a city of great contrasts. One moment you are being transported on the Star

Ferry across to Kowloon reflecting days gone by and the next you are whistling up 100 floors of the International Commerce Centre the fifth tallest commercial building in the world. Where once the best views of Hong Kong were from the top of Victoria Peak the ICC building gives awesome views across Hong Kong island to the south and over the eight hills of Kowloon to the North.

The business of the forum itself was particularly well thought out and related to the demands placed upon yacht clubs of today.

Running alongside the forum was the partners programme which featured the obligatory shopping trips as well as oriental cooking, an introduction to mah-jong and even a pink dolphin spotting trip just off Tai O (and yes they really are pink!).



Outside of the formal sessions the learning continues with the informal exchange of information over lunch, on the coaches and even occasionally in the bars. The value of the forums is far beyond what can be measured by feedback forms and surveys. Attending a forum demonstrates the value of membership of the ICOYC and showcases the host Club to its peers. With each forum the knowledge base of the Council increases and its value rises. Changes in the yacht club environment are highlighted and the shared experiences of Member Clubs examine how best to deal with the daily challenges of being a Flag Officer or Club Secretary.



Each forum brings together old friends from previous forums as well as new friends from new member clubs and new Flag Officers elevated since the last time.

Following a magnificent closing ceremony and dinner many of the delegates were delighted to attend the Regatta Ball before final departure. This was a textbook demonstration of how to run the ultimate party. A full banquet for somewhere in the region of 1,400 people, a number of live bands playing in different locations, foot massage stations for ladies with party feet and a survivors photograph next morning for those whose survived the entire night.

The next forum will be in Auckland from 17-20 February 2015 and hosted by the Royal New Zealand Yacht Squadron.



OPPOSITE PAGE The Commodore with Mark Inkster and Yvonne at the Noonday Gun.

TOP The President of the ICOYC John McNeil with the Commodore of the RHKYC Joachim Isler and the Dragon dancers at the opening ceremony.

CENTRE The Compass Room at the RHKYC used for the seminars.

ABOVE The opening ceremony with a marching band.

LEFT Outside dining at the RHKYC Middle Island Club House.

DAY OUT WITH THE KING'S ROYAL HUSSARS



On the 5th of February six lucky members of the Royal Southern Yacht Club attended a Range Day at Lulworth at the invitation of our "twin", the King's Royal Hussars.

The intention was to watch B Squadron fire their Challenger 2 tanks – ear defenders essential! It may be remembered, that the weather that day was one of the worst for this winter's storms. We therefore learnt, on arrival, that the shooting had been cancelled by the Range staff of the Royal Armoured Corps Gunnery School.

Ironically, the cancellation was not because the tanks could not have fired – war does not stop for the weather – but because the Range radar, which looks out to sea, had been knocked out by the high winds and also that the Range Safety Boat could not sensibly be launched in the conditions. Those members of the Southern who sail past Lulworth will be aware of the 3 to 5 mile danger zone offshore of the Range and although it was highly unlikely that anyone would have been foolish enough to be in the safety zone that day, the Range Safety Officer could not monitor or patrol it and therefore take the risk.

In spite of this disappointment the visitors, who included a party from the Salters Company (with whom the Regiment also has a link), had a great day. After an extended coffee break we were given an excellent briefing by the Commanding Officer, Lieutenant Colonel Justin Kingsford, on the current commitments and status of the Regiment. Following their very successful tour in Afghanistan the Regiment is now concentrating on honing its tank expertise. It will go to Canada again this year to train at the British Army Training Unit in Suffield (BATUS). This facility provides the opportunity, on the sweeping Alberta plains, to practice large scale manoeuvres and live firing on a scale not available anywhere else. Happily, even with major reductions elsewhere in the Army, the Regiment is also set to grow in size in the forthcoming reorganisation (known as Army 20/20) and will shortly become what is known as the "Lead Armoured Regiment" – that is, the first to go if called upon.

We then repaired to a tank hangar and spent a happy hour



clambering over a Challenger 2 tank under the guidance of highly knowledgeable instructors: photographs allowed – but not inside please for security reasons! We learnt of the awesome complexity and capability of the machine but also of the challenges the four man (no women yet) crew face in living in and fighting from such a confined space.

Next we moved to the School's classroom Gunnery Training Simulators and all had the opportunity to practice at being a tank gunner, seeking out and destroying "enemy" targets under the watchful eye of more instructors. It is perhaps no surprise that those who still have young children or grandchildren, and are therefore most familiar with modern computer games, did rather better than the rest! The author, in spite of being an old soldier, performed very badly – and he had bought the simulators years ago!



We then returned to the Gunnery School Officer's Mess for an excellent lunch. New friendships were sealed, firm arrangements made for some joint 'on the water' activities later this year and a deal was even struck to buy some cases of KRH Regimental Claret for the Royal Southern's Wine Cellar.

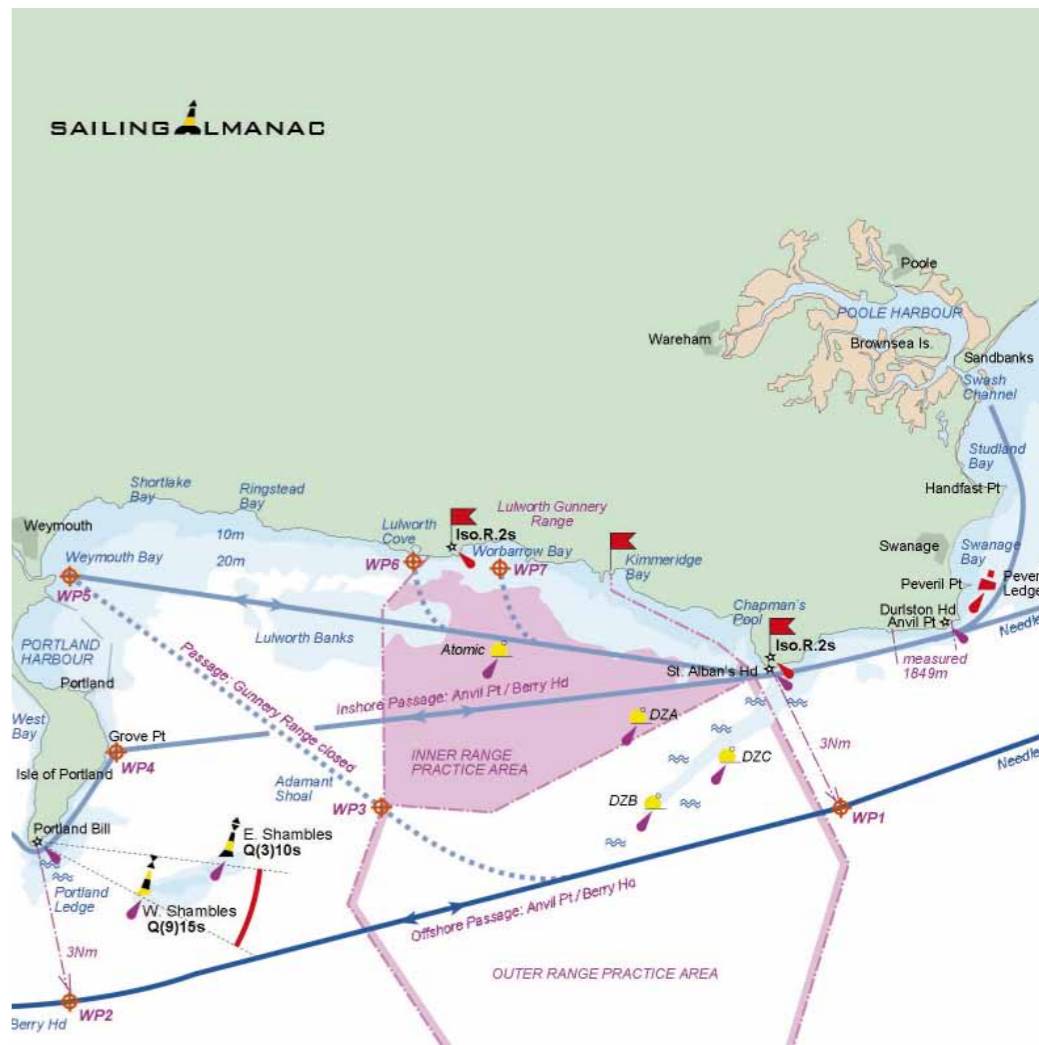
Finally, after lunch, we were taken to the famous Tank Museum in Bovington and given a riveting guided tour and history lesson on the development of the tank from its origins in World War 1 to the present day. The Museum is impressive, unique and well worth a visit. It includes examples of every tank that has ever seen service in the British Army and that we have fought against, including the only working German Tiger tank in the world, and many from our Allies in war.

All of us that attended are very grateful to Col Justin, his officers and soldiers for a memorable day and for their kindness and hospitality. And we left feeling, once again, a deep respect for the integrity, efficiency and professionalism of our Armed Forces and a pride in being twinned with the Regiment.

Major General Alan Sharman
CBE

Lulworth Ranges

The Lulworth Range safety "template" covers an area of potential danger to boats from ricochets or overshoots from weapons firing on the range towards Bindon Hill. The safety zone is monitored by radar and the Range Safety Boat is used to approach yachtsmen and encourage them not to enter it. Legally they have no power to insist that a boat avoids or leaves the danger area and occasionally some skippers refuse to do so. It is worth noting, however, that the consequences of such action are serious. Valuable and strictly rationed training time is lost, which is very disheartening for the soldiers and compromises their skills. Equipment development trials and export sales opportunities may be jeopardised and there are significant costs to the taxpayer from the delays involved. The Range is also purposely closed in August so that leisure sailors can pass close in during the peak of the holiday season.



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JOHN WALKER RECEIVES RYA AWARD

At the Royal Yachting Association's annual Awards ceremony in late November John Walker was presented with one of the Royal Yachting Association's prestigious Community Awards for Lifetime Commitment by HRH the Princess Royal, President of the RYA. A total of 43 voluntary awards were presented to winners hailing from across the UK, from as far afield as Cornwall and Argyll. John was nominated for his award by the Royal Southern Yacht Club in Hamble and was selected as a winner by the Awards panel in recognition of 30 years commitment.

Twice a member of the Club's Sailing and Motorboat Committees, he has represented the Royal Southern on the RYA Offshore Racing Committee. He is also a qualified RYA Officer Of the Day and international racing licence holder, became responsible for the Club's Centenary celebration of motorboat racing, and planned motor cruising rallies to destinations on both sides of the English Channel. Most recently, leading the team responsible for the initiation and delivery of the many sailing and social events of the Club's 175th Anniversary, his efforts and commitment contributed to the Club being awarded the Yachts and Yachting Club of the Year in 2012.

A former member of the Executive Committee, he drafted the Club's incident response protocols and the 5-year strategy plan. Outside the Club, John was Press Officer and latterly Event Director of the Cowes Classic International Powerboat Festival. He more recently served for seven years as the RYA Trustee on the Mansura Trophy design competition.

David Mead, Commodore of the Royal Southern Yacht Club, said; "John has had a hand in



many of the best and most complex things that the Club has undertaken in recent years. I have enjoyed working with him and his wicked sense of humour immensely, and the whole Club is

extremely proud of this much deserved award." Sarah Treseder, RYA Chief Executive also said; "The RYA is delighted to make this award in recognition of John's enthusiasm,

promotion of our sport and many years' contribution to the south's boating scene. The 41 RYA winners are an inspiration to us all and it is my pleasure to recognise and celebrate their hard work and dedication."

John commented; "I have been lucky enough to have done things that I enjoyed for most of my life and the Royal Southern and its Members have provided me with more enjoyment than most. It has been my base since I joined in 1972 and working on its projects and alongside the RYA has been rewarding in so many different ways. I am truly grateful for the award and recognise the many people within the Club and the RYA who have made my contribution that much more fun."



DO IT BARBADOS STYLE

Apparently, after four fabulous weekends of Royal Southern regattas, we had ended up top of the leader board. There were rumours that a trip to Barbados was the prize. Then on a Saturday night in November the rumours became a reality as, at the Prize Giving dinner, we were presented with the "Champion of Champions" prize of a trip to the Caribbean to take part in the Barbados regatta.

We are a father and son sailing team. Adam started boating at 7 years old, showing a keen interest in all things nautical. He began sailing at Sussex Yacht Club in Topper, Pico and Oppie dinghies. Several days on his Uncle Phil's Jeanneau 52 Great Escape whetted his appetite for yachting. I had been the Cadet captain at Sussex Yacht Club, and had raced a Heron, Hornet and Scorpion dinghy. After many years away from sailing, I was thrilled to see my son Adam's undoubted enthusiasm and ability for yachting. We decided to buy a Dufour 385 cruising yacht. The brochure photos of people eating smoked salmon salads under the bimini appealed. The family then decided that they didn't like sailing.

Adam and I also realised that racing would be our passion: so we embarked on the expensive project of making our Dufour into the "fastest caravan in the Solent". 3 years on, and lot of money later, we realised that whilst the Dufour was a comfortable cruiser, it would never win a race! So we purchased J97 Indulgence. Adam is at Solent Uni, and spent all his available time tweaking up Indulgence and hitting my credit card pretty hard. He also assembled a wonderful, committed team of good sailors, and the results really came together. As Adam told me, it is a triumph of preparation.

What a joy to be able to share a passion in sailing with your son.

Off to Barbados

So off we went on a cold Saturday in January on a BA flight to Barbados for a week. 8 hours later we landed on the beautiful Caribbean island. It was early evening, and the temperature was around 28 degrees centigrade. We took a taxi to the Radisson Aquatica hotel at Carlisle Bay. Many of the regatta entrants were also staying at this hotel, as it was ideally located between the Barbados Yacht Club, and the Barbados Cruising Club, joint regatta organisers.

Sunday was day 3 of the Barbados regatta. At breakfast we fortunately met the race officer John, a Brit living in the South of France, who had been drafted in to ensure the smooth running of the racing. John hooked us up with Mike who



owns a Dufour 385 for the day's racing. Mike's boat is permanently moored just off Carlisle beach, as at present there are no marinas in that part of Barbados. We raced in a CSA fleet under the Caribbean handicap system. After a lap of Carlisle Bay, we made a 7 mile one sided beat to the coastal town of Oistins, followed by a broad reach back. This took about 4 hours. We got a podium finish; however we must point out that there were in fact only 3 boats, and we were beaten into 3rd place by around half an hour. However we had a fabulous day on the water in glorious sunshine, enjoying lots of food, drink and great company of the other crew.

Monday was a lay day. This great idea provides a break in racing for competitors to relax and enjoy the island a bit more. The regatta team had organised a visit to the Mount Gay Rum bottling plant. This you will imagine was a great way to spend the morning. After lunch we were bussed to one of the many polo grounds to watch an exhibition match. This was a great experience, and it was good to discover a sport that is probably even more expensive than sailing.

this "bad news". The boat, formerly "Team Russia", is now owned and skippered by Andy Budgen, a regular Sigma 38 racer from Warsash.

We joined the boat at the Bridgetown shallow draft and noted on our acclimatisation tour the rather sparse below deck crew facilities. Thank goodness we were not about to embark on an Atlantic crossing. The boat had been chartered by Mount Gay Rum with the intention of breaking the monohull record for round the island. In addition to Andy, the rest of the permanent crew were Tom who sails on J109 Jagerbomb from Hamble, Ali from Australia, John from Hastings, Pippa our hostess, and Matt, the nipper, on a gap year. The Mount Gay crew included their Managing Director Raphael, his J24 crew members, and some office colleagues. The helmsman for the day was Loic Blanken from Brittany, a man with masses of offshore yachting experience.

