



#### Royal Solent Yacht Club

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Rear Commodore House John Poyner\*
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\*Subject to election at the AGM 15th April 2023

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Folkboats off Yarmouth. Photograph by Jon Freeman.

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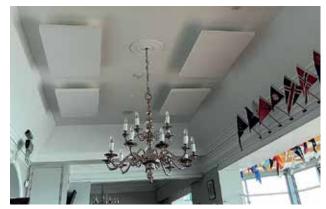


TAITTINGER RSYC REGATTA
Club Racing, Social Events and more

#### Improved Acoustics and Club Balcony refurbishment







The new acoustic panels installed in the first floor bar area.





The main balcony before refurbishment and after.





**T** opefully you will all agree that this last year has been La successful and enjoyable one for the Club on both the nautical front and the social side. However, there have been some significant hurdles to overcome - who would have thought there would be the Russia-Ukraine conflict, a large rise in inflation, a national shortage of staff, large increases in energy costs and political turmoil all in the same year!

We must remember though, how very fortunate we are at the RSYC. We are situated in a location that most organisations could only dream of, we have a Clubhouse that has been extended and improved and continues to be improved every year, staff who are the envy of the South coast and members who readily volunteer with their specific skills as and when the need arises.

Our key sponsors - Champagne Taittinger, Wight Marine, River Yar Boatyard, Spence Willard and Harwoods - support us year on year, which we appreciate and do not take for granted. We always strive to go the extra mile for them to ensure we deserve their sponsorship and we must continue to

In 2022, we saw the completion of the refurbished slipway and our thanks go to all those who contributed and sponsored a plank. In addition, the walls and ceiling of the kitchen were resurfaced, the main balcony was renovated with new balustrades and decking tiles, and acoustic panels were installed in the bar area which greatly improved the noise levels. At the end of last year we ordered a new RIB to better support our sailing programme.

Thanks to our Vice Commodore Graham Fell, plans are progressing on the future of the Hudleston Bar in order to expand its usage and we are well advanced addressing the challenging task of replacing the workshop and storage sheds. As our world moves even more towards technology and social media, we will be considering more use of the sailing "apps" that are available now and the possibility of drone recordings to bring some of the best visual highlights of the racing season to the membership.

2023 has seen the beginning of a fundraising programme to ensure that we can implement all these improvements as soon as financially possible and continue to move forward and provide our membership with the best facilities we can.

Our membership numbers continue to grow at a steady pace and two further open days are planned this year to help promote all that we have to offer to a wider audience. We now benefit from reciprocity with 57 other clubs that our members can enjoy visiting at home and abroad.

On the organisational side, further thanks must go to: -Rear Commodore Sailing Tom Symes and Regatta Chair Katie Davies, for such a successful sailing season, supported



RSYC Commodore Martyn Collinson.

by JoJo Minchin & Jeremy Willcock in the Sailing Office and our Bosun Adam Preece. A Race Officer training programme took place last Spring and covered different skill levels for both experienced and new race officers who form an invaluable part of the racing team.

Rear Commodore House, Miles Peckham, for continuing for a fourth year and, together with our Events Manager Lucy Preece and the House Committee, for ensuring a comprehensive and imaginative programme of events to keep us all fully entertained on the social side.

Our Hon. Treasurer Rob Quain who, supported by Janet Pitman in Accounts, has the almost impossible role of making the figures all add up and controlling our expenditure while we continually come up with new ways of improving our Club and moving it forward.

Our House Team, led by Brooke Drake (Service Manager), Tom Cripps (Club Chef) and Matt Courtney (Club Steward). They are a dream team and never fail to deliver a warm welcome and impeccable service which is the toast of other clubs in the Solent.

And finally, our Secretary Claire Hallett and all in her team whose skill and dedication, so often behind the scenes, is exceptional and, while recognised, cannot be mentioned too

This year will be another momentous year with the coronation of His Majesty The King on Saturday 6th May, which we hope as many members as possible will celebrate with us at the Club.

> Martyn Collinson, Commodore



## ROUND BRITAIN VOYAGE FOR PARKINSON'S

Octogenarian David Temple sails his Moody 34 Second Wind round Britain in aid of Parkinson's disease raising over £25,000

So many cruising sailors have 'sailing around Britain' on their wish list, the dream of long warm summers pottering around the Western Isles of Scotland, anchoring in magical bays with crystal clear water beneath their boat soaking up the pleasures on offer. My dream many years ago.

Sitting at home on the Isle of Wight with my lovely Wife of nearly 60 years, Hazel, frustrated by the effects of this horrible Parkinson's Disease and listening to a visiting Physiotherapist describe the difficulties of similar sufferers on the Island, I decided to do something to help. I had a skill, the time, and the unaccomplished dream. I was also in my 80's with all the challenges that brings!



Family support was immediate, 'you can do it Dad, we can look after Mum for about a month,' so I had 30 days to sail *Second Wind*, a 34ft Moody over 2000 miles regardless of the weather. That was the challenge, so many decisions to be made in 4 months, detailed planning was key. A whirlwind of activity ensued preparing the boat, burning the midnight oil, getting charts for the passage, and poring through endless books and enlisting the support of Google! Seago Yachting were so





Strong winds off Cape Wrath.



David Temple and his grandson Sam.

generous and provided all the safety gear, with Parkinson's flags to fly and many gave of their time freely to help us on our way. Whilst I was in no doubt about my ability to sail, the family wisely said 'you are not sailing alone' but I had no crew.

My plan was to sail clockwise and pick a period with the most stable weather pattern, the lowest incidence of gales in Scotland and avoid the midges. Breaking the journey into three parts with change of crew at each stage is a formula for a happy ship but I needed just one constant companion, a First Mate. André Usborne was my support and excellent companion. The first leg to Troon included a lovely member of the Royal Dart Yacht Club, Kit Noble who sailed competitively and also had Parkinson's. I thought Kit's inclusion would bring many illness related challenges, but it didn't, he was wonderful company and a pleasure to be with. My very fit Grandson Sam and Steve, a Naval friend of André's with local knowledge, joined us for the tough sailing north and Club Member John Smith jumped on at Edinburgh for the final home leg.

