





## Royal Solent Yacht Club

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## Designed and Produced by:

Solitaire Creation, 20 Millways, Heathfield Road, Freshwater, Isle of Wight PO40 9SF Tel: 01983 752232

## Printed in the UK by:

Bishops Printers Ltd Walton Road, Farlington,

Portsmouth, Hants PO6 1TR

Tel: 023 9233 4900 www.bishops.co.uk

### Front Cover photo:

Rear Commodore Sailing Nick Bradley's Contessa 32 *Merak II* (red hull) during the inaugural RSYC Contessa Regatta in June 2023. Photograph by Christian Beasley.

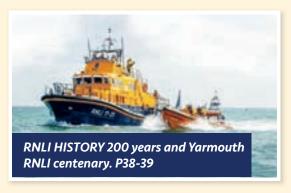
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PANAMA CANAL TRANSIT
Taittinger Regatta, Club Events, and more

<sup>\*</sup> Subject to election at the AGM on 13th April 2024.

## SPENCE WILLARD

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s we approach the start of another season, we can reflect  $\Lambda$  on 2023 having been a progressive year for the Club. The weather was challenging and very difficult to predict, but our sailing team and staff coped magnificently with numerous races, rallies, regattas and onshore social events.

On the sailing side, we were proud to host a new addition to our calendar in June with the RSYC Contessa Regatta and were grateful to receive sponsorship from Jeremy Rogers and Louis Jadot, thereby ensuring another prestigious event for the Royal Solent.

In July, we filmed the entire Taittinger RSYC Regatta over the whole weekend, both onshore and offshore, with the use of drones. In spite of the unseasonal weather, the resulting footage really shows what a fun weekend this Regatta has become over its 16-year history. The film can be viewed on our website at https:// www.royalsolent.org/taittinger-rsyc-regatta/taittinger-rsycregatta-2023/. Our thanks go to the Regatta Chair, Katie Davies, Champagne Taittinger, Yarmouth Harbour and Wight Marine/ River Yar Boatyard for their support and sponsorship, without which this would not have been possible. In conjunction with Yarmouth Harbour, which now has a drone and trained operator, we are planning to film more regatta sailing days in 2024.

The Cruising Group has had another successful year adding new locations to their 'Out to Lunch' programme, as reported on page 49. If you don't have a boat but would like to take part there are usually plenty of spaces aboard the cruising fleet.

Last year, Folkboat Week incorporated the Folkboat Nationals, making it amongst the busiest events of the season and attracting sailors from all along the south coast, please see the report on page 44. Our Wednesday Evening Racing Series, sponsored by Spence Willard, succeeded in holding most of its planned racing and the King's Coronation Cup (formerly the Queen's Jubilee) was a great success. Dinghy Week at the RSYC grows every year and has now become a major event with over 40 sailors competing in 5 fleets. Laser training took place amidst some challenging weather conditions but the two coaches made the best of the varying weather conditions by coaching on different days dependant on experience. The IW Youth Dinghy Championship was also a great success and we were reminded of its original inception to encourage Islanders to travel to other Clubs to experience new sailing areas, without the expense of leaving the IOW.

At the end of the year our Rear Commodore Sailing, Tom Symes, had to regrettably stand down for personal reasons and our thanks go him for all his hard work over the last two years - our sailing events are all the stronger for his enthusiasm and guidance. Nick Bradley, a member of the General Committee, kindly agreed to take up the mantle and was co-opted into the post of Rear Commodore Sailing. With an enhanced sailing programme ahead of us, Mark Lacey, the captain of the Class 1 & 2 Group, agreed to be co-opted onto the GC to further strengthen the management team.



RSYC Commodore Martyn Collinson.

On land, we had a full programme of social events throughout the year, overseen by Rear Commodore House, John Poyner and the House Committee. The Ladies' Lunch has become a more regular event in addition to our long running Gentlemen's Lunches, the Wine Society and RSYC Clay Shoot go from strength to strength and we have even hosted a number of First Aid courses for members wanting to learn what to do in an emergency. Stand out events for members in 2023 included an Après Ski Silent Disco, Wine Society Gourmet Dinner, Jazz Night and the King's Coronation Party, plus of course our two successful fundraising auctions for the East Shed Project. For the first time, we also held two Open Days in the Spring as usual and also the Summer, which proved popular and helped us to attain 108 new members last year and reach a membership of 1098, which is the highest it has ever been.

One priority of the General Committee during 2023 was the urgent need to relocate the Boatmen's workshop to the east shed due to its deteriorating state. The refurbishment of the east shed was finalised just before winter set in and our thanks goes to the Vice Commodore, Graham Fell, and his working group who made this possible, and in particular to member Henry Murray-Smith for his invaluable input. Our sincere thanks must also of course go to all the members who donated to the East Shed Fund, either through monetary donations or through the donation of auction lots and successful bids, which resulted in half of the £60k project costs being raised.

My thanks also goes to Rear Commodore House, John Poyner, our Honorary Treasurer Rob Quain and all those on the General Committee and sub committees for the work they do and the time they give up to support the Club. And to our Secretary, Claire Hallett and her amazing team who work hard to ensure the smooth running of our Club and the high standards we enjoy. Our membership numbers are at a high at the moment and increasing. By promoting both on the water activities and an extensive social agenda we aim to offer something for everyone and to continue to grow and progress the Club.

Thank you to all our members for your ongoing support. We enjoy a perfect location, welcoming staff, loyal members and talented volunteers, all of whom make our Club what it is today - an exciting and enjoyable place to be.

Martyn Collinson, Commodore

# SAN FRANCISCO BAY FOLKBOAT ASSOCIATION INTERNATIONAL REGATTA



Team GB jousting with team Denmark up front, during a race at City Front. Madelaine FGBR 707 is second from right.

The San Francisco Bay Folkboat Association International Regatta is by invitation, with entries restricted this year to 14 Nordic folkboats, 7 USA and 7 UK/ European. The event is on most folkboaters bucket list, due to the venue, iconic Golden Gate bridge and quality of the fleets representing their countries.

Madelaine FGBR 707 was selected by the UK Folkboat Association in this years bi-annual event, as SO! FGBR 777 and Gybe n FGBR 669 were unable to make the trip due to other commitments.

We arrived in San Francisco welcomed by an 8-hour time difference behind UK time, which took most of the week to adjust to, before flying back home! What we endured in jet lag, our wonderful hosts Bill and Cathy Maddison made up for in their warmth and hospitality. We enjoyed many an a la carte breakfast and supper, swapping Folkboat and family stories with much laughter and camaraderie, which the fleet is known for the world over.

The event is organised superbly by Tom Reed (USA 111), being hosted, and run by the Corinthian Yacht Club in Tiburon, with panoramic views of San Francisco city and a rented return car journey away from our hosts each day, over the Golden Gate bridge.

There were three race venues, Knox, City Front and Berkley, each being swapped daily so there was little opportunity to consolidate your knowledge from the previous day's racing. All the race venues were tricky but Knox with its swirling winds and tides was almost impossible to read and luck played its part for those that escaped alive from this venue.

It was a week of two halves, with the Danish team of Peter Brogger and John Wulff in DEN 721 leading the chasing pack in the first half. Dave Wilson and team USA 106 gave a masterclass of local knowledge, boat speed and fleet management in the second part of the week to win the regatta overall for the sixth time in 16 years of a bi-annual event.

Team Madelaine had a solid week throughout, with Cameron Tweedle and Theis Palm providing the experience and expertise to allow us to give our best representing the UK Folkboat Association. We had our chances throughout the week but saw these slip through our hands a few times, which was not surprising given the intricacies of the venue and calibre of the fleet, which raced fast, hard, and fairly.

Going into the last day, 7 boats were in with a chance of winning the regatta with races 10 and 11 to go. It was an unusual WNW, ranging from F1 to F5, plus 40-degree shifts as the wind dropped vertically from the coastal mountain range on this side of the bay, along with tidal currents that swirled around the racecourse in ever more perplexing patterns!

With the marks placed 300 yards from the shore to windward and leeward spreader marks placed 150 yards from Angel Island, international boats went from first to last, while local boats emerged at the front of the fleet by the time the finishing line was in sight. Another day of snakes and ladders!

The international exception to this pattern on the last day was FGBR 707 and GER 1111 (a previous two times Gold Cup winner), who pulled up into a tie break for second overall, won by team Madelaine on count back.

## San Francisco Bay Folkboat International Regatta

| 2023 International Folkboat Regatta |          |      |        |    |    |     |    | Races |     |    |    |    |    |    |
|-------------------------------------|----------|------|--------|----|----|-----|----|-------|-----|----|----|----|----|----|
| Skipper                             | SailNo   | Rank | Points | 1  | 2  | 3   | 4  | 5     | 6   | 7  | 8  | 9  | 10 | 11 |
| David Wilson                        | USA 106  | 1    | 25     | 5  | 1  | 8   | 2  | 4     | 5   | 2  | 4  | 1  | 1  | 8  |
| Edward Donald                       | GBR 707  | 2    | 32     | 6  | 9  | 2   | 1  | 2     | 6   | 3  | 5  | 4  | 7  | 3  |
| Christoph Nielsen                   | GER 1111 | 3    | 32     | 3  | 4  | 5   | 6  | 6     | 7   | 4  | 3  | 4  | 2  | 1  |
| Peter Brøgger                       | DEN 721  | 4    | 35.0   | 1  | 2  | 1   | 3  | 7     | 2   | 7  | 5  | 8  | 13 | 7  |
| Tom Reed                            | USA 111  | 5    | 36     | 2  | 7  | 8   | 7  | 1     | 8   | 8  | 1  | 2  | 8  | 2  |
| James Vernon                        | USA 121  | 6    | 39     | 8  | 5  | 7   | 8  | 3     | 1   | 5  | 2  | 9  | 3  | 5  |
| Anders Sunke                        | DEN 745  | 7    | 39.875 | 14 | 3  | 3   | 5  | 5     | 5.9 | 1  | 8  | 3  | 6  | 13 |
| Peter Jeal                          | USA 113  | 8    | 62     | 10 | 8  | 9   | 4  | 9     | 4   | 6  | 7  | 10 | 5  | 10 |
| Chris Herrmann                      | USA 108  | 9    | 63     | 7  | 10 | 4   | 12 | 8     | 3   | 10 | 10 | 6  | 9  | 6  |
| Donald Bratt                        | SWE 1358 | 10   | 63     | 4  | 6  | 12  | 10 | 10    | 10  | 9  | 9  | 7  | 4  | 4  |
| Thomas Haverstock                   | USA 125  | 11   | 101    | 13 | 12 | 13  | 9  | 13    | 12  | 13 | 12 | 11 | 10 | 9  |
| Chandler Grenier                    | USA 116  | 12   | 105    | 11 | 11 | ocs | 11 | 12    | 13  | 12 | 11 | 13 | 11 | 14 |
| André Vaders                        | NED 866  | 13   | 108    | 9  | 14 | 11  | 13 | 11    | 11  | 14 | 14 | 14 | 14 | 11 |
| Hermann Rueggesiek 🧰                | GER 1123 | 14   | 109    | 12 | 13 | 10  | 14 | 14    | 14  | 11 | 13 | 12 | 12 | 12 |

Overall results San Francisco Bay Folkboat Association International Regatta 2023.

This was not enough to challenge for first place overall, Dave Wilson winning with a race to spare, which was well deserved and hard won.

My favourite day was racing the City Front venue, reminiscent of the final leg up the green against the tide at many a Cowes Week. With bathers in the water acting as our depth sounders and the harbour wall acting as a final reminder we were in close enough! If only we could sail every day at City Front, where the tide did what it said in the current charts, rather than swirling around incoherently at Knox and Berkley!

The only supper at the Corinthian Yacht Club was a grand prize giving event on Friday evening, with presentations and stories from around the world. A new competition started for presenting the burgee from the oldest yacht club, I think we reached the 1820's.

All in all, a memorable event, at an iconic venue where second overall felt like a win. My reflection on the way home was how lucky I had been to race at this event with Cameron and Theis on board, accelerating my and FGBR 707's learning.

And my lasting reflection was how lucky we are to have Folkboat Week, since its inception in 1965. Established by the late Robin Walters, continued by the late Bernard Turner and Christine Webster, now organised by David and Theresa Fox, hosted by the wonderful Royal Solent Yacht Club in the beautiful west Solent. There really is no other tidal regatta like it, with 40 plus entries, its wonderful mix of racing, socials and Folkboat camaraderie for friends, families, and newcomers alike. Perhaps we can build an international flavour to this very special event in the years ahead.



Madelaine and her crew get a dusting in the Solent. Courtesy of Berthon. Photo by Alex Irwin.



Team GB, Madelaine FGBR 707, 2nd overall. L-R Cameron Tweedle, Ed Donald and Theis Palm.







flags snapping and cracking into a blur on the otherwise bare-pole RSYC flagstaff, the abandonment call was validated from midmorning, the ebb tide transformed the narrow and unnaturally empty stretch of mid-Solent between Yarmouth and Lymington into an angry, foaming and formidable turmoil of white water.

Those competitors that stayed local enjoyed the hospitality of Yarmouth and relaxed with live music in the RSYC marquee and freshly baked wood fired pizza from local pizza van Wightwood Pizzas before heading to the legendary Towers Party to dance the picht away.

night away.

The scene on Sunday morning, however, was slightly less forbidding with clouds lodged over the Mainland and Island

leaving a potentially squallfree and clear corridor over the Solent. east of Lymington, punching into a building swell as they crossed the Solent, the White Group sticking close to the Island shore and a start line in the slightly more sheltered Bouldnor Bay east of Yarmouth.

Nonetheless, 29-knot south-westerly gusts were experienced as

competing yachts left Yarmouth Harbour with the larger boats in

Black Group heading for the start line off the Mainland shore just

**Main Photo:** Jin Tonic and Jelly Baby in the blustery conditions on Sunday. **Inset Below from Top to Bottom:** 

Revellers at the Taittinger Champagne Reception on Friday. Strong winds necessitated deep reefs to be the order of the day. XOD 138 Spray broaches. Cruiser Class with crew on the windward rail.







With the event's Race Committee keeping a constant watch onreal-time wind data for both racing groups, the wind strength began to creep up as the 09.00 start time approached. Alistair Clarke, navigator on James Chalmers' J112 Happy Daize, described the conditions onboard: "We've had an amazing time. We only got one race in but it was a stunning race!". Happy Daize won IRC Class 2 with over half of the 18 boats entered in the class making the start line in very challenging conditions, and also took away the coveted Jeroboam of Taittinger Champagne as the overall Regatta winner.

However, it could have gone very wrong for Clarke and the crew with the boat broaching pre-start while attempting a gybe under spinnaker. "We broke all our bits before the start and managed to fix it all with about a minute to go," he explained. "During the race, we decided not to gybe for obvious reasons!" Racing with ten on board, it was edge-of-the-seat conditions. "We only put a reef in with about three minutes to go to the start!".

In the Contessa 32 Class, four of the 14 boats entered crossed the Solent to the Mainland shore for the Black Group start. RSYC Rear Commodore Sailing Nick Bradley and the team on *Merak II* led the Contessa fleet for Black Group's single race: "It was windy! There was quite a bit of breeze," commented Bradley at the event's prize giving. As a former overall winner of the regatta, Bradley is highly competitive. "We were with a No 3 jib and one reef in the main and the Contessa behind us had a No 2 and two reefs and we were about the same speed, but when the puffs came in, we were a lot faster."

A bold move on the start line handed *Merak II* the race: "We went with a port flyer off the start and luckily there were so few boats around and we had a bit of space and, basically, got away with it and led all the way round." As the waves began to stack higher in the middle of the Solent, the decision to shorten the course of the first race and abandon a second race was made shortly before high water, ensuring all the Mainland shore competitors were clear before the tide began to ebb.

For Chris Choules and the crew of Hamble-based, Sigma 38 With Alacrity, winners of IRC Class 3, their fifth Taittinger RSYC Regatta was approached with caution, despite an impressive and race winning gamble close inshore: "We were really conservative and tacking with about 2 metres under the keel," said Choules of a tactic that would give many helmsmen an ulcer. "We're entered in the Fastnet Race, so our objective was not to break the boat, but going inshore was definitely the call on those beats," he continued. "A Sigma 38 when it gets going in these conditions is hard to beat. We were really pleased to get a race in today, even if it was just one hour."

Meanwhile, close to the Island shore, the water may have been fractionally flatter, but the breeze was sending strong gusts through the White Group fleet as they completed two races. Louis Kenna owner of the stunning, carbon fibre, Hinckley-designed Morris M36 *Chameleon of Cowes* won the IRC Classic Cruiser Class sailing four-up. "The races on Sunday morning were really epic, epic races," confirmed Kenna who competes regularly in Solent regattas.



Of the nine boats entered in the Classic Cruiser division, the Swan 43 Reindeer was the only other competitor prepared to take on the tough conditions "There's no damage and the boat works well," added Kenna. "Fantastic, really good fun. We came down from Hamble for a bit of sailing and a bit of entertainment and we started with a lot of entertainment, which was great with the crew together," he explained. "We had too-good-a-time at the Champagne Taittinger Reception on Friday night, then Saturday at the Towers Party was brilliant. It's a really nice family regatta." Louis Kenna succinctly identifies the success of the Taittinger Royal Solent Regatta. "It proves the point that a regatta isn't just about racing, but it's about entertainment," commented John Caulcutt, owner of the landmark, waterfront property adjacent to the RSYC and host of The Towers Party. This year, the party included an extraordinary selection of live music, a laser show and fireworks. The event raised record amounts for the Cure Parkinson's charity (see page 21). "This regatta is very different to other sailing events in the UK," he continued. "It's about visitors and competitors remembering Yarmouth and, for a short time, becoming part of a really exceptional place." said Caulcutt.

John Caulcutt's views echo those of Martyn Collinson, Commodore of the Royal Solent Yacht Club. "In spite of the weather the weekend was a success," he commented shortly after the prizegiving on Sunday afternoon. "Everyone had a wonderful time socially, which shows that the regatta is more than just the racing. We had a full clubhouse on Friday evening; the Towers party was, as usual, very popular. It's a really prestigious, fun weekend which well and truly puts the Royal Solent on the sailing calendar."