The race officer did his course briefing....."there is only one mark of the course.... Barbados....leave it to starboard, and don't hit it" were his chosen words. The race was a sort of pursuit event. Around 50 boats departed from around 0700 hours onwards, with the intention that everyone would finish around 1600 hours. The craziest participator was a local guy on a windsurfer, who would sail for around 7 hours, and have to brave the 2 metre plus swell on the East of the island. The race officer only allowed him to enter provided a support boat followed him round. The other boats started at regular intervals, with our Volvo 70 one of the last off at 1120 hours

THE
MOUNT GAY RUM
ROUND BARBADOS RACE
2014

Bad news

Tuesday was the Round Barbados race, the highlight of our trip. We were told that there was bad news for us.....the IMOCA 60 that we were due to sail on was broken. However "would it be OK to race on a Volvo 70 called Monster Project"? We were absolutely thrilled to hear



Our big competitors were TP52 Balearia, Botin 65 Caro" and the previous record holder RP78 Maxi Idea who had completed the course in 5 hours 3 minutes in 2013.

After the start at Carlisle Bay, we hoisted the Code 0, for the 20 mile reach to North Point. We burned off the TP like it was standing still, and regularly saw speeds around 20 knots in just 15-18 knots of wind. We made North Point in around an hour which was on target for the record. The headsail was changed to the J2 for a one sided 2 hour 12 knot beat into the Atlantic swell. By now we were regularly overtaking early starters. We rounded East Point 3 hours into the race, and the record time was looking difficult. However we bore off, hoisted and popped the A4 kite, and took off on a sleigh ride at high speed with the sea behind us towards the Southern Point of the island. Andy Budgen is a man of few words, but we did hear him murmur "I think we can get this record", and when we saw him jump onto a "coffee grinder" to trim the kite, we knew how much he wanted the record.



We rounded the Southern Point after 3 hours 45 minutes. There was just a 10 mile one sided beat back to Carlisle Bay to go. However we noticed that the wind was dropping, and we could also see the record holder Idea ripping along behind us. All was still to play for with the monohull record. We crossed the finishing line to the sound of wild screams and cheers in 4 hours and 42 minutes.....a whopping 21 minutes quicker than any monohull had ever been round Barbados. Everyone was thrilled.



That evening the party at the Barbados Cruising Club was very special for all of us who had been on "Monster Project". The evening was actually sponsored by Mount Gay, and the bar menu made good reading..... Rum and coke, rum and lemon, dark and stormy (rum and ginger beer) etc etc.....it would have been rude not to partake in their offerings. We were handed enough free drink vouchers to have lasted a lifetime, and the party went pretty well.

That evening the party to end all parties was put on at "The Beach House" in St.James. The owner, Howard, is a keen sailor, and is heavily involved in the Barbados Cruising Club. The evening was attended by many dignitaries from the Barbados Government and Barbados Tourism. There was a huge sumptuous buffet with every imaginable dish, and dancing to a 12 piece Big Band.

It was then that we learned that the prize for breaking the



The following day was just for recovering and sunbathing in the 28 degrees of sunshine, and time to swim with the fishes at the nearby snorkel marine park. This is a very popular place with the sea a warm 27 degrees, and plenty of fish to see on the various sunken wrecks near to the shore.

round the island record, was to win our helmsman's weight in Mount Gay rum. We looked at Loic Blanken, and were delighted when he weighed in at an impressive 120 Kgs !!!

We also met a guy with a great job at this event....."Advisor to the Barbados Government on Yachting matters".....how do we apply for the job we thought! He made a speech announcing that Barbados will be building a super yacht marina near Bridgetown. He also announced that the 60% local tax on marine supplies will be dropped to 0% in keeping with many other Caribbean islands. The prize giving was a fitting end to the regatta.

We hired a car for the day, and drove right around the island, visiting the Concorde Experience, where they have one of the original aircraft. We saw the lovely beach at Crane, and the rugged scenery along the East Coast. We stopped for lunch at Bathsheba overlooking the Ocean, and remarked that Africa was the next landfall to the East! In the evening an event in Oistins takes place every Friday call "Fish Fry". A hugely popular event for tourists to sample well priced freshly caught and cooked fish, in an outdoor setting with live local bands playing.



We have so many people to thank for this trip of a lifetime; Barbados Tourist Authority; Barbados Cruising Club, Radisson Aquatica Hotel, Mount Gay Rum, and most of all Royal Southern Yacht Club for putting the whole thing together for us. We were made to feel really welcome by everyone.

So as the Solent season commences, and if you are thinking about racing in the Royal Southern four regattas.....do it.....you might end up on a yachting trip of a lifetime too !
Nick Munday

BARBADOS
www.visitbarbados.co.uk



THE GEM OF THE CARIBBEAN

An awe-inspiring coastline, perfect temperatures and the friendliest people in the world makes the affectation "The Gem of the Caribbean Sea" as appropriate as Barbados being the perfect choice for visitors. It is a tropical isle, within an openness born of the physical reality of constant salubrious breezes and almost certain sunshine.

Without question, it is an island of contrasts - sleek and modern in many ways, yet clearly still bound to the customs, traditions and religious influences of England. It accommodates the pace and energy of a vibrant commercial life, yet embraces a rhythm that feels slower and less aggressive.

IT DOESN'T GET BETTER THAN BARBADOS

The Art of Fine Living

COWES DEAUVILLE RACE 2014



Now in its 52nd year, the annual pilgrimage to Deauville continues to offer a great weekend of sailing and sociability for full-on racers and cruising yachtsmen. Hosted in 2014 by the Royal Southern Yacht Club, in association with Deauville Yacht Club, Royal London Yacht Club, Yacht Club de France, Junior Offshore Group and sponsored by Aveva plc., racing is for all IRC and Club Classes.

Thursday 22 May	1900	Vin d'Honneur & Dinner	Royal Southern Yacht Club
Friday 23 May	1245	First Race Start	RLYC Line Cowes
Saturday 24 May	2000	Gala Dinner	Deauville
Sunday 25 May	1200	Prize Giving	Deauville Yacht Club

Since the days of la belle époque, Deauville has been a magnet for yachtsmen and this elegant city by the sea is beginning a major regeneration of its waterfront and facilities for visiting sailors. As a mark of its commitment to yachting, Deauville has also been awarded host city for La Solitaire du Figaro 2014. Deauville in the Spring is a good place to be.

For entries and information please contact The Sailing Office, Royal Southern Yacht Club, Rope Walk, Hamble, Hampshire SO31 4HB. T. +44 (0) 23 8045 0302 E. sailing@royal-southern.co.uk www.royal-southern.co.uk



Main photograph: Paul Wyeth. Aerial: Patrick Roach

DEAUVILLE METAMORPHOSIS

When he first saw the wide beaches at Deauville Tristan Bernard, a notable Parisian humourist of the early 20th century exclaimed, "Deauville; so close to Paris but so far away from the sea!" However his interest in sailing was confined to the purchase of nautical blazers and caps for his infrequent promenades on the boardwalk as he spent most of his time and money at the races and in the Casino.

On the other hand we at the Deauville Yacht Club have spent an inordinate amount of time campaigning to bring the sea to the heart of Deauville with events that reflect the quality of the land based attractions of our town. Our campaign is bearing fruit and the Town Council is developing a new approach to the seafront. This is furthering the already strong relationships between yacht clubs and sailing organisations on both sides of the Channel.



Cowes Party' each August is set to become a tradition and plans are also underway to establish an annual Classic Boats Race in 2016 - just in time to commemorate the 950th anniversary of the Norman conquest. This is in addition to the many events organised by the Club throughout the year.

The Royal Southern has played a part in this as it was invaluable in convincing Philippe Augier, Mayor of Deauville, that Deauville should become a sailing destination of choice during his recent visits to Hamble and Cowes.

BELOW Philippe Augier, Mayor of Deauville with Jane and Georges Bouvard, President of the Deauville Yacht Club, visiting the Royal Southern last year.



"We have developed a very close working relationship with the Mayor and Town Council and have actively sought to involve them in all our sporting and social events", explained Georges Bouvard, President of Deauville Yacht Club. This can be seen in an exciting calendar of new events. Deauville will host the departure of the 'Solitaire du Figaro' this year and in 2016, alternating with a stage of the 'Tour de France à la Voile'. The 'Deauville Comes to

Redevelopment of the Port area

A visible result of this commitment is the re-development of the Port area of the town, the Presqu'île de Touques - situated between the ports of Deauville and Trouville. This has opened Deauville city centre to the sea. Residents of this pedestrian quartier with its restaurants, cafés, boulanger-pâtisseries and

luxury shops have direct access to the Old Port, making it an ideal pied à terre for sailors.

A recent and spectacular milestone was the completion of the 108 foot high clock tower (delayed for several weeks due to high winds!) which can be seen from afar. Currently visits can be arranged: the panoramic view from the roof overlooking the sea, the hills of Trouville as well as the town of Deauville and its racecourses is unique.

In with the new

Perched on top of a WWII bunker the present Clubhouse holds many memories but we are looking forward to moving into the new Clubhouse, an integral part of the Port development, next year. Building work starts this autumn and plans for its opening are already underway.

Work has already started on the new face of Deauville Yacht Club with a new logo and website; soft furnishings featuring the new logo are being installed in the current Clubhouse and will give the participants in the 2014 Cowes-Deauville a taste of things to come.

The club has a new Executive Board in place which reflects the dynamic, outward-looking policy that has been implemented over the past few years.

Encouraging young people to participate in Club events and also compete internationally is a priority for the Club. This year, thanks to the support of Aberdeen Asset Management and sponsorship by members of the Deauville Yacht Club, we will have our own junior team competing in the Cowes Week regatta. It is a first for the Deauville Yacht Club and, we hope, the start of a long tradition. They also plan to compete in the Cowes-Deauville race so we will have the pleasure of introducing them to you then.





Our Entertainment committee is busily preparing for the Cowes-Deauville weekend, meanwhile at the Clubhouse there are now regular events for members, their friends and visiting sailors. These include lectures, training sessions and also a themed 'Happy Hour' every two weeks. As you know, we French do enjoy gastronomic adventures; so recent themes have included a Sochi evening featuring authentic Russian hors d'oeuvres served with a shot of vodka and a Cuisine du Sud-Ouest evening (with, among other things, foie gras, jambon de Bayonne etc.). Next up is a Tapas evening...hola!

In addition the Club will be hosting several events in celebration of the 50th anniversary of the twinning of Cowes and Deauville. All this, as well as racing announcements and more, can be found on our new smart-phone friendly website. Our friends from overseas are always welcome!

Cowes - Deauville Race 2014

Preparations for the Cowes-Deauville race have been underway for some time. The all important dredging of the port has been completed to a depth of 3 metres so all participants will be berthed in the inner port where temporary showers and toilet facilities will be provided. Popping into the Clubhouse for a pint or un verre de rosé will only take a minute at the most.

There are a number of changes to the race arrangements. A critical one is the start time, which has been brought forward to lunchtime on Friday 23rd May enabling all boats to arrive in time for the prize giving and Mayor's reception. Another is the option to send the bigger/faster boats on a longer, more challenging

course - the tides around Barfleur - which will ensure that all boats arrive off Deauville at about the same time. The decision whether or not to use this option will depend on weather conditions.

The weekend is designed to appeal both to sailors and non-sailing friends and family. Upon arrival on Saturday May 24th, competitors and friends will be greeted with a hot breakfast at the Clubhouse. The prize giving followed by cocktails hosted by the Mayor will take place in the evening at the newly restored Point de Vue, (the original 1920s Yacht Club) overlooking the sea front. This will be followed by partying until the early hours of the morning.

On Sunday Aveva is hosting a brunch at the Clubhouse de l'Hotel du Golf: the more energetic can participate in a Golf tournament or putting contest whilst others will be able to relax in comfy armchairs around the fireplace. Race participants do not have to worry about carrying the extra weight of their golf clubs as some friendly motor boaters have volunteered to transport them across the Channel. Details will be in the Sailing Instructions.

There are also family-friendly activities: children will be able to spend the day in the seaside fun park, playing mini-golf or at the pony club. Because of the holiday weekend and subsequent sailing events, hotels in and around Deauville are filling up fast so we advise you to reserve soon or contact us if you need help deciding where to stay. The only thing we are unable to organise in advance is the weather!

Family members and friends who are not racing but wish to enjoy the weekend can use the ferry to Le Havre or the fast-cat to Caen, both departing from Portsmouth, with regular bus or



taxis for the 15 mile trip to Deauville. There are also flights from London City directly to Deauville airport and lots of hotels close to the harbour.

Following hard on the heels of the Cowes-Deauville race, the Old Port will be at the heart of the events surrounding the 'Solitaire du Figaro' and the 'Tour de France à la voile'. The first week of June will see the arrival of over 40 competing boats and the installation of the Figaro Village in the Old Port will feature a number of exciting events in addition to the race itself. Sailors who wish to stay in the area can be accommodated in the Marina, and Clubhouse hours will be extended to welcome all participants and visiting sailors, from early morning to late evening.

Historically Deauville was renowned as a luxury resort for golfers, racing and polo enthusiasts and home to prestigious film festivals but as Philippe Augier has observed,

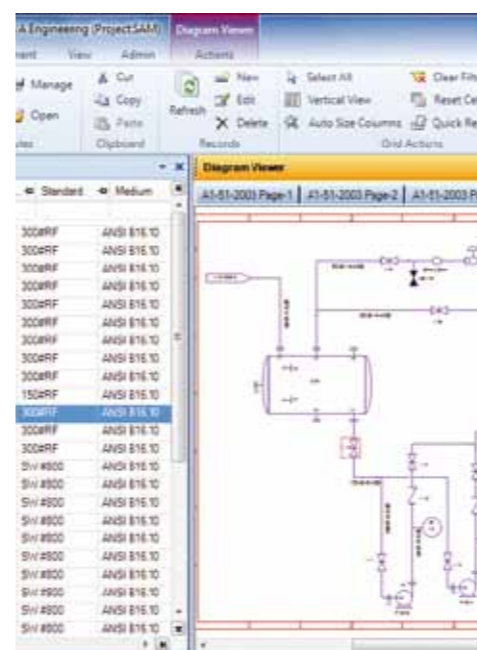
"A new vision of Deauville is emerging: a metamorphosis has re-defined the town and opened it to the sea".

We are looking forward to showing you the new and evolving, maritime face of Deauville and, of course, providing a warm welcome to all our friends from across the Channel participating in the 52nd Cowes-Deauville weekend events.

Jane Taylor-Bouvard
Deauville Yacht Club



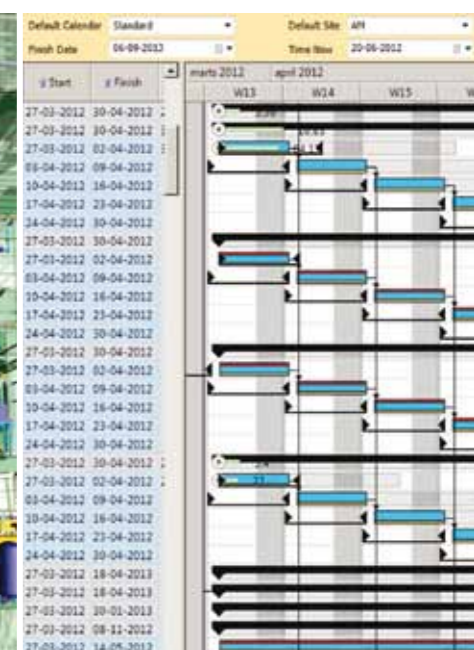
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FRESH TO

FRIGHTENING

Was how the the conditions for the Interclub Youth Keelboat Nationals held on Saturday 29th March were described.