The map above shows our journey from Yarmouth. Family commitments meant leaving at the end of May which was late, and the weather was not good. Sailing West, we were headed by strong westerlies, sailing North we were headed again by strong northerlies and so much rain. Pinned down in Stromness (Orkney) for three days was fun, watching birds fly backwards and giving us a chance to explore. Then the winds swung around 180 degrees — headed again all the way to the Solent when we had a gorgeous sail home on the last day. We averaged roughly 70 miles per day which felt relentless, with several overnights and long passages but all worth it.



Track chart showing Second Wind's voyage round Britain.



Journey's end. Second Wind arrives home in Yarmouth.

We raised a substantial sum of money for the two Parkinson's Charities, over £25,000 to date. Some of the money went into research to find a Cure but, working with the NHS Trust on the Isle of Wight, it has helped secure a 2-year programme of specific Physiotherapy exercise for Parkinson's sufferers on the Island, of which there are far too many. The hardship endured to achieve this positive result makes it all so worthwhile.

David's Just Giving page is still open if you would like to donate to this worthy cause. www.justgiving.com/davidtemple81



### **TAITTINGER**

Royal Solent Regatta 2022

Outstanding conditions and fierce competition at the 2022 Taittinger Royal Solent Yacht Club Regatta. Ollie Dewar reports. All photos are by Jake Sugden



The Taittinger Reception at the RSYC.



From Left to Right: Mark Calver from Taittinger, Rear Commodore Sailing Tom Symes, Kate Calver from Taittinger, Commodore Martyn Collinson.



Kate Calver from Taittinger presents the prizes for the Taittinger Regatta. **Left**, Overall winner, Jin Tonic.



#### Taittinger RSYC Regatta















The 14th Taittinger Royal Solent Yacht Club Regatta held on Friday 22 – Sunday 24 July 2022 opened with its lively Champagne Reception and delivered a stunning sailing event in racing conditions that would be hard to improve with 190 competing boats filling the Western Solent during the South Coast's premier yacht club regatta.

With a solid south-westerly on Saturday morning, sending White Group to a start line on the Mainland shore gave the fleet a brisk start and a close inspection of Hurst Castle before the course took the boats back towards the Island shore. Meanwhile, Black Group raced mid-Solent and off the Mainland shore with breeze building from eight-11 knots as the fleet headed west on a beat with the full ebb tide underneath them.





Tony Mack is a regular, highly successful Taittinger Royal Solent Yacht Club Regatta entry with his Royal Southern Yacht Club-based J111 *McFly*. Mack's 1-1-1 scorecard over the weekend's three races at this year's regatta wasn't easily won: "There was one other particular boat that was all over us," he explained at the prize giving on the Royal Solent's waterfront lawn on Sunday afternoon. "We got a bit of weed round the rudder and they were 'BANG', right at us." The team's on-thewater nemesis suffered a broken backstay and – to some extent – pressure on *McFly* was reduced. "The slightest thing and it's all over," admits Tony Mack of the level of competition within the regatta's J109 & J111 class.

Despite the pressure offshore, Mack and his team fully enjoyed the onshore, social arrangements. "Along with the BVI, this is the nicest regatta we do," explains Mack. "It's terribly friendly, the weather was glorious, there are always loads of boats and we made it to the Towers Party which gets better every year," he continues. "The whole event and the Towers Party is great for younger crew." This year, the Towers Party entertainment included a guest appearance by John Illsley of Dire Straits; a strong supporter of the party's charity for 2022, Cure Parkinson's. "There was one new crew member, a South African, and he's completely mad about Dire Straits; he just couldn't believe who was playing at the regatta party!"



#### Taittinger RSYC Regatta



The tide turned to flood and the breeze built from 11-17 knots remaining south-westerly for Saturday's second race as a light cover of cloud funneled up the Needles Channel with White Group starting again mid-Solent. In White Group's X One Design division, *Xcitation*, helmed by Roger Yeoman, scored 5-1-1 over the weekend and won the 31-strong XOD division overall. "I've been sailing with one of my crew, Mike, for 46 years, but it's the first time we've sailed out of Yarmouth and it's been absolutely brilliant," he confirms. "If it's like this every year, we'll be back," promises Yeoman. In common with the majority of the regatta's competitors, the social side of the weekend was of supreme importance for the crew of *Xcitation*: "We partied ourselves to a standstill," says Yeoman. "We were at the Towers, we were at the club, everywhere, all over the place!"

For Sunday's single race, the south-westerly built to around 20 knots with the full ebb tide producing muscular conditions mid-Solent; an environment that proved ideal for the regatta's overall winner Andy Roberts of the Royal Lymington Yacht Club with J105 Jin Tonic. "Sailing is one of the most complex team sports going and our team this year was just superb," he explained in a frank conversation shortly after finishing the third race of the event. "Every manoeuvre went like a dream and we were making so much on mark roundings it was almost embarrassing." Roberts took three bullets in the 13-strong IRC2 fleet sailing Jin Tonic with seven-up. "They all worked hard and did really well," he says, while his personal highlight of the regatta arrived shortly after the final race: "One of the top boats in our class came up and applauded us and said 'well done', and that means more to me than any trophy," he admits. "To get an accolade from your own comrades in arms was just really something.

"Lovely yachting, lovely Race Officer-ing," confirmed Roberts as one of his crew walked past cradling a Jeroboam of Champagne Taittinger – the prize for the regatta's overall winner. Earlier this year, *Jin Tonic* won the 74-strong IRC2 group in the Round the Island Race and the crew will be celebrating a very successful sailing season at a team barbeque this Friday. "Now I don't need to buy any booze!" laughed Roberts, eyeing the enormous bottle.

