



# Christmas Times

## G10 YACHT CLUB SUMMIT

*In a history-making summit, Commodores and Flag Officers from 10 Solent clubs met to review how they have coped with Covid and to look for new opportunities for the future*



**Top row L-R:** Jeff Cowan – Brading Haven YC, Major General Martin White – Island SC, Robert Vose – Royal Southern YC, Charles Abel Smith – Bembridge SC, Martin Thomas – Royal London YC, Tony Hanna – Royal Thames YC, Martin Palmer – Yarmouth SC, Mark Hart – Cowes Corinthian YC,  
**Front row L-R:** Jan Baum – Brading Haven YC, Rob Quain – Acting Hon Treasurer RSYC, Miles Peckham – Rear Commodore House RSYC, Anne Kyle – Commodore RSYC, Martyn Collinson – Vice Commodore, RSYC, Katie Davies – Rear Commodore Sailing RSYC, Helen Lashmar – Island SC,  
(Also in attendance but not pictured were former Commodore of the Royal Yacht Squadron – Jamie Sheldon, and Lord-Lieutenant of the Isle of Wight – Susie Sheldon)  
Photo by Keith Davey



### Otter meets dolphin

A dolphin provides encouragement to Otter during Folkboat Week.  
Photo by Jon Freeman. See Page 6.

### In this issue

- Sailing News
- Fastnet Race 2021
- Cowes Week
- Laying Up Dinner
- Cruising Report
- Folkboat Regatta in Germany
- Lockdown Down Under
- Club Life



**A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR  
TO ALL OUR MEMBERS**



# euovines

DELIVERING WINES AND DRINKS DIRECT



**Along with a worldwide portfolio of carefully selected wines, Eurovines now offers a comprehensive range of exciting beers, spirits and soft drinks.**

Before ordering, please contact Jane or Mark for your personalised quotation.

**Jane Karabasic - Tel: 07377 338929**  
Email: [janekarabasic@eurovines.co.uk](mailto:janekarabasic@eurovines.co.uk)

**Mark Curran - Tel: 07966 116127**  
Email: [markcurran@eurovines.co.uk](mailto:markcurran@eurovines.co.uk)

Or you  
can always  
call us at  
the office on  
**01983 811743**



# euovines

DELIVERING WINES AND DRINKS DIRECT



# Message from the Commodore

I am always saddened to see the moorings lifted, heralding an end to another sailing season, the view of the Solent from the Club is not quite as stirring without the boats out on the moorings and the prospect of an evening sail. However, we can look back on memories of a busy and successful summer both on and off the water.

I would like to take this opportunity to thank all those members who have given up, and continue to give up, so much of their time to assist in all the various events in our busy programme – be it as race officers, driving boats or helping in the Club. We have welcomed many visitors to the Royal Solent this

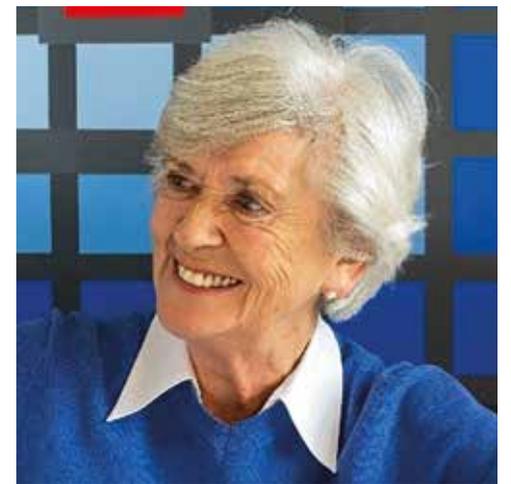
summer and have received so many compliments about our wonderful clubhouse, friendly atmosphere and the quality of the food. More importantly, we have welcomed 100 new members to the Club this year and happily our membership is higher than it has been for some years.

Our finances are sound with the result that we can start to tackle the much-needed capital projects that were put on hold when the pandemic struck.

In October we held a dinner for the Commodores of the various clubs that sail in the Solent, a photograph of which you will have seen on the front page. Not only was it a very successful

evening with a stunning eight course tasting menu from our Club Chef Tom, but everyone that attended thought it an excellent initiative on the part of the Royal Solent and the clubs now want to take it in turns to make it an annual event.

We all hope that 2022 will approach near normality and planning for the year ahead is well underway with the Queen's Platinum Jubilee in June set to make it a particularly memorable one. In the meantime, there is a busy December social programme to look forward to so do keep an eye on the Club's website and emails to see what's on.



Christmas is round the corner and I hope to see many of you over the festive season – a very happy and peaceful Christmas to you all.

Anne Kyle, Commodore

## Cruising



*RSYC Cruisers at Lymington Town Sailing Club. Photo by Roger Gradwell*

I am very relieved to have reached the end of my first year of being responsible for the Cruising Group without any boats being sunk or stranded and with all crew surviving, or did we really leave someone on Newtown Spit? No, that was just me finishing an overly large BBQ and bottle of wine on a glorious day in June. As a group we did ten trips of varying length and others carried out their own cruises to far flung ports or muddy creeks ... when they could get in! Points West seemed to be particularly busy and there were restrictions on booking even a day in advance with a "Turn up on the day and we'll see if we can fit you in" policy in many ports, which caught out a few of the group.