4 teams from eight Yacht Clubs across the Solent and beyond, entered this year's Interclub Youth Keelboat Nationals for the Griffin Trophy, kindly donated by RORC. It was supported by the RYA and open to IRC yachts with a minimum TCC rating of 0.900 and not exceeding 1.085. The helm and 60% of all crew on board had to be 25 years or under.

In brilliant sunshine and a 15-20kt breeze from the South East, all crews were tested with a variety of courses, including an experimental course, developed by Race Officer Stuart Childerley. There were a total of four races in the day, each very closely fought.

around several fixed racing marks with the RORC and Poole Yacht Club teams ending up with just 17 seconds between them on corrected time. Mitchellson Interceptor sailed by the Royal Southern Youth Academy finished third again just ahead of the Royal Yacht Squadron entry Yeoman of Wight.

Race 3 saw the race committee try an experimental course which involved a short reaching leg to a mark from the start; the fleet then turned downwind and began a four legged windward-leeward course before reaching back across the finish line. The feedback from the sailors was unanimously positive and the course provided an opportunity for the smaller boats be competitive on corrected time. The RORC Youth team eventually



Race 1 was a conventional windward-leeward race with the first boat completing the course in 45 minutes. Salvo sailed by the RORC Youth Team, took victory by just 4 seconds from Premier Flair sailed by one of the Poole Yacht Club teams. The Royal Southern's Academy team finished third, just 10 seconds adrift from second place. Clearly the Nationals were going to be closely fought.

All crews found the conditions more challenging for Race 2 as the wind increased to 17-20 knots. The fleet headed off

found their way through the fleet after a conservative start to win on corrected time.

Race 4 was another race around fixed racing marks with the finish line near to the entrance of the Hamble River. The RORC Youth Team won their third race of the series to take overall honours with the Royal Southern Academy Team coming second overall.



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**ENTRIES UP
- THE 32ND
WINTER SERIES
NOTCHES
ANOTHER
GREAT
SUCCESS**



Racing on and from the River Hamble has long been considered some of the best in the world. The Hamble Winter Series is the Premier Winter Sailing event in the UK and runs from the first weekend in October for eight Sundays, with a lay weekend in early November; traditionally to allow the fishermen to harvest clams on the Hill Head plateau. It also comprises two popular sub events: a top-class, two weekend Hamble Big Boat Championships for IRC 0, IRC 1, Farr 45 and J/111 classes, and the Hamble One Design Championships for J/80, J/70, SB20 and other one design fleets, including J/109s. It attracts the cream of the UK's racing yachts, many of which are owned, driven and crewed by Royal Southern Members, who regularly take line honours and podium places.

The 32nd Hamble Winter Series, title sponsored by Garmin since 2005, enjoyed the usual mixed bag of bright sunshine, shifty squalls and storms which kept tacticians, trimmers and course setters alike on their toes.



In line with other Solent events, the 2013 Winter Series delivered an increase in entries, demonstrating the enduring popularity of the event. Those that entered did not regret their decision: "Another hugely enjoyable and impeccably well managed Series," commented Paul Griffiths, owner of J/109 *Jagerbomb*.

The Series began on time in a shifty light breeze, which was forecast to build to 8-10 kts by midday. The race team got three races away for the Big Boats on a windward / leeward course before the fickle breeze finally faded away. The large IRC O class was dominated by *Toe in the Water*, helmed by Capt Lloyd Hamilton MBE. Niklas Zennstrom's *Ran* also put in a solid performance and headed for shore leading the Farr 45 class with two firsts and a second place.

The second race weekend saw frenetic, close-matched racing in the single weekend One Design Championships. In a solid 12-15kts, Race Officer Dermot O'Malley set up the Committee boat to enable the fast turnarounds that these highly-competitive competitors appreciate.



In the J/80 fleet, P Liardet's *Aqua-J* took line honours in the first and third races, and finished the Championships second overall with Yanning Loyer's *J out of the box* taking third. In the growing J/70 class, Ian Wilson's *Joyride* took third place overall. Posting three bullets out of five races in the strong SB20 fleet was enough for Scott Graham's *Chill Pill+* to nail second place overall. Tim Newton's *Polarbear* took third, John Noe's *JP Energy*, ninth and Ian Armstrong's *Trouble&Strife*, eleventh. In the J/109 Class, Paul Griffiths' *Jagerbomb* posting consistent results to take third overall, with Owain Franks' *Jynnan Tonnyx*, fifth and Roger Phillips' *DesignStar2*, eighth.

Sunday 13 October dawned with torrential rain and a chilly 18 knots from the North West. Despite the conditions, crews and volunteer race teams alike braved the conditions to achieve two exciting Solent round the cans races under the leadership of Race Officer Stuart Childerley. Some of the closest racing was

in IRC 2, where Mike Bridges' *Elaine* was pipped by two seconds on corrected time in the first race, but led across the line by a minute in the second. Nick Munday's *Indulgence* led David Greenhalgh's *J'ronimo* by 18 seconds to lead IRC3 and Paul Griffith's *Jagerbomb* won the first race in the J/109 Class.

Winter arrived for the deciding weekend of the Big Boat Series. Testing conditions were described as 'windy, wet and lumpy' as competitors faced gusty breezes, a steep Solent chop and heavy squalls. After a second in the first race, Farr 45 *Ran* found form and delivered four straight bullets to win the event with six points. The heavy weather suited David Bartholomew's *Tokoloshe*, which posted four firsts and won the IRC 0 Class, ahead of *Toe in the Water* in fifth and Steve Anderson's *Cracklin' Rosie* in eighth. "Great racing, not much time for sandwiches," commented Phil Riley on *Tokoloshe*.



In masterful displays of heavy weather sailing, Phillip Farrands' *Old Mother Gun* won the first race of the day in IRC 1 and *Elaine* extended her lead at the top of IRC 2 with another first and Robbie and Lis Robinson's *Hot Rats* taking second. "We love racing in the Winter Series, said Lis. "It doesn't compete with Royal Southern regattas or JOG events so we can almost guarantee all our competitors will be here, which provides close, crème de la crème racing."

After the mid-Series break, racing resumed on 10 November with Race Officer Kathy Smalley at the helm. A shifty 15-18kts from the NW provided testing conditions for the sailors, but there were gains to be made by those with eyes outside the boat. Phillip Farrands' *Old Mother Gun* won IRC 1, and Nick Munday's *Indulgence* again topped IRC 3, with David Greenhalgh's *J'ronimo* in second place. Smiling competitors reporting "An awesome day on the water" back in the bar.

By race day six, boats in some classes had begun to stretch out their lead, while single point differences in other fleets meant the results remained uncertain.

On race day seven, Dr Daniel and Dr Susan Anthony's *Malika* had a great win and topped the podium in IRC 2, pushing Mike Bridges' *Elaine* into second place. Tables were also turned in IRC 3 where David Greenhalgh's *J'ronimo* led Nick Munday's *Indulgence* on the water and on corrected time.

The last race day was sunny and bright, with 10kts from the NW – perfect conditions to decide final positions.

In the highly-competitive IRC 1, Phil Farrands' *Old Mother Gun* was third on the water and took the same place overall, with 17 points.

In IRC 2, Mike Bridges' *Elaine* had a near perfect Series, topping the podium on 9 points and Robbie and Lis Robinson's *Hot Rats* took third overall, with 20 points.

Nick Munday's *Indulgence* posted a perfect set of results, winning IRC 3 - and overall Yacht of the Series - with 6 points. David Greenhalgh's *J'ronimo* was second, with 13 points and John Noe's *La Nef IV* was sixth. Gareth Morris's *Curved Air*, David Cheney's *Chaser* and John Rutherford's *Degree of Latitude* competed in the closely fought IRC 4 and the Sigma 38 classes.



The Winter Series is well known for its great mix of courses, including trapezoid, windward/leeward, spinnaker reaches and windward marks to both port and starboard, all adding to the tactical decisions required to prosper.

Summing up the 2013 event, one competitor said: "An excellent Winter Series. Probably the best I have experienced in the last 10 years. The race management was spot on with good courses and slick start sequences."

The importance of the Winter Series extends beyond the great winter racing our neighbour Hamble River Sailing Club provides – it brings hundreds of people to the village each weekend, and sees local people get involved as racers, volunteers, suppliers or sponsors. Day prizes are provided by popular local and marine businesses which guarantees a full Clubhouse for prizegivings. The Series is organised by Race Director and PRO Jamie Wilkinson and Hamble River Sailing Club. 2014 dates are 5th Oct till 30th November. www.hamblewinterseries.com. Jane Windsor

All Winter Series photographs courtesy Paul Wyeth. www.pwpictures.com

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MARIQUITA

A living icon...



Most children when asked to make a drawing of a boat would design a sailing yacht with one mast. And in my opinion they would be right to do so; for *Mariquita* and the great gaff cutters that raced from the 1890s to the First World War were the most iconic yachts in the history of the sport. Through a succession of rating rules, and from the America's Cup to Cowes Week, they have retained their position at the pinnacle of yachting.

As in 1893 when the excitement surrounding the building of the Royal Cutter *Britannia* prompted a group of yachtsmen to commission a new big boat fleet, 1911 saw a similar group of far sighted yachtsmen create an entirely new class.

The new 19m class fulfilled the aspiration to have a matched class of big cutters. The three best British designers of the day were represented with Charles E Nicholson and Alfred Mylne contributing a design each and the leading designer of the day, William Fife, contributing two. *Mariquita* combined Fife's design talent and refined aesthetics with the high construction standards of his celebrated yard.

Mariquita was the only 19m yacht to survive the wars; though her original spars and lead keel were lost and had to be replaced, her fabulous original interior remained. However at the end of the eighties, after five years as a houseboat, her survival was in doubt. She was saved in 1991 by an enthusiastic bunch of yachtsmen who took her to Fairlie restorations (just upstream of the Royal Southern) where the painstaking task of returning her to racing condition started.

The first International Rule to which *Mariquita* was built imposed a requirement for all yachts to be constructed to Lloyd's Register scantlings and it is largely thanks to this requirement that such yachts survived at all. Despite needing to achieve great hull strength, the designers also wanted to save weight. To achieve this in the 19m class they invariably opted for a composite construction; a full steel structure planked over in mahogany and secured with bronze fastenings.



Mariquita's structure survived intact and whilst it was strong enough to withstand the unavoidable strains imposed on it during the 1991 salvage operation, it required a complete rebuild before being able to once again carry a 38 tonne keel and more than 1000 sq ft of sail.

Uniquely experienced in this type of construction and the work of William Fife, Fairlie Restorations carried out all the work on *Mariquita* over a three year period. They drew on their vast experience and Fife's own designs to match the original structural requirements of the Class. As is the case today, racing yachts were frequently altered and it was decided to restore *Mariquita* to her 1912 configuration, which provided some speed enhancement over the initial design of 1911.

Experience and modern requirements also led to some changes and additions. Modern coatings, bedding compounds

and insulation ensure far greater longevity. An engine and modern systems have also been installed to ensure practicality but these have now altered *Mariquita's* superb sailing characteristics.

With *Mariquita's* restoration her owners sought not only to save a unique yacht but also the quality ethos to which she was built and raced. Just over a century since her original launch the fully restored *Mariquita* is now enjoying more than 40 classic race days annually, proving that these boats are not meant for museums but for sailing!



The thrill of racing and helming this complex and finely turned yacht is immense. *Mariquita* is responsive to the helm and reacts rewardingly to the best sail combinations or trim to the conditions of the day. The exhilaration of her acceleration with all her canvas set on light air days is matched by her awesome power on gusty occasions. Her 1911 design has now been proven to 21st century sailors both when racing and during the not infrequent passages between British and Mediterranean race venues.

Racing this gaff cutter as she was intended to be sailed, without winches or other power, is a defining experience. Myself and my fellow owners, Jamie Matheson, Stephen Hemsley and Nick Edmiston, feel ourselves privileged to have the opportunity to own and race such a fine piece of maritime history and hope that many of you reading this article will want

to come aboard on our next visit to the Solent.

John Caulcutt

John and his fellow owners have generously offered a day on Mariquita as an auction prize at the Commodore's Midsummer Ball in aid of Help for Heroes, Wet Wheels and the Royal Southern Charitable Trust.



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SAILING ARABIA

EFG Sailing Arabia – The Tour is the region’s leading offshore sailing racing event. In three years it has grown in popularity and attracts some of the sport’s best sailors who see it as a unique opportunity to hone their skills during the European winter. It also provides a stage for the nations of the Gulf to showcase their countries and tourism potential while developing an exciting sporting platform for friendly competition and raising the sailing standard in the region.

The 2014 Tour called at eight world class marinas in four states, Bahrain, Qatar, United Arab Emirates and Oman, during the 15-days of offshore, coastal and inshore racing. It took place from 9 – 24 February and was organised by Oman Sail and the 760 nautical mile Gulf coast challenge was contested by six teams in Farr 30 one-design boats.



The multinational Messe Frankfurt Sailing Team, skippered by Marcel Herrera, consisted of nine crew from four countries of which three, Matt Haslam, Aaron Cooper and Andy Sinclair are Royal Southern Academy members. The team, with an average age of just 26 has achieved an impressive amount of offshore sailing amounting to over a quarter of a million nautical miles and with world and national champions as well as course record breakers onboard; their varied skillset created a team that was fast, efficient and effective.



Beautiful, clear and sunny skies with ideal winds ranging from 16-18kts from the north-west greeted the crews for the start of 100 mile first leg from Bahrain to Doha (Qatar) and Messe Frankfurt set their standard for the rest of the event achieving second to the favourites for the race, EFG Bank(Monaco). This was followed by winning the inshore races in Doha.

The third leg from Doha to Abu Dhabi saw Messe Frankfurt gain another podium position and at only four points behind they were determined to fight the leader and their closest rivals EFG, crewed by worldwide renowned professional sailors, for the winning spot.

Leg four of the tour saw the six boat fleet sail from Dubai to Ras al Khaimah in a fresh 12-15 knot breeze. The turquoise blue waters of Dubai provided a welcoming start to a leg that was to challenge the team’s endurance as well as navigational skills. With multiple fishing areas and exclusion zones to contend with the crew remained alert throughout the night to ensure they didn’t become entangled with unwanted debris. After a troublesome start due to some technical difficulties onboard, the team recouped the lost time and were soon on the tail of leaders EFG. A close battle ensued and they finished second place, just a few minutes behind EFG.

The next day of inshore racing took place close to shore in Ras al Khaimah. With very short courses, the racing was intense but thrilling for both competitors and the spectators watching from the dockside. Messe Frankfurt finished fourth overall after suffering a grounding just two boat lengths from the start line of the third race. This was a bit disappointing for the team but their spirit remained high and they had even more energy and drive to excel in the next leg of the event.



The final leg of the tour from Dibba to Mussanah was a close race between all of the six competitors. Messe Frankfurt was battling it out with leaders EFG for a majority of the leg. Approaching the finish line, the wind was very light and Messe Frankfurt finished just 23 seconds behind EFG. However, further investigation of the sailing instructions revealed that all boats, except Messe Frankfurt, had not finished the course

correctly. Messe Frankfurt were subsequently awarded first place and gained second place overall. They challenged the favourites and eventual winners, EFG Bank (Monaco), throughout the series as was recognised by its skipper, Sidney Gavignet - Olympian and winning Volvo Ocean Race skipper - who commented "Every leg we were fighting and we only ever won by a close margin".