The event's trophies and Champagne Taittinger prizes were claimed by mid-afternoon on Sunday and awards from the regatta's supporting sponsors were also drawn . A seven-night stay for two in the 1889 panorama suite of Austria's luxury Edelweiss & Gurgl Hotel was won by NHC A class winner Nik Atkinson of Elan 40 *Caveman*. A Honda 2.3hp outboard engine donated by supporting sponsors Wight Marine went to Kate Sims in *NHC B*. Finally, through the sale of Taittinger caps in a charity prize draw over £900 was raised with funds going to disabled yachtsman Geoff Holt MBE's charity Wet Wheels. The prize of three magnums of Champagne Taittinger was fittingly won by 81-year-old, Isle of Wight sailor David Temple who circumnavigated Britain last year raising £20,000 for Parkinson's UK and Cure Parkinson's.

The 2024 Taittinger Royal Solent Yacht Club Regatta is scheduled for 12th -14th July when the Royal Solent and Champagne Taittinger, along with supporting sponsors River Yar Boatyard & Wight Marine, the Edelweiss & Gurgl Hotel, Hall Hunter and AQL look forward to seeing you for another unforgettable regatta in Yarmouth.

Find the complete list of results for the 2023 Taittinger Royal Solent Yacht Club Regatta at HalSail Results (kxcdn.com) View photos of the 2023 Taittinger Royal Solent Yacht Club Regatta in the online Photo Gallery (royalsolent.org)



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## A UNIQUE PRIZE FOR A ONE OF A KIND REGATTA

Lucky Taittinger RSYC Regatta prize draw winners enjoy Austrian hospitality at the luxurious Edelweiss & Gurgl Hotel, supporting sponsors of the Taittinger RSYC Regatta

Since 2021, as well as the legendary and coveted prize of a Jeroboam of Taittinger Champagne, the top competitors in the Taittinger RSYC Regatta are also entered into a prize draw with the chance to win the outstanding and unique prize of a seven-night half board stay for two at Austria's four-star superior Edelweiss & Gurgl Hotel in the Ötztal Alps.

Two lucky recipients from the boat whose name is drawn out of the hat will share the luxury hotel's 1889 Panorama Suite, plus usage of the hotel's luxurious spa facilities and fitness club. And to top it all off a bottle of Taittinger Champagne will be on ice in the living room of the suite, awaiting the winner's arrival!

Michael Anfang, of the Edelweiss & Gurgl, perfectly sums up the synergy between sailors and skiers: "We know that many of our guests and friends like to ski, but also like to sail. We are therefore particularly pleased that we can support the regatta. We are all united by the beauty of nature and mastering the challenges of sport, but also the enjoyment after a successful day and a good time with friends unites us."

## The following testimonials have been received from the prize draw winners to date:

### 2021 Winner Sailplane Rob Bottomley

It was a fabulous hotel and a very original concept to win a holiday as a prize, it made a great change.

## 2022 Winner No Regrets Chris & Hannah Neve

Chris and I have competed at the Royal Solent Taittinger Regatta for many years in 3 different boats and have had a lot of success. We love the Taittinger event because it is a fun, friendly event which provides Champagne sailing at the best end of the Solent. Our prize was seven

nights half board in the 1889 Suite, and after the excitement of No Regrets being pulled from the hat, we realised later what a fabulous prize we had won: the suite has two balconies, two sofas in the lounge and a free-standing bath with views of the mountains!! We arrived in early December, with the hotel looking fabulous in its Christmas finery. The staff were brilliant with nothing being too much trouble and the food in the two restaurants that we went to was amazing. Neither Chris or I are now skiers, but we had a great time going up and down the ski lifts, sampling the refreshments and enjoying the mountain air and views on the well-marked hiking trails. It was noticeable that sailing and skiing share a common theme of hard work on the sea/slopes, then much time discussing the day with beer in hand! While we were at the hotel, we had the chance to thank Lukas Scheiber, the hotel owner, in person for offering the Royal Solent YC such a fabulous prize.

## 2023 Winner Caveman

## Jacquelyne Tooes and Nik Atkinson

We are writing to thank you for the wonderful holiday prize that we have just returned from. The Hotel Edelweiss & Gurgl is unbelievable, our suite was outstanding, the food incredible and the service we received from all the staff was of such a high standard, making us feel very special. We really enjoyed our week from start to finish.

The complimentary bottle of Taittinger Champagne in our room was a delightful touch. Although we're not experienced skiers we gave it our best, returning home with no broken bones. We really enjoyed the mountains views over Obergurgl and the surrounding area, this will live with us for ever. Thank you again to everyone who made this trip possible for us, we are very grateful that we had the opportunity to visit Austria and this fabulous hotel. We wish all the 2024 competitors the very best of luck in this year's Taittinger RSYC Regatta.

## THE QUESTS' QUEST – SUNDAY 3rd SEPTEMBER 2023

RSYC Sailing Secretary Jojo Minchin sails round the island with junior members in in a flotilla of Quest dinghies raising funds for the IW Dementia Friendly Choir

ccasionally in life, you get the opportunity to do something that helps inspire the next generation do something extraordinary. Luckily for me, an opportunity landed in my lap in early 2023.

RSYC sailor, George Newman (11) dreamed of doing the Round the Island Race but as skippers need to be over 18 he decided to sail around the Island himself in a 14ft Quest dinghy. His brother Max Newman, and other friends grew interested and the numbers increased to fill three Quest dinghies. As I am an instructor at the Yarmouth Sailing Club's After School Club I know the children, also I sailed a Quest around the Island in 2018 so their mother Inez Newman felt I could bring relevant experience to the adventure.

To maximise safety, each dinghy had one Instructor, this would be a challenge not a race as we needed to look out for each other and sail within hailing distance.

This potentially long day needed an early start; to ensure we were slick on the day we practiced some dawn launches. Also some sailors needed Solent sailing experience after the calm River Yar so we fitted in two dawn practice runs down to The Needles. Impressively all embraced their commitment.

Our first two potential dates were blown out with gales; but our final possibility of Sunday 3rd September looked ideal. It was pitch black at 0430 so headtorches added to the element of excitement. The harbour flags lifted in an early breeze as we pushed ourselves off the harbour wall as the clock struck 0500. The dinghies headed west on a sleighride of spring ebb and tail wind, so fast that we were at the Needles 45 minutes later. All sailors embraced their responsibilities taking it in turns to helm. It was magical rounding the Needles just as the waning moon



An early start. The Quests off the Needles

was sinking and the dawn was breaking behind us. Jupiter shone brightly, the sea was almost entirely flat as the first peach-coloured rays of daylight began to brighten the sky.

We felt small and insignificant in our 14ft dinghies as we tacked under the huge cliffs of Scratchell's Bay. Once we could lay St Catherine's Point we began the long SE leg along the back of the Wight. Hats and fleeces slowly came off as the sun began to warm the crews, but wet weather kit was needed as we entered the choppy seas of St Catherine's overfalls. That familiar feeling of insignificance swept over us as we faced half a mile wide of six foot standing waves; the only way to get through was headlong. We checked all bags were secure, tucked our feet under the foot straps, held on tight and the brilliant seaworthy Quest cut into each wave.







On the homeward leg off Cowes.

The dinghy filled to the gunnels with foaming water but within less than half a minute all water was shaken out the stern. Again and again, wave after wave, we were pummelled by a never-ending bombardment of standing waves, fortunately the wind had increased as we rounded the corner so progress was good. The kids held on tight and revelled in the excitement, for some it was the highlight of the day "so exciting, if a little scary" and provided the quote of the day "this boat is like a bathtub".

Sandown Bay appeared as the wind calmed down and water smoothed out. Doughnuts were distributed, then Graeme Bowen's delicious Sausage Casserole which had been warming in the galley of David Temple's Second Wind was RIB-delivered and rapidly devoured by the hungry teenagers.

Suncream, hats and paddles were all required for the rounding of Bembridge Ledge as we all watched our 1400 tidal gate loom. Frantic paddling so as not to be towed, until Bembridge's NCI contacted us and said we needed to get moving, so crews reluctantly accepted tow lines from the RIBs. The lift around the corner got us into the Solent to catch the ebb off Ryde. It was now 25°C so the RIBs were kept busy replenishing water bottles as we waited for the breeze to pick up.

We needed to be off Cowes around 1700 to reach Yarmouth before 1930 sunset, there was plenty of maths going on in the boats. The easterly wind slowly increased enough to fill our spinnakers and we ghosted past Cowes on time. With the ebb increasing, we were soon going beautifully, all within talking distance of each other. More maths and we reached the next tidal gate off Newtown.

The sea was beautifully calm and the sun was setting. Waverley dropped her passengers at Yarmouth Pier and hooted as she passed us. In the distance we could see two welcoming boats;



Lumpy conditions south of the Wight



Paddling off Bembridge.

YSC Nanny MacPhee filled with families, and RSYC Linda Seely's Famous Grouse with Linda, Tom Symes, Beth Noakes and Jeremy Willcock. Together we all cruised west in company, much chatter going on between the eight boats. Once off the RSYC Clubhouse, we could see Yarmouth Pier lined with well-wishers, and it was then we realised that both YSC and Destination Yarmouth's Facebook pages and the RSYC WhatsApp group had been alive with followers, many of whom were now welcoming the young adventurers back.

As we turned into Yarmouth Harbour, the wall and slipway were packed, what a fantastic welcome home. 14 hours and 49 minutes after leaving the harbour in the dark, the kids were justifiably very proud of themselves, now "walking six inches taller". This adventure raised funds for 'The IW Dementia Friendly Choir'. Huge thanks to RSYC members raising around £2,000, the final figure was in excess of £5,000. An absolutely terrific achievement, so enormous thanks go to all those who encouraged these young sailors; and hats off to non-sailing mum Inez Newman for coordinating so much 'behind the scenes'. George and Max were duly awarded the Bernard Turner Endeavour Award at the Wednesday Evening Prize Giving, we felt sure Bernard would



Tired but jubiliant at the finish. L-R: Bede Liszker (12), Max Newman (14), George Newman (11), Devon Smith (16), Katherine Backhouse (12), Richard Liszker (17), Alice Joubert (12), Catherine Brading Palmer (16) Instructor and RSYC Sailing Secretary Joanna Minchin (front right). Photo courtesy of Island Echo.

## RSYC CONTESSA REGATTA 9th – 11th JUNE 2023



16





Contessa 32s on a downwind leg.



The event incorporated the Contessa 26 Nationals.

The first ever all-Contessa Regatta took place at the Royal Solent last June and despite challenging sailing conditions, a great time was had by all. The event was well attended with over 40 boats entered. Racing incorporated the Contessa 26 and 28 Nationals, whilst the Contessa 32s used the event as part of their inshore series.

The Royal Solent's team of experienced Race Officers ran racing in the Western Solent on Saturday and Sunday. The Contessa 26s took part in four races, while the 28s and 32s had three races over the weekend.

The Club put on a fantastic social programme ashore, with Louis Jadot, Jeremy Rogers Ltd and Hall Hunter sponsoring sustenance for the sailors throughout the weekend. Saturday night saw the Contessa fleet hit the dance floor with characteristic enthusiasm to music from island band The Accelerators. Disappointingly, everyone awoke to more rain and light winds on Sunday morning, however two races were run.

The lead sponsors of the RSYC Contessa Regatta are Louis Jadot and Jeremy Rogers Ltd, home of the Contessa. The RSYC was delighted that Fiona Rogers agreed to present the prizes at the Sunday prize giving, when the winning boat in each class was presented with a Magnum of Louis Jadot Moulin-à-Vent Château des Jacques with the overall winner, Contessa 32 Merak II receiving a Jeroboam.



Cloudy Bay (sail no CO 1574) won the Contessa 28 Class.



Contessa sailors enjoying post race refreshments

There are some great stories from the inaugural regatta and John Poyner, skipper of Margarita, asked that the example of sportsmanship by Cloudy Bay in the first race be given a special mention. Margarita had a good start and rounded the first mark leading the fleet. However, when her crew came to hoist the spinnaker they found that the halyard had become detached. As Margarita began to limp home, Cloudy Bay radioed that she would come alongside and see if she could help. With little concern for himself, Cloudy Bay's Jamie Allen scaled Margarita's mast and re-attached the offending halyard, it was a great act of sportsmanship and both boats were able to complete another two races. Jamie and Stephen Hucklesby went on to deservedly win the Contessa 28 class in the regatta.

Save-the-Date for next year's RSYC Contessa Regatta! 31st May - 2nd June 2024.

## **RESULTS**

CO26 1st. Meow 2nd. High Potential 3rd. Samphire of Hurst CO28 1st. Cloudy Bay. 2nd. Toledo 3rd. Margarita CO32 1st. Merak II 2nd. Concerto 3rd. Jemmana

The Club is very grateful for sponsorship from the following for this event:







## Social Events throughout the Year



## FITTING OUT DINNER APRIL 2023



Former Commodores, Anne Kyle and Mark Hall.



Katherine and Andrew Clarke



Katie and Gareth Davies with Mary Hall.



Commodore Martyn Collinson addressing members at the Fitting out Dinner.



Catherine Holmes and Andy Hallett.

## RNLI CHRISTMAS FAIR DECEMBER 2023



RSYC Members and RNLI volunteers.



RNLI Volunteers Pat Dawson and Hilary Vernon.



Festive Stall Holders.

### **CHRISTMAS EVE BRUNCH 2023**



Christmas Eve Brunchers.



Jennie and Peter Crowhurst.



Nigel Hawkes.



## KING'S CORONATION CUP



Folkboats and XODs in the King's Coronation Cup. Photo courtesy of Linda Seely.



All the classes in the King's Coronation Cup. Photo courtesy of Linda Seely.



Former Rear Commodore Sailing Tom Symes with Class 1 and 2 winners Kevin Sykes & Madeleine Green of Toledo.



Folkboat Class winner Harry Hall of Svane, collected by Mary Hall.



XOD Class winner Cordelia Ellis of Myrtle.



YOD Class winners Carl Whitewood and John Caulcutt of Puffin.

### **CORONATION PARTY**





Buffet food and table decorations for the Coronation Party.





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## A BIG THANK YOU

David Temple describes the Parkinson's Disease UK Programme on the Island and the significant fund raising contribution from the Club and the YOD Class

The Royal Solent Yacht Club has adopted the charity Parkinson's UK Isle of Wight as a charitable cause to support and donated so very generously to help those on the Island who have this horrible disease.

So, what is Parkinson's disease? I do not come from a medical background and was completely baffled by the diagnosis when my wife walked out of the Consultant's room having been told that her shakes were not 'essential tremor' but signs of the onset of Parkinson's disease. Whilst the Consultant had explained that this was a neurological condition causing difficulties with movement and balance along with other symptoms, the cells in the brain stop producing dopamine which in fact controls many bodily functions. There is no cure, but pills can help the symptoms. As the realisation set in, I found that we were not alone, some well-known people had also suffered the same diagnosis such as Muhammad Ali, Billy Connolly, Michael J Fox, President George Bush, Pope John Paul 2nd, Jeremy Paxman, Ozzy Osbourne, Neil Diamond, and so many more.

Being diagnosed with Parkinson's disease is a game changer, life will never be the same, plans need to be shelved, everything will be different and for most it's emotionally devastating. Being told you won't die from the disease is some sort of comfort, but also being told the symptoms will get worse and there is no cure is not exactly what you want to hear.

Driven by a lack of understanding and awareness of those around me and frustrated by lack of support for those living on the Isle of Wight, I needed a serious mental and physical challenge - to sail around Britain and the Northern Islands had to be done, if only to mitigate the worry. With huge Parkinson's banners flying at every stopover, fender boards turned into advertising hoardings and daily video with social media reports I felt, as an Octogenarian, people may just take notice of this old guy and ask questions. Awareness is key.

Simultaneously a young, dedicated Island based NHS Physiotherapist was developing, with the support of a multidisciplinary team, a course of education and exercise specifically designed to help those newly diagnosed with Parkinson's. A combination of skill sets, with the financial help of the RSYC and the YOD class through the Towers Party, together with my sailing efforts created a new energy and a positive exercise focus providing direct help and hope for those on the Island. The statistics are



David Temple receives a cheque for Cure Parkinson's from Alan Hans Hamilton (left) and John Caulcutt (right) on behalf of the YOD Class.

worrying. Over 430 people suffering from Parkinson's disease on the Island with roughly 50 patients a year being newly diagnosed. Sadly, numbers are increasing but the framework is now in place to help those who require it.

Engaging with the NHS, and Parkinson's (UK) Isle of Wight Branch the past 18 months have been frenetic. The RSYC and its Members have provided the charitable donations to enable 16 Island based Exercise Professionals to be specifically trained to a Parkinson's high standard and offer a variety of weekly exercise opportunities. Pilates, Yoga, Tai Chi. Continuous weekly exercise programmes in 6 locations, one to one physio treatment, Drumming, Golf, Choir, Dance, and many other activities currently covering the Island in some 17 locations. There is also an online weekly 'Warrior' course available for those who cannot leave home. The NHS now has an exercise programme running for 10 weeks, three times a year for the newly diagnosed following referrals from a GP or Neurologist.

A brochure setting out the referral and support pathway is in publication, but engaging with Parkinson's (UK) Isle of Wight Branch has provided, solid organisation needed and some fun active monthly social and education meetings. (70 attended recently). A voucher system provides much financial help to members in need, enabling them to partake in any approved

The Isle of Wight Programme would never have been possible without the fantastic support of the Commodore of the Royal Solent Yacht Club, Flag Officers, Members, YOD Class and all those many people who have donated along the way. A huge and heartfelt thank you to everyone.

PARKINSON'S" CHANGE ATTITUDES. FIND A CURE. JOIN US.



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The East Shed before refurbishment.

The south section of the RSYC Sheds was installed by Sir Charles Seely in 1920, having previously been part of a First World War munitions store. The separate east shed was added in 1961. Both structures had deteriorated over the years. Attempts had been made to shore up the south shed by adding additional roof supports and patching the felt roof. A large brace and buttress had been added to the east shed to support its north wall that had a significant crack from the roof to the floor. The boatmen's store and workshop which was part of the south shed structure, and which is vital to Club's sailing activities, was no longer fit-forpurpose with holes in the rear wall and a leaking roof. Something had to be done.