The highest number of boats on a cruising trip was seven for both the Basque Kitchen at Shepards Wharf and the Breeze at Island Harbour, and the greatest number of crew was at Lymington Sailing Club for the first and last lunches of the year and the Basque Kitchen. The lowest number in both categories was one, when yours truly went to Bembridge on the date of the cancelled Gig Fest, which was when I had to hop over the side of the RIB and push it out over the bar at 0530 to get back to the Club for the Prince Consort Race and then return to Bembridge for the evening.

Dave Kennett does a great job on a weekly basis taking boatless members over to Lymington for lunch and he and his crew really boost our numbers when our trips coincide. Others also take extra crew to events, even overnighting on the larger boats, and it is good to see some members able to turn up by car.

We have to thank Jez Butcher for possibly the wettest and roughest cruise down to Poole for two nights. One boat had a quick afternoon run



*Didi Nicholson and Susannah Seely receiving the John Leonard Trophy from Richard Leonard. From Left to Right: Richard Leonard, Susannah Seely, Commodore Anne Kyle, Didi Nicholson*

up to Wareham and after a great last night dinner, again arranged by Jez and Valerie, we split. Jez and Valerie Leonard headed west, Richard Malthouse stood by a lone sailor with an engine room fire until the lifeboat arrived and the *Tyrrick* raced back over a calm sea.

Brian Crawford was presented with the Morva Cup at the Laying-up Dinner for the log of his summer cruise whilst two intrepid ladies, Didi Nicholson and Susannah Seely, did a huge cruise encompassing "30 Headlands and a Bar Too Far" over some sixty days, for which they were awarded the John Leonard Trophy by Richard Leonard, when they gave their illustrated talk at the End of Year Cruising Lunch.

Although planning for next year is almost completed with some new venues and even more cruises thanks to the help of our Sailing Secretary Jojo Minchin, Geoff Greatorex, Roger Gradwell and Jez Butcher, more ideas are always welcome.

Thank you all for making the Cruising Group possible.

If you haven't joined us this year, please make contact with Jojo Minchin in the Sailing Office or me and come along. If it floats you're in! If you don't have a boat we do have spaces for you, or join us by any means possible ... car, bicycle, foot or ???

Here's to the new season!

David Porter, Captain of Cruising



# Vintage Fastnet

*John Caulcutt competes in the 2021 Fastnet race aboard a classic 50 year old Swan 65*



*Desperado, a 1971 Swan 65. There was only a crew of 8 on board for the race*



*The average age of the crew was close to 70 which made for a tough race*

It was always going to be a tough race with just eight crew on a 65 foot yacht but particularly when their average age was close to 70 and the boat itself was 50 years old : add to that the weather forecast of gales and more gales and we were assured of a rough ride.

*Desperado* is a Swan 65 owned by my good friend Richard Loftus and was built in 1971. Over the last 20 years I have been privileged to helm her at a number of regattas around the world including Cowes Week where we have won class 1 overall, Sardinia for the Swan European Championships and Antigua, not to mention endless round the island races and of course a number of Fastnets.

When Richard Loftus turned 70 he suggested that all the crew for this year's Fastnet should be of a similar age prompting a debate as to whether we should try to secure sponsorship from Saga Tours, Stannah stairlifts or even Viagra! ... imagine the graphics on the side of the hull ... would have been quite something! Despite our age the crew were all good sailors and included Paul Stanbridge with five Whitbread Round the World Races

and an America's Cup behind him. The last Fastnet that I did with Paul was on Mike Slade's *Leopard* where we broke the course record finishing in just 1 day 20 hours and 18 minutes, but that was 14 years ago and we are all just a tad older now!

The start was a memorable sight with boats heavily reefed and deploying orange storm jibs, with many broaching in the 38 knots of breeze that saw us away and westward down the Solent. Once clear of the Needles we made a navigational call to remain on starboard tack in the hope that the wind would then back in the early hours of the following morning when the main weather front went through allowing us to then be lifted on port tack to gain as much westward gauge as possible. Whilst this tactic worked, the sea state off the French coast was impressive (mer un peu



*The start was in 38 knots of wind*

agitée) as they say in France and sadly one of our three nominated helmsman, Pat Lilley, had a bad fall hurting his back so badly that we could not move him below for three days and three nights because of the

pain in his lower spine. Being strapped to the deck for three days can't have been much fun with green water constantly washing down the deck, but in reality it wasn't much better below with a number of leaks coming through the deck and soaking not only our bunks, but also our spare dry clothes meaning that for many of us our first change of clothing was when the race ended four and a half days after we started.

The beat up to the Fastnet rock saw a lessening sea state and wind velocity only to be replaced by driving rain and thick fog: in fact we rounded the rock at 2:30 in the morning some 500

feet away but with no visibility of the iconic lighthouse that is so very much a part of this race.

This year the RORC had in its wisdom decided to change the regular finish point of Plymouth to Cherbourg meaning a long and laborious down wind run in a dying breeze.

The last 50 miles from the Channel Islands up along the Cotentin Peninsula were tedious, with an adverse current of a good three and a half knots, with only 8-10 knots of breeze ... frustrating to say the least!

Finishing inside the Cherbourg forts was fun, but with no opportunity to go ashore because of the Covid restrictions, seemed a little pointless.

As always though a great race to do and much enjoyed by all on board with special thanks to Michael Hatchwell for his excellent cooking where, despite the rough weather, I gained 3 pounds.

For the 2023 Fastnet we will all be a little older still ... so will we do it again? ... yes of course we will ... God willing!