Although the event's trophies and Champagne Taittinger prizes had been claimed, awards from the regatta's supporting sponsors were still up for grabs with nail-biting prize draws for a seven-night stay in the 1889 panorama suite of Austria's luxury Edelweiss and Gurgl Hotel won by *No Regrets* and a Honda 2.3hp outboard engine donated by supporting sponsors Wight Marine going to *Hot Rats*. The 2023 Taittinger Royal Solent Yacht Club Regatta is scheduled for 14-16 July and Champagne Taittinger; the RSYC, with supporting sponsors River Yar Boatyard and Wight Marine and the Edelweiss & Gurgl Hotel, look forward to seeing you for another unforgettable regatta.

"The 2022 Taittinger RSYC Regatta was undoubtedly a great success and enjoyed by all, both on and off the water," summarised the RSYC's Commodore, Martyn Collinson. "Full credit for this must go to the sponsors, Regatta Committee, volunteers and staff for the huge amount of time and effort that went into making this year's regatta quite possibly the best yet," he adds. "Our sincere thanks to all who took part – we look forward to welcoming you back to the Royal Solent for next year's regatta."





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# YARMOUTH PIER WELCOMES THE RETURN OF PS WAVERLEY

Rudi Fortson describes the history of the Paddle Steamer Waverley and the golden age of Paddle Steamers

At last! After an absence of almost three years, Paddle Steamer *Waverley* (the last sea-going paddler in the world) returned to the South Coast in September 2022, carrying some 18,500 passengers on short cruises over a three-week period. It was a year that marked *Waverley's* 75th Anniversary since her maiden voyage in 1947.

It was not just the covid pandemic that caused Waverley to be absent. Following an inspection of the boilers in February 2019, and the consequential but successful "Save Our Waverley" campaign that raised some £2.3 million, Waverley resumed sailing with new boilers, new diesel alternators, and new electrical switchboards. Some metal plating and timber decking was replaced. The dining saloon was partly refurbished and other improvements were made to the vessel. Built on the Clyde, and launched in 1946, PS Waverley had been ordered by the L.N.E.R. (London & North Eastern Railway) to replace its namesake that was sunk at Dunkirk in 1940. According to Alistair McMillan, some 600 men boarded Waverley (I) from La Panne beach. She was attacked by 12 Heinkel bombers. One bomb damaged her rudder and another caused her to sink rapidly. One hundred and fiftyeight men were picked up by the French destroyer Cyclone, and two hundred and eighty-five men by HMS Golden Eagle, "with a handful picked up by smaller vessels".

Waverley's distinctive red, white and black colours were lost after nationalisation in 1948, but reappeared (thankfully) some 26 years later following the vessel's restoration. Waverley is as attractive when sailing at night, as she is during the day. Her deck lights create a different, and warm, ambience.

Attaining cruising speeds of between 16 to 17 knots, Waverley seems to glide on the water like a swan while her paddles 'patter' on the water with a uniform beat. Powered by her triple-expansion steam engine she approaches the hammerhead of Yarmouth Pier with speeds that might cause racing crews of the Royal Solent Yacht Club to pause for breath! But onlookers need not be alarmed: the vessel can 'brake' as swiftly as she can accelerate.

Unlike ferries and cruise ships, there are no bow thrusters or stern thrusters fitted on *Waverley*. With paddle wheels fixed to a single axle she must rely on wind, tide, 'spring lines' or tugs, to manoeuvre her away from (or alongside) a quay.

Arrivals and departures are perfect moments to be present on the viewing platform of the engine room. The telegraph rings out signals from the Bridge to the engineers who pull levers that control valves and gears to the engine. Even persons who would not usually be interested in machinery are likely to marvel at the power of steam that can move hefty 'chunks' of polished steel with astonishing ease and grace.

Although passengers will spend most of their time sightseeing on deck (at least in fine weather), catering is available below deck. It is not 'silver service', but the quality of hot meals served from the galley is commendable in the circumstances, albeit that the menu is limited.

#### The 'golden age' of paddle steamers

The years 1900 to 1948 mark the 'golden age' of paddle steamers. Competition between their owners was intense. Passengers expressed their preferences for certain paddle steamers and for certain captains.





P.S. Lorna Doone, off Egypt Point, Cowes. Photo courtesy of B.Cox Pleasure Steamers 1983 published by David and Charles Inc.



PS Lorna Doone, Dining Saloon.

Many 'paddlers' operated as ferries while others sought to capitalise on the developing excursion and cruising trade. Vessels were often crowded. Today, *Waverley* has a capacity of some 860 passengers, but in 1947, the permitted capacity was 1350 passengers. Some paddlers provided a modest on-board service, but others offered greater comfort and style. Live entertainment was not unusual. *PS Jeanie Deans* (Clyde, 1931) retained 'first class' and 'cabin class' areas. Her first class lounge was panelled in light-oak. Its traditional dining saloon, with long tables, was the last of its kind to be designed for a Clyde paddle steamer. *PS Lorna Doone* (I) (IoW) offered comfortable seating in its lounge as well as providing fine dining for its passengers. The first class saloon on *PS Gracie Fields* (IoW) was luxurious.

#### Solent paddle steamers: a long history

The Isle of Wight is no stranger to paddle steamers. Since 1821, many paddlers have sailed around its shores. Some of them started life as minesweepers but became privately owned. With the outbreak of WWII, several steamers returned to minesweeping duties (e.g., Lorna Doone (1), Solent Queen). Other steamers were requisitioned for Admiralty use (e.g., Princess Elizabeth).

Freshwater, Whippingham, Sandown, Gracie Fields and Ryde, assisted at Dunkirk. Sadly, Gracie Fields was sunk by enemy action. Ian Harvey has stated that "... the steamer had managed to successfully rescue 280 troops on the first day of its operation .... [The] next day, it went back to



Ventnor Royal Pier (IoW); P.S. Lorna Doone; pinterest; photo courtesy of Chrissie Cordery.



PS Gracie Fields, 1st Class Saloon.

the beach to make another rescue attempt and took 750 troops. On its way back to the large battleship, it came under fire and sank. All the troops on board were rescued by another ship".