The Vice Commodore's terms of reference include responsibility for monitoring the ongoing maintenance of the Club's external assets, including the sheds, and so I was asked by the General Committee to lead a working group representing a broad range of interests. The working group included Martyn Collinson, John Poyner, Alan Hans Hamilton, Hamish Fletcher, John Veal, David Porter, Peter Crowhurst, Tom Symes, Claire Hallett (Secretary) and Thomas Blackburn (Head Boatman).

Over the following 15 months we assessed many options for the use of the sheds and the shed space. We took advice from a planning consultant, two structural engineers, we spoke to over a dozen potential shed / barn suppliers who provided quotations and considered feedback and advice from interested Members. The quotations ranged from £80k to £180k. Because of the size of the existing and potential replacement structures, it would be necessary to apply for planning permission to both demolish and reinstate, adding time, complexity, and costs to the project.

We discussed the options with Henry-Murray Smith, an architect and one of our Members, and with Al Short, another of our Members and owner of local building firm Acorn Interiors. It was agreed that the most cost-effective and efficient course of action would be to refurbish the east shed and move the boatmen's workshop into it. Henry and Al worked hard to prepare the scope of works that included ensuring the shed would be structurally sound. The priority was to provide the boatmen with a safe and secure working environment before the winter set in. The General Committee agreed the prioritisation of the refurbishment, the scope of works and Acorn Interiors' quotation. The south shed would have to wait while it was given further consideration.



The East Shed after refurbishment.

An aggressive six-week refurbishment schedule was set. Claire Hallett, Henry Murray-Smith, Al Short and I met weekly to review progress, take any decisions as needed to keep the programme on schedule and review the budget status. The programme was successfully delivered on time and on budget. The Head Boatman moved into the new workshop in September as planned.

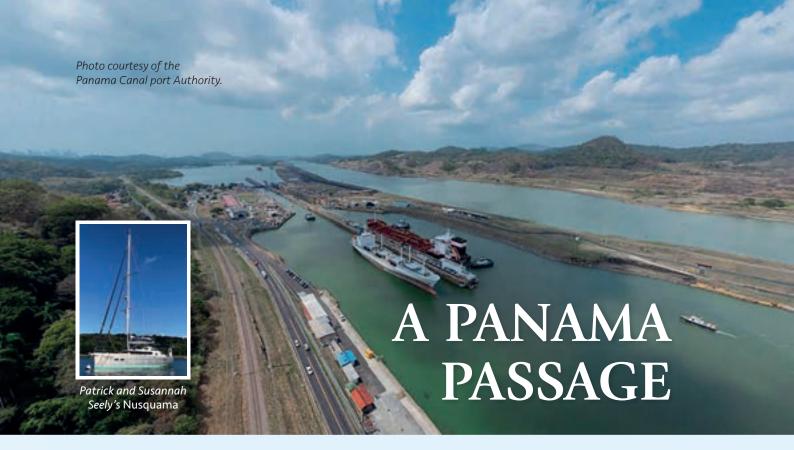
We were keen not to deplete the Club's financial reserves. In parallel with the refurbishment programme, the Vice Commodore's Committee established a fundraising working group which Susie Breare was asked to lead, supported by Anthony Davies, John Poyner, Peter Crowhurst, Martyn Collinson, Claire Hallett, Lucy Preece (Events Manager) and myself. RSYC Members were asked whether they would care to make a financial donation to the Essential Club Facilities (shed) fund and I am delighted to report that many Members generously contributed. In addition, we decided to hold a main auction, a silent auction and a lucky dip. Auction lots were kindly donated by Members and suppliers. The Fundraising Working Group and General Committee agreed that 10% of the auction funds raised should be donated to Cure Parkinson's IOW branch.

Anthony Davies was auctioneer-extraordinaire for the main auction. The evening was great fun and, importantly, a success raising £11,525. The Silent Auction lots received a large number of bids in the week leading up to the close of bidding at 7 p.m. on Friday 24th November. The Silent Auction raised an additional £5,920 bringing auction total to £17,445 of which £1,745 was donated by RSYC to Cure Parkinson's IOW branch. Members' financial contributions raised a further £13,704 and the lucky dip realised £110. In all, we achieved £29,515 (49% of the agreed £60k costs) for the east shed refurbishment project.

In recognition of Members' and RSYC suppliers' financial and auction lot contributions a plaque listing their names will be placed on the new workshop.

I would like to thank everyone involved in whatever capacity for their support and significant contribution to the success of this project. Our Members have many skills that were generously freely given. Thank you all.

> Graham Fell, Vice Commodore



Patrick and Susannah Seely kicked off the year with a passage through the Panama canal in their 45 foot Garcia Exploration class sloop Nusquama en route to the Pacific. It was a dramatic part of their voyage around the world. The canal, first begun in 1881, is one of the greatest engineering feats of the world, which lead to nearly 30,000 dead from disease and the inhospitable territory, a major financial scandal and was finally built by the US between 1903 and 1914. It can take ships up to 1210 feet long and drafts of up to 50 feet. Here the Seelys describe their adventurous 51 mile short cut to the Pacific

We were finally given our date/time to go through the Panama Canal which was excellent. The number of locks operating on the Canal has been severely reduced due to water shortages. In the past World Arc Rally boats have gone through as a group, but this time that wasn't an option and we had to find a slot with gigantic tankers filling up the shared space.

We were allocated a 'nest' of 3 boats. In our case 2 monohulls on the outside of a catamaran. We had *Sofa So Good* on the outside, and *Grateful* (non World Arc boat) in the middle. We were to pick up our 'Advisor' at 2.00 am in the Flats just outside Shelter Bay Marina. All looked quite different in the dark, with lights every where. Our Advisor, Hector, was professional and had worked on the Canal for 16 years. Advisors are compulsory and we were told to take very good care of them, 2 hot meals (sandwiches not acceptable.) and bottled water (Hector did not like it cold).

Panoramic view of the Canal from the top of Ancon Hill. Photo courtesy of the Panama Canal port Authority. We rafted up with our nest and then motored towards the first flight of locks, the Gatun Locks, of which there are 3 to navigate. A monkey fist (small, hard and metal) is thrown to the bow and stern for us to tie on our lines with a bowline. We had been advised to cover up any vulnerable parts of the boat (solar panels, hatches, saloon windows) as these flying monkey fists can cause serious damage. We were behind a massive container ship from Moldavia called *Arcadia* and felt very small.

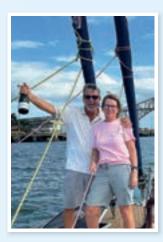
There is a webcam which we had shared with family. It was wonderful talking to them back in the UK as they followed our progress.

After the Gatun Locks comes the Gatun Lake, and then the down locks Pedro Miguel and Miraflores and finally under the Bridge of the Americas. A magical experience. We were exhausted having started our day at 1.00 am. We finally tied up at La Playita Marina at 4.30 pm. Then went out to a great restaurant, Lo Que Hay in Casco Viejo Panama - posh street food - so delicious although conversation was a bit stilted due to utter exhaustion.













**Clockwise from top:** We shared locks with large ships. Behind the massive container ship Arcadia in the first flight of Gatun locks. Patrick reading about the Canal's history. Journey's end at Balboa, tired but content.

Our adviser Hector (with cap) arrived at 0200 and directs operations.

## WESTERN SOLENT SHIPWRECKS

Martin Woodward of the Shipwreck Centre and Maritime Museum describes shipwrecks in the Western Solent

The Isle of Wight is a well-known graveyard for shipwrecks, with literally hundreds of wrecks lost off our coastline. The approaches to the Western Solent have claimed more than their fair share of shipping disasters over the centuries, due mainly to the Needles Channel being a treacherous route into the Solent in adverse weather and tidal conditions. There are far too many shipwrecks in the area to detail in this short article, but a selected few of the more significant incidents are included below.

### Santa Lucia 1567

The 'Yarmouth Roads Wreck' ... most probably the Santa Lucia lost in 1567, was first discovered in 1984 during an archaeological survey off Yarmouth by the Isle of Wight Maritime Heritage Project, after Roman pottery was dredged up by fishermen in the area. The Santa Lucia was on a voyage to Flanders with a cargo of wool when she was wrecked just off the entrance to Yarmouth Harbour. Her cargo was reported to have been salvaged at the time of her loss. Over the centuries the wreck became buried in the seabed with minimal wooden structure visible, but after eventual discovery it was designated as a Protected Wreck of archaeological interest. Later excavation revealed various artefacts including pottery, pewter plates and a fine bronze cannon. That 'minion' cannon is now on display at the Isle of Wight Shipwreck Centre and Maritime Museum. In 2004 the Hampshire and Isle of Wight Trust for Maritime Archaeology (now the Maritime Archaeology Trust) became the licensees responsible for monitoring the site. Apart from the initial excavation work, funding has not been available to carry out any further excavation work in recent years, but timber sampling and monitoring have taken place. The link to more information is https://maritimearchaeologytrust.org/ projects-research/yarmouth-roads/

## HMS Assurance (1753) and HMS Pomone (1811)

The Needles Rocks claimed many ships over the years, the most significant of which were the *HMS Assurance* (1753) and *HMS Pomone* (1811). Both these shipwrecks ended their days on the outermost Needles rock where the lighthouse now stands, and their remains are mixed together on the seabed. The wrecks were first discovered in the late 1960s when various artefacts were recovered and recorded. Further work took place during the 1970s and the sites were then designated under the Protection of Wrecks act in 1979. Further reading: 'The Wrecks of HM Frigates *Assurance* (1753) and *Pomone* (1811)' by Bingeman, Simpson & Tomalin

## Campen (Kampen) 1627

Campen was a 300 ton Dutch East India ship engaged in trade out to the East Indies. There was fierce competition for this lucrative trading route, with frequent disputes between the Dutch and British Governments. Campen was a new ship on her maiden voyage when a storm drove the fleet into English waters off the Isle of Wight. Both Campen and another ship Vliegende Draeck were driven by the tempestuous weather into Scratchells Bay and bottomed on the inner Needles Rocks close to the shore.

HMS Gladiator wrecked in 1908







HMS Pomone wrecked in 1811.

Campen was stranded and soon broke up, but the 160 crew and soldiers managed to make it ashore. The Vliegende Draeck miraculously bumped through the gap between the inner Needles Rocks, before running herself ashore close to Yarmouth for repairs. Campen (Kampen) was partially salvaged by 'Jacob the Diver' at the time of her loss, but a significant amount of cargo was lost. The wreck was rediscovered in 1979 and a large amount of Dutch coinage and other artefacts were recovered.

## The Shingles Wrecks

A recent discovery by local island divers, these two latest wrecks were lost in different centuries on the notorious Shingles Bank between Hurst Castle and the Needles. Excavation and identification are still in the early stages, but one wreck is thought to date back to the late 16th Century and the other is possibly 17th Century. Many interesting items have been recorded and photographed, including bronze and iron cannons, medieval ingots and other notable artefacts. The diving and research work is ongoing.

## HMS Gladiator 1908

This 5750 ton cruiser was involved in a serious collision with the liner *St. Paul* in the Western Solent in April 1908 and capsized close to the shore off Sconce Point, near Yarmouth. A major rescue operation took place and thankfully most of the 250 crew survived, apart from 29 who tragically perished in the fast flowing currents and icy water. Fortunately, the *Gladiator* grounded close to Fort Victoria, which housed a garrison of Royal Engineers. They quickly sprang into action and succeeded in rescuing many of the crew of the stricken ship, which by then had capsized onto its starboard side. Weather conditions were appalling, with storm force winds and blizzards hampering



SS Varvassi wrecked in 1947.

the rescue operation. The *Gladiator* was eventually righted and re-floated after an extensive salvage operation, but was later towed away and scrapped.

### SS Varvassi 1947

One of the most dangerous wrecks of the area, the 3874 ton Greek vessel *SS Varvassi* still continues to trap and damage unwary vessels even to this day. Her remains are exposed at very low tides just off the Needles Lighthouse, but even at other times there is minimal water over this hidden hazard. Literally hundreds of yachts and other vessels have collided with the wreckage of the *SS Varvassi* over the years, particularly during the annual 'Round the Island' yacht race.

Bouldnor Cliff Mesolithic Submerged Settlement site Although not a shipwreck, this 8000 year old submerged site at a depth of 11 metres off Bouldnor shore is archaeologically significant and is only a short distance from Yarmouth. In Mesolithic times the site would have been a thriving settlement above water. The Maritime Archaeology Trust (MAT) have been working on the site for many years, and a multitude of the recovered items are on display at the Isle of Wight Shipwreck Centre. More details can be found online at: https://maritimearchaeologytrust.org/projects-research/bouldnor-cliff/

Many other wrecks are listed in the area, including *SV Irex* in Scratchells Bay, the *Anglo Saxon* and schooner *Dream* on the Needles, and *MV Margaret Smith* off Bouldnor, along with several other unfortunate ships that ended their days in the Western Solent area.

Details are included within the Needles Voyager at https://unpath.maritimearchaeologytrust.org/



XODs and YODs racing in the Spence Willard Wednesday Evening Series

ur racing during 2023 again showed that the sailing opportunities from the Club are exceptional. The start lines from our race hut 'Grants' or from the Club's committee boat Countdown offer great racing in virtually all conditions and enable courses to be set which are always enjoyable and frequently challenging. The weather conditions, which seemed to go from no wind at all one weekend to gales the next, made our regattas and regular racing extremely challenging for competitors, our CRO Jeremy Willcock and our invaluable team of Race Officers. Notwithstanding this, we had some fantastic racing and were able to complete the vast majority of the Club's sailing programme.

The Taittinger RSYC Regatta was one of many highlights. The conditions were as difficult as could be, and very reluctantly the Race Officers decided it was not possible to sail on the Saturday. On Sunday, despite very strong winds in the Western Solent, the team managed to get one race for Black Group on the north shore and two races for White Group on the more sheltered Island shore with 69 boats racing. The racing was spectacular, as can be seen in the video highlights of the whole weekend. The Towers Party was bigger and better than ever and the whole social programme was enjoyed by everyone, including the legendary Taittinger Champagne reception party on Friday.

We hosted a number of very successful regattas and events, including the Prince Consort charity race, the Gaffers' Regatta, a really excellent Folkboat Week at the end of August, its 58th regatta held here at RSYC, and Royal Artillery Regatta, incredibly its 74th anniversary regatta.

We expanded the sailing programme in 2023 to include the RSYC Contessa Regatta sponsored by Jeremy Rogers Ltd and Louis Jadot and supported by Hall Hunter. This attracted a good number of sailors from other clubs and despite very

difficult conditions, it was a great success. In 2024 an expanded RSYC Contessa Regatta will be held on 31st May – 2nd June.

All of the classes completed their series, with Classes 1 and 2 growing in numbers throughout the season. The XODs had some great racing at Yarmouth and at Lymington and Cowes.

The YODs were back on the water in strength again with some new owners making a great contribution. Folkboats had some excellent racing and the stalwart Laser sailors battled for line honours throughout the season. Dinghy training and Dinghy Week went very well with lovely weather conditions. The Cruising Section, organised by David Porter, had some memorable trips around the Solent.

We are very fortunate to have an excellent team of Race Officers led by CRO Jeremy Willcock. Our racing, from Grants or Countdown, requires a strong team of both experienced and less experienced people and we are very grateful to all the Race Officers for the fantastic racing they provide. We run training programmes during the winter for existing and new race officers; so do contact Jeremy cro@royalsolent.org or our Sailing Secretary Jojo sailing@royalsolent.org if you are interested in joining in.

Our Head Boatman, Tom Blackburn, has been joined by Assistant Boatman Nathan Moore, it is great to have their skilled support for our racing activities on and off the water. During the last year we have made full use of our new 6.5m XS RIB which provides great back up and cover for all our sailing activities, as well as a speedy ferry service to and from the dayboat trots.

Please do let our new Rear Commodore Sailing Nick Bradley know if there are any additional sailing activities that you would like to see us arrange at the Club. Or contact the sailing office if you have any questions about how you can get involved.



## The Royal Solent Yacht Club is extremely proud and appreciative of the following sponsorship:



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## The Royal Solent Yacht Club is very grateful for Racing Mark sponsorship from the following:









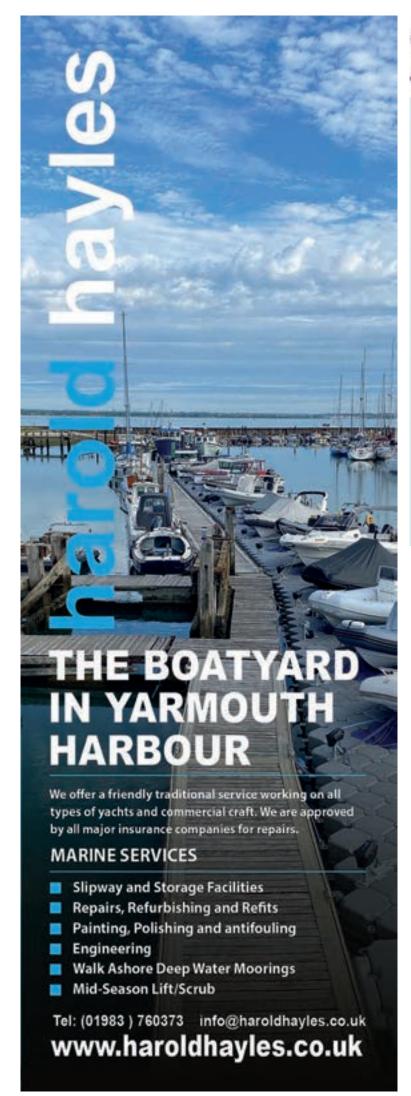
















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## YARMOUTH XOD Class 2023



his season was divided into three very distinct periods of weather with very light and variable winds for the first and last third of the season and a period of very strong winds in the middle, providing a myriad of challenges. Although the number of XODs racing was, like most other divisions and most major XOD regattas, slightly down this season, the total number of XODs starting over the season was sixteen with eight boats starting at least 30 races.

The George Cup, and numerous other trophies, were once again won by James Meaning sailing X156 Gleam however, several other boats put in some great performances and won numerous trophies, with X115 Mix winning the George Plate and a further five trophies and X76 Myrtle winning five trophies including the renamed Coronation Cup, formerly the Queen's Jubilee Cup. X125 Arrow, this year celebrating 40 years in the ownership of the Alford family at Yarmouth, celebrated by winning the Beryl Kearns Series and the RAYC Gun Fuse Trophy.