# CLUB LIFE

## Wine Society 'Call My Bluff'



*L-R: Donald Trump, Boris Johnson, Winston Churchill  
a.k.a. Bob Godden, Richard Pierrepont, Brian Crawford*

## RNLI Fish and Chips



*Catherine Holmes (facing camera)  
L-R: Graham Benton, Caroline Norris,  
Linda Lemonius, Pete Lemonius, Trish  
Benton, Tom Carlstedt-Duke*



*Commodore Anne Kyle at the Fish  
and Chips Supper which raised over  
£900 for the RNLI*

## Bombay Bingo



*Commodore Anne Kyle and Caryl Terlezki-Thomas*



*Ian and Gwen Hornblow*



*Phil Thomas*

## Gentlemen's Lunch



*L-R: Mal Butler, Kevin Westman, Roger Gladdish  
Tony Walton, Vice Commodore Martyn Collinson*



*L-R: Vice Commodore Martyn Collinson,  
David Porter, Geoff Horsnell*

## Geoff Holt Presentation



**Wetwheels founder Geoff Holt was granted  
honorary membership in  
recognition of his charity work.**

*L-R: Wetwheels founder Geoff Holt  
Commodore Anne Kyle  
Rear Commodore House  
Miles Peckham*

## Club Cuisine



### FOOD HYGIENE RATING





# SAILING NEWS

*Katie Davies reports on an active sailing season including Harwoods Fandango, The inaugural Ancient Mariners' Race, Folkboat Week and more....*



**Main Photo:** Folkboats sail past the Club during Folkboat Week

**Inset Left and right:** Competitors dress up for the Harwoods Fandango. Photos by Rudi Fortson and Dennis Massey



*Folkboats at the start during Folkboat Week*



*Colourful Folkboat Week Spinnakers*

The sailing department at the RSYC has been incredibly busy throughout the summer. Since the Taittinger regatta we have held the following events on the water:

The fabulous Ben Kimbel, ably assisted by Max Bradley, returned to run a week of Laser training in the first week of August. There were fifteen keen juniors ranging from complete laser novices to strong intermediate sailors and they all appeared to have loads of fun as well

as benefitting enormously from Ben's expertise. As ever thanks go to Nick and Lucy Bradley for organising this brilliant week.

On the Wednesday evening of Laser training, David Fox and his team ran the annual Fandango Race.

This is a fun charity race sponsored by Harwoods in aid of Wetwheels, where dressing up, bribing the race officials, and generally behaving quite badly is compulsory! As ever, Charlie Anderson and Miles Norris won, and

over £500 was raised, so well done all. We had a vibrant Dinghy Week, with 30 juniors competing in Lasers and Picos, joined by 6 Scows on the final day. Racing was very competitive, and the winners were as follows: Laser 4.7 - Joe Collins, Laser radial - Zac Clarke, Pico race - Henry Olmi and in the Scow class, Martin Palmer.

Thank you to Lucy Bradley and Anna-Maria Clarke for their superb organisation and hard work, as well as the race officers, all the trolley

dollies, the RIB drivers, and their crews, not forgetting our sponsors, the Delphie Lakeman Trust and Harwoods, all of whom help to make for a great dinghy regatta.

The social side is just as important as the sailing during Dinghy Week, and it was brilliant to see Derek Sandy back for his annual limbo competition. There was also a fantastic charity evening hosted by Lillian and Peter Hindley at the Old Rectory. The evening with



Sunny conditions during Dinghy Week



X and Y class fleet during the Wednesday evening Series. Photo by Rudi Fortson



Waiting for wind during the inaugural Ancient Mariners' Race.  
**Left to Right:** Puritan, Zingana and Wellow Maid. Photo by Marion Heming



Folkboats on the windward leg during Folkboat Week. Photo by Paul Brown

its delicious food, raffle and silent auction raised £2,200 for the RNLI. Many thanks to Jules Perkins and her team for organising this.

Sunset Series followed Dinghy Week. The weather was rather blustery but that didn't seem to deter the cruisers, day boats and Lasers from enjoying the excellent courses set by the race officers and spending the rest of the evening talking about it in the bar! The winners were as follows: Classes 1 and 2 - *Overture II*, Class 3 - *Blandina*, XODs - *Arrow*, YODs - *Puffin*, Laser 4.7 - Henry Olmi and Laser radial - Nick Bradley. Many thanks to the race officers, RIB drivers and boatmen for providing a great week of evening racing.

Folkboat Week started with registration and drinks on 21st August. This is always a great week

for the competitors and the Club, and this year was no exception. Forty boats enjoyed 9 races, the Nordic class was won by Ed Donald in *Madelaine* and the Classic class was won by Colin Eales in *Mistress*. Not only was there some super racing, but this was followed by a series of thoroughly enjoyable social events.

Many thanks go to Lymington Yacht Haven for their sponsorship and to David and Teresa Fox for all their hard work in the organisation.

Throughout the season, Spence Willard Wednesday Evening Racing has been well supported with up to 30 boats taking part each week. We had a very jolly prizegiving at the end of September. The winners were as follows: Classes 1 and 2, Series 1 - *Thursday's Child*, Series 2 - *Toledo* and Series 3 - *Myosotis*, Class

3, Series 1 - *Puffin*, Series 2 and 3 - *Arrow*, Folkboats, Series 1 - *Svane* and Series 2 and 3 - *Njord*, Lasers, Series 1 - Nick Bradley and Series 2 and 3 - Miles Norris.