Messe Frankfurt, crossed the finish line in second place in the fifth leg of Sailing Arabia The Tour, just a minute behind winners EFG. The 100 mile race which took the team from Ras al Khaimah, UAE to Zighy Bay, Oman proved to be one of the most difficult, but also most enjoyable legs of the tour.

gain on the leaders. As they took their second place position, they approached the finishing line in the early hours of the morning and found EFG stalled just metres behind the line. Here the two boats drifted neck and neck for a while before EFG got a lucky puff of breeze that pushed them over the line just a few boat lengths in front.

Messe Frankfurt had a very good start to the leg and held a sizeable lead for the whole of the first half of the race up to the tip of the Omani Peninsula. However, as the course narrowed and the wind dropped, the fleet bunched up as they squeezed through the Strait of Hormuz and the race effectively started again with every boat in the fleet taking a turn to lead the pack. As they drifted down the East side of the peninsula towards Zighy Bay, Messe Frankfurt managed to make back some miles and



"We are thrilled to have finished a very close second place overall. This is testament to all of the hard work, training and preparation we put in before and during the tour. Despite being a young team, everyone was very professional and extremely focused on getting a podium result."

Matthew Haslam, 23.

"All in all it was a fantastic event; with only two rest days during two weeks of back to back racing, nothing beats it!"

Aaron Cooper, 25.

All photographs used in this Sailing Arabia feature courtesy Lloyd Images.

THE 6 METRE CLASS

The International Rule has probably been the most significant development class rule in the history of yachting. Born out of an international conference in 1906, ratified in time for the 1907 season and was then adopted for the 1908 Olympics along with 8mR and 12mR.

At the centenary, during the 2008 Cowes Classics Week, the 6mR and 8mR re-sailed the original Olympic courses off Ryde. Boats were built to several ratings 5, 6, 7, 8, 9, 10, 12, 15, 19 and 23 of which the 6mR is by far the largest class with over 1,200 boats designed and built.

Photographs by Mike Austen



The 23mR were mostly re-measured as 'J'-class yachts, only one 19mR remains, but there is a current resurgence in the 15mR Class. 7, 9 and 10mR were an occasional build in France and the Baltic. The 8mR were sailed by almost all of European royalty. The 5mR came later.

For clarification, a 6mR is typically around 11metres LOA – the '6' is the rating and they are known as the metre boats as they were measured in metres to distinguish them from the earlier Linear Rule that was measured in feet. Although there are several generations of design the fleet sail in two divisions, classic and modern equating to pre- and post- 1972.

The first rule expired after 10 years – 1917 was not a good time to get European countries around the table! The Scandinavians, not in the war, temporarily had an 'S' Rule which influenced the second rule in 1920. It was this second rule that led to the 'Classic Era' of Sixes. Sail area was penalised, but in a way that led to larger foresails and ultimately the design of the Genoa, a change from the huge mainsails and long booms of first rule boats.

The main effect of the third rule of 1933 was to remove penalties on the keel position and depth at a certain distance along the boat which had led to boats with an absolute straight line profile from the bow to the rudder – the deepest part of the keel could now be moved forwards much improving stability and weatherliness.

The 6mR has been the boat of choice for some of the most prestigious yacht racing ever:

- *An Olympic class from 1908 to 1952, when they were replaced by the 5.5mR which is not actually an International Rule class but cheaper to build and campaign and lives on in the UK as a one-design as a Daring.*
- *The Scandinavian Gold Cup: 1919-1953, now also in 5.5mR*
- *The One Ton Cup: 1907-1964 with a gap while the French held the cup, then moved to larger offshore classes*
- *Seawanhaka International Challenge Cup: match racing, adopted by 6mR in 1922 and sailed (with a gap when it was sailed in 8mR) until 1987 when it went to the Dragons. The ac-*

tual Cup was lost in hurricane Katrina when the Southern Yacht Club, New Orleans was destroyed.

■ *British-American Cup: team racing, the first in 1921 and last in 1955 both in Cowes, sailed alternately on opposite sides of the Atlantic. Probably the most important sailing event for boat development and adoption of the International Rule by America which, as newcomers, introduced many innovations and was more prestigious in its time than the America's Cup.*

■ *The World Cup and European Cup, since 1973, sailed in alternate years, this year in Falmouth. It was the World Cup that led to major innovations in keels and wings on modern boats by more recent designers such as Ben Lexcen.*

As a result, it has attracted the best helmsmen and designers over its history to challenge their skill in squeezing yet more performance out of the boats: Olin Stevens, William Fife, Charles E. Nicholson, François Camatte, Joseph Guédon, Vincenzo Baglietto, Henry Rasmussen, Anker & Jensen, Bjarne Aas, Tore Holm, Gustaf Estlander, Ian Howlett, Pelle Petterson, Peter Norlin. The 6mR has been a development platform for many design innovations which received a boost as a test bed when the 12mR were adopted for the America's Cup and as a result there are many boats with unusual characteristics, some of which have not survived as being too embarrassing. Design innovations today are mostly under the water – keels, fins, rudders, trim tabs - Ian Howlett, who designed the first 'Modern' Sixes and America's Cup boats, probably has had most influence on keel and wing design. New concepts and designs still emerge, but the build costs have prevented realisation. When larger boats were sought for the America's Cup it was suggested they sail in 15mR, but the compromise design of the ACC prevailed, otherwise the International Rule may have had a further lease on life.

The UK has one of the largest fleets, based largely around the Solent and some in the West Country. They are no longer sailed on the Clyde, previously a stronghold. The Baltic has always had strong fleets and in the US both East Coast and North West fleets are expanding again.

Sixes are challenging to sail, but very satisfying – raced with a crew of five, all very busy (and usually wet – freeboard is low), all observing and communicating (verbalising their thoughts about tactics and strategy). The boats typically have two cockpits to separate the working areas. Visibility ahead is poor with 150% deck-sweeping Genoa's. The narrow beam and tall masts put the rig at risk – getting the runners on is an absolute priority in every tack. The sheer mass of the boat (typically just shy of 4 tons as dictated by the Lloyds scantling rules) emphasises the importance of maintaining velocity through manoeuvres and of not falling out of 'the groove'. The boats are highly sensitive on the wind and with a narrow tacking angle make for very tactical sailing. Working the sea state is a must and phenomenal speeds have been achieved for a displacement boat, far in excess of theoretical hull speed. No wonder the best helmsmen have been seduced by the challenge of sailing Sixes.

David Elliott

For more information: The Six Metre – 100 Years of Racing, Pekka Barck and Tim Street.



6 METRES AT THE SOUTHERN

Thistle 1947 Classic

Thistle was designed by David Boyd and built by Alexander Robertson & Sons of Sandbank for the Teacher family. Built to compete in the 1947 Seawanhaka Cup, but not completed in time, she is considered the best heavy weather classic 6 metre in the world. Restored by the Elephant Boatyard and sailed by three generations of Richardson, including two former Commodores.

Georgia 1990 Modern

(pictured below)

Designed in 1990 Ian Howlett and built by the Elephant Boatyard for Tom Richardson, *Georgia's* pale blue hull and sleek lines are a familiar sight to Club Members.

Bob Kat II 1931 Classic

Designed by Olin Stephens and built by Nevins Yacht Yard Inc, City Island, NY, U.S.A. for Robert Meyer. *Bobkat II* was part of the famous American team that went to England for the 1932 British American Team Race. She also won the Seawanhaka Cup in 1932 and was runner up in the One Ton Cup 1935.

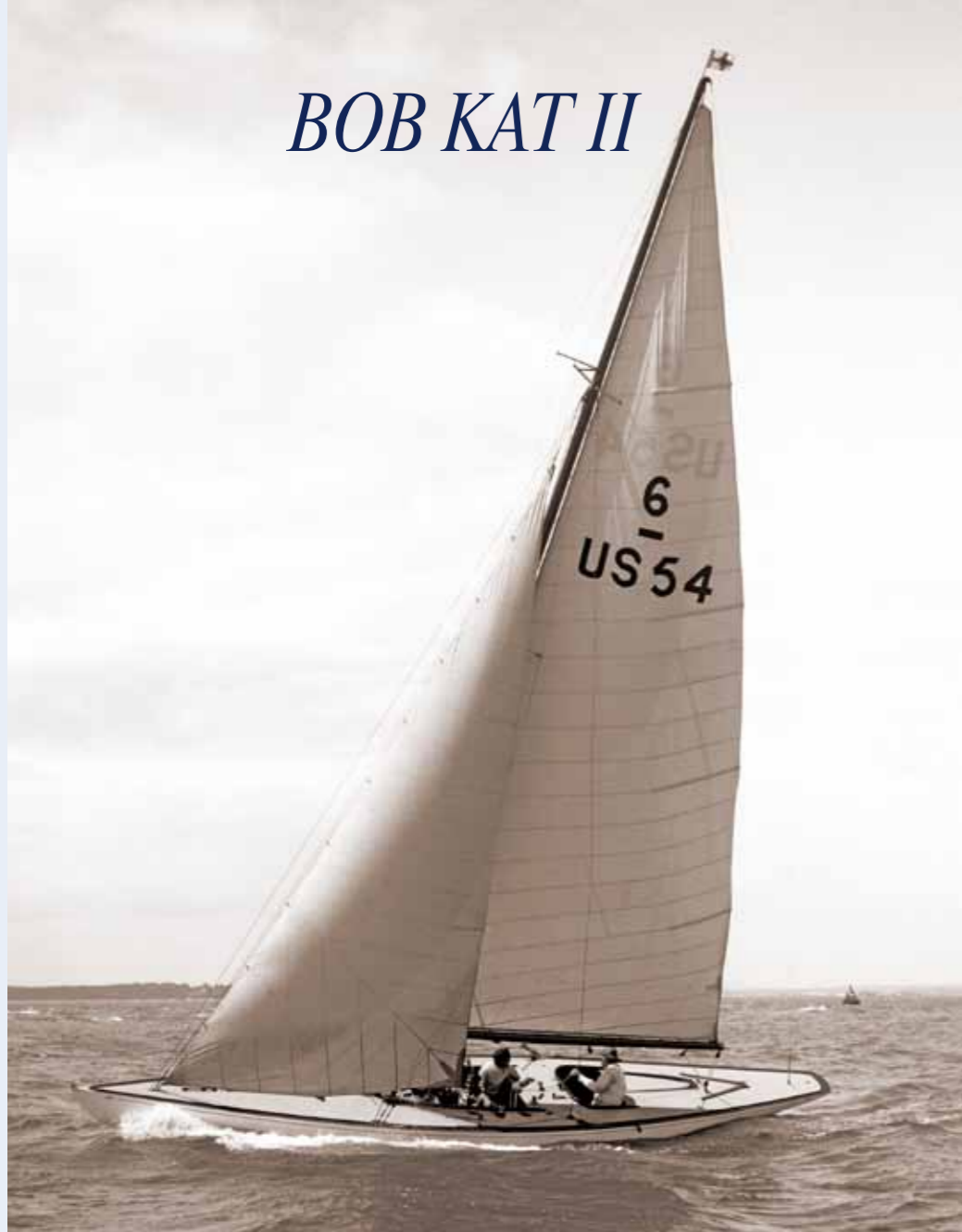
Abu, 1931 Classic

Built by Anker & Jensen in 1931 when she won the One Ton Cup. She was brought to Burnham on Crouch by A E Lees before she was sold and converted to a cruiser. In 2003 she was found under a torn cover in the grass at the side of a road in Essex. Surprisingly most of her hull was found to be in excellent condition and she was restored to full racing glory and is now raced regularly by Christian Teichman.

Nancy 1932 Classic

Sister ship to *Bob Kat* and built by Henry B Nevins of City Island, New York, she also came to the UK as part of the 1932 British American Team Race when she was sold to Harold Edwards who renamed her *Dragon*. Since then she has spent time on the Solent and on the Clyde. Her construction was very unusual: 1/2" mahogany planking outside, 1/4" spruce inside, both laid longitudinally and screwed together from the inside. The latest addition to the Royal Southern 6 metre fleet.

BOB KAT II



A BRIEF HISTORY

I thought, 'what possible harm could that do?', and accepted on the spot. Tom Richardson had just asked if I would like to crew on Georgia, his 1990 Ian Howlett designed 'modern' 6 metre, for a day's racing during the 2012 Cowes Classics regatta. This was clearly going to be racing for gentle-folk followed by refreshments on the lawn. I had always fancied a sail on one of those beautiful metre class classics. Perfect.

My fellow crew members and I, including Dick Long and Noj White, then spent a cold, torrid day in the west Solent winding in large headsails, in mountainous seas, resting by taking turns on the bilge pumps. Running back to the finish, a massive gust off Newtown saw sister ship *St Kitts II* drop its rig over the side. We retired from the race to help, taking them in tow for the trip back

to Cowes until the Squadron launch took over recovery duties near Gurnard. When we got back alongside and packed up, I did get my refreshment(s) and it did prove a memorable day's sailing.

Fortunately for most of us, the memories of the uncomfortable bits of sailing are short. I accepted a second invitation from Tom to again crew on *Georgia* in the rescheduled Southern Sixes in September 2013, to be run by the Royal Corinthian team. This time, crew included Jonty Sherwell and Vicki Weston. If I remember correctly it was a drift out to the start shortly followed by the arrival of another pretty stiff breeze. More waves down the deck, more winding and more pumping. It was also cold but it was also another memorable days sailing, again with fellow Club members I liked to sail with.

Work commitments mean that currently I do not have the same amount of time to go sailing. We also needed a smaller crew to organise. *Circus*, the Reichel/Pugh 36 we have enjoyed around the Solent for the last 10 years requires at least nine crew to properly compete. I race my Laser when I can with the 'older' persons of Bursledon village in the River Hamble stretch to Lands' End, thanks to the kindness of the Madin family who let us use their lawn as base. This is also with a large number of Club Members. But I do love big events and regattas and sailing on the sea. Without really thinking or giving it much consideration, I found myself browsing the 'boats for sale' section of the various national 6 metre association websites.

Looking at the 'For sale' listings started out a casual interest. It is possible to collect a vast amount of information in a short space of time on the web. On trips during the second half of last year, a number of times Fay and I found ourselves near where these boats were located. This was by complete co-incidence, of course. While we knew we were definitely looking at 6 metre class yachts, what became evident quite quickly was that this was not enough knowledge. We needed to find out what sort of 6ms we were looking at. There were wooden and glass fibre boats, both traditional and modern designs, with keels from 'classics' long shapes, then separate rudders and on to winged keels like last generation ACC boats. What they did have in common was that most owners with a boat for sale seemed sure that their pride and joy was underrated, and with a lick of paint, would almost certainly win the next championship regatta.

We went to see boats in barns, back gardens and in the back of factories. This was combined with a couple of work trips and extended to south west England and then the south of France. One of the best collections to see is in the Elephant Boatyard in Bursledon where there are some of the most recent moderns and some of the great classics. Our 'interest' in the boats was starting to develop into something more serious.

Our rough guide to the 6 metre class is as follows; they first appeared at the Olympics in 1908

and today are broadly divided into 'Classics' and 'Moderns', with each having several iterations. The 'Classic' are divided by three rules (1, 2 & 3) that were introduced in 1907, 1918, and then 1934, this last one remained in place until around the end of 1965. After this, there are the 'Moderns'. The game changing idea in metre boats at this time being to separate the keel and the rudder which many attribute to Olin Stevens and the launch of the 12m *Intrepid*. Some of the early 'moderns', up to about 1976, cannot easily be made competitive with later designs because it is not so straight forward to modify keels and add wings. Needless to say, it is not quite as simple as any of this and anyone who wants to find out more should read David Elliot's accompanying article or ask someone who knows.