X175 Xenon sailed by Jo and Henry Murray-Smith in only their second season sailing Xenon had 32 podium finishes in their 49 starts and won the July Cup series and Bunty Cup.

Possibly inspired by The Great British Bake Off, the standard of cakes after sailing on Saturday's this year has surpassed all expectations and the Impact Cup has been awarded to all the cake bakers of Yarmouth and was collected by Pauline Stone, our queen of the Victoria sponge.

The class enjoyed a very sociable season, in addition to Wednesday evening supper and Saturday cakes with a preseason drinks party at the Club, a very enjoyable summer drinks party at Tom Symes and Beth Noakes' house and finally the race officers' party at Tony and Carolyn Sceales' house.

Away from Yarmouth, five boats Gleam, Myrtle, Arrow, Waxwing and Mix represented the RSYC at Cowes Week in a very competitive fleet with Gleam, Myrtle and Arrow all having top five wins during the week. Additionally Gleam, Myrtle, Mix and Xenon represented the RSYC at Cowes Classic Week with all four boats having top six wins during the week. Race management at Cowes Week is much improved and, like Classic Week, the use of committee boat starts away from the Squadron line has helped. Whilst sailing at Cowes, both Xenon and Waxwing managed to lose a crew member overboard in two separate incidents, both were thankfully safely recovered without any ill affects.

At Lymington during Points Week, Gleam and Myrtle enjoyed fantastic success finishing second and third overall respectively. On top of that X 76 Myrtle won the Alastair Easton Trophy at Lymington and X156 Gleam won the Allott Cup.

Overall, 2023 was a great season both on and off the water for the XOD fleet and if anyone is looking for competitive, fun racing as an owner or as crew please do not hesitate to contact me or any of the XOD fleet and I'm confident we can accommodate you within the fleet.

Mark Lacey, Yarmouth XOD Divisional Captain

## YARMOUTH YOD Class 2023





Genista (Y6) and Puffin (Y8).

It has been a very busy year for the YOD Class both on and off the water and I must thank the Class Committee for their continued support and hard work:

- Alan Hans Hamilton Hon. Sailing and Management Committee Member
- Colin Finney Hon. Treasurer
- Jennie Beaver Hon. Secretary

They all put in a lot of effort to keep the Class operating smoothly, and not an insignificant amount of administration and organisation.

On behalf of the Class I would also like to thank the Race Officers and volunteers who give up their time so that we can enjoy our sailing. Special thanks to Dick and Pat Dawson, Nick and Melinda Measor, Rudi Fortson, and Carol Donnelly. Without them we could not race.

Thanks also to David Porter who gave up his time to drive the RIB delivering us to and from our boats and providing the support boat while racing. I can't remember an occasion this year when David was not driving the RIB.

We had some excellent sailing; however, the weather wasn't kind and caused us to lose a number of races. From the Taittinger RSYC Regatta weekend in July and for 4 or 5 weeks thereafter the weather prevented sailing (notwithstanding other lost days due to the weather). In particular, we lost the Prince Consort Race, the Needles Race (twice), the Junior Helm (we invite the Yarmouth Sea Scouts to helm), and the CHOYD Race. This is the second year in a row that we have been unable to sail the Junior Helm and CHOYD races. Let's hope for more favourable weather next season.

Katinka (Y10).

The Class continues to grow. We had two new crew join us, Guy Churchill and David Kell, first sailing with Dave Hirst on Y7 Blandina on Wednesdays and then joining Susie Breare and Steve Carson on Y10 Katinka on several Sundays. They were so impressed with the YODs and the friendliness of the Class and the Club that they decided to acquire Y4 Anthea. Under YOD Class rules one must be a member of the Royal Solent to own a YOD. They applied for RSYC membership and, having been approved, purchased Anthea. I would like to welcome Guy and David to the Class and we look forward to seeing them on the water in the spring.

After sailing with the YODs for 35 years and being a member of the Royal Solent for 34 years, Tony Knaggs has regrettably resigned from the Club due to him no longer being able to drive from Yorkshire to the Island on a regular basis. However, he remains an Honorary Life Member of the YOD Class. He has advised the Club that he would like to continue to contribute to the RSYC's Goodwill Fund which is distributed amongst the staff each Christmas. I'd like to thank Tony for his support of the Class and the Club over the last three and a half decades.

As is the YOD Class tradition we held The Towers Party on the Saturday of the Taittinger RSYC Regatta. The wind over that weekend was awful. There was no sailing on the Saturday and limited sailing on Sunday, however, The Towers Party went ahead. Once again John and Sas Caulcutt kindly opened their garden to host the event. When sailing was cancelled on the Saturday John and Sas allowed regatta competitors to use their tennis court and opened their garden so that sailors could play bowls while waiting for the weather to improve.





Andrew Ure on Blandina (Y7) in the Crews' Race.

Baz Parson-Smith has been supporting The Towers Party for over 55 years and has helped the event raise hundreds of thousands of pounds for good causes.

## The Towers Party was also generously supported by:

- Wightlink which provided free ferries for the bands and the electrical team;
- Hugh Agnew donated the takings from his Rum Jungle
- Will Turnage donated the takings from his Hawthorns
- Abdul Kalam's Spice Central provided the food and donated the takings from their food sales.
- The Yarmouth Sea Scouts who helped us set out the tables, take delivery of the wine and beer and then tidied after the event.

The Class unanimously agreed that Cure Parkinson's should be the beneficiary of the funds raised this year. They are continually searching for ways to slow, stop or even reverse Parkinson's and they have made enormous progress. As a charity, Cure Parkinson's doesn't receive statutory funding and their work is only made possible by their donors and fund raisers. This is why events such as The Towers Party are vital to their continued research. I am delighted to report that The Towers Party raised £42,200 which the YOD Class donated to

We held the YOD Dinner and Prize-giving in November which was well attended. Alan Hans Hamilton once again acted as Master of Ceremonies, presented the prizes and recited one of his comic monologues. Diana Peterson-Edwards played The Sailor's Hornpipe on her flute and Mary Taylor entertained us with her rendition of Champagne Charlie, having handed out chorus sheets to everyone. Great fun was had by all.

## Positions Overall 2023 for the YOD Challenge Cup

- 1st Puffin 63 points

- 5th Katinka 191 points
- 7th Anthea 211 points
- 2nd Diatom 92 points
- 3rd Pimpernel 145 points 4th Genista 168 points

  - 6th Blandina 202 points



Adam Harding-Domeney.

The Greenaway Trophies (donated by Jeff and Marylou

- Best Newcomer Bill Freshwater
- Most races sailed Diatom
- Most loyal Crew Keith Davey
- Most Lasts Katinka

**The Liddington Cup** (for services to the YOD Class)

• Chris Smith

Congratulations to all.

It was with great sadness that we learnt of Adam Harding-Domeney's death in December 2023. Adam was a great supporter of the Class and owner of Y4 Anthea. He was a wonderful man – friendly, generous, and always offering help to anyone who needed it. Working for the NHS he generously advised and helped many Royal Solent members in getting relevant and speedy treatment for various medical conditions.

Adam left precise instructions regarding his funeral and specifically wanted YOD Members to attend his wake that took place at the Royal Solent on 26th January. Adam's wife, Victoria, very much appreciated seeing that so many of the YOD Class were able to attend.

Adam was also clear about another matter. He wanted a bottle of his home- made raspberry vodka to be auctioned at the wake and for a bottle of his Hine cognac to be placed on the bar. He wanted the funds raised by the auction and the sale of the Hine cognac shots to be divided between Cure Parkinson's and the Yarmouth Sea Scouts. In all, £535 was raised.

We have some Cognac left and with the Club's permission we will be selling shots at the monthly YOD suppers which Adam started a few years ago. All funds received will be divided between Adam's chosen good causes. Adam will be greatly missed by all who knew him.

> Graham Fell, YOD Class Captain

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## YARMOUTH Folkboats 2023



A nother season is behind us. A late start to the season weatherwise meant that most boats did not get on the water until May. David Fox was out in F 685 Bossa Nova in March for the Spring Series and joined the cruisers. David has been a wonderful campaigner for the class throughout the season.

Ed Donald and Cy Grisley gave a practical talk on the Lymington dock, demonstrating how the Europeans rig. We all learnt a lot. A good test were the windward/leewards at the beginning of May. Five Folkboats out with *Svane* winning the trophy. Much the same for the Coronation Cup a week later. Several Yarmouth folkies went over to join the Lymington fleet in their Summer Series on Thursday nights. There was a great turnout for the Prince Consort Charity Race at beginning of June. Again a struggle to get to the buoy before the tide took you away and terrible chop in lightish airs!

Several Royal Solent boats entered the Round the Island Race and then Cowes Classic Week, which was won by Claire Locke in F 720 *The Otter*.

The Taittinger RSYC Regatta was a wipe out really with 20 to 30 knots, but we got some sailing in Bouldnor Bay on the Sunday morning with Davies boys winning the first race in F 767 Raev before they broke bits and Ed Donald winning second race in Madelaine. Some general breakages I'm afraid. Moving into August, and the Sunset Series featured eight competitors over five races. F702 Svane, F720 The Otter, F 692 Njord and F 767 Raev all won races with F 702 Svane winning the trophy.



F767 Raev (left) and F702 Svane (right) racing in the Taittinger Regatta. Photo by Jake Sugden.

Folkboat Week, with 29 Nordics and 5 Cruisers, had a splendid week of variable weather and great socialising. F 720 *The Otter* came third overall. The Nationals were incorporated for the first time in the last two days of the week with great success.

The last big race of the season and last West Wight Series was the Turkey Cup with 10 Folkboats taking part. A lovely sail in a 10 knot westerly won by F 702 Svane.

2023 racing courses have greatly improved with the new buoy U. Very popular with all from both Yarmouth and Lymington. Busy at times!!

The weather has been mostly up and down, but we continue with the cruisers up to Boxing Day.

The Folkboat AGM and prize giving dinner took place on March 23rd 2024

Mark Hall, Division Captain

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#### CLASS 1 AND 2 CRUISER RACERS

#### 2023 Racing Season

The Class 1&2 Cruiser Racing section at the RSYC has 19 signed up members who race on Sundays from March to December.

Many members also compete in the Wednesday Evening Racing Series sponsored by Spence Willard from April to September. These races are open to all monohull sailing boats. In addition, there are various special events throughout the year.

Racing conditions during this year were generally good, but variable, with some races cancelled either with too much wind or none at all. Some races were run in such light airs not all the fleet completed the courses within the time limits. Nevertheless, of the 63 races scheduled (including specials), 52 were raced. Standout performances were from *Margarita*, *Cloudy Bay* and *Toledo*, all Contessa 28's. Full racing results can be found on the RSYC website.

During the year the RSYC hosted the RSYC Taittinger Regatta and new for 2023 the RSYC Contessa Regatta in which many of our members competed.

In the Taittinger Regatta *Merak II* won the Contessa 32 class. In the NHC B class, *Toledo, Second Wind* and *Myosotis* all signed up to race. However, with nearly 30 knot winds blowing through Bouldnor Bay, only four NHC B class boats actually raced on the Sunday, so congratulations went to *Toledo* for achieving third place. Kate Sims won the Honda motor in the River Yar Wight Marine prize draw, and David Temple won the three magnums of Taittinger champagne in the Taittinger prize draw.

Special congratulations to *Samphire of Hurst* achieving 3rd in the Contessa 26 Nationals, a hotly contested class. *Cloudy Bay, Toledo* and *Margarita* swept to 1st 2nd and 3rd positions in the new class for Contessa 28s. *Merak II* and *Concerto* brought the 1st & 2nd trophies home in the Contessa 32 Inshore Points Series. Both these events will take place at the RSYC again in 2024.

The Cruiser Racer Classes 1 & 2 enjoying a Spinnaker run during a Spence Willard Wednesday Evening Series race.

Members of the class enjoy meeting regularly in the RSYC bar after racing, and sailors attend many of the formal RSYC dinners. Class 1&2 sailors are very supportive of the Wednesday Evening Racing prize giving event which takes place once the nights draw in at the end of September. This is the evening to celebrate the achievements of the season and culminates in The Anne Kyle Trophy, awarded to the overall WER Overall Winner of all classes.

#### Other Highlights of the year include:

The Cruiser Challenge on the Open Day in April gave potential new members some sailing to watch, Robin James won single handed on *Champasak* having sailed over from Lymington. The Queen's Jubilee is now the Coronation Cup, and racing was well supported in ideal sunny conditions.

**Prince Consort;** Robin James successfully sailed *Champasak* single handed to finish first across the line of this race to Cowes and back. *Puritan* also finished but sadly the other boats ran out of time.

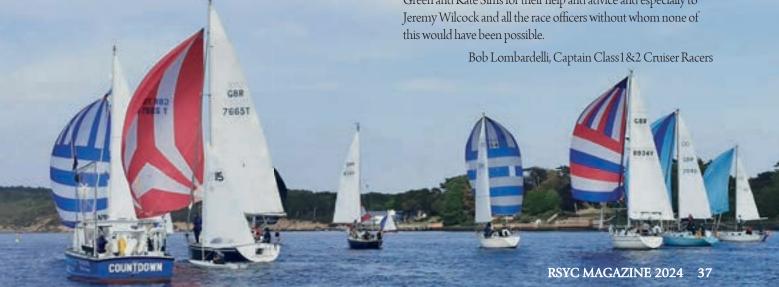
Ancient Mariners; it was lovely to see our RSYC grandfathers out racing. This unique race should increase in numbers as our members get older because the rules stipulate no crew under 40 and skippers must be 60+!

**Centenary Chase**; this pursuit race attracted several Gaffers and three Class 1 & 2 boats to participate but all were beaten by the nippy XOD *Spray* who crossed the line ahead of everyone else.

**Turkey Cup;** this was dominated by the Folkboats this year but congratulations to Robin James who finished first in Class 1&2, *Cloudy Bay* came second and the rest were awarded DNF for not finishing in time.

We haven't seen the Seelys on Samphire since the Contessa Regatta because they are now sailing their Garcia 45 Nusquama around the world! However, it was Strongbow's first full season and lovely to see her out regularly on Wednesday evenings.

Many thanks to all who competed this year, to my fellow committee members Shaun Smith, Jojo Minchin, Madelaine Green and Kate Sims for their help and advice and especially to Jeremy Wilcock and all the race officers without whom none of this would have been possible.





As Yarmouth RNLI celebrates a double anniversary in 2024 (the 200th anniversary of the founding of the Royal National Lifeboat Institution, and the 100th anniversary of the Yarmouth lifeboat service), it is also worth celebrating the close ties that have existed for many years between the Royal Solent Yacht Club and the local RNLI operation. As well as the lifeboat Coxswain, currently Howard Lester, traditionally being given honorary membership of the Club, almost 40% of the volunteer lifeboat crew are also current Club members or staff, including Charlie Anderson, Graham Benton, Joanne Henderson, Pete Lemonius, Miles Norris, Josh Stevens, Kevin Taylor and the Club's Head Boatman Tom Blackburn. Whilst many of the shore based volunteers in the RNLI station, the local RNLI shop and on the fundraising team are also RSYC members.

For a long time, the Royal Solent has been involved in raising funds for the RNLI through many events organised by RSYC member Debbie Cotton with assistance from RSYC member Pat Dawson. This includes the annual Fish & Chip Supper and the Christmas Fair, plus collections at key events such as the Taittinger RSYC Regatta and Needles Relief. Plus, the finances of the Yarmouth RNLI operation are managed by its' Treasurers and RSYC Members Anne Kyle and Dick Dawson.

Up until recently, for many years the formidable task of managing lifeboat operations was the responsibility of RSYC Member Jeremy Willcock, and before taking on the volunteer role of Lifeboat Operations Manager (LOM), Jeremy was one of the Launch Authorities, responsible for deciding if the lifeboat should launch on a 'shout'. Jeremy recently retired from his position as LOM to focus on his role as Chief Race Officer for the RSYC and all involved with the Yarmouth lifeboat wish him well and thank him for all the sterling work he has done.

The RNLI was founded in 1824 by Sir William Hillary, he originally tried to get the government of the time and the Admiralty to found a National Institution to preserve lives and properties at sea, but his efforts failed to gather interest. So he changed his approach and appealed to wealthy members of London society. This had the desired result and the RNLI was founded at the inaugural meeting in a pub in Bishopsgate on 4th March 1824. Since then, the RNLI has grown to 238 lifeboat stations around the UK and Ireland with over 144,000 lives saved. The 200th anniversary of that first meeting was celebrated with a Service of Thanksgiving at Westminster Abbey on 4th March this year, to which RSYC members Graham Benton (Volunteer Deputy Coxswain) and Richard Pimm (full time Mechanic) were







Top: On patrol during the Round the Island Race. Above: Crew receiving RNLI Chief Executive Commendations. L-R: Coxswain Howard Lester, Rob Scott, Tom Blackburn, Richard Pimm, Alex Pimm, Graham Benton.

invited as representatives of the Yarmouth station. And in honour of the RNLI's 200th anniversary, the Royal Mint has issued a commemorative 50 pence coin with a photograph of the current Yarmouth lifeboat RNLI 17-25 on the cover of the presentation

The RNLI Lifeboat Station has been based in Yarmouth since 1924, replacing an older station based in Totland Bay to the West of Yarmouth. The first lifeboat, a Watson-class called B.A.S.P. (the surname initials of the four donors), can now be found in the Historic Lifeboat Collection in Chatham. The current lifeboat Eric and Susan Hiscock (Wanderer) is a familiar sight permanently afloat in the harbour. She is a Severn class, the largest All Weather Lifeboat (ALB) in the fleet, and has been stationed here since 2.001

The boat is named after her generous benefactors, Eric and Susan Hiscock, both of whom were active members of the RSYC and who circumnavigated the world multiple times in a series of yachts named Wanderer, writing many books on these sailing expeditions. Before spending decades cruising they lived in Yarmouth and Susan returned to Yarmouth after Eric died, until she herself died in 1995.