Ryde survived the war but it has not survived the ravages of time, mishaps, and the lack of funds needed to maintain her. Renamed Ryde Queen Boatel (c.1972) she functioned as a floating bar and restaurant (with accommodation) until she caught fire in 1977. Although she was repaired (and renamed Ryde Queen) her use as a nightclub ended in 1989. She now lies dilapidated and stranded on silt in the Medina River. Efforts to restore her came too late.

#### The enduring appeal of PS Waverley

Waverley has proved immensely popular with day-trippers. Excursions are often oversubscribed. Nostalgia is part of the attraction, and awareness that such a vessel is unlikely to be built again. The quietness of its engine (compared to combustion engines) belies its immense power. The 'patter' of the paddles is viscerally appealing.

But Waverley is also a 'window' through which we can peep into a bygone age. For the writer, it is an age that has particular relevance because his grandfather (Captain Duncan Campbell) spent a career at sea, mainly on Clyde paddler steamers. He had been 'mate' on Waverley (I), eventually taking command of Jeanie Deans in 1931 and became Commodore of the L.N.E.R fleet. Captain Campbell was greatly respected. It is fitting that his achievements are acknowledged in the literature.





Waverley off Yarmouth with XOD Myrtle taken from XOD Jewel. Photo by Jola Frankowska.

In two books by Fraser G MacHaffie the following tribute was paid to Captain Duncan Campbell (the writer's grandfather): He was senior master at Craigendoran when the *Jeanie* appeared in 1931 and he was entrusted with the new ship.



Captain Duncan Campbell.

The reputation the ship earned in the thirties was due in no small measure to Duncan Campbell and his Chief Engineer Willie Malcolm. Duncan Campbell joined the Craigendoran fleet in 1911 as mate on *Waverley*, then the flagship of the North British Railway's Clyde fleet.

Captain Campbell received his first command in 1919: *Dandie Dinmont*. On the outbreak of war in September 1939, the *Jeanie* was quickly off on Government service and the Clyde services from Craigendoran undertaken by the oldest member of the team, *Lucy Ashton*, and Duncan Campbell had charge of her for practically the whole span of the hostilities.



The engine room aboard the Waverley showing the mechanism controlling the enormous paddles. Photo by Rudi Fortson.

#### Acknowledgements

Please refer to the Royal Solent Yacht Club website for a link to acknowledgements for this article and a list of notable Solent paddle steamers. www.royalsolent.org/ the\_club/Club\_Magazine/

#### PS Waverley will return

It is anticipated that *PS Waverley* will return to the South Coast and the Isle of Wight between the 1st and 20th September 2023. For further information about excursions, see https://waverleyexcursions.co.uk/plan-your-cruise. For ways to support *PS Waverley* as a sea-going concern, see https://waverleyexcursions.co.uk/supporting-waverley/.



Main Photo: The view of the Jubilee Parade as seen from HMS Severn. Photo courtesy of the Royal Yacht Squadron. Inset Left: HRH Princess Anne. Inset Middle: A Supermarine Spitfire performed a spectacular display. Photos by Stephen Bellamy James.

The Solent was ablaze with bunting and flags, the sun was  $oldsymbol{1}$  out, the sky was blue and the sea was awash with boats as far as the eve could see.

And the occasion?

The Solent Platinum Jubilee celebration, put together by the Royal Yacht Squadron on behalf of all the clubs, classes and sailing institutions who call the Solent their home.

HRH Princess Anne and her husband Vice Admiral Sir Timothy Laurence were taking the salute at the motor past aboard the guardship HMS Severn.

A Supermarine Spitfire performed a spectacular display overhead to open proceedings at midday. After an impressive motor past led by a fleet of WetWheels catamarans built by Cheetah Marine of Ventnor and followed up by the Yarmouth Lifeboat leading all Solent lifeboats and a huge flotilla of privately owned yachts and ribs a VIP lunch was held at Cowes Yacht Haven on behalf of Wetwheels the official charity and whose patron is HRH Princess Anne.

A truly memorable day indeed!

Wetwheels is a wonderful charity funded by Geoff Holt MBE in 2011 to offer a unique opportunity for disabled and disadvantaged people of all ages - including those with multiple, profound and complex impairments – to access the water. Wetwheels will be operating from Yamouth Harbour during Carnival Week from the 5th August this year. Do pop down to the quay and meet Geoff and the crew, they will be delighted to meet you.

Miles Peckham, Rear Commodore House



HMS Severn & RNLI. Photo by Catherine Holmes.



The Wetwheels Catamaran.



Central Building, Gunwharf Quays, Portsmouth PO1 3TZ Telephone: 023 9281 9366 www.wetwheelsfoundation.org

#### Platinum Party at the Palace, June 2022





The Solent Room decorated for the Platinum Party.



Alan Roffey-Jones.



L-R: Anthony and Alison Davies, Nicky Bystram and Rear Commodore House Miles Peckham.



Drinks on the Lawn.



Graham and Trish Benton.



June Smith.



Kathy Collinson and Commodore Martyn Collinson , Nicky and Dug Henderson.



L-R: Tonia Ralls, Lady Francesca Grade, Nicola Moody, Susie Sheldon (Lord Lieutenant of the IOW).



L-R: Sue Robinson, Mary Taylor, Bea Campbell and Anne Kyle.



Lynn Fell and Vice Commodore Graham Fell.



Pete and Linda Lemonius.





Ghostbusters of Cloudy Bay. Photo by Teresa Fox.



England Lionesses Susie Breare and Steve Carson. Photo by Teresa Fox.



Harwoods Fandango Charity Race. Photo by Teresa Fox.



Members enjoying the Harwoods Fandango and Derek Sandy. Photo by Teresa Fox.



Harwoods Fandango Feds. Photo by Catherine Holmes.



L-R: Caroline Norris, Catherine Holmes, Nancy Campbell.



Miles Norris. Photo by Catherine Holmes.



L-R: Jo Taylor, Vicky Tribe and Guy Ashton. Photo by Catherine Holmes.



Isle of Wight Reggae Singer Derek Sandy.



David Fox and Best Costume Winners, Yacht Cloudy Bay.