We started out with the clear idea of looking at 'moderns'; to be fast, competitive and race at the front of the fleet. Winged keels and carbon sails battling it out around the race course. Why would this not be the best idea?

It turned out the owner was yacht designer Doug Peterson and the boat was in the UK at Berthon in Lymington. This added to a stirring interest as I had raced to Hobart on a couple of his half tonners during the early 1980's.

It should have been at that stage I recognised the danger signals. Everyone knows that wooden boats are surely slow and for people who like varnishing. They rot where GRP is impervious and can easily be maintained with a hose. Wooden boats are for people who sit in huddles at the far end of the Club bar, often by themselves.

Shortly afterwards, under the cover of cheese soufflé and turbot for lunch at Pebble Beach, we found ourselves standing in the rain at the Berthon yard in Lymington looking up at a slightly sad looking *Bob Kat II*.

A little research showed that after being restored to her original racing configuration by Federico Nardi at Cantieri dell'Argentario, Porto Santo Stefano in Tuscany, she took part in the

the shed was demolished and she was moved outside.

The following weekend, we went back down again and slid off the cover. After a good crawl about, we both realised at that point there was a relationship and we would try to purchase the boat. We also learned that personifying an inanimate object is called anthropomorphism.

Bob Kat II (ex *Angelina & Septre*) was designed by Olin Stephens when he was 23 years old and built at the Harry Nevins yard on City Island, New York. It was his sixth 6m design. She was built for Robert Meyer, a very well-known sailor of the time, who named the boat after himself and his wife, Katherine. *Bob Kat II* was part of the famous American team that travelled to Cowes for the 1932 British American Team Races. Among the crew was Olin's brother Rod and she was the top scoring boat. The team did the same in 1934, this time back in Long Island. She won the team race Seawanhaka Cup that year and was runner up in the 1935 One Ton Cup.



Around this time, she also did some successful racing in Scandinavian being America's challenger for the Scandinavian Gold Cup. Can you imagine the team adventure of loading your boat on to a steamer and travelling across the Atlantic to a regatta? It must have been something else.



Then I was randomly browsing the US association website and came across a listing for a boat called *Bob Kat II*. The copy said it was a 1931 S&S design and had been fairly recently restored. It had photos of the work being done and the finished result out sailing. It said it had been successfully campaigned though the years. Out of passing interest, I sent off a post to the owner to ask where it was and if it was still for sale.

2004 European Championships in Porto Rotondo and then Regates Royale at Cannes where she won all 11 races, then on to Le Voile de St Tropez with similar success. She travelled to the 2005 World's at Sandham in Sweden and then the World's at Cowes in 2007 where she was the Rule 2 winner and Baum & Koenig Trophy winner. This was the last time afloat and the boat was then put into storage in a shed at Berthons. Sometime, a couple of years ago,



■ *Bob Kat II* is 11.2m (36' 9") LOA with a 2.03m (6' 8") beam and draws 1.6m (5' 3"). It is built of mahogany planking on oak frames with a yellow cedar deck. Mast height is approx. 14m (46") above the deck.

cont:

Bob Kat II cont:



Now Doug, the owner, is quite a character. What followed was a number of long distance telephone calls and emails to San Diego where he lives. Discussions also involved others including Bill Green, owner of sister ship *Nancy*. We finally came to an arrangement for the sale and met up at the Marine Equipment Trade Show in Amsterdam last November for the final handover and briefing. Wherever and whenever, Doug always wears shorts.

He had come across the boat in San Diego and quickly identified the provenance. It had been fitted with a cabin sometime in the 1940's and had been used for cruising and some offshore racing. He arranged for *Bob Kat* to be shipped to Cantieri dell Argentario for restoration to its original deck and rig configuration.

Bob Kat II is currently in the shed at the Elephant Boatyard where some minor hull repairs are being undertaken together with a clean-up and a coat of paint. Winches and some running rigging also need upgrading. The 'development' school (and 6m is a development class) would suggest aluminium spars, more bulk-

heads for load and exotic sails. *Bob Kat* is a piece of furniture and at the moment we cannot bring ourselves to do it and will stay with wood spars and Dacron for the year and see how we go.

The class association are great and a fantastic source of advice and encouragement.

As to the original objective of enjoying some big events, we have entered the UK titles, followed by the Europeans, both to be hosted by Royal Cornwall in Falmouth during the second half of July this year. And next year we hope to travel to La Trinité sur Mer for the Worlds. 30 or 40 of these classics on a start line must be fun and they have great parties.

We are really looking forward to see *Bob Kat II* in the water and going for a sail as we too have only seen the pictures so far.

Andrew Webster

Stop press: Yesterday I heard that Andy and Jan Short have just completed the purchase of S&S 6m sister ship *Nancy* from Bill Green. She also participated in the 1932 BA team event and is another piece of sailing history for the Club!



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DAVID THOMAS 2014 REGATTA

In 2014, the yacht designer and sailing legend David Thomas is celebrating 25 years as a Member and the Royal Southern has invited owners of David Thomas-designed yachts to celebrate this landmark anniversary between 9th and 11th May.

Owners will have the opportunity to get together, partake in some light-hearted class and handicap racing, socialise and enjoy a celebratory dinner. Above all, this is an opportunity to celebrate in the company of this great man, his wife Trudi and his family.

David has been made an honorary member of the Icelandic Sailing Association. If David is being honoured we should be there because nobody has done more for Icelandic sailing than David.

Jo Schauble plans to sail his Hunter Liberty 23-based Golden Wind over from Germany, saying "I live on the Rhein near Freiburg and will soon start from here and I am packing now and preparing the boat, hoping to make it in time.... I am really eager to express my gratitude to David because in our Golden Wind over the years we experienced lots of joy.

Sunday Sail Past

The former M.D. of Hunter Boats turned sailing journalist Peter Poland is lined up as a guest speaker and together with the Club is organising a Sunday sail past of Thomas-designed yachts with David taking the salute. He commented

"After successful careers as a merchant seaman, Yachting World journalist and sailmaker with Ratsey and Lapthorn, David Thomas took up full time yacht designing in the 1970s. Since then a stream of successful and innovative yachts has continued to flow from his drawing board. Some have been one-offs while others have become hugely popular, high volume, GRP production yachts.. the list just goes on and on."

Saturday Racing

The Saturday racing will be in two formats. For the racier boats, there is 'round the cans' handicap racing. And for those who prefer something challenging but less sporty, there is the Hunter Association instigated Solent Snooker.



How does it work? The Solent is the snooker table; buoys are designated either red or coloured 'balls'; your boat is the cue ball and you 'pot' a 'ball' by rounding it. Then the rules of snooker apply; pot red and coloured balls alternately and, when there are no more red balls, coloured balls must be potted in ascending order. Engines are permitted under strict conditions. The challenge is as much in the planning as the



Several sailors will be traveling long distances to attend.

Runar H. Steinsen from Iceland says; "We got in contact with David in 1976 and built two 1/4 tonners of his design. Then several Delta and Horizon models were bought from Hunter Boats... In 1986 David designed us a 26 ft boat with three trapezes. We built it [in plywood] and from that developed a 26ft sports-boat... in 1993 we made this in fiberglass and formed the Secret 26 class... one of David's best designs. In 2005 David designed for us a special IRC 31ft racing boat called *Icecube* that can do 20



execution. Detailed instructions will be issued to entrants well in advance.

The Royal Southern expect that many yachts will participate in this unique event.

Unfortunately this weekend is taking place just as we are going to print. There will be a full report on the regatta in the next issue.

RACE TRAINING DAY WITH JIM SALTONSTALL



If one man deserves recognition for Britain's remarkable success within the sailing Olympic arena, it is Jim Saltonstall – the coach who cajoled, encouraged, and inspired so many youngsters towards world stardom over the past 3 decades. Those to have passed through his hands are 4-time Olympic medallist and America's Cup winner Sir Ben Ainslie, fellow Olympic champions Iain Percy and Nick Rogers, together with a host of other world champions. On a sunny Saturday in mid-March Royal Southern crews had the opportunity to receive world class training.

The day started quietly enough, masking the work rate which everyone would have to maintain throughout the rest of the day, as Jim introduced twelve crews to the core principles of winning in the most "complex competitive sport in the world". We should have read the signs. Number one core principle is "personal fitness"!



After the briefing, the boats made their way out into the Solent on a stunning Spring morning, with 12 knots of breeze and sunshine promised all day. But the weather was soon forgotten as a short half mile, windward/leeward course was laid and the boats spent the next hour pounding round and round this course. Tack, tack, tack was followed by spinnaker up, gybe, gybe, gybe – again and again, as the winter's extra kilos were steadily burned away. If Jim didn't consider we were working hard enough, he would bring his rib right up onto the transom and blow his whistle, to call for another tack or gybe, followed by some expert advice on how to get it better, smoother, faster next time.

This was followed by practice starts, 3 – 2 – 1 go, followed by a one minute 'break' before going into the next 3 – 2 – 1 sequence. We went through this sequence six times. Then into a race around

the same windward/leeward course and finish at Coronation, before heading back to the club for the video debrief, where Jim laid bare our mistakes for all to see, but with a sense of humour.

Overall - a great day on the water and a lot to learn. Now we understand why Jim has been Britain's top sailing coach for the past 30 years.

Graham Nixon



Being a Member of the Royal Southern Yacht Club brings many benefits both on and off the water.

- The Best Racing in the Solent
- Greatly discounted entry to Royal Southern Regattas
- 25 Cruiser Events, Motorboat Rallies and Fun Days
- A rapidly expanding, high quality Youth and Academy Programme
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- The Best Clubhouse on the South Coast
- And most of all, 1700 friends to share it all with!





OUR VISIT DOWN UNDER



Last December and January David, my husband, and I had the good fortune to visit some yacht clubs 'Down Under'. We were holidaying in New Zealand and Australia visiting family so thought we would take the opportunity to visit some overseas yacht clubs while we were there and see how they do things and maybe learn a few tricks from those on the other side of the world.

Royal New Zealand Yacht Squadron

On December 22nd we visited the Royal New Zealand Yacht Squadron in Auckland. I had been exchanging emails with the Vice Commodore Andy Ander-

son. Unfortunately our paths did not actually cross as he was heading to the countryside when we were in the Auckland area. He did however ensure we were expected and received a very warm welcome by the General Manager.

The club was founded in 1871. From the outset its aim was to offer yachting and motorboat facilities both locally and internationally and this has been achieved through the years with great success. The clubhouse is an imposing building on the waterfront overlooking the harbour Waitemata. The harbour is a large waterway so most of the racing can be organised and watched from the clubhouse. The club continues to host many

events and regattas both national and international, such as the America's Cup in 2000 and 2003, women's international match racing - where they continue to get good results amongst their own members, as well as men's national and international youth match racing. The cruising section of the club is very active and members take part in long summer cruises around New Zealand as well as cruises arranged by the ICOYC all of which are well supported.

The clubhouse boasts six large entertaining rooms which can accommodate many events. It's main ballroom is an impressive room which will host 500 people for a cocktail party and 300 for a

formal dinner. Fine dining takes place on the Quarterdeck level which has stunning views overlooking the harbour.

On our arrival we were given a guided tour of the building and the main bar's panoramic harbour views mean that on a summer's evening one can enjoy watching the racing from a comfortable seat with a drink in hand. I was very impressed by both the youth facilities and programme and the emphasis on supporting the youth section of the club. Most weekends from mid-January the club caters for young people from all walks of life through its youth programme. This is supported by The Lions Foundation. A group of members form the Youth Training Committee much like our own Youth and Academy committee members and with the help of both the Foundation and sponsorship this impressive programme runs with great success. Next February I hope to attend the ICOYC Forum at the New Zealand Squadron and hope to learn more about this programme.

This club, with which we have full reciprocal arrangements offers a great opportunity to our Members who might find themselves in New Zealand.

Royal Sydney Yacht Squadron

When in Sydney it was a privilege to visit the RSYS. Whilst the Squadron does not offer reciprocal rights to any clubs it encourages visits with an introduction letter from your Commodore. Armed with our letter we arrived to visit.

The RSYS was founded in 1862 in the suburb of Kirribilli and, like the Royal Southern has HRH Prince Philip as its Patron. It is in a prime position with superb views over the Sydney harbour area and has a dedicated area for members to come alongside and moor their boats very similar to our arrangements with our club pontoon. The club house is a very stylish building that incorporates both old and new elements and we enjoyed a relaxing lunch in the Carbella dining room overlooking the water's edge.

We were encouraged to tour the club house and see the many trophies won by members and the amazing trophy cabinet with its stunning array of trophies dating back many years.



The Squadron has some very comfortable apartments and bedrooms which our members can rent through the club. It is worth noting that on Mondays to Fridays children are not allowed in the clubhouse until they are 12 years of age and then they must be accompanied by an adult member. At weekends children of all ages can attend but again must be with an adult member. This is worth bearing in mind if you plan to visit with your children or grandchildren.

Royal Prince Alfred Yacht Club - Newport, Sydney

Returning some 30 years since I was there as a teenager visiting my uncle was a trip down memory lane. The clubhouse is located in a beautiful part of Pittwater where many sailors enjoy the surrounding waterways with stunning views and great sailing. The yacht club has grown in size since I last visited and now boasts a yacht haven of 356 berths. It makes our new yacht haven look somewhat small!!

With 1600 members it is smaller than our Club and must generate its running costs from the yacht haven and other events. The clubhouse has undergone some major building work and it has a stunning lower casual dining room with curved glass doors that open out fully to allow members to relax and make the most of the good weather. The service was impeccable and we could not have been made more welcome. Although they are not a reciprocal club with us they do encour-



age us to come along and use their facilities.

The general manager was keen to show us around the club and talk about the events and regattas they offer to members. Many national and international events are held by the Prince Alfred and it has a world class reputation for yacht racing, motorboats and cruising. The Youth section is a large part of the club and the youngsters even have their own clubhouse! Space was something that they have in abundance and they have a multi-storey car park for the members to keep their cars in the cool with no shortage of parking spaces.

As a bonus on an overnight stop en route to the UK we were entertained to dinner by Rear Commodore Sailing Anthony Day and his wife at the Royal Hong Kong Yacht Club, yet another reciprocal club, having met them during the New York Invitational. It was the perfect way to end the holiday.

I hope I have given you a brief insight into the clubs we visited. We were made to feel welcome at all the clubs we visited and I am confident you will be made as welcome as we were if you make your way Down Under. And we

have a common interest - we all love the water and the sport it allows us to enjoy.

*Karen Henderson-Williams
Rear Commodore Sailing*



ARUNDELLS



Sir Edward Heath... Prime Minister of the UK from 1970 to 1974, musician, statesman and offshore sailor and as some older Members of the Royal Southern will remember, a Southern Member.

Sir Edward's much loved home was Arundells a beautiful house with glorious gardens situated in the Cathedral Close, Salisbury. He purchased the lease from the Dean & Chapter of the Cathedral in 1985 and lived there until his death in 2005.

contents so much that he was determined that when he died it should be enjoyed by all. On his death a charity was set up to run and maintain the house but this ran into difficulties.