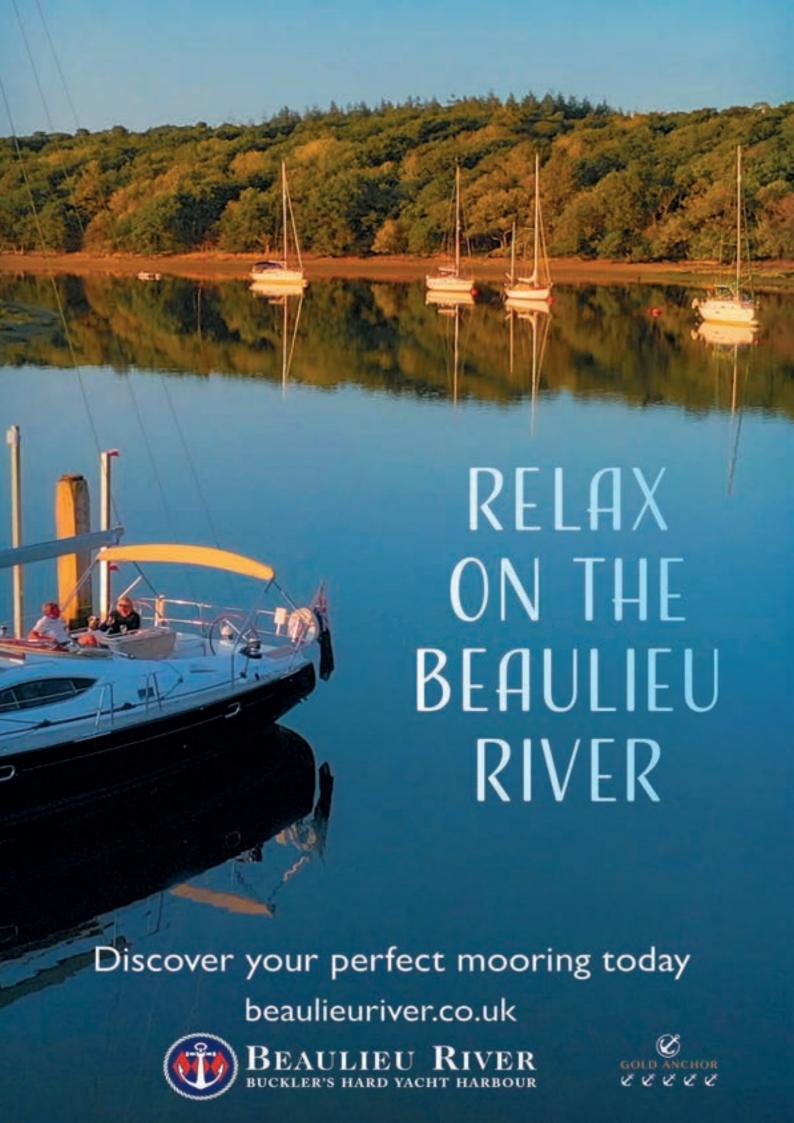


Eric and Susan Hiscock on board one of the earlier Wanderers. It takes a minimum of 5 to crew the Severn, although typically 6 or 7 is preferred, as it allows 1 or 2 crew members to be transferred to the casualty vessel, if necessary, to assist in passage to safety. There is seating for 12 survivors below deck, but the maximum survivor capacity on board is 124! While there are 2 permanent members of the crew (the Coxswain and Mechanic), the majority are volunteers, as they are in all RNLI stations. The Yarmouth crew is also supported by another 20 plus volunteers, including pilots, boat crew, builders and many others. However, the local operation is more than just the crew, with many other volunteers organising fundraising, staffing the shop, handling publicity etc, and the operation is always interested to hear from local people interested to join in.

As with many crews, there is a strong bond across generations of the same family. BBC South Today recently filmed a feature on families with multi-generational involvement with the lifeboat. They visited Yarmouth to interview the Pimm brothers, whose father and grandfather were crew before them, along with RSYC members Joe and Howard Lester and David and Pete Lemonius - fathers and sons who are lifeboat crew past and present. The film crew then went out on the lifeboat, but this trip was cut short when the lifeboat was tasked to an actual 'shout'. At the time of writing, the programme has not yet aired, so it is not known how much of the interviews will survive the cutting-room floor!

Last year, the lifeboat responded to 52 callouts or 'shouts' which is typical for a year. The busiest times are the Round The Island yacht race, which attracts over 1200 yachts to race around the island, and the Fastnet race from Cowes to Cherbourg via the Fastnet rock off Southern Ireland. The latter started in near-gale force winds, resulting in many calls for assistance, including the rescue of 2 sailors whose boat had unfortunately sunk. For their dedication in saving these 2 lives, the crew on this shout (RSYC members Coxswain Howard Lester and Graham Benton, RSYC Head Boatman Tom Blackburn, Paul Coates-Evans, Andrew Newman, Rob Scott, Richard Pimm and Alex Pimm) were awarded RNLI Chief Executive Commendations.

Finally, we are always very grateful for the voluntary contributions from the public. As the RNLI is funded solely from charitable donations, it is the generosity of the public at fund-raising events, such as those organised and hosted by the RSYC, and via the RNLI shop, adjacent to the lifeboat station, that keeps the lifeboat going – thank you!



#### **Dinghy Sailing**



inghy Week is the highlight of the Club's youth sailing programme, although of course not confined to youth sailors! Last year it took place from 7th - 10th August, with some 43 sailors competing in 5 separate fleets. The weather gods were kind and our excellent race officers, Mark Hall and Nick Measor, were able to get races in every day. There are always great prizes on offer for this sailing event, thanks to the generosity of Harwoods. This year's winner of the ILCA 4.7 class, Richard Liszka, won a new ILCA 6 sail, donated by member Dom Breen-Turner, after his successful exploits at the International Island Games. Congratulations also to Harry Hall, winner in the ILCA 6, George Newman in the Picos (Race Sail), Bede Liszka in the Picos (Training Sail), and to Olly Mayo in the Scows. It was good to see the Scows from YSC joining in on the Thursday. The Club is very keen to attract more youth sailors and a successful innovation last year saw Martin Palmer (YSC's Commodore, who has been instrumental in developing junior sailing on the river) provide coaching support to the Pico novice sailors. Launching a dinghy off the RSYC slipway, avoiding the hazards of the pier and the ferries on the other side, sailing in heavily tidal open waters, can be challenging for the most experienced, so having this confidence boosting support was greatly appreciated. Wednesday night of Dinghy Week is quite a night for fun and socials, it is of course "Limbo" night, with Derek Sandy. That Limbo bar seems to get lower every year! The evening, which is combined with Harwoods Fandango Charity Race (see page 43) has become one of best in the Club's social calendar. It's always a pleasure to see so many boats out, as well as sailors and parents at the socials. None of this would happen without the organisation and support of the Club's staff, parents and other volunteers. Alison Olmi, along with Inez Newman and their team onshore with Melinda Measor on tallies, plus David Fox and others on beach. Our Sailing Secretary, Jojo Minchin, ably navigated the results system and the Boatmen were supported by those who provided additional RIB support. All worked hard to ensure the event ran smoothly.

#### Laser (ILCA) Training

Once again, there was a week of Laser (ILCA) skills training at the Club before Dinghy Week. This is a very popular event providing an opportunity for youth sailors with a level of experience to either transition from Picos or other junior classes to Lasers, or for experienced Laser sailors to improve their skills. Two coaches with specialist Laser skills, Max Bradley and Ben Ibbotson, combined to provide coaching to 17 sailors. Last year, it was great to see a really enthusiastic group of young sailors take part, many of whom had not sailed a dinghy as demanding as a Laser before. The sailors were split into 2 groups, based upon ability levels, and coached on different days. It's much more informal than Dinghy Week and intended to be flexible, depending on ability levels and weather conditions. All of the Club's own Lasers, which can be hired by members, were used throughout the week. Windy weather conditions made it challenging, particularly for the less experienced, but the coaches did a great job of getting the sailors out on the water as much as they could. Not least when one of the coaches demonstrated



Dinghy Week briefing.

how to helm a Laser in 20+knots, surfing and gybing downwind in wind against tide waves, with one of the mums as his slightly nervous on board pupil! Needless to say the more experienced sailors thoroughly revelled in the boisterous conditions. Indeed, those with some hours dingly sailing under their belts tend to get the most out of this level of coaching. Lasers are well known for being physically challenging boats to sail in any breeze. Hiking is an essential skill and the coaches brought with them a hiking bench, so that the sailors were able to test their hiking endurance when onshore. Jules Perkins did a wonderful job organising the week, although she wasn't spotted testing the hiking machine by anyone.

#### **Sunset Series**

Sunset Series, a lovely week of evening sailing, took place after Dinghy Week. While the keelboats are sent off on longer courses, the Lasers are given some great short courses in Bouldnor Bay. Nick Measor was the Race officer. 10 boats competed and 5 races were completed. There were good breezes, until the final day when it was a bit light. In the Laser 4.7's George Newman took the honours, in the Laser Radials, it was Henry Olmi, and in the Laser Standards, Patrick Tate was the winner.

#### Spence Willard Wednesday Evening Racing (WER)

Once again, Miles Norris and Nick Bradley, battled it out in their Lasers on Wednesday evenings during most of the season, joined by other Laser sailors on a less regular basis. It's always fun to see folk turning up to race a Laser on a Wednesday evening, and of course to spot sailors who have long since graduated to "big boat" classes, jump back in a Laser. It's a great mix and you can often find teenage youth sailors, ex Olympic squad sailors, and octogenarians out there together. Dom Breen-Turner made an occasional appearance and showed us all how it should be done, whilst using the Wednesday evening series as training practice for the International Island Games in Guernsey, where he won a silver medal representing Ynys Mon (Anglesey). New joiners included Robert Sims, our first octogenarian Laser sailor and Anna Keen, whose infectious enthusiasm is seeing her gradually work her way from complete beginner up the fleet. There is little that can beat a beer on the club lawn with fellow sailors after racing, especially after the workout that comes with racing a Laser!! Special thanks to the Club's CRO, Jeremy Willcock, for finding room off Bouldnor to fit in some handy courses along with the bigger boats, and also to David Porter, our Head Boatman Thomas Blackburn and the other boatmen who keep a watchful eye out for the Laser sailors on Wednesday evenings. Miles Norris won WER series 1 and series 2, and Patrick Tate won series 3.

Nick Bradley, Rear Commodore Sailing



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Anything goes with the Harwoods Fandango. Laser sailors throwing Rugby balls while racing during the 2023 event. Photo by Carlene Leonard.

andango is the word for a lively Spanish dance and Certainly the Harwoods annual lively, fun fund raising event lives up to its name for spectators and participants alike. It takes place during Dinghy Week in August, following the excitement of the race, you can then relax with Derek Sandy's Caribbean music and a BBQ. If you are feeling brave enough, you can have a go at doing the limbo to finish off the evening.

Fandango has its own peculiar Sailing Instructions and special, unique scoring system designed to help raise money for charity and entertain the spectators. Themed crew and sailing vessel combinations, out of the box thinking on ways to sail the course are all part of the fun. These can add to the points scored along with bribes for the race officer and additional charity donations – all are great combinations to help you win the prestigious Harwoods engraved bottle of champagne.

Anything that will float and move (safely) can enter the short (sometimes) novelty 'Race'. In the past we have had rubber dinghies canoes, motorboats, tenders, sailing yachts, pedalos and even a specially made tandem laser!

It's never too early to think about your entry for this year's Harwoods Fandango Charity event. See you at the 5pm briefing!



A crew in fancy dress. Photo by Carlene Leonard.



Susie Breare and Steve Carson.

### FOLKBOAT WEEK 2023

David Fox reports on the 58th annual Folkboat Week

The 58th Folkboat Week, held 19th – 25th August 2023 had 35 boats entered. Some local but many visitors including their families, who enjoyed a week of friendship and camaraderie. This year we welcomed a visitor from Denmark, John Wulff and his daughter Diane, we hope that other international visitors will consider joining us in the future to enjoy the fun of Folkboat Week both on and off the water.

This year the week had two changes to its usual format. The first was to shorten the week so that the nine-race series was held over six days, culminating with the final Prizegiving dinner on the Friday evening. The week ending in time for competitors to have a clearer bank holiday weekend for friends and family. The other major change was to hold the Folkboat Nordic Nationals on the final two days of the week running concurrently with the Folkboat Week trophies. This comprised of three windward /leeward races on one day and two 'round the cans' races on the second day. Meanwhile, the Classic division continued to have their own races as part of the Folkboat Week Regatta.

The plans seemed good in theory and it was hoped that it would make for a pleasant change from the existing format that has been around for several years; along with encouraging more National Folkboat competitors to join in the whole week. Unfortunately, the weather gods had other plans and the whole week suffered from the meteorological mayhem that had caused many problems for racing events throughout the season, with a combination of either too much or not enough wind.

Social events are an important and popular part of the week, with old favourites like the Cocktail Party and the Quiz Night, all of them incorporating the daily prizegiving across various venues. The climax of the week was the final Prizegiving



The Sunday of Folkboat Week. Photo by Cordelia Ellis.

Folkboat Week is very generously sponsored by Lymington Yacht Haven, this enables us to have complimentary pre dinner drinks at all the major socials, an amazing cocktail party and wine with the meal at the final dinner. In addition to this meal prices are subsidised, ensuring the event is an affordable, pleasurable and enjoyable week! Thank you so much Lymington Yacht Haven!

Sunday morning, 20th August saw the first gathering of this year's happy Folkboat sailors raring to go on the start line. With the wind blowing 9-16 knots, the line for the Nordic fleet was hotly contested and with so many boats over at the start, a general recall was necessary. They were given a second chance, however, the next start was no better - giving the race team no option but to go for the 'Black Flag'! Needless to say, this gave a clean start! The Classic fleet approached the start calmly, were well behaved without anyone being recalled. The first day winners of the Nordic fleet were 1st *Madelaine*; 2nd *Njord*; 3rd *Crackerjack*. For the Classics, who race with handicaps – 1st *Mistress*; 2nd *Kingdom Come*; 3rd *Blue Mist*.







Folkboats rounding the mark on the Sunday of Folkboat Week. Photo by Cordelia Ellis.

On Monday the long race east was more of a challenge than previous years, using buoys that are not usually part of the Folkboat week courses made for a longer more tactical race. To help with navigation all competitors were given charts of the middle Solent in this year's welcome packs. Starting downwind with spinnakers, gave the 27 eager boats a competitive start resulting in two General Recalls. For a second day in a row the fleet were put under a 'Black Flag'. The five hour long race gave competitors plenty of opportunity to plan which side of the Solent was preferable to make the most use of wind and tide. This definitely made up for not being able to schedule the Christchurch Ledge Race this year because of the timing of the tides. The winner for the Nordic fleet was *Gybe n* helmed by Cy Grisley, even after such a long race the first three boats all finished within just over a minute. Sailing a similar course, the winner in the Classic fleet was Mistress helmed by Colin Eales.

With a reserve day scheduled for Wednesday, discussions were had about the possibility of moving races to compensate for the unpredictability of the weather for the remainder of the week but with only very light winds on Wednesday itself, this was not an option. Instead, the visiting competitors were able to enjoy spending time with the non-sailing members of their family and friends, relaxing and taking part in the social events.

Thursday was the start of the Nordic Nationals these races were to run concurrently with the Folkboat Week Ratsey Lapthorn Trophy for the Nordic Division and the Lymington Yacht Haven Tankard for the Classic Division. The day dawned with insufficient wind to set a Windward / Leeward

course and after a long delay it was considered that there might be enough wind to run a 'Round the Cans' race and so with competitors barely making head way against the incoming tide the race started. Meanwhile, big black clouds began to form over the Needles giving the promise of more wind and possibly some rain. The clouds slowly moved towards the fleet, then the heavens opened along with great flashes of lightning and some wind.

The course was shortened but only 12 of the 25 competitors finished and, sadly, none of the Classics were able to finish within the time limit.

The final day of Folkboat Week (second day of the Nordic Nationals) gave us some light winds just enough to make two races. The overall winner of the Nationals was *Gybe N*, helmed by Cy Griesly with *Crackerjack* in 2nd place and *The Otter* 3rd.

After an open meeting held to discuss the Week and other Folkboat matters, it was decided that the Nationals should be held as a separate event allowing Folkboat Week to retain its special blend of competitive sailing and happy shoreside socials.

The overall Folkboat Week winner of the NFIA Trophy was F707 *Madelaine*, in second place was *Crackerjack* and in third place *The Otter*.

The Classics, who had been having close racing all week finally saw *Mistress* as the overall winner of the Engined Boat Trophy, in second place was *Kingdom Come* and in third place *Blue Mist.* 

### **RORC CARIBBEAN 600**

## Jamie Clarke experiences Ocean Racing in the West Indies aboard a 52 ft multihull

R eflecting on my experience crewing the 52-foot carbon racing multihull MG5 in the 2023 edition of the RORC Caribbean 600, there is so much to recall that was certainly special for me, but perhaps otherwise unremarkable or new for members of the Royal Solent who have raced or cruised in the Caribbean. I am thinking in particular about the constant, un shifting, reliable breezes and the absence of any tide to speak of, although having found myself not having raced much outside of the Solent for a long time, that all felt slightly discombobulating which, together with the less trim-hungry carbon sails of a performance MOCRA, left me wondering whether I actually had anything to contribute as crew. Even more discombobulating was the unfamiliar, queasy motion of a fast-moving catamaran on the swell, especially during decelerations closer inshore. It felt like trying to balance on the back a crab dancing on the back of a bucking bronco. The Chinese-remedy herbal patches for seasickness certainly earned their corn.

Again, I doubt I would wow readers with the charms of a course setting that was simply a list of Antigua's near neighbour islands, to be left to port or starboard as instructed. Or of a warm-up race involving an approximately 60-mile anti-clockwise circumnavigation of an Island on a Saturday. Reports of spotting marine mammals from a yacht may not really warrant a line in the Club magazine, although the company of a whale on the morning after a torrid night rounding Guadeloupe gave us some much needed cheer.