### WALKING ON WATER?

Jamie Clarke and Andrew Coombes reflect on an adventurous early morning trip in company with fellow Club members on 14 August 2022. Peter Isaacs provides historical background and a belated warning



RSYC Members standing on the wreck of the SS Varvassi in August 2022.

It was on one of those beautiful, lazy mid-August evenings  $oldsymbol{1}$  over a chance encounter at drinks at the club, or it could have been in Peter and Serena Cottrell's lovely garden, that somebody, it could have been Alison Olmi, I am almost certain it was, made the astute observation that Bembridge fort walkers did not have exclusivity on the forthcoming ultra low tide and that it might be a good opportunity to explore the wreck of the SS Varvassi. Alison's idea for an adventure on our doorstep gathered momentum, emboldened by the enthusiasm of Charlie Isaacs who tapped the sagacious local knowledge of his father Peter Isaacs. By word of mouth a flotilla gathered itself. Flasked and fuelled, this merry, sleepy, fleece-bedecked fleet worked its way out of the harbour in a calm, purplish August pre-dawn, feeling its way by moonlight to Alum Bay, before forming itself into a wobbly raft that drifted towards its destination on the last of the ebb. The plan of action initially lacked much plan and far less action, but at the appointed moment of low water according to UKHO, Peter led us in. The sense of Peter's acolytes was that the wreck was much further west of the Needles than it really is. The Round the Island fleet tends to give the wreck an excessively wide berth; the seasoned racers know that to pass inside the wreck you really need to be charting a path that is far too close to Goose Rock for comfort. After a bit of faffing and circling around, the

auld wisdom of the racers prevailed, and the RIBs pushed in closer, gingerly poking their bows into the presumed location of their iron, shingle-filled circular targets. Trouble was the boilers were not presenting themselves, not even by reference to breakers. As the dawn threw more light on our efforts, a light nor easterly breeze developed bringing up a swell that seemed to scotch any prospect of spotting the boilers.

More probing, pointing and circling ensued but, as it turned out, the ebb really hadn't finished and was willing to go the extra few inches necessary to deliver up our prize, and at about the moment the boiler tops revealed themselves with a distinctive swirl of disturbed water, Nick Bradley purposefully throttled his RIB forward and in dived his crew, Andrew Coombes and Max Bradley.

All seemed to stop for a few moments, and then Andrew emerged Proteus-like from the water, standing ankle deep on what must have been the very firm platform of the outermost boiler, joined soon after by Max. At this point chaos ensued, with divers and paddle boarders launching off the RIBs from all directions, converging on the boilers, thrashing the water like mackerel offering themselves to the 'gulls, swiftly convening an impromptu meeting of the RSYC *Varvassi* standing subcommittee, looking very comfortable in their surroundings,





The wreck of the SS Varvassi off the Needles. Courtesy of Ships Nostalgia.

lamenting perhaps only the absence of tea and coffee service to bring matters to order, and certainly breaching the Club's dress code. As if on cue, the sun emerged from behind Headon Warren and the moment for priceless selfies presented itself.

Andrew Coombes picks up the story from the swimmers' perspective:

Sliding off Nick's rib with Max into the water just after 5.30am felt very speculative, not really having a clear idea of where the boilers were. The ebb tide was actually much more active than expected, the charts having suggested slack water by this time. I had the questionable advantage of a hazy memory of having hit the wreck when I was bow on a competitor in the 1997 RTI race. Swimming against the tide, the weed I thought I encountered turned out to be one of the boilers.

Clambering up onto the smooth, weed-covered structure wasn't too difficult but it became apparent that the second boiler, closer to the Needles, was a short swim away. This was less submerged and bigger, although the space diminished quickly as I was joined by friends. The only real concern was to avoid falling into the gaping hole in the shingle in the centre of the boiler top, and the realisation that we should have brought suitable celebratory

En route to the SS Varvassi on a glorious summer morning.

beverages. It was a very memorable morning and I glad I bumped into the Olmis the night before who shared the plan.

#### Some facts on the ship from Peter Isaacs:

The *Varvassi's* boilers were built in Sunderland in 1914. She was 32 years old when wrecked in 1947, so the boilers have been submerged for 75 years, and the part which is close to the surface has been struck many times. Large conger eels inhabit the wreck-would the young explorers have stood on that old and decaying boiler had they known? I do not necessarily encourage others!

There is an interesting recent feature in the County Press to which Peter contributed at https://www.countypress.co.uk/news/23140989.isle-wight-1940s-varvassi-wreck-incident-inexplicable/

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# SPITFIRES OVER THE SOLENT

Spitfires.com is the brainchild of London-based property developer Steve Boultbee-Brooks and Matt Jones. Miles Peckham gives an insight to this unique experience which has been enjoyed by several RSYC members

Which of us hasn't stopped what we are doing when hearing that distinctive roar of the Rolls-Royce Merlin engine to look skywards and see the unmistakable sight of the Spitfire. We wonder at the beauty of the Vickers built Supermarine Spitfire and thrill to the savagery of the 27 litres of V12 Merlin engine as it thunders its way west up to the Needles. We stop what we're doing for a moment and think to ourselves "I wish I was up there today".

Well, at least three Royal Solent members have done just that. the late Pete Garratt, Mike Hammond and Pete Lemonius have all enjoyed the 'thrill of a lifetime' by taking a flight in R.J. Mitchell's masterpiece, the Supermarine Spitfire.









Pete Garratt.

Mike Hammond.

Pete Lemonius.







G-IRTY on the hard standing outside Hangar 8, Goodwood Aerodrome ©Simon Oliver.

Built in Castle Bromwich in 1944 SM520 came into service with the Royal Air Force along with 103 other Mk.9's towards the end of the European theatre of World War II. After the war the single seat fighter was converted into a TR9 (Trainer Mk9) dual cockpit variant for the purpose of flight training. She somehow found her way out to South Africa, and was later scrapped. Many years later she was found in a very sorry state in the scrapyard in South Africa and then passed through many hands during restoration. But in April 2009, the two seat SM520 appeared as the star of the show at an auction presented by Bonham's at the Royal Air Force Museum in Colindale, North London. Bidding started at £850,000 and concluded when property developer Steve Brooks finally sealed the deal purchasing the TR9 Spitfire for £1.78 million.