It was thought that Arundells would have to be sold in 2010 when the funds to maintain the property were running thin and permission was sought from the Charity Commission to close and sell the house and dispose of all the assets. A pressure group "Friends of Arundells" was



Built in Medieval times as a Canonry for the Close clergy its history belies the character and wonderful homely feeling when wandering through the rooms. Edward loved this house and its

formed to encourage the Trustees to introduce changes which would guarantee the future of Arundells. However in October 2012 it was announced that it was to be sold.

It was at this stage Peter Batey, a former PPS to Edward Heath and now successful businessman based in Beijing, came to the rescue and offered to underwrite the annual running costs until the new team could ensure financial independence. Mr Batey and The Friends of Arundells soon joined forces and are now working collaboratively to achieve the goal of financial independence and sustainability.

A number of projects are in place including the restoration of a bow section of Morning Cloud III and soon to be exhibited in the gardens at Arundells. This salvaged bow piece of the hull and deck was purchased on eBay by Sally Tattersall in 2011 and she generously offered it to Arundells.

Morning Cloud III was built entirely in wood by the well known boat builders, Clare Lallow, Cowes IoW. She sank off the South Coast in September 1974 when returning to Hamble from Burnham on Crouch. Sadly, Edward's Godson, Christopher Chadd and fellow crew member, Nigel Cummins, perished in the tragic incident and it is proposed to erect a memorial to them both

alongside the bow section when the renovated exhibit is positioned in the garden. The exhibit will join the various sailing items connected to Edward's sailing experiences and help promote planned events and seminars for the promotion of social and com-

petitive sailing in the UK, Europe and beyond.

Arundells is open to the public during the summer. Full details of opening times can be found on www.arundells.org

Robert Hayes



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THE IMPERIAL TRANS- ANTARCTIC EXPEDITION SHACKLETON AND ENDURANCE

On the 8th August 1914 Sir Ernest Shackleton set sail from Plymouth aboard *Endurance* on The Imperial Trans-Antarctic Expedition. His objective was to sail south to Antarctica and to man-haul across the continent from the Weddell Sea (c45°W) to the South Pole and on to the Ross Sea on the International Date Line. As is well known, the expedition itself was doomed to failure – *Endurance* was caught in pack ice and crushed in the Weddell Sea – but the subsequent events, which led eventually to the safe return home of the entire 28 man party, have become legendary.



Preparations are now well under way to celebrate the centenary of the Expedition and its heroic outcome some two years later. On August 7th 2014, 100 years to the day and date, Devon and Cornwall Polar Society will re-stage Shackleton's final dinner at the Duke of Cornwall Hotel in Plymouth. Various related events will be held and The Hon Alexandra ("Zaz") Shackleton, Sir Ernest's granddaughter, will unveil a Commemorative Plaque at Millbay Wharf, from where a Tall Ship representing *Endurance* will set sail.



nus. Piotr says of the polar great: "We are surrounded by two-dimensional and artificial idols and here is a man whose word was his honour. A man who would spare no effort to protect those in his charge and who led with great responsibility. Sir Ernest Shackleton is someone whose example is worth following". This is indeed a fine tribute to "The Boss" from an unlikely source.

This lifeboat – the James Caird – shown here being hauled across the ice by the *'Endurance'* crew is now on display at Dulwich College, Shackleton's alma mater, and in 1994 a charity was established dedicated to preserving and celebrating the memory of Sir Ernest. The James Caird Society is publishing a Centenary Yearbook and providing a focus for other Centenary events that

include lectures, exhibitions, the production of an opera about Shackleton's cat, not to mention a Service of Commemoration at Westminster Abbey in May 2016. The Hon Alexandra Shackleton, President of the charity will also be hosting a Reception aboard HQS Wellington to celebrate the Society's 21st Anniversary in May 2015.



A particular interest to yachtsmen will be a long-distance cruise in company which has been organised by Zeglujmy Razem ("Let's sail together"), the Polish sailing association. This "sailing memorial" to Sir Ernest is planned to gather in London in July this year and depart south from Plymouth on August 8th. Participating yachts should reach Port Stanley in the Falkland Islands by December 12th and the last meeting is scheduled in Grytviken, South Georgia, at Sir Ernest's grave on the 93rd anniversary of his death on January 5th, 2015. The driving force for this adventure is Piotr Mikolajewski, owner of the lead yacht *Polonus*.

Small boat sailors everywhere can only admire Shackleton and his five crew's achievement in sailing one of the lifeboats from *Endurance* across the 800 mile open water Southern Ocean passage from Elephant Island to South Georgia. On arrival at Elephant Island five months after the loss of the *Endurance*, the 23 feet LOA boat was modified for the crossing by the otherwise quarrelsome ship's carpenter, Harry McNish, using only limited resources. Despite the work undertaken on the boat – substantially the addition of decking and ballast – it still offered only rudimentary protection from the savage conditions prevailing at those latitudes.



Photographs LEFT and ABOVE show *'Polonus'* on a previous visit to The Antarctic. She will be lead yacht for the scheduled visit to Grytviken, South Georgia.

Further information may be obtained from Tony Parker, a Southern member, who is Hon Treasurer of The James Caird Society, www.jamescairdsociety.com and www.shackleton2014.com.
Tony Parker

A VERY SPECIAL DATE FOR THE DIARY!

BART'S BASH!

21ST SEPTEMBER 2014

The words 'Bart's Bash' have been flying around the social media news channels and throughout the sailing community since December 2013... but what exactly is Bart's Bash all about and why is the Royal Southern Yacht Club involved?

Andrew Simpson, 'Bart' to his friends, was a Gold and Silver Olympic medallist, an America's Cup professional and an all round fantastic man who was tragically killed in an America's Cup training accident in San Francisco Bay in May 2013. He was the person that everyone turned to for guidance, from beginners to people at the top of their game, and was passionate about encouraging and supporting the next generation of sailors.

Founded by Andrew's close friends and professional sailing colleagues Sir Ben Ainslie, Iain Percy OBE and Andrew's wife Leah and his sister Amanda, The Andrew Simpson Sailing Foundation was formed to work to honour Andrew's life and legacy by encouraging youngsters into sailing. The Foundation is growing from strength to strength and to date has raised over £300,000 for its charitable aims.

One of the cornerstones of the Foundation's awareness campaign is Bart's Bash. To explain, I have reproduced excerpts from the Foreword to the Bart's Bash Launch document, written by Andrew's wife



Leah and his sister Amanda:

"Bart's Bash is the first major sporting event to be organised by the Andrew Simpson Sailing Foundation and it absolutely captures the spirit of Andy in every way. He was always focused on big achievements and how it would be inspiring for others. He loved seeing people having fun

and getting really involved in his most loved sport; sailing.

"We truly hope Bart's Bash will promote the sport of sailing, give everyone a great day and create tens of thousands of Guinness World Record Holders, we think it will and it's going to be amazing!"

There was an official launch on 1st February to introduce the Foundation, to set out the key goals for the Bart's Bash event and to outline the ambitions for setting new Guinness World Records. Alongside this, the Foundation has also indicated how they hope the event will work, and what will be involved for all those clubs taking part.

The event's objectives are

★ To inspire sailors and sailing clubs to set a mass participation 'Guinness World Record'.

★ To capture the imagination and promote the sport of sailing in the UK and globally.

★ To raise funds for, and awareness of, the Andrew Simpson Sailing Foundation.

Guinness World Records!

The Bart's Bash team is working through the process with Guinness to finalise the World Record Attempt/s. The team currently has as one of its targets the record for 'The largest UK sporting event', which would mean challenging 'The Great North Run' and they will need over 50,000 - 60,000 UK participants to take part to be in with a chance. However, as Andy would have endorsed, if you're going to have a go at something, you should set out to be the best in the world, or as good as you can be towards that end.

Fundraising

Although this event is intended to honour Bart's memory and engage everyone in the sport of sailing, its other core purpose is to raise funds for the Andrew Simpson Sailing Foundation. To that end, the Foundation will be encouraging clubs to find every inventive approach under the sun to achieve this aim, including sponsorship, raffles, prize draws, parties and donation buckets.

The Royal Southern is proud and delighted to be one of the Bart's Bashers and we have offered our services as a co-ordinating hub, whether it be for other Solent-based Club activities or media opportunities etc. The Club is developing its own plans in line with the guidance for participating clubs.

September 21st is also the final day of our AVEVA September Regatta so we will be ensuring that whatever we do co-ordinates with the competitors who are already taking part in our final regatta flourish of the season.

Creating and co-ordinating Bart's Bash is an enormously complex business on a grand scale. We will continue to keep Members and supporters posted with plans as we go.

To keep up to date on Bart's Bash follow on Twitter and Facebook and the Club website @bartsbash #sailonbart

www.facebook.com/bartsbash

Peta Stuart-Hunt

GOLF SOCIETY



Chrissie White

What does the Royal Southern Yacht Club have in common with the Royal Hong Kong Yacht Club and the Royal Temple Yacht Club? Yes, all three are in fantastic locations with wonderful views and excellent facilities. However, the other important common denominator is that they all run a Golf Society and, from my research, these are the only three Royal Yacht Clubs that have a Golf Society. So we are a pretty exclusive club! Both RHKYC and RTYC charge their Golf Society members an additional subscription; I promise you the RSrNYC Golf Society will not be adopting this policy!

We have already had two events without even hitting a ball though that is not strictly true as the second event involved a putting competition in the South Dining Room. The first gathering was a supper in the River Room in February and it was so successful, that we decided to have another one in March. Word had got around about the fun we had and our numbers doubled. The staff were magnificent, food superb and the wine flowed.



The putting competition was on a strict knock out basis. Out of forty guests only eight managed to get through the first round! Sadly Murlo Primrose, Lulu Taylor, Barry Peddley and Jack Gardner fell at the next hurdle or should I say hole. This left Patti (Margaret Gardner's sister who has never seen a golf course), Bob Kemp (who lives on a golf course), Peter Nicholson and Noj White in the final round. Bob won and kindly divided his prize of three golf balls with Peter and Noj. Patti received a golf ball vase.

The Commodore also announced our new flagship Golf Event on Tuesday 19th August. This involves sailing to the IOW, playing golf at Osborne Golf Club, followed by dinner at the Royal Yacht Squadron which Peter and Lesley Jane Nicholson have kindly organised. Numbers will be limited, so priority will be given to supporters of other Golf Society days. Partners of golfers are of course invited, as is the case for all social events.

The other Golf Society days are:
Friday 25th April Meon Valley Hotel and Golf Club

Friday 27th June Botley Park Hotel and Golf Club

Thursday 25th September East Horton Golf Club

Friday 24th October Wickham Park Golf Club

Thursday 4th December (Christmas Special - fun teams) South Winchester Golf Club.

All Society Days cost £40, this includes tea/coffee, bacon rolls on arrival, 18 hole round of golf, lunch and prizes. Bookings should be made directly through the Events Co-ordinator at RSrNYC. Members may invite guests but again this should be booked beforehand through the Club giving contact details.



TOP and LEFT Murlo Primrose and the Commodore try their hand at putting.
BELOW The victors share the spoils



I would be delighted to supply more detailed information on the above events or answer any questions you may have by contacting me directly. My e-mail address is chrissiewhite10@virginmedia.com

HAPPY GOLFING

The Ladies Committee goes from strength to strength ably led by its chairman Valerie Pritchard. After a record breaking profit made at the Christmas Fayre the committee has continued to work tirelessly not only to be able to support local charities but also to enhance the furnishings at the Club.

LADIES COMMITTEE

A cheque for £4,000 was presented to the Bishop of Southampton for the Rose Road Appeal a charity supporting disabled children in the Southampton area. A further £300 was raised at the Bridge Drive on 13th March when 60 played and enjoyed the usual sumptuous tea supplied and served by the Ladies Committee. The money raised at this event was donated to the local Parkinson's Support Group and its local organiser Mary Shorted joined us for the afternoon.



The Athena lunches (held on the first Friday of every month) continue to be very popular with Members and guests alike in the Upper Bar. There are always in excess of 30 ladies attending and sometimes up to 60: do come along and see for yourself, bring your girlfriends and enjoy a glass of wine and lots of chat! These events also bring the 'partners' into the Club who get together downstairs for the ever popular Friday fish and chips.

April brings not only the Athena lunch on 4th but also the first Ladies Committee charity lunch of the season on Thursday 10th April. This lunch saw the return of the popular fashion show by Cassis of Bishops Waltham and we were treated to a catwalk show of the Spring/Summer 2014 designer fashions, complemented



by Club Member Kate Gough's Miglio jewellery. The lunch was well supported and the Committee raised £752.00 for a brilliant local charity, the Southampton Radio-Therapy Unit.

Insignia sales continue to go well with the Ladies Committee manning sales tables at new Members events and on specified weekends throughout the summer. Look out for the notices and drop in to see what's available and maybe even make some suggestions to the ladies for items missing from your wardrobe.



We hope you enjoy the new outdoor furniture on the deck outside the Upper Bar, bought by the Committee. As you can tell the Ladies Committee has a very varied and rewarding time throughout the year and if you haven't yet been on the Committee but would like to join a very dynamic group do put your name forward and come along and join in. You will always be welcome.

Jan Wright



Planning for the Christmas Fayre 2014 is in full swing and the charity we are supporting this year is The Eagle Fund Appeal who assist children with complex learning and disability needs. Put Saturday 1st November firmly in your diary and come along and enjoy a few hours browsing the various stalls from all over the country, have some coffee and cake from the refreshments counter and stay on for lunch and the drawing of the Wheel of Fortune coloured ticket. If we are lucky enough to have some bigger items donated we will once again auction them off at the bar during lunch.



THERE'S no sea view but then that's unlikely at a hotel in the heart of the busy London borough of Chelsea and Kensington.

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Once there you'll find all you need for a great stay and if you are planning a business trip then they've got that sorted with their exclusive business lounge with complimentary drinks, snacks and an amazing breakfast!

If you need a room for a private meeting, dinner or conference then there's plenty to choose from and if you need to run an event then the options are endless including use of the private garden and outdoor meeting area – perfect for the summer.

Of course any hotel is prized for its location and the Crowne Plaza London Kensington is not shy in trumpeting where it resides.

It's at 100 Cromwell Road, opposite Gloucester Road tube

station and a stone's throw from the Natural History Museum, the Victoria and Albert Museum and the Science Museum. The Royal Albert Hall is almost... almost round the corner and if you like a good stretch of the legs then the fabulous shops of Knightsbridge are 15 minutes away.

Food is a wonderful experience of any stay and at the Crowne Plaza London Kensington they have something a little special – it's called Umami – a pan-Asian restaurant presenting a cornucopia of tastes from the

CALM IN THE CITY



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

Of course if you fancy good basics then the bar menu covers that with room to spare and once you've had your fill you can always work it off in the hotel gym.

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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TOTALLY FIT FOR PURPOSE

Peta Stuart-Hunt reports on the Fitting Out Supper



The 110 members attending the annual Fitting Out Supper hosted by the Commodore David Mead at the Royal Southern Yacht Club on the final Saturday in March (29th), enjoyed an evening of delicious food, delectable wines and a fascinating spin through the 'crash and burn' Extreme Sailing Series™, presented by two sailing supremos, brothers Peter and Rob Greenhalgh.



A pleasantly balmy Spring evening commenced with a champagne reception, supported by Champagne Joseph Perrier, in the Upper Bar, before guests were requested to take their places in the dining room for Grace, given by the Club's Honorary Chaplain Canon Peter Vargeson.

Dinner of Crayfish Salad with Lemon Dressing, Roast Sirloin of Beef served with seasonal vegetables and a choice of treacle tart or the cheeseboard was accompanied by superb wines from the Commodore's Selection.