I could relate in close detail the calamitous near-capsize of that night rounding Guadeloupe, when we got that part of the race horribly wrong, opting for the inshore track, losing the breeze in the shadow of the Island, then only to be re-introduced to it with extra spice very suddenly as we emerged from the lee of La Grande Soufriere's 1,500 metre bulk. In the counter-intuitive world of big cat sailing, we had been schooled by our skipper to resist the temptation to ease sheets in gusts, but rather to be ready to answer the call to "sheet on", rotate the mast, or grind down a dagger board. So perhaps my mate on the main sheet and I on the J1 jib sheet could be forgiven for perhaps being a tiny little bit too late with the release. It was, quite literally, a steep learning curve, especially for our mate wolfing down some reheated freeze-dried delight from a mug in the galley, and the other kipping in the hermetically sealed windward hull. The fact that such luminaries as Alex Thomson have come a cropper on the shores of Guadeloupe was scant consolation in these moments when MG5 teetered at an angle of between 40 and 44 degrees, with the rudder and dagger board left in the water only regaining grip at the last moment.

As I say, there is perhaps not much of interest to report about this episode, save to reflect for the benefit of others on the advice we were given but ignored before the race by the class measurer (a super experienced local) to go wide around Guadeloupe. It can be where the race is won and lost, not very much different from tucking in behind Yarmouth pier beating into a flood tide.







MG5 leading from Alex Thomson's Tosca at the start of the RORC Caribbean 600 2023.

For me, the story to tell, was the privilege of sailing with Marc Guillemot and his old friend Nicolas Raynaud, on whose fine boat MG5 we found ourselves purely by chance when our original charter became "unavailable" (that is to say, following capsize mid-Atlantic on the Route du Rhum delivery, with the skipper safely accounted for) and they offered us a ride. These are names that are likely to be unfamiliar to many, but their histories and achievements as record-breaking, solo and short-handed offshore sailors in the modern era are storied and worthy of a google-search. These men go offshore wearing 20 Euro Crocs on their feet, with the only concession to safety when the wind and the sea get up being merely to pull back the ankle straps of this choice footwear. In the world of the Peyron brothers, Paul Larsen, Giovanni Soldini et al "Marco" is the equivalent of Paul Scholes or Andres Iniesta: the solo offshore racer's offshore racer. Such was Marco's humility that we had only an inkling of his status, but the love for him became clear prior to the race with the steady visits of famous pros to shake his hand, share a smoke and inspect MG5, an innovative one-off with a "floating cabin" and recycled parts, commissioned by Marco and his sponsors to be competitive in the Route du Rhum.



The author recovering from a night rounding Guadeloupe.



The crew of MG5 toasting completion of the race courtesy of a local race sponsor . L-R: Ludo Mackenzie, Nicolas Raynaud, Lucas Bertrand, Marc Guillemot, Ben Dale-Jones, Jamie Clarke

In the quiet of the night, barring near-capsizes, those crew not sleeping and on-station holding on to sheets, were blessed with a front row seat in the stalls of the one-man show of Marco going about the business of the solo-offshore racer tending to his steed as if nobody was watching. With intermittent visits to the multiple lighters for his roll-ups secreted on Velcro stickers in strategic places all around the MGS, and with the autopilot remote dangling from his neck like a precious medallion, Marco would dance spiritlike around MG5, checking the nav, putting himself head down / feet up in the bilges to check for leaks around the underwater portholes (not for watching fish, we were told during the safety briefing, but for emergency escape in a capsize), here dangling from the coachroof like a bat to splice a main sheet block whilst the main was fully powered, there grabbing a spoonful of his caviar (sardines straight from the tin), taking sips of water steeped in ginger roots (yes, offshore racers get seasick, and this is their remedy), then hanging off the transom knife between teeth as we ghosted along at 10 knots to cut away a snagged, unlit abandoned fishing line. Those nights were simply extraordinary and told a tale of a very special way of life rarely seen into which I was privileged to have a momentary glimpse.



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Cruisers en route to a Club Rally.

I am a parrot with only one refrain: "The 'Cruising Group' is not some exclusive subsection of the Royal Solent". Several of our venues are Island based; there are always spaces as guests or as 'crew' on larger boats, but it is on a first come basis and you are not allowed to push others over the side. Try car, bicycle or ferry; even waterski behind my R.I.B.!

We started off 2023 quite tamely with a planning lunch in February and a talk on "Gunkholing" in March, followed by our first outing to Lymington Town S.C. on the 14th. with thirty-three members on five boats and Wightlink. We remembered Geoff Neary who had been Captain of Cruising and who had 'dropped his anchor' the previous week.

April saw a welcome return to Gins Farm, again thirty-three members but now on eight boats, it could have been nine boats but Covid took down the Commodore and Kathy. Then to Bucklers Hard in May, notable not only for good food and wine, but also the first trip for new members Tony and Linda Bedell in *Tarna of Poole*, the first outing on their new R.I.B *Centine* for Martyn and Kathy and the longest voyage for Linda Seely with Jeremy and Jojo on *Famous Grouse*.

June was interesting! Nigel and Sue Darken made their first trip on *Tuvi* with Robert and Corinne Quain interrupted by having to tow *Tyrrick* about a mile to a Club mooring. The voyage continued to Warsash for some nine bodies in two boats and a car. Martyn compounded my embarrassment by sending a text "We are in the bar" as I was sucking petrol through a hose! Later in the month we had a splendid Summer Evening B.B.Q. on Newtown

Spit, travelling by boat, rubber dinghy and car. Miles Peckham had given me a massive steel bowl for a communal burnt offering. Some wag suggested using it as a coracle once it had cooled.

The July visit to the Basque Kitchen in Cowes was notable by being denied mooring at Shepards as they were expecting the Fastnet Fleet that evening. Saved by John Poyner whose son-in-law was berthing master at the Yacht Haven! But then the Kitchen was chaotic; several of us nearly resorted to cannibalism; but as usual the company was great and that bonhomie made the day.

I believe that our visit to the Royal Victoria Y.C. was the best of the year. A wonderful welcome, blue skies and a calm Solent! Thirty-one members on seven boats and some cars. A splendid first outing for John and Cara on *Don Quixote*. A definite venue for at least one trip in 2024.

Although Don Kennett had done his best to enable a tour of Hurst Castle and the Gun in Keyhaven we couldn't muster enough bodies for the ferry and had to cancel.

The year was rounded off by lunch at the Club followed by a planning session which has given me plenty of suggestions for the coming year. Without the efforts of Jojo in the Sailing Office and Eileen by my side things just wouldn't happen! And, of course, everyone of you!

To join the mailing list or book an event, please email: davidport235@gmail.com or the Sailing Office at sailing@royalsolent.org.



#### Gentlemen's Lunches



RSYC Gentlemen's lunch February 3rd 2024.

Gentlemen's Lunches take place during the winter months, so as not to clash with events out on the water. We have four dates, the first being the third Friday of October for Trafalgar Day, the next on the second Friday of December (Christmas Lunch), then the third Friday of February, and the third Friday of April, for St George's Day. Following many requests, we also try to arrange an interim Lunch in July, if the Club's busy calendar permits. These lunches are an excellent opportunity for current members to meet up during the winter, and also for new members to get to know everyone. Guests are always welcome, which gives them a chance to look around the Club. The atmosphere is light hearted and convivial and hopefully much enjoyed by all those who attend.

Geoff Horsnell

#### Film Nights



Members enjoying a film evening.

From September to March, Members may cheer up a dark evening by enjoying a film in company at one of the Club's popular Film Nights. Films are shown monthly on a Thursday evening on the big screen in the Hudleston Bar, with a warming supper usually served in the interval. Recent films have included 'Belfast', 'The Lost King' and 'Our Souls at Night', which have been well received, and any recommendations (old and new) for future showings are always welcome. Advanced booking is required and a top tip from the regulars is to get there early if you want a place on the sofa!

#### Rambling

Following a short programme of pleasant rambles in 2022 it was unfortunate that the 2023 season had to be cancelled due to unforeseen events. There are plenty of enjoyable walks on the West Wight and, whilst I am not available to lead them, there are members interested in taking part. If anyone is interested in coordinating and leading walks this year please contact the Events Manager by telephone on 01983 760256.

Alison Davies

#### Scrabble and Backgammon

On the first Thursday evening of every month, Scrabble and Backgammon are played by members and their guests. After the first game there is a break for a sociable one course supper. Groups for the first Scrabble game are drawn out of a hat, while the groups for the second game are based on the players' scores from the first. At the end of play, the total scores of both games are combined to identify the overall winner for the evening. It is very informal - if you have a large word that you're unsure about you may ask one of your opponents as to its validity without penalty and players can look up two letter words on a laminated sheet without penalty! The turnout for Scrabble each month is usually between 4 and 16 players. Backgammon is also played on the same evening, with the numbers fluctuating between 2 and 6 players. All are welcome!

Jeremy Willcock

#### Club Talks

The Royal Solent hosts monthly talks for members on the first Wednesday of the month from October to March. The programme of 'First Wednesday Talks' features guest speakers organised by member and local historian, Kevin Shaw, who also delivers his very popular illustrated talks on historical events and figures, often with a local theme.

Recent topics have included 'Art Preservation and Restoration', 'Tales of the Western Solent' and 'King Charles II: A Pretty Witty King'. Tea and coffee are served from 11am with talks commencing at 11:30am and many members stay on to enjoy lunch at the Club.

#### Scottish Country Dancing

Scottish Country Dancing is a worldwide phenomenon - and the Royal Solent is no exception. Our group attracts an enthusiastic following, and we would love for you to join us. We meet every Wednesday at the Club from October to April. Sessions last between 19.30 and 21.30, and after this the bar is available for us to unwind. You do not need to have previous experience, we make sure that beginners are introduced to our dances in a painless fashion, and the ethos of the group is non-competitive and directed towards maximum enjoyment for all.

There is no need to bring a partner, we welcome everyone. We work towards a programme of dances for our regular social events. We hold our Christmas Party in December, and in March or April we smarten up for our end of season dance (known as the 'RSYC Ceilidh'). One of the highlights of our activities has been the Island Reels. This is a ball at the Royal Yacht Squadron which we have hosted periodically and which is attended by a substantial number of fellow dancers from across The Solent. Dancing is well known to be a great way to lift the spirits, and provides exercise for both mind and body. If you would like to give our group a try, phone 760462, or email n.measor@btinternet.com.

Nick Measor



#### Shooting



Members at the RSYC Clay Shoot March 2023.

We normally try to host 2 Club shoots a year in the Spring and Autumn, with the shoot followed by a lunch in the club. The shoot is currently held at Top Targets in Tapnells Farm, with the member shooting the highest number of clays being awarded the club trophy. We also shoot as 3 squads to add more interest, with the top squad being awarded a bottle of wine

In Spring of 2023, as in the previous year, the result was a dead heat, this time between Geoffrey Hall (a guest) and Andy Hallett. While Geoffrey won the shoot off, the trophy is only competed for by Yacht Club members and Andy therefore won it. For the team competition, the team of Charlie Anderson, Brian Crawford, Geoffrey Hall and Miles Norris outscored the other teams by a significant margin.

In the Autumn 2023 shoot, whilst Richard Rivlin, a guest, took the honours as top gun, the highest scoring club member was again Andy Hallett scoring 76 out of 100 clays, so he retained the trophy. Congratulations to Andy for a consistent performance throughout the year! For the team event, surprisingly, after shooting 500 clays, 2 teams ended up tied on 329 clays each for the total scores so honourable mention to Andy Hallett, Roger Sixsmith, Nigel Darken, Catherine Holmes, Adam Pay, Justin Keen and Dominic Breen-Turner who were the club members in the 2 teams.

As in previous years, I got feedback from a number of people on how much they enjoyed the day, and we are always keen to get more members to take part in the competition, irrespective of how well they shoot. We try and balance the teams based on scores in previous competitions to make the team shoot as interesting as we can. Ideally, you need to have your own gun and license, but Top Targets have managed to accommodate people in the past who have neither but do have some experience of shooting. For people who wish to gain some experience, or try out the sort of setup we use for the shoot before deciding to sign up, Top Targets also offers individual lessons. If you want more information or to be added to the email distribution for future information, please let me know at tcarlstedtduke@gmail.com. For people interested, the next shoot is now scheduled for Saturday April 6th.

Tom Carlstedt-Duke

#### Golf

The theme of this year's Golf report is similar to last year's in that the weather resulted in the annual RSYC Golf Day being cancelled as Freshwater Bay Golf Club was un playable due to high winds and heavy rain. Golf, like sailing, is sometimes weather dependant on the Island. As a result, the only "formal" RSYC golf in 2023 was the annual match against Royal Thames Yacht Club which ended in yet another keenly contested draw. There was no "ball controversy" this year, although it is believed that Miles Peckham still has a supply of illegal balls in his vintage bag.

The highlight of 2023 was an intrepid trip in April by a small, but committed group of members to golf their way down the northeast coast of Scotland from Nairn to Aberdeen. The journey started from Gatwick with a flight to Inverness where it became apparent that Andrew Clarke had rented a car that was not big enough for 4 men, golf bags and their luggage. The group arrived at the historic Nairn Golf Club to be greeted with beautiful blue skies, a gentle breeze and perfect golfing weather. Their Championship Course is ranked amongst the best in the UK and they regularly host major events. That evening, the group retired to the Golf View Hotel in Nairn for a much-needed dinner and rest, the only hiccup was the total absence of towels in David Jenning's room, which he only discovered once he had showered!

On Tuesday morning, Andrew Clarke drove the group 44 miles along the Moray Firth coast to Cullen Links, a venue made famous by Old Tom Morris and No Laying Up. The course is unusual but hugely entertaining. The well-known American golf writer Tom Coyne appropriately says in his acclaimed book 'A Course Called Scotland' that "I came to Scotland craving something quirky, and experience had taught me that seaside short courses where golf had been squeezed into a tight swathe of coastline were the best places to find it." Cullen's tight 4,623 yards is 18 holes with a par of 63 including ten par 3s; grooved irons and an ace short game helps you deliver a good score here. Again, we were blessed with fabulous weather and our golf was decent. The Par 3 sixth hole known as "Bay View" bought out good shots from all, but

Andrew's was outstanding and closest to the pin. Tuesday evening was spent in Cullen, which is the home of Cullen Skink, and we had a very enjoyable stay at the Royal Oak Hotel forming good relations with the owner whilst helping her rationalise her extensive single malt collection. By Wednesday morning, re-packing the car was no longer a drama, but after the evening's fun, the designated driver was assigned to navigator. This meant that Richard



Andrew Clarke after "shot of the day" at Cullen Links.

Bundy covered the 52 miles from Cullen to Cruden Bay in record time. Cruden Bay is a majestic track with fairways routed through towering sand dunes, and ranked seventieth in a recent Golf Digest of the world's top one hundred courses. We all took caddies as some knowledge on a course of this stature is helpful. Again, the weather was marvellous, and we had a brilliant day

Our final round had been booked near Aberdeen, our departure airport for the flight home. Murcar Links has a boundary with its more famous neighbour, Royal Aberdeen, but in itself is a serious test of golf. By our last day we were all a little tired and my own recollection of Murcar (pronounced Mer-Ker) was a never-ending string of long par 4's on the outward nine all into a very strong wind. The outcome of four days of sun-drenched golf in April 2023 was a tie.

In 2024, there will be an RSYC Golf Day at Freshwater Bay and a match against the Royal Thames. Any members wishing to join the RSYC Golf Group should contact the Membership Secretary and ask to be connected with me.

Gareth Davies

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Gareth Davies and Anna Maria Clarke.



Corinne Quain, Hilary Bryant and Hon. Treasurer Rob Quain.



Brian and Maxine Crawford.



Sally and Sean Mylchreest.



Club Secretary Claire Hallett and Susie Breare.



The Accelerators.





Kathy Collinson and Commodore Martyn Collinson.



Catherine Leonard and George Alford.



John Smith and Sandie Denman.



Dick Dawson and Katrina Fry.



Miles Norris, Caroline Norris, Club Secretary Claire Hallett and Andy Hallett.



Sailing Secretary JoJo Minchin and Rear Commodore Sailing Nick Bradley.



Chris Waddington and Marion Smith.



Eileen Way and Fiona Jobson.



Mary Hall and Laurent Morlet.



John Crowhurst and June Mary Smith.



Graham Ferris and Pam Craig.



Brian Thomas and Corinne Alford.

For photos of trophy winners receiving their awards at the Laying up Dinner, please see page 72.

## NEWTOWN CREEK BIRD LIFE

Hamish Fletcher describes the vibrant bird life that can be found at Newtown Creek

Boardwalk across the saltmarsh at Newtown National Nature Reserve. © National Trust Images/John Miller







Goldeneye.

Shellduck.

Brent Goose







Oystercatcher.

Peregrine.

Sandwich and Common Terns.

Nature Reserve comprises many different habitats; standing and brackish salt water, shingle, tidal mudflats, saltmarsh, improved and unimproved pasture, woodland and hedgerows. Given this diversity, it is not surprising that well over one hundred bird species are recorded every year.

While some birds seen in and around the estuary are resident, Newtown acts as a magnet for migratory species — the greatest number over-winter here, a few come to breed, while others stop to fuel up in transit on their spring and autumn migrations. Most birds are recorded between the autumn and early spring. Feeding preferences and tides dictate where the birds can best be seen. Wintering grebes and diving ducks such as Goldeneye, find their food in the sea or on the seabed.

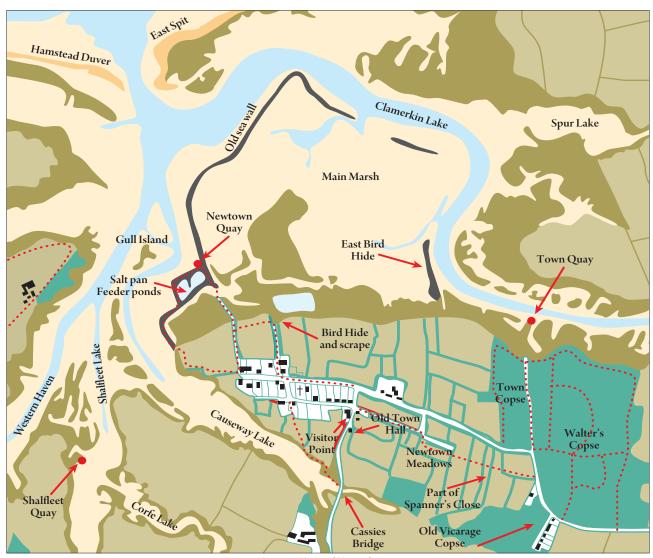
Geese, and ducks such as Wigeon, frequent meadows, along with waders like Lapwing and Golden Plover, which feed on earthworms, leatherjackets and other soil invertebrates. Teal, Snipe and Little Egrets feed on a diet of insects, worms and crustaceans on the saltmarsh, while other ducks such as Shelduck and Pintail, along with most waders including Curlew and Oystercatcher, filter the mud for micro-organisms, or feed on worms and shellfish. Different species have different bills, specifically adapted for specific prey. The harlequin patterned Turnstone behaves as its name suggests, turning over stones and seaweed to find the small invertebrates hiding underneath.