There has also been XOD racing every Saturday afternoon, plus Sunday morning series racing for all classes, which has kept us all busy. In addition, we have run a number of stand alone races including the inaugural Ancient Mariners' Race, initiated by Chris Waddington. To enter the helm had to be at least 60 and all the crew over 40, so there were loads of entries! It was very popular, lots of fun and will definitely be in next year's race programme. The winner was Tom Bignell in *Overture II*.

The Winter Series, sponsored by Wight Marine and River Yar

Boatyard, is well underway and there are on average 10 boats competing, which is fantastic. Alan Hans Hamilton is setting great courses and even though I'm a little growly about the handicapping (in joke), we're all having loads of fun.

Just the Needles Relief and the Boxing Day Race to look forward to, but enormous thanks to Jojo in the Sailing Office, who works tirelessly and always with a lovely smile to sort out all our boating issues.

Also, Jeremy, our CRO, Adam and Tom, our Boatmen, Josh, our former Second Boatman and David Porter, who is actually a volunteer, and all our race officers for enabling us all to have such a fabulous season.

Katie Davies  
Rear Commodore Sailing



# Laying up Dinner and Presentations

Members celebrated a successful season. Trophies were presented by the Commodore



**L-R:** Clare Bowen, Adam Pay, Carly Pay, John Smith, Sandy Denman, Chris Waddington, Marion Smith, Graham Bowen



**L-R:** James Day, Sailing Secretary Jojo Minchin, Bol Minchin, Club Secretary Claire Hallett, Graham Benton, Andy Hallett, Al Sheward, Trish Benton



**L-R:** Dominic Breen-Turner, Sally Mylchreest, Charlie Anderson, Helen Le Gassicke, Miles Norris, Janetta Anderson, Sean Mylchreest, Caroline Norris



Brian Crawford  
The Morva Cup



Martin Le Gassicke  
Pete Garratt Triumph in Adversity Trophy



Rear Commodore Sailing  
Katie Davies  
The Gold Lace Bowl



Charlie Anderson  
The June Sleep Rose Bowl



David Porter  
The Commodore's Award



Paul Nicholson  
The Charles Stanley Discretionary Trophy

**The Pete Garratt Triumph in Adversity Trophy was awarded posthumously to Martin Le Gassicke and collected by his widow Helen Le Gassicke**



**L-R:** Mo Kearns, Rear Commodore Sailing Katie Davies, Andrew Clarke, Beth Noakes, Chris Kearns, Katherine Clarke, Tom Symes,



**L-R:** Peter Crowhurst, Kathy Collinson, Vice Commodore Martyn Collinson, Morag Sims, Peter Sims, Win Nicholson, Paul Nicholson, John Crowhurst, Jennie Crowhurst



**L-R:** Nicky Henderson, Anthony Davies, Nicky Bystram, Rear Commodore House Miles Peckham, Alison Davies, Dug Henderson



**L-R:** Maxine Crawford, Brian Crawford, Valerie Kirton, Ros Neary, Joe Lester, Pat Lester, Geoff Neary



**L-R:** Nick Measor, Jane Walton, George Alford, Corinne Alford, Tony Walton, Melinda Measor, David Fox, Teresa Fox



Commodore Anne Kyle speaking to over 80 members and guests

# THE DUDLEY CONSPIRACY

*Miles Peckham describes treason, plunder and plot stirred in Yarmouth in the 1555 attempt to depose Queen Mary*



Yarmouth Castle then and now

## THE PLOT

To depose Queen Mary 1st “Bloody Mary” and bring about the succession of Elizabeth 1st. to the English throne by persuading King Henry 2nd of France to raise an invasion force with the intention of landing on the Isle of Wight and marching on London.

## THE PROTAGONISTS

- 1) The Duke of Northumberland – Chief architect of the plan.
- 2) Vice Admiral Sir Henry Dudley - 1st cousin of the Duke of Northumberland and the main conspirator.
- 3) Henry Peckham MP - Co-conspirator with Dudley.
- 4) Sir Edmund Peckham - Master of the Tower Mint, member of the Royal Council and father of Henry Peckham.
- 5) Richard Udall - Captain of Yarmouth Castle.

## WHAT HAPPENED

The Duke of Northumberland recruited his cousin Sir Henry Dudley to execute his plot to remove the Catholic Queen Mary and replace her with the Protestant Queen Elizabeth. Whilst many of the English gentry approved of the plan to remove the “Evil Queen”, as she was known, few would openly support the venture and only Dudley was prepared to carry it out. Dudley engaged the services of Henry Peckham as co-conspirator as he had access to the Treasury by virtue of being son to Sir Edmund Peckham, Master of the Royal Mint.

## PLUNDER

Dudley and Peckham (aided and abetted by his father) broke into the Royal Mint and stole £50,000 (the equivalent today of approx £27 million.)

They bought arms and stashed them under London Bridge and whilst Dudley travelled to Paris to persuade (with the help of £50,000) Henry 2nd of France to invade England he sent Peckham to Yarmouth to

bribe Richard Udall, the first Captain of the recently constructed Yarmouth Castle, to allow the French fleet to moor uninhibited in Yarmouth Roads. Dudley’s overtures to King Henry were met with little enthusiasm, and all he achieved was to inadvertently alert the English spies of Queen Mary in the French court to his plan.