Logging & Blogging

Before the main presentation of the evening, there was a prize-giving introduced by Rear Commodore Sailing, Karen Henderson-Williams. Past Commodore Annette Newton announced the Cruising Log Competition and explained that it has been running for a number of years and, more recently and in keeping with the emergence of social media to report on activities with immediacy and to a wider, global, audience, the four short-listed competition entries came from both Loggers and, now, Bloggers.

Honourable mentions were given to Christene Tanner for an unusual trail of emails and responses relating to her 'Antigua and Bahamas' Blog, whilst Maggie Stokes contributed a wonderfully descriptive Log entitled 'A Borneo Adventure'.

However, the award for Best Blog went to Mike and Louise Della for their Blog entitled 'In search of the sun' telling the story of a return trip aboard their Sigma 33 to La Rochelle.



The prize for Best Log for 'The Hare and the Tortoise' went to Andy Short for his amusing account of his Princess 61 motor yacht challenging Noj and Chris-

sie White's *SX Girl* in a race from Cowes to Cascais! All the logs can be seen on the website, in the Cruising section.

The Frank Heenan Award

The Sailing Committee's Vice Chairman, John Rutherford, then announced the Frank Heenan Award, bestowed each year by the Sailing Committee in his memory. Frank very kindly left a bequest to the Club to be awarded each year at the Fitting Out Supper in recognition of short-handed sailing and cruising by members, and to encourage sailing for young and/or disabled persons.

This year the Award was presented to a member of the Royal Southern Academy, and a very impressive young lady, 25 year-old Nikki Curwen.



Nikki comes from a family with sailing in its genes and she learned to sail from a very young age progressing through the ranks of 420s and 29ers to sailing J/105s with her father. Nikki was a member of the British Keelboat Academy in 2009/10 and was also selected as a member of the Artemis Offshore Academy in 2012/13 when she became a full-time Mini Transat sailor.

Last year Nikki competed in the Rolex Fastnet Race, winning her double-handed class. For this she was delighted and honoured to have been awarded the Commodore's Cup, presented by the late John Beardsley. John was a great supporter of youth sailing and he would have been thrilled to hear of Nikki's successes and the adventures that lie ahead of her.

In March, Nikki officially launched her boat *Boreal*, and her 2015 Mini Transat campaign at the Royal Southern Yacht Club, supported by many Club members, friends and family.

We wish her every success with her campaign and are also delighted to confirm that the Royal Southern is host Club to start the UK Solent 6.50 at 1400hrs on Saturday 3rd May. This is a race for single and double handed racers from Hamble-le-Rice to La Trinité-sur-mer and is a qualifier for the Mini Transat.

Extreme Entertainment

Commodore David Mead then introduced the highlight of the evening, a fascinating and fast-paced presentation on the Extreme Sailing Series™ by sailing brothers Rob and Peter Greenhalgh. The duo had just returned from Oman, where they were competing in the second Act in the 2014 Extreme Sailing Series.

Their presentation kicked off with a lively video introducing the Extreme Sailing Series, showing this amazing 'stadium sailing' at its best, as narrated by Richard Simmonds. Peter Greenhalgh is the Mainsail Trimmer on board *The Wave, Muscat* and had just scored a win on home territory in *Muscat* in the second Act of the new Series. As we went to print *The Wave* was lying in first place overall after two events. Rob is Skipper of *Oman Air* and currently lying in 10th place.

There were plenty of 'ooohs' and 'aaahs' as we listened to the brothers explain that they only race for 8-10 minutes with up to ten races per day. The crew of five only has 4-5 minutes to re-group after each race.

This is seriously fast-paced and hugely competitive racing at the highest level with many of the world's top helms signed up to compete. Exciting stuff.



ABOVE Left to Right Rob his wife Leslie, Peter and his wife Clare with David and Judith Greenhalgh.

BELOW Photograph ©Lloyd Images.



Some of the tactics required to gain the advantage on the start line were outlined. We were awestruck at the speeds being reached flat out downwind by these boats at between 18-20knots and upwind at around 12.5knots. Rob explained that each boat has to have either a female member, an under 25 or an amateur as part of the crew. Apart from this there appear to be few rules!

The interesting Q&A that followed included one of the key questions that we all wanted to know the answer to! How much does it cost to sponsor one of these campaigns for a season? The answer is around €750,000. The Extreme Sailing Series is deemed to offer outstanding value to sponsors given the fabulous spectator experience with close inshore racing and the incredible brand awareness both onshore and afloat.



However, the main attraction for these high-level sponsors is the business to business opportunity afforded by the circuit and its venues, the opportunities for some seriously memorable corporate hospitality, and of course the broadcast and media opportunities.

Alinghi, Emirates Team NZ, Realteam by Realstone, Groupama Sailing Team, Red Bull Sailing Team, Gazprom Team Russia, SAP Extreme Sailing Team,

J.P. Morgan BAR, Team Aberdeen Singapore, GAC Pindar are the ten other teams on the circuit.

There are eight 'Acts', as they are referred to, starting in Singapore (20-23 Feb), moving to Oman (19-22 March), then to Quingdao China (1-4 May), Saint Petersburg Russia (26-29 June), Cardiff UK (22-25 Aug), Istanbul Turkey (11-14 Sept), the Mediterranean (host port to be announced 2-5 Oct) and, finally, Sydney Australia (11-14 Dec).



Rob Greenhalgh

British skipper Rob Greenhalgh is certainly no stranger to the Extreme Sailing Series™ having won the first ever edition in 2007 at the helm of Basilica. Boasting three Volvo Ocean Races, seven Atlantic crossings, three world championships and a host of European titles, Greenhalgh is a force to be reckoned with as he returns to the circuit in 2014 as skipper of Oman Air.



Peter Greenhalgh

British sailor Peter Greenhalgh has been competing since the age of 14, starting in the 49er and working his way up to the America's Cup. He continues his role as mainsail trimmer for the 2014 Series on board The Wave, Muscat.

Extreme Sailing photographs ©Lloyd Images.

Another question that raised a few smiles, was 'when are you coming here?' The answer is that this type of racing won't fit in the Hamble River but if Cowes paid the right sort of money the Series could come to the Solent. Cardiff is in a three-year deal and is paying a lot of money for the privilege of being the UK's Extreme Sailing Series host city.

I can feel a coach trip coming on in August!

By the time this magazine hits your door mat, we will already have had 2 of our 4 shooting events. Mid way through the year, the annual RSrNYC prizes are still open to all participants; not that many of the members and their guests who take part are concentrating on the prizes. There is too much banter and giggles to be focused on the silverware but rather polishing the same with the wit and humour.



GENTLEMAN'S SHOOTING



Our first event was held at Owl's Lodge. Our usual hot shot, Carole Sawkins together with the owners Richard and Tanya Faulds of Owl's Lodge were absent as a consequence of better prizes elsewhere. That is to say, the inaugural sporting Championships were being held contem-

poraneously at the Invitation of the Crown Prince of Dubai with the entrants all looking for a share of the \$735,000 prize money. Needless to say, that prize money won hands down over our bottles of wine; albeit expertly chosen by our sponsor Dominic of Fareham Wine Cellar.

Our second event is at Widdington near the regiment's base of the Kings Royal Hussars. In past years, members of the Royal Southern have shot competitively with and against members of the regiment which has been highly convivial. True gentleman's shooting at its best.



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LE LUNCH

It all started in about 1998 when Michael Schmidt & Partner Yacht Brokers decided to hold their pre-Christmas lunch at the Royal Southern. For some years, subcontractors and friends had joined MS&P for a meal, but this time, the idea was to have a "theme" to the lunch, and definitely no turkey!

Early lunches included themes around game and seafood, before the event expanded, including many other small local businesses and settling into the format which made it so popular.

A country or region would be chosen and research carried out to choose a selection of dishes

which could be served, buffet style, allowing everyone to try a wide range of tastes. Portugal, Spain, Italy and France, but also Japan and the West Indies have featured over the years. Attendance grew as word spread about just how much fun could be had around food, and just how smilingly involved the Club kitchen staff were in making the event successful at a reasonable price.

Occasionally a guest speaker would take the floor, most often "off the cuff", such as when a "Le Lunch" regular, whose business card simply states "Jock Wishart. Adventurer" had just published his book on rowing to the North Pole.

As far as possible, the drink offerings followed the food theme, with some odd concoctions

being downed in the spirit of "Le Lunch"

In general, Colin Sinclair set the theme and chose the dishes, sometimes even sourcing ingredients. With Colin's move to France, others have taken up the gauntlet.

Over time 'Le Lunch' has morphed into a Club event but the key features remain primordial. No turkey, interesting flavours, great company, a unique location.



MOORING CHARGES

Temporary Moorings	Members	Non-Members
Short Stay (2-4 hours)	£11.00	£16.50
Club Pontoon Overnight (per metre)		
April 1st - September 31st	£2.10	£2.90
October 1st - March 31st	£1.70	£2.90
Club Mooring (per metre)		
Per Day (up to 8 hours)	£1.25	£2.10
Per Week	£6.65	£13.25
Per Month	£26.50	£50.75
Miscellaneous		
Scrubbing Piles	£28.00	£40.00
Bosun Assisted Craneage	£57.58	
Self Craneage	£19.75	
'Day Boat Special' (Lift out, Scrub, Lift in)	£115.16	

Club Launches

Summer Service (with BST)
Monday - Thursday
0800 - 1800 hrs
Friday - Sunday
0800 - 2000 hrs
Hours may be extended during regattas and special events. VHF radio: Channel 37 (Marine 'M') 'Southern Launch' - Low power (1W)
Duty Bosun Mobile:
07900 872461



GIRL WITH A MISSION



..... to beat her father Simon's record finishing position in the Mini Transat when, in 2001, he came home second overall to Yannick Bestaven becoming the highest ever placed UK finisher.

Second generation Southern Member Nikki Curwen has been a member of the Royal Southern Academy since 2012, despite spending more time in France, where she has been training with the Artemis Offshore Academy.

Having started in dinghies, Nikki moved into keel boats, racing double-handed with her father in his J/105, Voador, from the tender age of 14-15. A string of successes in RORC events followed and then she persuaded Simon to stay ashore so she could borrow the J/105 to move into single-handed racing with the Solo Offshore Racing Club in 2012.

Last year she had to go through an exasperating ordeal when she was stuck on the waiting list for the Mini Transat and, despite being poised and ready to go, was ultimately unable to race. However this winter she has acquired her own Classe-mini boat, number 741 Boréal, designed, built and sailed by Rémi Fermin ready for this year's racing programme.

Nikki plans to base herself in Hamble for this year's campaign, which starts on 4th May with the UK Solent - 300 miles solo/double - to La Trinité

and, on the 15th March she formally launched her boat at the Royal Southern ably supported by members of her family, fellow Members and friends.

Following the Solent - La Trinité race she is planning to complete the Mini en Mai (500 miles solo - start and finish at La Trinité), the Armen Race (300 miles double - start and finish at La Trinité) and SAS (2560 miles solo - Les Sables/Azores/Les Sables).

You can follow Nikki's campaign to get to the start of the Les Sables Azores 2014 and Mini Transat 2015 at www.nikkicurwen.com and on Facebook.

BRIDGE SOCIETY

Bridge at the Club has, as they say, "grown like topsy" over the last year from a small nucleus of experienced players to a full blown "Bridge Society" with players of all abilities. This has partly come about because a "Bridge for Beginners" course was organised during Autumn 2013, when 36 people of all ages learnt the basics of the game under the excellent guidance of professional tutors Mike and Pat Dodds. Most have continued to play and, with help from the more experienced players, have progressed at a remarkable rate and now really enjoy participating in the regular sessions

Play takes place at the club on Tuesday evenings (7.00-10.00pm) and Thursday afternoons (2.00-5.00pm). Everyone is very welcome, however rusty, and although advance booking is essential, all you need to do is contact the relevant organiser 2-3 days in advance. Tea and biscuits



are served on Thursdays and on Tuesdays the Club bar is open and occasional suppers are organised. The aim is to play "social" Rubber Bridge in a relaxed atmosphere so everyone has fun.

Each autumn we host an Interclub Bridge Pairs Evening, when players from other clubs

join us for supper and an evening of light hearted competitive Bridge; this format is repeated by other clubs during the winter. Also, further lessons are planned for Autumn 2014, when Mike and Pat will continue their excellent work.

Please see the Club website or ask at Reception for the organisers' details.



BOXING DAY PURSUIT RACE & BAR



After the deluge of water and wind pre Christmas, Boxing Day turned out to be fantastic. With a light westerly wind and glorious sunshine 29 Foxers turned out for the Boxing Day Pursuit race.

From old hands to newbies there were a total of 6 starts at one minute intervals spreading from the newbies to the pros who started last. Each individual sailor was given a start time based on the Foxer Class Associations own handicap system and a little bit of negotiation from some participants

The course was arranged for the finish to be off the Royal Southern to enable spectators to witness the close finish as the faster boats catch up with the earlier starters.

Starting off the public pontoon it was a fairly slow dash downwind to a laid gate on the other side of the river followed by some dodging of the pink ferry as they tried to pick the shifts as they came back up wind to the red post off Hamble River Sailing Club. Once round there they followed the shoreline hoping for the wind to drop over the trees and buildings and help them along past the Royal Southern inner pontoon

and then off back across to the gate to go round again.

It was a fairly close race and the wind held up sufficiently to get the leaders around the course and back to finish at the Royal Southern pontoon in almost exactly the prescribed 45minutes.

By this point Leslie Greenhalgh had taken the lead from Will Young and became the second lady to win the Boxing day Pursuit Race (get practising for next year ladies). In third place having clawed back a massive 6 minutes on the first starters and wishing for another lap was Rob Greenhalgh.

With so many Royal Southern Members racing in the Foxer fleet it was good to see them and the other participants at the bar in the Southern post racing where the prizes were presented by our Commodore David Mead. Prizes went to first overall and first Lady – Leslie Greenhalgh, Best Newcomer - Sandy McPherson in a respectable 16th position and first over 60, Hedley Bewes in 12th position.

The Foxer Fleet thanks the Royal Southern for once again putting on a great day's sailing on Boxing Day.



Boxing day at the Southern is special - the Members run the bar and provide the food. This year the operation was master minded by Steve Lemon ably supported by Mike Jones behind the bar and Annette Mead and Jan Wright in the kitchen. With good food, drink and glorious weather the party atmosphere continued for the afternoon. As always there is a serious element to proceedings, namely raising money for charity, and over £2000 was raised for 'Crisis at Christmas'.



MOTORBOATS

Where does the time go? No sooner is Christmas out of the way and apparently spring is just around the corner. Hard to believe when for weeks endless rain and storms battered the country. We have been more fortunate

than others but we know of a few who have been invaded by the high tides and localised flooding, including the Clubhouse. I just can't wait for a few sunny days to let everything dry out.



Looking at the green and wet wooden decks on our Fairey makes me think that a fibreglass boat would be so much easier. Still, by the time she has been lifted, scrubbed, anti-fouled and varnished, I will have changed my mind and be back in love with our old classic wooden boat. We just have to contemplate the colour of the anti-foul and decide who has the task of applying it!

However, reflecting on the end of 2013 and, in particular, memories of the excellent and ever popular Motorboat, Golf and Shooting Societies Annual Christmas Dinner. There was a record attendance for this event, which is a high point in the Club's social calendar. We managed to get over 160 Members and guests into the dining room where we enjoyed the excellent traditional festive dinner before dancing the night away in our usual fashion to Teddy Massiah's first class disco. The Golf and Shooting Societies each held a short prize giving, the raffle as always was a great success and, after a few words from

Richard Gough, John Young of the Royal Thames Yacht Club responded on behalf of the guests. One small note for next year, improve the quality and quantity of 'ammunition' – unfortunately the party poppers were lacking in oomph!