Fast forward now to 2012. Steve and partner Matt Jones set up the Boultbee flight Academy at Oxford Airport then moving to the idyllic, and indeed historic, Goodwood Aerodrome in West Sussex where the academy was

granted approval by the Cival Aviation Authority to take members of the public flying in a Spitfire. The academy became the only official provider of flight training in spitfires, and also the only place in the world offering a range of Spitfire flights for passengers.

In 2015 in another first for the academy, Matt Jones and his team hosted the world's largest gathering of airworthy Spitfires since World War II to mark the 75th anniversary of the Battle of Britain. 35 Spitfires and Hurricanes came together for an historic fly past at Goodwood Aerodrome and motor circuit. I was lucky enough to witness the event, the highlight being a Spitfire and Mustang flying wingtip to wingtip at what looked like 20 feet above the runway, the sight and the sound was spectacular.

As one of the pilots said to me afterwards, "we were right down on the deck with nothing on the clock but the makers name!" The academy also worked with Prince Harry's Endeavour fund offering flying scholarships for wounded servicemen.





Matt Jones with G-IRTY in the Spitfires.com hangar at Goodwood Aerodrome - ©Simon Oliver

One recipient of the scholarship was Alan Robinson, who became the first leg amputee to fly a Spitfire solo since the infamous double amputee Douglas Bader (right) during the Second World War. That he should do it at Goodwood, the only remaining all grass Battle of Britain airfield on the south coast was even more poignant.

The next adventure for Steve and Matt was to realise their dream to circumnavigate the globe in a Spitfire. In a highly polished Mk.9 aptly named the 'Silver Spitfire' they flew G-IRTY from Goodwood Aerodrome on the 5th August 2019. Taking off in a westerly direction, they made 74 landings across 30 countries covering 22,138 nautical miles and arriving home successfully back to Goodwood four months later on the 5th of December, setting a Guinness World Record for their achievement.

In 2020 the Boultbee flight Academy was bought out by co-founder Matt Jones and the business changed its name to Spitfire.com - The Spitfire Academy. The Academy now has two Spitfire TR9's and offers 7 different experiences from Goodwood and Solent Airport Daedalus (which was the busiest D-Day airfield in the U.K.) flying over the white cliffs of Dover and Beachy Head to the east and The Needles to the west.



Douglas Bader. Photo courtesy of Geograph.org



Class 1 Moon and XOD Gleam during Wednesday Evening Racing, alongside the Committee boat Countdown.

Cailing in the western Solent is one of life's great pleasures, with superb scenery and exciting racing at all levels. The Club always puts on a great programme of sailing activities throughout the year, and in 2022 we had the benefit of superb weather for the major events; overall we lost a tiny number of the scheduled races to adverse weather conditions.

Highlights were the massively popular Taittinger RSYC Regatta - with great weather, fantastic racing and the wonderful social programme, particularly the Towers Party on Saturday evening - and the Platinum Jubilee Regatta in June, with a really excellent Folkboat Week at the end of August.

All of the Classes completed their series, with Classes 1 and 2 growing in numbers throughout the season. The XODs welcomed several new boats and had some great racing at Yarmouth and at 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 great 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 the Race Officers for the fantastic racing they provide. We are running 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.

Adam Preece, who has been our Senior Boatman for a number of years, has been promoted to Bosun. Tom Blackburn works with Adam as the Boatman and it is great to have their skilled support for our racing activities on and off the water. This year we have replaced the rib which has given us excellent service over the last 20 years. The new 6.5m XS rib is a more suitable design for us and will enable us to have a speedier ferry service to and from the day boats as well as offering a better back up and cover for all of the sailing activities.

We have expanded the sailing programme and as well as those events mentioned above we have some new events, namely a Contessa Regatta from 9th to 11th June, which we hope will attract a good number of sailors from other clubs. It will be the Contessa 26 Nationals and it will also be the Contessa 32 points series. In addition to the Contessa Regatta we will be having a Coronation Cup Series for all classes on Sunday 7 May and are currently planning two back-to-back races. It should be a great part of the Coronation celebrations that weekend.

Our sincere thanks must go to all our sponsors (see opposite page). Their ongoing support of the Club's boats, sailing events and racing marks is invaluable.

Please do let me know if there are any additional sailing activities that you would like to see us arrange at the Club or if you have any questions about how you can get involved. See you on the water.



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



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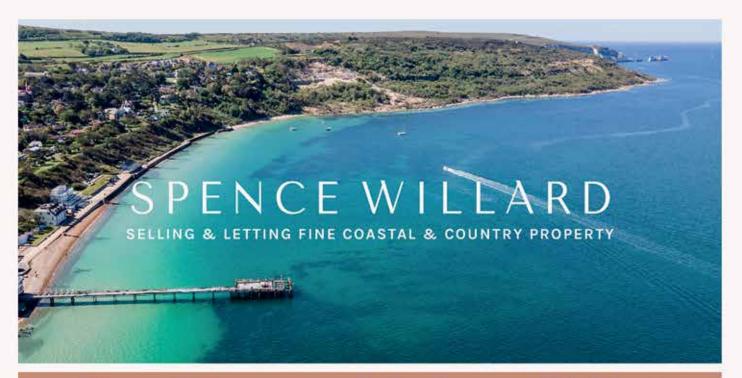






Yarmouth Folkboats





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#### YARMOUTH XOD Class 2022



The Yarmouth XOD division had a brilliant 2022 season, with the worst of the pandemic behind us we completed a full programme of sailing from 20th April to 2nd October.

The Platinum Jubilee Regatta provided two great days of racing, with John Tremlett and Sarah Dobson from Itchenor SC sailing X91 Astralita to the top spot. The Taittinger RSYC Regatta welcomed 29 XODs to the start line, with Roger Yeoman in X50 Xcitation from the Itchenor Sailing Club winning the XOD class racing.