## PENALTY

Thus it was that on his return to London Dudley was imprisoned and Peckham, Udall and others were rounded up, tried and later hung for treason against the Queen. Dudley however survived and was later pardoned by Queen Elizabeth when she eventually succeeded to the throne. It was also rumoured that Dudley became, alongside Sir Walter Raleigh, one of Queen Elizabeth’s lovers.

I think you will agree that intrigue, treason, rumour and double dealings were alive and well in Yarmouth in 1555 and some might say that nothing has changed in nearly 500 years, but I couldn’t possibly comment.



# COWES WEEK WINNER

*Jamie Sheldon sails to victory during Cowes Week 2021*



*Cowes Week victorious winners*

Miles Peckham asked whether, “as I had had a rather successful Cowes Week campaign this year”, I might write a short piece for the Royal Solent Christmas Times. It would be disingenuous for me not to disclose right from the start that I was a very small part of this victory. For the last few years we have sailed a J109 with

Ross Walker as skipper and navigator, Tom Clementi on mainsheet and me on helm. This year, as I was in my final year as Commodore at the RYS, I had planned to entertain for 3 days of the week, being Monday, Tuesday and Wednesday and sail the other 4 days. In the event a very close friend of mine’s funeral was held on the Thursday and racing was cancelled on the Friday so I only helmed for Saturday and Sunday!

However it was a week full of interest. Our crew who make up 10 in number, are all in their late teens or early twenties with only Ross, Tom and I dragging the average age limit up. We got off to quite a good start in the first race with a beat up the north shore towards Lymington but didn’t

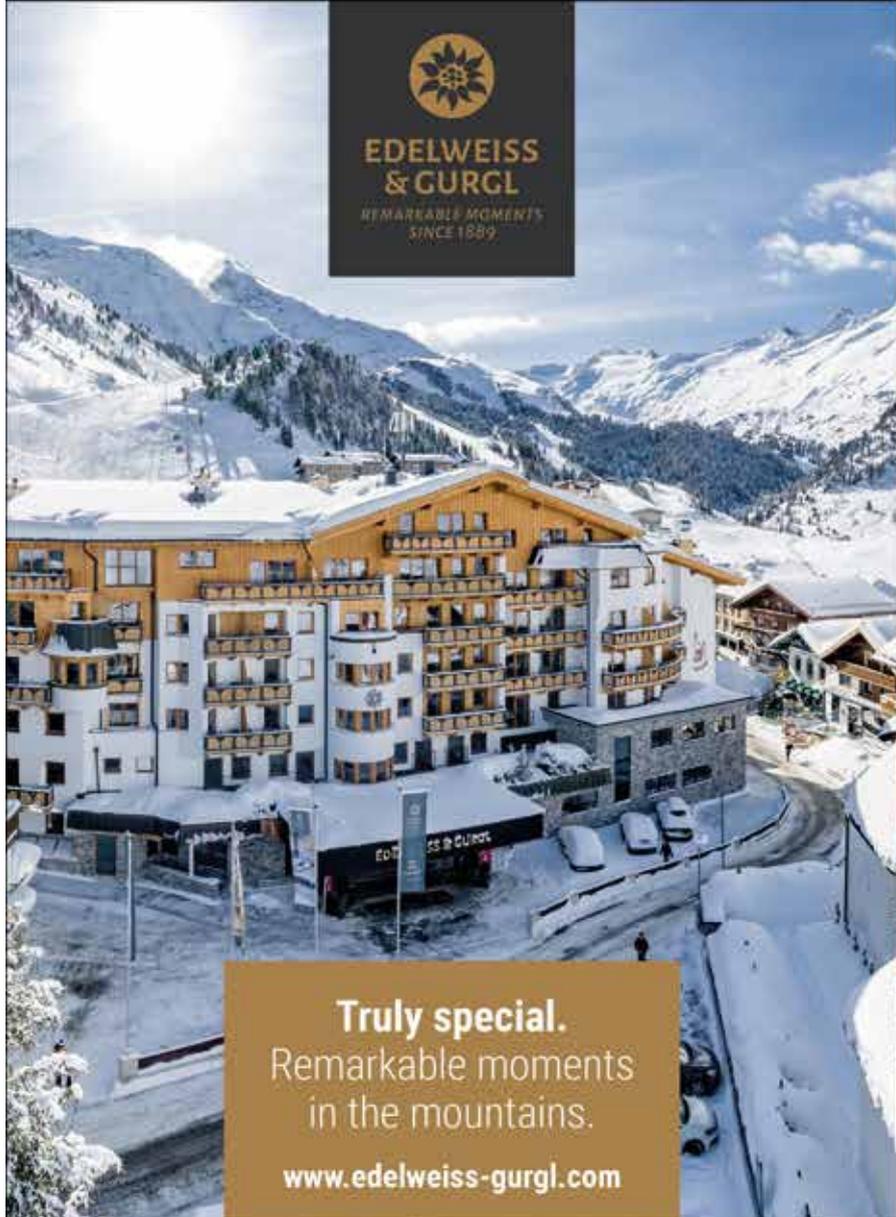
quite have the boat speed. However, after losing a couple of places we managed to win them back and got line honours.

On the Sunday Ross tightened up the rigging and we had much more speed with a fairly straightforward race again scoring a bullet.