There are various events being organised for 2014, some old favourites and others new to the list. Please ensure you keep abreast of the newsletters and book into the various activities. For the Spring Rally in May we are arranging visits to Yarmouth and Lymington. At the end of May, weather permitting, there will be a motorboat contingent in Deauville, joining in with the activities of those who have completed the Cowes-Deauville yacht race. In July, the plan is to head west, and encourage some boating farther afield whether for a weekend or longer - if time permits. The Motorboat Open Weekend takes place in September this year with the hope for fine Indian summer weather and new challenges.

Kate Gough

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NEW YEARS EVE

The 2013 New Years Eve ball evolved into a wonderful party which for some of us went on until 2.30 am on New Years day. It was an opportunity to forget the awful weather we had been enduring and relax and have some fun.

The champagne reception seemed to put everybody in the right spirit and the buffet was scarcely finished before the dance floor was bustling with Members dancing to Teddy Massiah's music.



Some of the ladies had really taken on the "Moulin Rouge" theme and dressed accordingly: this certainly added glamour to the proceedings. Midnight was marked in the traditional way with more champagne and a somewhat chaotic rendition of "Auld Lang Syne".

There were quite a few bleary eyes and heavy heads amongst the hundred and twenty members and guests who attended the New Year day lunch.

Our thanks must go to the club staff who were working till the early hours to turn, things around ready for the carvery lunch the following day.



BURNS NIGHT

What a fantastic Burns Night we had here at the Royal Southern (yes it was a week early but we have to secure the best Piper, Caller and Speakers - which we did). Col David Pickworth, ably assisted by Irene Robinson complemented the evening with their magnificent piping, Sue Ramsey of the Caledonian Society directed our dancing efforts with great success and Bill Blain's Immortal Memory - was memorable! John Rutherford attacked the Haags with gusto, Gordon Craigen, Peter Jones and myself completed the



remainder of the many speeches needed for an excellent Burns Night. It was a lovely Southern evening, my thanks to everyone involved. *Mary McPherson*



THE GREAT SOUTHERN 2014 PHOTOGRAPHIC COMPETITION

Some fabulous photographs were submitted for the inaugural Southern Photographic competition including one, by Colin Hall that was used for the front cover of the Autumn issue of The Southern. The category winners, Matthew Richardson, Elvin Patrick, Colin Hall and Peter Delbridge have each received their prizes of a voucher for £50.00 to use in the River room - Matthew receiving two vouchers having won two categories.

We have learned from last year's experience and introduced some changes in this year's competition.

A key change is to the categories. For the 2014 competition these will be

- Sailing - Racing and Cruising
- Motorboating - covers all sizes of boats not powered by sail
- Sailors - young and old
- Around the Club - including the Members at play, home or away
- The Sea - for those moody seascapes

The other important change is to the prizes. There will be continue to be prizes of a voucher for £50.00 to use in the River Room for the winner in each category.

In addition there will also be a fabulous prize for the 'Southern Photograph of the Year' sponsored by Club Member, Keith Hughes, UK Director of Baltic Lifejackets. The prize is a superb Baltic 'Sandhamn' floatation jacket, an attractive unisex waterproof gilet, normally retailing at around £130 and available in black & white (Shown Right).

Get those cameras out and start snapping!

RULES

- The competition is open to all Members of the RS^mYC including professional photographers.
- Entries should be submitted as electronic JPEG files or photo-prints; the latter can be colour or monochrome.
- Electronic files should be submitted to editor@royal-southern.co.uk and should be at least 1MB in size.
- Prints should be posted to The Editor at the RS^mYC, and not be larger than A4 (210x297mm/8.27x11.70")
- All entries should be accompanied by the following information: Name, Contact details, Category, Descriptive caption (ideally including date/time/location).
- Closing date 31/12/ 2014.
- Images should have no major digital manipulation. Cropping, colour balancing and contrast/brightness changes are permitted.
- Winning photographs will be published in the Spring 2015 issue of The Southern and displayed on the Club website.
- Photographers will retain copyright of their photographs but the RS^mYC will be entitled to multiple use of all photographs submitted, free of charge.



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WE WALK FOR THEM



Glen Ryan is a senior AppleMac operator and for many years has worked for Owl House, who design and produce the 'Southern' magazine for the Royal Southern Yacht Club. He prepares the page artworks working from the design layouts for the magazine on computer, making them ready for printing.

2014 is a major military commemorative year with the 100th anniversary of the outbreak of World War One; 75th anniversary of the start of World War Two and the 70th anniversary of the D-Day Landings in Normandy and of Operation Market Garden in Holland. All of these anniversaries fall within a few months of each other, are events located in North West Europe and have affected all our lives.

Glen and his friend John Malaney decided they would also like to do something to raise awareness of these historic events and also raise money for charity. So the idea of walking from Normandy to Arnhem Bridge was born. They have named their event 'We Walk For Them' and will be posting pictures onto

Facebook and Twitter as they make their walk. The website www.wewalkforthem.com will be open for people to make donations to the charities.

It is also a personal journey as Glen will be paying a visit to his great grandfather's grave in Holland. Glen's great grandfather was on the Goldshell, the last ship to be sunk in the North Sea just three weeks before the end of World War Two.

Explaining the planned walk Glen (pictured on the right below) said, "We decided we should fundraise for two British charities

that everyone could identify with and The Royal British Legion and Help for Heroes were the obvious choices. Sainte Mère-Eglise in Normandy is 1000km from Arnhem and had been a US 82nd Airborne objective in 1944. We knew we couldn't go to Normandy and not visit the US sectors. So we decided to include a US charity too - The Intrepid Fallen Heroes Fund. This charity helps wounded British servicemen and women as well so it seemed the ideal choice.

In a moment of clarity or madness - I have still to decide



which - I thought it would be a really good idea to walk the 1000km in full World War Two paratrooper uniforms; one wearing the uniform of the British Airborne troops and one in US uniform since we were representing charities for both.

I emailed The History Bunker who provide uniforms for movies and television and, within fifteen minutes, I had a reply saying they would gladly donate two uniforms! So goodbye to modern comfy trainers and hello to steel toe-capped jump boots."

The route takes the pair from Sainte Mère-Eglise through all of the Normandy invasion beaches, stopping at most of the cemeteries, to Ouistreham, Caen, Pegasus Bridge, Merville Battery and on to Dieppe and Amiens. They intend to visit the Somme battlefields, Ypres, Flanders and Arras and then to Vimy Ridge, the Meuse River, Eindhoven and Nijmegen finishing at Arnhem Bridge and the Oosterbeek British Cemetery - a 1,000 kilometres in total.

To make a donation to all or any of the three charities please visit the website www.wewalkforthem.com where links to them are available and also a full list of the battlefields, memorials and cemeteries they will be visiting.



2014 PROGRAMME

MAY

- 2 Athena Informal Ladies Lunch
- 2 Cruiser Spring Supper
- 3 Match Racing Training
- 3-4 Match Racing Grade 4
- 3-5 Solent Cruiser Race
- 7 Ladies Afloat
- 9 May Friday Evening Series
- 9-11 Motorboat Spring Rally
- 10 RIB Rally & BBQ
- 10-11 David Thomas Regatta
- 11 Youth Sailing
- 13-14 Mid-Week Rally - Cowes
- 16 May Friday Evening Series
- 16 Clay Pigeon Shoot - Ley Farm
- 17-18 RSrnYC Harken May Regatta
- 23 May Friday Evening Series
- 23-26 AVEVA Cowes/Deauville Race & Rally
- 24-30 Solent Family Cruise
- 30 May Friday Evening Series
- 30 Indonesia Theme Evening
- 31 Hamble/Yarmouth Cup

JUNE

- 1 Yarmouth/Hamble
- 6 Athena Informal Ladies Lunch
- 6 June Friday Evening Series
- 6-8 Cruise to Ouistreham
- 7-8 RSrnYC Mount Gay Rum June Regatta incl IRC Solent Series & 1720 Southern Championships
- 7-9 Porto Montenegro Inter Club Challenge
- 11 Ladies Afloat
- 12-15 Royal Southern Match Cup - ISAF Gr2
- 13 June Friday Evening Series
- 14-15 Poole & Back Race
- 15 Youth Sailing
- 17-18 Mid-Week Rally to Lymington
- 20 June Friday Evening Series
- 20 Pre Round the Island BBQ
- 21 J.P. Morgan Round the Island Race
- 21 RIB Rally to watch the Round the Island Race
- 21 Commodore's Summer Charity Ball
- 21-28 ICOYC Cruise to Elba & Corsica
- 27 Golf Day - Botley Park Hotel
- 27 Italy Theme Evening
- 27 June Friday Evening Series
- 28 25th Anniversary Splash Ball
- 29 Club Day Pursuit Race

JULY

- 1-2 Mid-Week Rally to Yarmouth
- 4 Athena Informal Ladies Lunch
- 4 July Friday Evening Series
- 4-6 Motorboat Summer Spree
- 7-10 Cork Week
- 9 Ladies Afloat
- 11 Joseph Perrier Champagne Tasting Event
- 11 July Friday Evening Series
- 12 Hamble Games
- 12-13 XOD Central Solent Championship
- 12-13 Champagne Joseph Perrier Farm
- 13 July Regatta
- 15 Youth Sailing
- 15 Mid-Week Rally to Horse & Jockey
- 18 Theme Evening
- 18 July Friday Evening Series
- 19-26 Commodore's Cup & Cowes Classics Week
- 19-27 Cruiser Challenge
- 23-26 J Cup & J/109 Nationals
- 25 July Friday Evening Series

AUGUST

- 2-3 Family Fun Cruiser Race & Rally to Bembridge
- 2-9 Aberdeen Asset Management Cowes Week
- 7 Commodore's Cowes Week
- 7 Champagne Joseph Perrier Reception
- 8 RIB Rally to watch the Cowes Week Fireworks
- 10-15 Round Britain & Ireland Race
- 12-14 Mid-Week Rally
- 15 Final Friday Evening Series
- 16 Sailability Day
- 20 Ladies Afloat
- 22 Final Friday Evening Series
- 23 Under 21 Race
- 23-24 Junior Cadets Weekend
- 25-29 Junior Splash Week
- 29 Final Friday Evening Series
- 30-31 RSrnYC Gaastra August Regatta
- 30-31 Swanwick, Bursledon & Warsash Regatta

SEPTEMBER

- 3 Ladies Afloat
- 5 Athena Informal Ladies Lunch
- 5 Final Friday Evening Series
- 5-7 Motorboat Open Weekend
- 7 New Members Party
- 9 Clay Pigeon Society - Compton Manor
- 11 Brambles Cricket
- 12-21 Southampton Boat Show
- 13 Ladies Race
- 14 Ancient Mariners Race
- 20-21 RSrnYC AVEVA September Regatta
- 21 Youth Sailing and Barts Bash
- 25 Golf Society - East Horton Golf Club
- 26 Macmillan Coffee Morning
- 26 Theme Evening
- 27-28 Hamble Scramble

OCTOBER

- 3 Athena Informal Ladies Lunch
- 4 Boat Race & Dinner
- 5 HRSC Winter Series
- 8 Lecture
- 10 Cruiser Supper
- 11 Big Boat Weekend
- 11 Folly Rally
- 11-12 HRSC Winter Series
- 15 Lecture
- 16 Ladies Lunch
- 19 HRSC Winter Series
- 22 Lecture
- 24 Golf Society - Wickham Park
- 24 Theme Evening
- 25 Academy Taster Day
- 25-26 Big Boat Weekend
- 26 HRSC Winter Series
- 29 Lecture

NOVEMBER

- 1 Christmas Fayre
- 5 Lecture
- 8 Annual Prize Giving
- 8 HRSC Winter Series
- 9 Lecture
- 12 Charity Bridge Drive
- 16 HRSC Winter Series
- 19 Lecture
- 22 Laying Up Dinner
- 23 HRSC Winter Series
- 26 Lecture
- 29 Annual General Meeting
- 30 HRSC Winter Series

DECEMBER

- 3 Lecture
- 5 Athena Informal Ladies Lunch
- 6 Motorboat, Golf & Shooting
- 10 Societies Christmas Dinner
- 10 Lecture
- 16-17 Rally to Cowes & Christmas Supper
- 17 Club Christmas Carols
- 19 Le Lunch
- 21 New Members Party
- 21 Club Christmas Lunch
- 26 Foxer Racing
- 26 Members Boxing Day Bar
- 31 New Years Eve Ball

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- 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.*

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. Theme nights regularly feature in the programme and evening 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.



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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SOUTHERN SUNDAY CARVERY

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

1200 - 1500 hrs



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 are just two of the possibilities. The library (formerly our 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 the Secretary, Chris Pullinger on 023 8045 0301, who will be happy to assist in organising your event.



THE COMMODORE'S 2014 CHARITY SUMMER BALL

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BATTLE BACK **wetwheels**

Until recently, many water sports have been inaccessible to people with disabilities, particularly activities on the sea and around local coastlines. Fresh air and an ever-changing environment, make the sea a unique playing field where everyone is equal.

Wet Wheels, the brain child of Club Member Geoff Holt MBE, provides boating opportunities for people of all ages and abilities using fully accessible boats. It is a not-for-profit Community Interest Company (CIC) and its programmes range from education and mentoring to sport and deep sea fishing trips from their current boat based in Portsmouth.



Where appropriate, participants contribute towards the costs of their trip but Wet Wheels is adamant that lack of finance should not exclude anyone from enjoying boating opportunities.

The aim is to have a Hamble Wet-wheels based at Prince Philip Yacht Haven. In addition to its primary use by people with disabilities it will also be available to the Club for events (Committee Boat, Mark Laying, Training etc.)

www.wetwheels.co.uk

Following a bequest the late Sir Michael Cobham, the Club set up the Royal Southern Yacht Club Trust with the aim of enabling and encouraging sailing activities for all. Currently the principal means of achieving this is to provide grants for individuals and organisations where the need has been demonstrated.

The Trustees meet twice a year to determine which applications for grants the Trust will support. In the past year grants have been awarded to local organisations such as the Hamble Sea Scouts and the YMCA Fairthorne Manor and to individuals to pursue their sailing careers or to start sailing.

Part of the proceeds from the Ball go towards the purchasing of disabled access equipment for the Prince Philip Yacht Haven under the auspices of the Trust.

Battle Back ensures that wounded, injured and sick personnel from across the armed forces have access to the same opportunities in sport and adventurous training that are available to the able bodied. It is an MOD initiative delivered in partnership with Help for Heroes and The Royal British Legion.

Physical activity is a key component in recovery and regular participation in sport is proven to help someone who has suffered a life-changing injury to focus on those things they can achieve, rather than what they can't.

The introduction back into sport for someone who is wounded is usually through Headley Court. The activities are in addition to the normal rehabilitation programme and complement it. For example a couple of hours on a water-ski builds confidence and is physically beneficial as well as being great fun; something that is missing from much of the daily routine of getting better.

At a grass roots level Battle Back activities are provided at the Recovery Centres across the country; these are available for both serving personnel and veterans. This includes funding overseas expeditions from sailing to



skiing, as well as the day to day sporting activities such as caving, mountaineering, golf, shooting, fishing and sub-aqua diving.

www.helpforheroes.org.uk/how-we-help/battle-back/



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