Resident birds are fewer, but some Oystercatchers remain to breed, occasionally adopting bizarre sites at Shalfleet Quay, such as nesting on caravan roofs or atop ivy-covered walls. A few Ringed Plovers nest on the eastern shingle spit at the estuary entrance while a handful of Redshank nest in tufts of grass in rank grassland.

Other birds that pass through in spring and autumn are Whimbrel – like a small Curlew with a black stripe on its head and diagnostic seven note whinnying call so different from the onomatopoeic call of the Curlew. Common Sandpiper and Greenshank pass through with more being seen in the autumn than spring. More Ospreys are recorded in the autumn as well. Less common birds such as Avocet, various Sandpipers and Black Tern are also infrequently recorded. With flocks of waders come predators. Merlins are small falcons which prey on smaller species, while the Peregrine Falcon will tackle larger birds. Both can be observed as they often perch prominently on posts.

The bird scene is always changing. Little Terns stopped breeding fifty years ago and Common Terns two decades later, although they both pass through on migration, along with Sandwich Terns. However, other birds have taken their place, such as the Mediterranean Gull, small numbers of which breed. Little Egrets and Spoonbills are also regular visitors though yet to breed, while numbers of Brent and Canada Geese have increased, the latter exponentially.





Newtown National Nature Reserve.







White-tailed Eagle with transmitter.



Common or Harbour Seals.

The introduced White-tailed Eagle can sometimes be seen and a Kingfisher, flashing across a creek is more likely to be seen in the autumn or winter, although one or two pairs possibly still breed. On the non-birding side, both Grey and Common or Harbour Seals have colonised the estuary and can best be seen from Clamerkin Lake eastwards. Otters have also recently been recorded.

The sea wall at Newtown was breached in November 1954 flooding the enclosed grazing land, creating saltmarsh and later mudflats. Saltings elsewhere have also degenerated into mud and the shingle spit to the east of the harbour entrance has been

breached. All this will change the habitat and an increase in the number of boats, including paddle-boarders and canoeists will also add pressure. Let us hope there will still be suitable space remaining for the wild birds.

The easiest places to watch birds if you are land-based are from Shalfleet Quay, Newtown Quay adjacent to the black boathouse, Cassie's Bridge (south of the old town hall) and Clamerkin Creek, reached by walking north through Town Copse or further east via a footpath across fields to Clamerkin bird hide. The east bird hide on part of the old sea wall, also a good location, is currently closed.

## GOTREL GOES GLOBAL

Miles Peckham describes the extraordinary story of Matt Gotrel's successes on the water around the world

On the 2nd of August 2023, many of us were lucky enough to enjoy an informal evening at the Club with Matt Gotrel MBE. Over supper, after Wednesday evening racing, Matt regaled us with stories from his rowing and sailing successes around the world, and then answered our questions in an enthralling Q&A session.

Son of member, Martin Gotrel, Matt, is a double world champion rower who also won Gold Medal with the Great Britain men's eight at the Rio 2016, Olympic Games. Putting in what was described in the press at the time as "a devastating performance in the final" the team lead from the start to win gold in emphatic style.



Matt's record over the two-year period 2014 to 2016, actually reads:

THREE BRONZE MEDALS
Two in the eight and one in the men's pair.
A SILVER MEDAL
TWO WORLD CHAMPIONSHIPS and

OLYMPIC GOLD MEDAL in Rio 2016.

He was subsequently appointed a Member of the British Empire (MBE) in the 2017 New Year's Honours list for services to rowing. An extraordinary achievement for a former international sailor (in the 49er class) who only took up rowing at Loughborough University whilst studying engineering.

On leaving Loughborough, Matt briefly had a real job at Rolls Royce Aerospace until he received a call one day from former Olympic 49er champion Dylan Fletcher-Scott "Why not come and join us at Sail GP" - which is exactly what he did! Shortly



afterwards Sir Ben Ainslie (the world's most successful Olympic sailor) took over the helm and Matt travelled the world racing with Ainslie in the Emirates GBR Sail GP team. When Sir Jim Ratcliffe took over the British challenge for the America's Cup forming the Ineos British America's Cup Challenge with Ainslie Gotrel was a natural fit into the team.

Matt has recently moved to Barcelona with his wife and young family and is a full time member of the British team challenging to win the 37th America's Cup. Growing up in Gloucestershire,

Matt's inspiration, and drive, to compete at the highest level in both rowing and sailing came from his Grandfather and specifically from his Father, Royal Solent Member Martin, himself a keen rower. This latest challenge for the America's Cup takes place this September/October in Barcelona. We will all be supporting Matt and wishing him and all the team, the very best of luck!

We have asked Matt to join us post Cup 2024 to tell us all about it, and to regale us with the next chapter of this extraordinary story from a truly remarkable man.

# THE FORTS AND BATTERIES OF THE WEST WIGHT

Kevin Shaw describes the history of the Forts and Batteries of the West Wight

Given the strategic importance of the Isle of Wight through the ages – either as a protective barrier for the vital harbours of Portsmouth and Southampton, or as a possible stepping stone for any would-be invaders of England (from Vikings to Hitler) – unsurprisingly the coast between Yarmouth and the Needles, guarding the western entrance to the Solent, has seen an extraordinary concentration of fortifications.

There may have been earlier, more primitive defences, including a 14th century 'watch and ward kept day and night near the approach to Yarmouth Haven', but the first serious attempt to protect the north-western flank of the island and defend the Hurst narrows was Worsley's Tower. This small octagonal structure, with artillery mounted on its roof, was erected c. 1522-5 on high, unstable ground about 450 yards east of today's Fort Albert, above what is still called 'Round Tower Point'. Clearly inadequate, and destined to collapse, as early as 1539 the Earl of Southampton argued that 'if Worsley's "ill-devised" Tower was rebuilt and a castle erected at Hurst, all shipping through the Solent could be commanded'. And that is – thanks to Hery VIII's bellicose foreign policy – almost exactly what happened.

The king's famous break with Rome in the 1530s, over his divorce of Catherine of Aragon, had created a serious threat of large-scale invasion by Catholic France. In response, in 1538 he ordered the building of a chain of expensive castles and blockhouses (known as 'Device Forts') along the south coast of England from Essex to Cornwall, with a particular concentration around the Solent area. Apart from defences constructed to guard Portsmouth, Southampton, Sandown Bay and Cowes (East and West), the entrance to the western Solent was protected by a new castle at Hurst, completed in 1544. But, by that time, Yarmouth had succumbed to another destructive French raid, prompting Henry to order further defences: Worsley's Tower was to be supported by the construction, 750 yards to the east, of the Sharpenode Bulwark, a square blockhouse on the site of today's Fort Victoria, and Yarmouth was to have its own castle.

Yarmouth Castle just to the right of The George Hotel as it looks today. Photo courtesy of Classic Cottages.



Yarmouth Castle as it was originally with the entrance across the moat from today's George Garden. Photo courtesy of English Heritage.

Like many of the 'Device Forts' the resultant Yarmouth Castle was partially built using stone from Henry's 'dissolved' Catholic monasteries – Quarr and Beaulieu Abbeys in this case. With its trend-setting square design with flanking cover-fire from an arrowhead bastion (as at Sandown), it was completed (at cost of £1,000) in 1547. Thereafter it served its deterrent purpose; for while never firing a shot in anger, Yarmouth was never again attacked.

In subsequent years there were repairs and upgrades to many of the Henrician coastal defences, the most obvious on the West Wight being the strengthening of Yarmouth Castle in the 1560s (the central courtyard giving way stronger seaward defence) and, in 1587, — with the Spanish Armada threatening — the replacement of Sharpenode Blockhouse with a 'Sconce' (fort), believed to have been a five-pointed star shape. Ordered by Captain of the Island, Sir George Carey, although it fell into disrepair by the 17th century, where it stood (later the site of Fort Victoria) is still named Carey's Sconce.

Surprisingly, the lengthy wars with Revolutionary and Napoleonic France (1792-1815), brought little substantial upgrading of existing defences against French invasion plans, although some







Map showing the positions of the Main Castles, Forts and Batteries of the West Wight still (partially or fully) in evidence today.

emergency earthen barriers were raised in places like Sconce Point. Ironically, the greatest wave of anti-invasion measures since Henry VIII waited until the 1850s when, in the Crimean War against Russia (1853-56) Britain and France fought as firm allies for the first time in over 600 years! For, frightened by Napoleon III's seizure of power in 1851-2, orders had already been given to build a large double-storey fort at Sconce Point, a task completed in 18 months by a private contractor for £38,000. Supported by Prince Albert, and duly named Fort Victoria, it opened in 1855. Simultaneously, plans for a smaller 'tower fort' at 'Cliff End', opposite Hurst Castle, went ahead, the resultant Fort Albert completed in 1856, while a third West Wight defence, Fort Redoubt, was created overlooking Freshwater Bay in 1855-56, to deter landings there.

As it turned out, Forts Victoria and Albert were almost immediately rendered obsolete. Advances in artillery, adopted by France, saw traditional muzzle-loading round-ball cannons replaced by rifled breech-loading guns (RBL's) whose explosive shells could make light work of these brick-built forts; a problem exacerbated in 1859 by the world's first iron-clad warship, France's La Gloire, which itself could withstand a direct hit from Fort Victoria's largest guns (smooth bore 68-pounders) from a mere 65 feet! As a result, the two forts, although manned, and Fort Victoria used as barracks supplied by its own pier, largely proved white elephants. Certainly, they did not offer the protection recommended by the 1859 Royal Commission on the Defence of the United Kingdom – urgently established by Lord Palmerston's government in response to France's rapidly strengthening navy.

The upshot, at great cost and widely criticised in many quarters, was a huge programme of naval and coastal defensive measures – nicknamed then, and known ever since, as 'Palmerston's Follies'. By 1861 Freshwater Redoubt's 68-pounders were giving way to RBL guns, keeping it relevant, and La Gloire had been totally eclipsed in size and strength by HMS Warrior, but any perceived French threat had evaporated by the time most measures were ready. The original (Old) Needles Battery was completed in



Fort Albert, with Hurst Castle in the background.

1863, as was Warden Point Battery, on high ground just west of Colwell Bay. But it was near the end of the decade before either Cliff End Battery (1868) high above Fort Albert and covering the Hurst narrows with the now vastly extended Hurst Castle, or the Hatherwood Battery (1869), giving crossfire across Alum Bay, were complete. By this date the construction of Golden Hill Fort was also finished. Hexagonal in shape, equipped with its own hospital, and commanding panoramic views (cleared of trees) of the Solent, it was designed to both give landward protection to the surrounding coastal defences and accommodate troops (8 officers + 128 men) to help man them.

For all the enterprise, expense and enduring work involved, as with the earlier Henrician defences, none of these 19th century forts of the West Wight ever saw, in their original form, any kind of action. Countless alterations or adaptations were made thereafter, including Fort Albert hosting an 1880s secret experimental guided missile (the 'Brennan Locomotive Torpedo'), but the only serious addition came when the crucial Needles area saw the building of the New Battery (completed 1895) on higher, firmer ground. While most of these West Wight defences, would be manned and armed during the 1st World War, by the start of the next in 1939 few (apart from the Needles, Cliff End and the additional Bouldnor Battery, built 1937-8) had fixed guns – instead being largely used for supply, billeting and training (Golden Hill & Victoria) and, especially, for searchlights and anti-aircraft guns (as at Cliff End and the Needles) in response to the new threat from the air.

Sadly, since 1945, some of the once impressive array of West Wight fortifications have fallen into decay and largely disappeared, as at Bouldnor, Hatherwood and Warden Point. Happily, however, while the remains of Fort Victoria are sustained as a 'country park', most have found fuller preservation – either through adaption to private use (Golden Hill and Forts Redoubt and Albert), or, better still, through open public ownership by English Heritage (Yarmouth Castle, since 1984) or the National Trust (the Needles Batteries, since 1975). Long may they all endure.













The above photo shows the two Cricket teams on Lentune Island.

Lentune is a new island formed off the south coast in the Western Solent, named after the original name for Lymington 1,000 years ago. The half-acre island lying just to the east of Hurst Castle measures 330ft by 65ft and is fully visible at low tide. It gradually formed naturally as a result of work to protect the historic castle from coastal erosion after one of its' walls collapsed in 2021. RSYC member Jamie Clarke organised an inaugural Cricket match in August 2023. To the cricketers' surprise, unlike the Brambles Cricket match, the wicket was solid and the tide kindly let the outfield last for far longer than expected, so the 2024 fixture of Eremue CC at Lentune is likely to carry on at least until tea.







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Mark Calver of Hatch Mansfield (standing) on the left and Richard Pierrepont on the right at the February 2024 Wine Society meeting.

Photo by the Commodore Martyn Collinson.

What's in a name? Wine Society, it sounds exclusive but it isn't, it sounds intellectual but it isn't, there is no joining process or additional membership fee, all RSYC members are welcome. We meet over the winter months, generally starting in October and continue through to March when, rightly as a yacht club, thoughts turn to getting afloat.

The programme we try to achieve is to engage a number of speakers to present wines on a tasting basis followed by a dinner at the Club, with a menu sometimes tuned to compliment the wines tasted. If you attend, often you may learn something, but it not obligatory. This past year we started off in October as normal and our programme has been as follows:

#### October: A Presentation of the New Club Wines

The Club's Wine List has recently changed and this presentation was designed to introduce some of the new wines available. Jane Karabasic of Eurovines (Club Supplier) took us through eight of the new wines and the evening was announced a great success. Mind you after two tastings most members find their perception changes positively and the presenter finds things easier!

#### November: A Very French Vineyard

During my travels in France I was lucky enough to find a vineyard which supplies Claret to the Houses of Parliament -both the House of Commons and the House of Lords. On the basis that if it was good enough for them it should be good enough for me, I bought some of their wines. It is very good and very reasonable so I thought it would be of interest to our members and we managed to taste 8 of their range of wines all produced from the same estate. Roger Thomas of Pioneer Wines here on the Island now stocks some of these wines and assisted me with the presentation. How we both met in deepest Lot-et-Garonne last year, visiting the vineyard and then ending up at a local jazz festival is another story.

#### **December: Christmas Party**

This can prove challenging to arrange ....everyone wants a party, but can one find a date in December which doesn't conflict? As a result attendance in December tends to be down. However, the theme and modus operandi for this event was to firstly enjoy some Champagne. This was followed by some

Club members offering tastings of their favourite wine. As each member needed to pre-purchase wine sufficient for up to 48 members, but in the event only 32 attended the evening, a good time was had by all.

#### February: Louis Jadot & Burgundy in the UK

We are very lucky to have as our main wine suppliers Hatch Mansfield Ltd, the main importers in the UK of both Taittinger Champagne and Louis Jadot wines. We have developed a very close relationship with the firm in so much as they now sponsor both our main Taittinger RSYC Regatta in July and the new RSYC Contessa Regatta in May. Mark Calver of Hatch Mansfield very kindly gave us a very informative talk on the Louis Jadot range of Burgundy. Mark is the Director of Hatch Mansfield and has a deep knowledge of the area around Beaune, the Côte de Nuits and the Côte-d'Or. Most of the wines were outside our usual price range, but it was a privilege to have a chance to sample some of the best. This was followed by a delicious meal of Beef Bourguignon and the event was a sell out!

#### March: Call My Bluff

At the time of writing this event has not yet occurred. It is now a well established evening and one of the most popular with our members. A blind tasting of wines is presented by three characters, each of whom presents what they consider to be the right description of the wine and its origin. However, only one of the three is correct. Using a true or false system the tasting results are scored and the table with the largest number of correct diagnoses wins. There is some degree of witty repartee in between the presenters, which adds to the fun.

We have, over the years, also taken parties to various European Wine areas, including Champagne, Bordeaux, Honfleur and Florence. This year's trip was planned to Porto, but unfortunately there were not enough takers. Maybe we will try a day trip to one of our UK producers instead.

It is a challenge to ring the changes and create evenings with different themes, but the world of wine is far reaching and this makes the challenge easier. We now look forward to our next winter season and hope all members will consider an attendance. I don't think you will be disappointed.

Richard Pierrepont



# WHY NOT HOST YOUR NEXT EVENT AT THE CLUB?



Meetings and Conferences. Photo by Jake Sugden.



Weddings and private parties.



The Restaurant with views over the Solent.

The Royal Solent is a popular and versatile venue for private functions for members, non-members, clubs, associations and organisations - anyone may enquire about booking a room at the Club for nominal room hire charge. Whatever the reason; be it an anniversary lunch, a christening buffet or a club dinner, the unique coastal setting of the Club will make your event a stand-out occasion. Our professional, friendly and attentive staff at the Royal Solent will ensure that your special "do" is memorable and stress-free.

We have the perfect combination of private rooms, beautifully prepared food, fine wines and a well-stocked bar. You are also free to use our outside lawn and balcony with unbeatable views overlooking the Solent. We can source a marquee, DJ or band for you and will help you select the room that best suits the requirements of your event. Our delicious menus are freshly prepared and cooked on the premises by our skilled and experienced chefs. We offer a variety of appetising two and three course lunch and dinner menus from which to choose. Alternatively, you may prefer to select our enticing barbecue, buffet and hog roast options or a traditional afternoon tea.

The Royal Solent is also experienced at hosting wakes and private lunches to celebrate the memory of a loved one. We understand that this occasion requires great sensitivity and the dedicated team at the Club will provide a personal, efficient and caring service throughout. The Royal Solent has a self-contained downstairs bar area - The Hudleston Bar - in addition to the main bar and dining room (The Solent Room) plus Members Dining Room and Lounge, on the first floor.

Please contact the Events Manager for further details or to discuss your requirements on 01983 760256 or pop into the Club during office hours (Monday – Friday 9am – 5pm, excluding bank holidays).





Ann Hinton and Tony Sceales.