At this point Tom took over helming and I went cruising and sluicing! The statistic that emerges from the full 6 days of racing completed is interesting. We led round every single mark on every single day but by Wednesday evening we were 1 point behind the leader. Our son Charles, who filled in for Tom on mainsheet, complained that he had led round every mark of each race that he did but not won one of them!

On one occasion the Race Committee had signalled a shortened course but were unable to execute it and we, having rounded the last mark first, were then part of a race abandoned.

On another day we led round the last mark but after rounding we got tangled up with a boat that hit it and another J109 slipped through to win the race. On Thursday Tom sailed a blinder and won the race by minutes, so it was in fact by the slimmest of margins that we won the week and secured the cup presented to the Commodore of a yacht club who has achieved the best result. My thanks to an outstanding crew and particularly Francesca Blest, our bowman, who never having done the role before completed the week with not an error.





**EDELWEISS & GURGL**  
REMARKABLE MOMENTS SINCE 1889

**Truly special.**  
Remarkable moments in the mountains.

[www.edelweiss-gurgl.com](http://www.edelweiss-gurgl.com)

### The perfect hotel for a winter holiday in Tyrol!

**Looking for something truly special?** Relax in our spacious spa area and experience a marvellous time in a winter wonderland. **Hotel Edelweiss & Gurgl offers you memorable moments in the mountains you'll treasure forever.** At Hotel Edelweiss & Gurgl, guests love our excellent **4-star superior service.** You'll find everything you need for a successful ski holiday in the immediate vicinity. The hotel is located **1,930 metres above sea level** in the centre of Obergurgl and directly next to the ski slope. **There is a snow guarantee in the Obergurgl-Hochgurgl ski region from mid-November to early May.**

**What makes us so special:**

- ✔ **Ski-in / Ski-out at an altitude of 1,930 metres:** Perfect location right next to the slopes & at the heart of Obergurgl
- ✔ **Tradition and service since 1889:** Genuinely friendly & competent staff
- ✔ **Perfect delights for all the senses:** Sumptuous culinary offering & luxurious spa area







\*\*\*\*Superior Hotel Edelweiss & Gurgl  
Ramolweg 5, A-6456 Obergurgl

+43 5256 6223  
info@edelweiss-gurgl.com

[www.edelweiss-gurgl.com](http://www.edelweiss-gurgl.com)

# Rolling Home Regatta

## *Ed Donald races his Folkboat on Lake Wannsee in Berlin, Germany*

The Rolling Home Regatta is an annual end of season event which attracts 40+ Nordic Folkboat entries of the top European sailors from Denmark, Finland, Estonia, Germany, Sweden and the UK. It is hosted by the Ahoi Sailing Club, situated on the river Havel, Lake Wannsee in Berlin.

Our fellow European nordic Folkboaters and good friends, Simon and Gemma Osgood, had suggested in previous years that we would enjoy the regatta, so this year Liesa, *Madelaine* and I drove the 1500 miles round trip to compete in the event which ran from 30th-31st October. The Ahoi Sailing Club fell on the eastern side of the iron curtain post war and was nationalised by the communists. When the Berlin wall fell, the club's members won their club back after a long legal battle, and then sold the original club to fund the purchase of new land, club house and mooring facilities on the edge of lake Wannsee. A fabulous history, home and backdrop for the regatta, with weather more befitting of late summer than early autumn.

Due to Covid restrictions, there was plenty of pre-planning, tests and documentation to complete, which at the time seemed like a real fuff but helped us sail through customs out and back. *Madelaine* was launched Friday morning; we went for a tune up and reconnaissance trip in the afternoon on Lake Wannsee while Liesa did a bit of sight seeing in Potsdam (the bridge of spies!) and had a well-earned rest.

This regatta has been running for 49 years and it showed in the race management, with starts away promptly at 10.00 on both race days, windward leeward Olympic style

courses with wing and spreader marks, twice round, races of an hour and a half duration.

There were 3 races on Saturday and 2 races on Sunday with a discard. The Nordic Folkboat fleet boasted previous and current gold cup winners, national champion's and local Lake Wannsee experts. Add to this an oscillating lake breeze F2-3, swinging between SE and SW on both race days, it made for a challenging and exciting event.

The starts were critical as ever, aiming to be in the right place for our first beat race plan, driving hard off the start line to get our noses into clean air, sailing flat to go high into clearer air and or ask the question of other boats to windward, could they live there or would they tack away. As you can imagine, it was a mixed response! At the top mark there was a little 150 yards hitch to the spreader mark and then off downwind, jib whisked out, weight forward, transom out of the water, Star fashion. Keeping a clear lane was interesting in a 40+ boat fleet before arriving at the spreader mark and choosing which route to pick up the beat, to do it all again.

There was certainly a method to achieving good results. Picking your shore early on, tacking across on the right shift and then back to the middle of the course for a port entry to the top mark appeared to pay. Downwind, the starboard side of the course paid all weekend long .... apart from a few times when the middle or port paid, that's Lake sailing!

The overall winner of the regatta was *F DEN 666*, John Wulff, Benny Christensen and Andreas Granlund



*Madelaine FGBR 707 and SO! F DEN 888 racing at close quarters upwind with the Wannsee ferry*



*Saturday race morning – all visiting Nordic Folkboats launched, rigged and afloat*

with a 1,2,2,1, sitting out the final race after a masterclass of lake sailing – find a vane of breeze and stay in it was their tip – if only! The serial winner, *F DEN 873* of Soren Kaestel fame was second with a 3, 5, 3, 7 and a 22 for their discard.