On the 5th July we had a team racing event against the Royal Anglesey Yacht Club which the RSYC narrowly won, largely thanks to the efforts of Dominic Breen-Turner. We will be proposing a repeat event in North Wales in the next couple of years.

The Yarmouth Division was well represented at Cowes Classics Week with Gleam, *Sirena, Xenon, Mix, Spray, Waxwing, Mollymark* and *Blue Phantom* all taking part. At Cowes Week we came away with very respectable results with *Gleam* 6th, *Sirena* 7th and *Myrtle* 13th; congratulations to all XOD sailors for flying the RSYC flag at these events.

Now for a long list of winners; we saw X156 Gleam, James Meaning take the George Cup, X94 Sirena, Thom D'Arcy and Neil Payne win the George Plate, Maurice Garlick Trophy and the Meaning Trophy, X115 Mix, Nick Dorley-Brown, Tony Sceales and Mark Lacey win the Beryl Kearns



XODs Team Racing with Royal Anglesey YC.

Trophy, Heneage Finch Beaker, Bunty Cup, Kiszely Trophy and the Eremue Vase.

The division also acquired five new boats last season – X45 *Jewel* David Mildon, X69 *Helena* Tom Symes and Beth Noakes, X105 *Blue Phantom* Derek Thomas, Reg White and Claire Turner, X157 *Rosanna* Neil and Vanessa Clifford and X175 *Xenon* Henry and Jo Murray-Smith.

We had a total of 20 boats from the RSYC regularly sailing throughout the season and we're now looking forward to another successful season ahead, and hope to be joined by many XODs from other divisions.

Many thanks to the Race Officers for giving us great racing throughout the season.

Mark Lacey, XOD Class Captain

#### YARMOUTH YOD Class 2022





Y6 Genista. Photo by Jake Sugden.

It was another fantastic racing season. The YOD Class continues to go from strength-to-strength. We had all nine YODs in the water with eight regularly sailing together.

Sadly, a few races were lost due to weather. Each year we give the Yarmouth Sea Scouts an opportunity to sail with us in the Junior Helm Race. CHOYD holds an annual raffle with the prize for 4 or 5 winners being a chance to sail with the YODs. The weather got the better of us this year but I'm sure both groups will be back in 2023.

A notable cancellation was the RAYC Regatta after the sad death of Her Majesty Queen Elizabeth II.

Nevertheless, we had some exciting and close racing. The Royal Solent's Taittinger Regatta was noteworthy for the wind strength which was sustained at about 25 knots and gusting much more than that. The course for the day boats started from the Lymington shore and so we had a bumpy trip to get there. The course took us west and then south to the Yarmouth shore. That's when things started to break. *Blandina* lost a block connecting the main sheet

to the traveler with the result being the main sheet coming across my face. No injury, I am pleased to say. *Magnolia*, crewed by Steve Carson and Susie Breare, broke her boom which then hit Susie's head. Although a bit shocked, Susie was luckily largely unhurt. *Magnolia* had to come back from Bouldnor under jib alone. Both *Magnolia* and *Blandina* retired and as we approached the mooring on our jibs, *Pimpernel* went past. We shouted across to explain what had happened only for Bob Gatehouse to shout back, "we've got bits falling off all over!", and he continued on his way.

The Class continues to evolve and grow. After many years of Y10 *Katinka* being in the Gilsenan family – Terry and then his son Ollie – Ollie felt that it was time to pass her on to new owners, Susie Breare, Steve Carson and Tom Breare. But Ollie has said au revoir, not goodbye. Like Arnold Schwarzenegger, he'll be back! Additionally, we have another new owner, Brian Campbell, who has acquired a half share in Y1 *Francesca*. We welcome Brian, Susie, Steve and Tom to the Class and look forward to seeing them all on the water next season.



We also had a number of new faces racing with us this year - Simon Gordon, Tim Carter, Sophia Whittaker, and Bill Freshwater. It all bodes well for the future of the Class which is now 112 years old and all thanks to the Class founder, Sir Arthur Cope RA. Having written about the Class' sailing activities and some of the owners, I would like to thank the Race Officers and volunteers who give up their time so that we can enjoy our sailing. Special thanks to Nick and Melinda Measor, Rudi Fortson and Carol Donnelly who always seemed to be in the RO box. Without them, and others, we could not race.

Special thanks also David Porter who gave up his time to drive the RIB to get us to and from the moorings and provide the support boat while racing. I can't remember a time this year when he wasn't driving the RIB. The YOD boats are now out of the water and being spruced up for the forthcoming season. All owners and crew are looking forward to getting back on the water and more racing adventures.

Graham Fell, YOD Class Captain



Y11 Pimpernel. Photo by Victoria Wheeler.

#### THE TOWERS PARTY

#### This year The Towers Party was supported by:

Wightlink, James Hudleston, Rum Jungle, Hawthorn Gin, Brian May, Stephen Hucklesby

#### The musical acts were:

John Ilsley of Dire Straits, John Summerton and the Beagles, Step on the Gas, Hells Band, Jessica Richards The Naked RA.

After two years away due to the pandemic, The Towers Party, in association with the YOD Class, returned with a bang this year. Once again John and Sas Caulcutt opened their garden to host the event. A great many Island good causes have benefitted over the years and owe so much to John and Sas.

The Class had unanimously agreed that Cure Parkinson's should be the main beneficiary of the funds raised by the Party. Cure Parkinson's is continually searching for ways to slow, stop or even reverse Parkinson's. They've made enormous strides in involving people with Parkinson's in research and have given hope to many who are living with the disease. As a charity they don't receive statutory funding and their work is made possible only by their donors and fundraisers. This is why events such as The Towers Party are vital to their continued research.