Brian and Maxine Crawford.



Corinne and George Alford.



Judy and David Asker-Browne.



Liz and Patrick Donovan.



Michael and Pam Craig.



Mickey and Susie Breare.



Neil and Frances Sanders.



Penny and Nick Francis.



Sarah Froggatt and Mick Abbott.



Terry and Gill Bishop, Beverley and Roger Sixsmith.



Trish and Graham Benton with Kathy Wheeler.



# GET INVOLVED WITH THE RSYC

Anthony Davies on volunteering at the Club

The Royal Solent Yacht Club is a private members' club owned by the members and it's management is overseen by the General Committee (the GC) which also forms the Board of Directors of The Royal Solent Yacht Club Limited. Any member of over two years duration is eligible to stand for membership of the GC for a period of three years with an option to stand for a fourth year if desired. Flag Officers are also members of the GC and it is that body which makes all major decisions relating to the Club based on advice from the Club Secretary and also the Guardians who have no management role but provide advice, support and continuity to the management.

The Club Secretary is the equivalent of a CEO or General Manager and is responsible for the day to day staffing and business affairs of the Club under the instructions of the GC.

The Club could not function without volunteers in many fields ranging from Race Management and other on the water activities to helping at Club events, flower arranging and running onshore activities such as clay shooting, golf, talks etc. Members may also be co-opted to one of the specialist Sub-Committees which are as follows:

The Vice Commodore's Committee which deals with the governance of the Club, membership matters, the fabric of the building and legal affairs. Chaired by the VC and attended by the Secretary.

The Finance & Administration Committee which oversees the financial affairs of the Club. Chaired by the Hon Treasurer and attended by the Secretary and the Accounts Administrator.

The House Committee which is responsible for the format and frequency of events and the Social Calendar. Chaired by Rear Commodore House and attended by the Secretary and Events Manager.

The Sailing Committee and Race Management Committees which deal with all aspects of waterborne activities. Chaired by the Rear Commodore Sailing and attended by the Sailing Secretary and the Head Boatman.



Helen Le Gassicke and Jan White volunteering at Taittinger RSYC Regatta.



Race Officers on committee boat Countdown.

When required, additional Working Groups may be established to deal with specific projects requiring specialist advice or expertise.

Volunteering can be very rewarding offering opportunities to widen your social circle and gain new skills whilst knowing that you are contributing to the continued financial and operational health of our Club.

If you would like to learn more about Race Management, which may be on or off the water, please contact the Sailing Secretary or our Chief Race Officer Jeremy Willcock who will be pleased to discuss opportunities and the training available.

The time commitments involved in volunteering will vary and are at members' discretion but if you feel that you would like to be involved at any level or you have particular skills or expertise to offer the Club please contact the Commodore through the Club Office.

## Royal Solent Yacht Club

#### Merchandise, Burgees & Blue Ensign Permits

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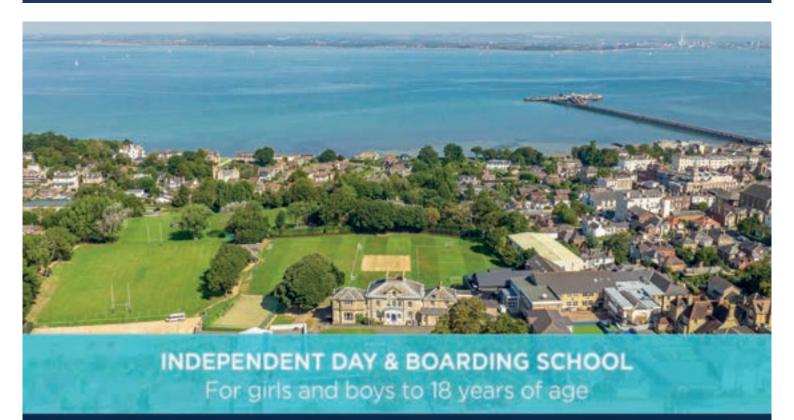


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# ROYAL SOLENT YACHT CLUB OPEN DAYS 2024

Saturday 4th May 11am - 2pm Saturday 31st August 11am - 2pm











- Sailors & landlubbers of all ages are welcome!
- Members are invited to bring any friends interested in joining.
- Come & enjoy a tour of our stunning clubhouse, meet members & find out about activities on & off the water.
- Apply for membership on Open Day and benefit from 10% OFF your pro-rated subscription until the end of 2024.
- Book in advance for lunch & enjoy the best views of the Solent.

#### **TROPHY WINNERS 2023**





Susie Breare receiving The Commodore's Award



Malcolm Peplow receiving The Pete Garratt Triumph in Adversity Award



Sue Lindsay receiving The Noreen Smith Coaster



Ed Donald receiving The West Wight Sailing Club Distinction Bowl from the Commodore and Peter Jennings



Maxine Crawford receiving The Morva Cup

Trophies presented by the RSYC Commodore Martyn Collinson

| Commodore's Award                           | Exceptional services to the Club  | Susie Breare For her hard work and enthusiasm overseeing the East<br>Shed fundraising and for her general valued contribution to the Club.                                       |  |
|---|---|--|--|
| Charles Stanley<br>Discretionary Trophy     | Commitment and dedication to the Club   | Chris Waddington For his continued support of the Taittinger RSYC<br>Regatta and exceptional tenacity in coping with the extreme conditions<br>during Sunday's racing last year. |  |
| Noreen Smith Coaster                        | Services to the life of the Club  | Sue Lindsay For her reliability and ever cheerfulness as a Race Officer responsible for flags on the committee boat and for regularly contributing as a longterm flower lady.    |  |
| Morva Cup                                   | Best kept Cruising Log  | Brian & Maxine Crawford For their meticulous cruising log relating to thei voyage to Holland on Brainwave.   |  |
| West Wight Sailing Club<br>Distinction Bowl | Superlative racing performance away from home waters  | Ed Donald For representing the Club in the San Francisco Folkboat<br>International Regatta and coming second overall.  |  |
| Pete Garratt Triumph in<br>Adversity Trophy | Awarded to a Club Member who has had to overcome considerable adversity in their day to day lives | Helen Peplow Awarded posthumously in recognition of Helen's bravery and positivity during her long battle with cancer, presented to her husband, Malcolm Peplow.                 |  |

#### **TROPHY WINNERS 2023**

| TAITTINGER REGATTA 2023                   | BOAT CLASS/PRIZE                  | BOAT NAME         | OWNER/S                             |
|---|-----------------------------------|-------------------|-------------------------------------|
| Overall winner of the Regatta             | Jeraboam of Taittinger IR         | RC 2 Happy Daize  | James Chalmers                      |
| RSYC Allison Challenge Bowl               | IRC Division 1                    | Eager             | Chris Cecil-Wright                  |
| Thorpe Tantalus Trophy                    | IRC Division 2                    | Happy Daize       | James Chalmers                      |
| King George's Fun for Sailors Cup         | IRC Division 3                    | With Alacrity     | Chris Choules                       |
| The Stevens Cup                           | IRC Division 4                    | Mojitabel         | Rory Heron                          |
| Bottle of Taittinger                      | J109                              | ,                 | David Richards                      |
|   | *                                 | Jumping Jellyfish |                                     |
| Bottle of Taittinger                      | J111                              | Journey Maker II  | Louise Makin                        |
| Commodore's Cup                           | Contessa 32                       | Merak II          | Nick Bradley                        |
| Hunter Kemis Cup                          | RYA NHC A                         | Caveman           | Nik Atkinson                        |
| Le Quatre Juillet Trophy                  | RYA NHC B                         | Merrywake II      | Adrian Maityard                     |
| Burnett Challenge Cup                     | Folkboat                          | Madelaine         | Ed Donald                           |
| Minchin Trophy                            | XOD Saturday                      | not raced         |                                     |
| Caulcutt Bowl                             | XOD Sunday                        | Gleam             | James Meaning                       |
| Havers Trophy                             | XOD Overall                       | Gleam             | James Meaning                       |
| Geraldine Cross Salver                    | YOD                               | not raced         | Junies 172 uning                    |
| Three magnums of Taittinger draw          | All classes                       | Second Wind       | David Temple                        |
|   |                                   | Toledo            | Kate Sims                           |
| River Yar Boatyard and Wight Marine prize | Volvo engine                      | _                 |                                     |
| Edelweiss and Gurgle Hotel                | A week's holiday in the Alps      | Caveman           | Nik Atkinson                        |
| DINGHY WEEK                               |                                   |                   |                                     |
| Glass awarded as 1st prize                | Scow                              |                   | Olly Mayo                           |
| Glass awarded as 1st prize                | Laser Radial                      |                   | Harry Hall                          |
|   |                                   |                   |                                     |
| Glass awarded as 1st prize                | Laser 4.7                         |                   | Richard Liszka                      |
| Glass awarded as 1st prize                | Pico (race sail)                  |                   | George Newman                       |
| Glass awarded as 1st prize                | Pico (training sail)              |                   | Bede Liszka                         |
| Michael Ball Trophy                       | Best U14                          |                   | George Newman and Bede Liszka       |
| Dinghy Week Silver Tankard                | Best U16                          |                   | Max Newman                          |
| Bernard Turner Endeavour Trophy           | outstanding effort in a dinghy fo | or their sail     | George and Max Newman               |
| 1 /                                       | around the IOW on a Quest di      |                   | 0                                   |
|   | _                                 | 0 /               |                                     |
| PRINCE CONSORT CHARITY RACE               |                                   |                   |                                     |
| The Yeoman Trophy                         | 1st overall                       | Mistral           | Julian & Claire Sowry               |
| The Neptune Trophy                        | 1st placed RSYC boat              | Raev              | Katie Davies & Mark Hall            |
| CUNICET CEDIEC                            | _                                 |                   |                                     |
| SUNSET SERIES                             | al i la                           | m 1 1             | Y                                   |
| Glass awarded as 1st prize                | Class 1and 2                      | Toledo            | Kevin Sykes                         |
| Black Rock Trophy                         | Class 3                           | Diatom            | Alan Hans Hamilton and Colin Finney |
| Henderson Vase and Mad Cap trophy         | XOD                               | Gleam             | James Meaning                       |
| George Kent                               | YOD                               | Puffin            | John Caulcutt and Graeme Dillon     |
| Otter Trophy                              | Folkboat                          | Svane             | Harry Hall                          |
| Laser Standard                            | Laser Standard                    | Patrick Tate      | Patrick Tate                        |
| Laser Veterans Cup                        | Laser Veterans Cup                | Miles Norris      | Miles Norris                        |
|   |                                   |                   |                                     |
| Laser Radial                              | Laser Radial                      | Henry Olmi        | Henry Olmi                          |
| Laser 4.7                                 | Laser 4.7                         | George Newman     | George Newman                       |
| Pico                                      | Pico                              | Miles Mayhew      | Miles Mayhew                        |
| KING'S CORONATION TROPHY                  |                                   |                   |                                     |
| Kingston & Grist trophy                   | Winner of Class 1 and 2           | Toledo            | Kevin Sykes                         |
|   |                                   |                   |                                     |
| King's Coronation Trophy                  | Folkboat                          | Svane             | Harry Hall                          |
| King's Coronation Trophy                  | XOD                               | Myrtle            | Cordelia and Richard Ellis          |
| King's Coronation Trophy                  | YOD                               | Puffin            | John Caulcutt and Graeme Dillon     |
| ANCIENT MARINER'S RACE                    |                                   |                   |                                     |
| Ancient Mariner's Trophy                  | Winner                            | Overture II       | Tom Rignell                         |
| 2 meiene iviaimei 8 110piiy               | V V IIIIICI                       | Overture 11       | Tom Bignell                         |
| CENTENARY CHASE                           |                                   |                   |                                     |
| Glass awarded as 1st prize                | Overall winner                    | Spray             | Hattie Lewis                        |
| Mill Road Garage Trophy                   | First Old Gaffer                  | Hester            | Edward Rice                         |
| Royal Southern Yacht Club Challenge Troph |                                   | Spray             | Hattie Lewis                        |
| Glass awarded as 1st prize                | 1st open keelboat                 | Spray<br>Spray    | Hattie Lewis                        |
| Salos arranteed as 1st prize              | 10t open keelooat                 | op, my            | Little De His                       |
| SPENCE WILLARD WEDNESDAY EVEN             | JING RACING                       |                   |                                     |
| Leverson Gower Cup                        | Class 1 and 2                     | Cloudy Bay        | Stephen Hucklesby                   |
| RSYC Challenge Bowl                       | Class 3                           | Diatom            | Alan Hans Hamilton and Colin Finney |
| Hempstead Trophy                          | Folkboat                          | Bossa Nova        | David Fox                           |
|   |                                   | Miles Norris      |                                     |
| Herbert Davies Decanter                   | Laser class                       |                   | Miles Norris                        |
| Wednesday Evening Po                      | Most firsts during WER            | Bossa Nova        | David Fox                           |
| Anne Kyle Trophy                          | Overall winner WER                | Diatom            | Alan Hans Hamilton and Colin Finney |
| Champagne Race (no racing too windy)      |                                   | ** *              |                                     |
| Iseult Centenary Trophy                   | Most improved boat                | Katinka           | Susie Breare and Steve Carson       |
|   | (chosen by the Head Boatman)      |                   |                                     |
| TURKEY CUP                                |                                   |                   |                                     |
| Alan Spriggs Trophy                       | Winner                            | Svane             | Harry Hall                          |
| Turkey donated by Harwoods Chandlery      | 2nd place                         | Wombat            | Jonathan Proctor                    |
| Turkey Plate                              | 3rd place                         | The Otter         | Claire Locke                        |
| ,   | - ·· r -···                       | 0                 |                                     |
| WINTER SERIES                             |                                   |                   |                                     |
| Blount Cross Trophy                       | Overall winner Series 1 and 2     | Margarita         | John Poyner                         |
|   |                                   | 3                 |                                     |
| BOXING DAY RACE                           |                                   | m 1 1             |                                     |
| Ron Smith Coaster                         | Winner Boxing Day Race            | Toledo            | Kevin Sykes                         |
|   |                                   |                   |                                     |



Membership of the Royal Solent also accords reciprocal membership of an impressive 36 yacht and sailing clubs in the UK and a further 24 clubs overseas.

We would love to hear about Members' experiences visiting reciprocal clubs, so please do share your feedback and any photos.

#### **South Coast**

- · Chichester Yacht Club
- · Christchurch Sailing Club
- Lymington Town Sailing Club
- Parkstone Yacht Club (Poole)
- · Poole Yacht Club
- RAF Yacht Club (Hamble)
- Royal Artillery Yacht Club
- Royal Cornwall Yacht Club (Falmouth)
- Royal Dart Yacht Club
- Royal Dorset Yacht Club (Weymouth)
- Royal Fowey Yacht Club
- Royal Lymington Yacht Club
- Royal Motor Yacht Club (Poole)
- Royal Southampton Yacht Club
- Royal Southern Yacht Club (Hamble)
- Royal Western Yacht Club of England (Plymouth)

#### Other UK

- · Alderney Sailing Club
- Guernsey Yacht Club (St Peter Port)
- Little Ship Club (London)
- Royal Anglesey Yacht Club (Beaumaris)
- Royal Channel Islands Yacht Club (Guernsey)
- Royal Channel Islands Yacht Club (Jersey)
- Royal Cinque Ports Yacht Club (Dover)
- Royal Cruising Club (London)
- Royal Norfolk and Suffolk Yacht Club (Lowestoft)
- Royal Northern and Clyde Yacht Club (Helensburgh)
- Royal Temple Yacht Club (Ramsgate)
- Royal Thames Yacht Club\*
- Royal Ulster Yacht Club (Bangor)
- Sussex Motor Yacht Club (Brighton)

#### Island (Winter only)

- Bembridge Sailing Club (from 1st Nov 31st Mar)
- Brading Haven Yacht Club (from 1st Oct 31st Mar)
- Island Sailing Club, Cowes (from 1st Nov 31st Mar)
- Royal Ocean Racing Club, Cowes (from 1st Nov 4th Mar)
- Royal Victoria Yacht Club, Fishbourne (from 1st Nov 31st Mar)
- Sea View Yacht Club (from 1st Nov 31st Mar)

#### Overseas

- · Barbados Yacht Club
- Cayman Islands Sailing Club
- Cruising Yacht Club of South Australia
- Gordons Bay Yacht Club (South Africa)
- · Howth Yacht Club (Dublin)
- Republic of Singapore Yacht Club
- Royal Bermuda Yacht Club\*
- Royal Bombay Yacht Club (India)
- Royal Cape Yacht Club (South Africa)
- Royal Cork Yacht Club (Eire)
- Royal Freshwater Bay Yacht Club (Western Australia)
- Royal Gibraltar Yacht Club
- · Royal Hong Kong Yacht Club
- · Royal Malta Yacht Club
- Royal Melbourne Yacht Squadron (NSW)
- Royal Natal Yacht Club (Durban)
- Royal New Zealand Yacht Squadron (Auckland)
- Royal Perth Yacht Club (Western Australia)
- Royal Prince Alfred Yacht Club (NSW)
- Royal St George Yacht Club (Eire)
- Royal Sydney Yacht Squadron\* (NSW)
- Seattle Yacht Club (USA)
- · St Lucia Yacht Club
- Yacht Club Austria (Linz)

\*A letter of introduction from the Secretary is required.

#### **NEW RECIPROCAL CLUBS**

The Royal Solent Yacht Club is delighted that Members now have full reciprocal membership of the Royal Ulster Yacht Club in Bangor, the Royal Bermuda Yacht Club and the Little Ship Club in London.



RSYC Member Julie Hobbins and the Vice Commodore of the Royal Ulster Yacht Club, Maurice Butler, exchanging club burgees.



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

Jane Karabasic - Tel: 07377 338929 Email: janekarabasic@eurovines.co.uk

Mark Curran - Tel: 07966 116127 Email: markcurran@eurovines.co.uk Or you can always call us at the office on 01983 811743





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

Are you looking for something special? At Hotel Edelweiss & Gurgl, you'll find relaxation in our luxurious rooms and elegant suites. Relax in our spacious wellness area and experience unique moments in a winter wonderland. Hotel Edelweiss & Gurgl offers you precious moments in the mountains that you will remember forever.

At Hotel Edelweiss & Gurgl, we pamper you with 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.