In our first Rolling Home regatta, we were pleased with 9th overall, with a 12, 13, 14, 2 and a 16 for our discard. We will remember the round of applause from the race committee as we came through the line on our way to second place in the last race for many a year.

Prizes were awarded for the top 10 Nordic Folkboats, reflecting the calibre of the fleet. There were also prizes for the wooden spoon, 13th placed boat, in fact something for everyone, which we might reflect upon for future Folkboat weeks and Nationals, where we tend to give prizes to the winners and perhaps do not look after the whole fleet so generously.

We picked up the prize for the furthest travelled, which should have gone to the Estonians, but they flew in and borrowed their boats, hence *Madelaine* picking up a bottle of Berlin's finest gin, with a touch of cognac.

And the Ahoi! Ahoi!! Ahoi!!! I hear you say. Well, the social events were great, with a buffet supper on Saturday and a German bagpipe player especially for the British entries, a privilege for us, and gave an opportunity for the Berliners and Danes to share their Scottish reel dancing skills which ended up with a rousing rendition of Ahoi! Ahoi!! Ahoi!!! There are many other stories, but I will bore you with those in the bar at the Royal Solent.

The drive home seemed shorter and easier, as we whiled the miles away reflecting on the regatta, Berlin, new and long standing Folkboat friends.



# Fawlty Tower . . .



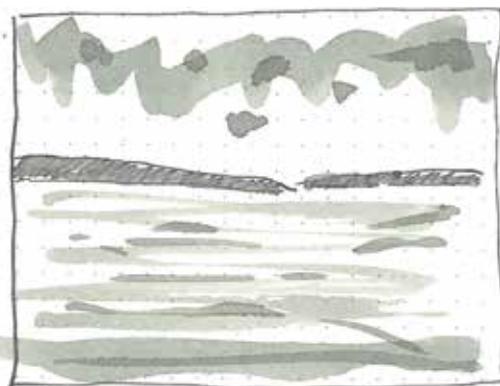
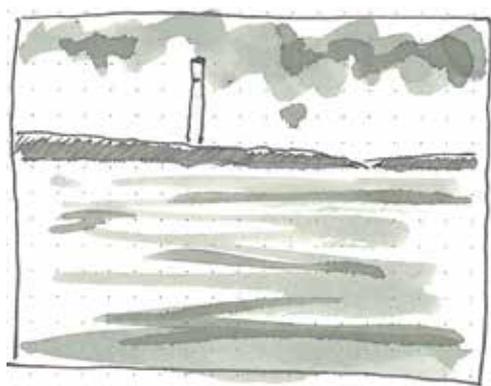
Going



Going



Gone



RIP Fawley Chimney Tower (1971-2021).  
Very selfish. How in the hell am I  
supposed to find Southampton Water  
after this vandalism.....?

Illustration by Ollie Dewar. Top photos by Keith Davey

TAITTINGER

CHAMPAGNE  
**TAITTINGER**  
*à Réserve*

TIME TO SHARE

#TaittingerTime @TaittingerUK taittinger\_uk Champagne Taittinger www.taittinger.com

# LOCKDOWN DOWN UNDER

## *John May reveals a year in paradise during the pandemic*

At the end of February 2020, I returned to the UK from Australia after our usual “winter escape” down under. The plan was for Susan to follow two weeks later (after a few days sunning herself in Queensland with Rosemary Luck and then a week or so helping her elderly mother). But things were beginning to look ominous here in the UK and Susan rang me to suggest that, rather than she return to the UK, I re-pack and return to Australia “for six to eight weeks” while things were brought under control in the UK. I managed to get one of the last seats on the direct, non-stop flight from London to Perth, which we thought was safest so as to avoid any airport transit time on the way. I would then transfer in Perth to a domestic flight to travel the 2,000 miles or so across Australia. (There are no commercial non-stop flights from London to Sydney yet; it is too far.)

The night before I was due to fly, Australia introduced the requirement for all arrivals into Australia to self-isolate for 14 days. It was not clear whether I would be required to self-isolate in Perth or would be permitted to fly on to Canberra and then self-isolate at our house at Guerilla Bay (near Batemans Bay in NSW) which had, thanks to a last minute change in the direction of the wind, survived the devastating bush fires that had destroyed so much of NSW over the preceding months: Guerilla Bay remained as a small, secluded area of green in an otherwise black landscape. Despite the uncertainty as to what I would be permitted to do, we decided that I should still fly. Luckily for me, being on one of the first flights that landed following the introduction of the new rules, no one had yet worked out what to do with people like me and I was permitted to fly on to Canberra. We keep a car in Canberra – I took that for the two hour drive to the coast and Susan drove her mother’s car, thus

starting the self-isolation which I did follow strictly.

Australia closed its border to “foreigners” a week later and by the time my self-isolation period had ended, both Australia and the UK had begun “lockdown”. So we just stayed put, Guerilla Bay being a fairly idyllic spot, even by Australian beach standards. The local (15 minute drive) weekly food market was permitted to continue so with that and the local butcher and other local shops, we had all we needed - including an abundance of genuinely fresh seafood.



*Kookaburra for breakfast!*

Lockdown in Australia was primarily through the late autumn and winter months. Our coast house is a small wooden single storey beach house with a typical corrugated iron roof and a wooden veranda that runs the length of the house with views east over our area of local native “bush” (it cannot sensibly be called a “garden”) and on to the beach and sea (the beach is accessed through the gate at the edge of our land). The house had never



*John May and Susan Roy, lockdown between eucalyptus and the sea*

been intended for use as a permanent residence, nor even as a winter residence for more than a few days at a time. The only heating is a wood stove in the living room and a small electric radiator that can be moved from room to room as required. But we bought extra jumpers (lots!) and were fine. We were lucky that the days were mostly sunny and we were able to be outside much of the time, at least until the sun disappeared behind the hills to the west (we were on the east coast – no long sunshine evenings, even in summer). The local wildlife visited daily, probably more so than would be usual due to everything around us having burned so badly. Guerilla Bay was a refuge for the wildlife as well as for us. Beautiful parakeets, magnificent cockatoos (white and black), laughing kookaburras and local magpies were almost constant visitors. Echidnas, goannas, possums, bandicoots and kangaroos also put in appearances. Not so welcome, however, was the redbelly black snake, one of the most venomous of Australian snakes, that slithered past the veranda one morning.

We watched the surrounding area (including the headland just 100 m or so away, where the fire had turned and literally left a straight line of black on

one side and untouched on the others side) slowly come back to life. Shoots of green on black at first, then more green, including the “fuzz” that gum trees produce down their trunks when they are first recovering. It was like magic. We saw the spring which, never having been there for so long before, we had never really noticed before. Not big and colourful like the UK: gum trees are evergreen and the whole area is native bush, but there are tiny delicate flowers around if you look hard enough.

We watched the black ash be washed from the beach, and the golden sand return. Susan swam until the beginning of winter. Our evening stroll was along the beach. When friends were allowed to visit again, we resumed evening games of “Molsky” or boules with Australian champagne (sparkling wine – but it is still called champagne in Australia!) and crisps on the sand.

The highlight of the time? When things finally opened up again, we visited a local market and I found a stall selling Australian editions of Beatles vinyl records, many in “excellent plus” condition. I am an avid Beatle vinyl collector and was able to fill several gaps in my collection. What more could one ask of lockdown in Australia?



# Polly's Fund 60 mile walk

*A member of the RSYC walks around the Isle of Wight for charity*



*Philip Turner. Photo courtesy of the Isle of Wight County Press*

RSYC member Philip Turner and his cousin Russell recently completed a two day footsore slog of over 60 miles around the Island from and to The Needles.

They raised over £11,000 for Polly's Fund which offers disadvantaged Isle of Wight children the chance to be adventurous and learn new skills in sailing and water sports with the help of UKSA.

Phillip's cousin Polly died of cancer four years ago aged 32 and the family set up the charity in her memory and have so far raised over £140,000.

Phillip sought help from the RSYC and Bembridge Sailing Club to support his challenge and assist with logistics and fundraising and says "I'm grateful for all the generous support I received from members of both clubs in cash and kind".

**Further contributions may be made at [www.justgiving.com/fundraising/Philip-Turner53](http://www.justgiving.com/fundraising/Philip-Turner53)**

Anthony Davies

SEASON'S GREETINGS

*From the team at*  
SPENCE WILLARD

01983 200 880

SPENCEWILLARD.CO.UK

# SLIPWAY REDECKED



*The slipway being cleared for refurbishment*

Thanks to the generosity of our membership the re-decking of our slipway is now almost complete and it will be ready in plenty of time for the 2022 season, with the full cost of the scheme covered by sponsorship.

The environmentally friendly artificial planks look the part, are stronger and will last much longer. The names of the sponsors are now displayed on a stainless steel plaque on the outside west wall of the Hudleston Bar. Our



*The new environmentally friendly planks being laid*

thanks goes out to them and also to our Boatmen, Adam and Tom, former Second Boatman Josh and member Charlie Anderson who pitched in to provide invaluable help with the manual labour.

Special thanks to Wight Materials Handling for its generous loan of a forklift for a week, which enabled Adam to manoeuvre the 260 new planks with ease.

Martyn Collinson, Vice Commodore



## ***Festive Family Fun Quiz***



*Test your general knowledge with these questions*

1. Which sport, apart from tennis, has its British headquarters at Wimbledon?
2. Who was the second man to walk on the moon?
3. What is the pseudonym of the author David Cornwell?
4. Which flower is a corruption of the French for "lion's tooth"?
5. What kind of bird was Jonathan Livingston?
6. When the Owl and the Pussy-cat went to sea, what sort of spoon did they use to eat the mince and quince?
7. What name is given to a score of 40-40 in tennis?
8. On which island is "Fingal's Cave"?
9. What colour are the seats in the House of Lords?
10. What is the opposite of the word 'nadir'?
11. On what day is Thanksgiving Day celebrated in the USA?
12. Which of the seven dwarfs is an anagram of a fish?
13. Where in Yarmouth can one find a selection of fine Cuban cigars, and what are they kept in?
14. Excluding the harbour, name three locations in Yarmouth where petrol pumps used to be found.
15. What was Lord Louis Mountbatten's relationship to Queen Victoria?

**ANSWERS WILL BE IN THE NEXT  
SECRETARY'S NEWS**

# RIVER YAR BOATYARD & *Wight Marine*



Everything you and your boat need, all in one place  
[riveryarboatyard.co.uk](http://riveryarboatyard.co.uk) | [wightmarine.co.uk](http://wightmarine.co.uk)  
01983 761000 | 01983 760521