The Party had its most successful year in 2022, raising £45,000. Of that, £40,000 was donated to Cure Parkinson's and £5,000 was donated to the newly formed Parkinson's IOW Programme. The story doesn't end there. The

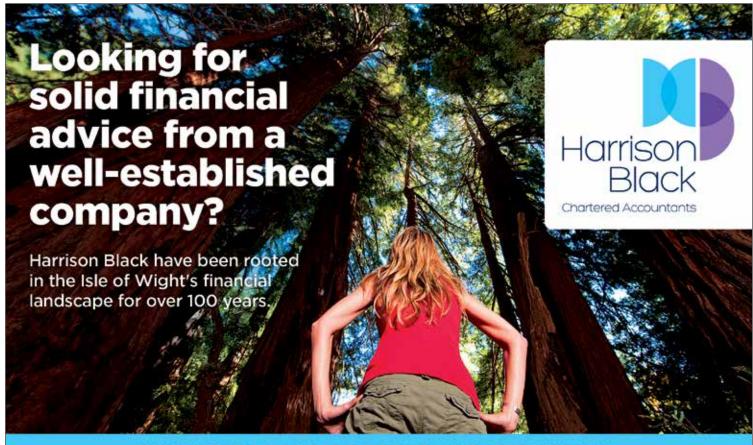


The Towers Party.

raffle held at the YOD Annual Dinner and Prize-Giving in November raised £450. When the amount was announced, Sue Dexter stood up and said that she would match that figure. Then, John Caulcutt and Graeme Dillon said that the Delphie Lakeman Trust would also match the £450. In all, the dinner raised a further £1,350 for Cure Parkinson's. I'd like to thank everyone who attended the YOD Dinner for their generosity in supporting such an important charity.

So many Island and other charities have benefitted over many years from John Caulcutt's tireless efforts. He has raised many hundreds of thousands of pounds for good causes. It is therefore a pleasure to be able to report that he was made Commander of the Order of the British Empire (CBE) in the New Year's Honours List, published on 30th December 2022, "For Services to Charity and Philanthropy". The YOD Class is immensely proud to have him as a Member.

Graham Fell, YOD Class Captain



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#### YARMOUTH Folkboats 2022



We now have 10 boats in the Yarmouth Folkboat fleet. A very warm welcome to Mike and Henrietta Rummel, who took over my old *Raev* (now renamed *Estraea*). My daughter Katie Davies and I have now acquired a renovated Danish boat, also called *Raev*, which we are very happy with. The rest of the year was busy with racing on Wednesday evenings and Sunday mornings. Racing started earlier than usual in the Spring, always supported by David Fox in *Bossa Nova* but *Raev* and *Svane* attending. Most boats in the fleet won prizes during the season, which are presented at our prize giving and class dinner in March. Sadly, the Prince Consort race with 12 entries was lost due to no wind. The Sunset Series was won by Harry Hall in *Svane*.

Taittinger RSYC Regatta was a great success, thank goodness, after last year's windless event. 24 boats turned out and Claire Locke in *The Otter* came third overall. The Club supported the class wonderfully with Folkboat Week when we had the usual turnout exceeding 30 boats.

Some races through the season have been run when the few Folkboats out joined the, now more competitive, Class 1&2 Cruiser Racer fleet. This larger fleet has meant that the racing is more interesting, despite the courses being more suited to the Cruiser Racers as Folkboaters prefer less reaching.

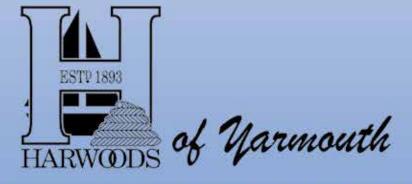
Like many racing boats, getting crew is the limiting factor, but all are welcome and the classic Nordic Folkboat is a gentle way to start sailing, regardless of age. I am very lucky with Katie as our mainstay and Ron Crawford or Sean Mylchreest being persuaded to work the foredeck. The Davies boys also take her out on occasions.



The Folkboat Svane won the Sunset series.

The Royal Lymington Yacht Club, on behalf of the UK National Folkboat fleet, ran the UK Class Nationals and an international team racing event, the Sessan Cup, in September in Christchurch Bay. It was a very different style of racing with only white sails allowed and all races being windward leewards. Six European crews took part and admirably showed their skills in this type of racing. Huge fun was had at the social events organised by RLYC.

Mark Hall Division Captain



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Thirteen Class 1&2 Cruiser Racers participated in some or all of the Spring Series which began in March; Nick Bradley in *Merak II* had turned up for all seven races and made a clean sweep to victory. Soon followed Sunday morning racing and Wednesday evening racing from April to September which was very well supported throughout. The closely matched Contessa fleet came out on top; *Cloudy Bay* and *Toledo* did very well in the Sunday racing, *Samantha Clare* had an excellent win at the Sunset Series and *Cloudy Bay* won overall of all classes at the Spence Willard Wednesday evening series prize giving, sweeping up the inaugural Anne Kyle Trophy.

In early June we organised a thoroughly enjoyable two day Platinum Jubilee Regatta with forty one boats entering. All classes were represented, from Gaffers through to Lasers, and ideal weather and sailing conditions created memorable sailing to mark the special occasion.

The final race of the Spence Willard Wednesday evening series is the Champagne Race when some boats ended up needing navigation lights on the return home, this sadly signals the end of the summer season of evening racing. The braver souls then lined themselves up for Winter Series 1 & 2 on Sunday mornings, conditions were exceptional this year allowing eleven of twelve races to go ahead.

Contessas were out in force for the final race of the Class 1&2 Cruiser Racers Winter series. Despite blustery and rainy conditions, they resisted the siren call of an alternative Sunday morning spent with mince pies and newspapers to fight for final points in the second series. The result was a win for *Alboran*, but the series was decided in favour of *Samphire* closely followed by *Merak II* with *Cloudy Bay* in third place.

When the results of Winter Series 1 and 2, sponsored by The River Yar Boatyard and Wight Marine, are combined the overall winners were *Samphire*, with *Alboran* coming in second and *Cloudy Bay* in third place. Congratulations to Didi Nicholson and Susannah Seely for a consistent performance throughout the series and Nick Bradley in *Merak II* for setting the benchmark in terms of line honours for Series 2. The season finished with an epic Boxing Day Race in ideal conditions and a lively prize giving in the bar afterwards.

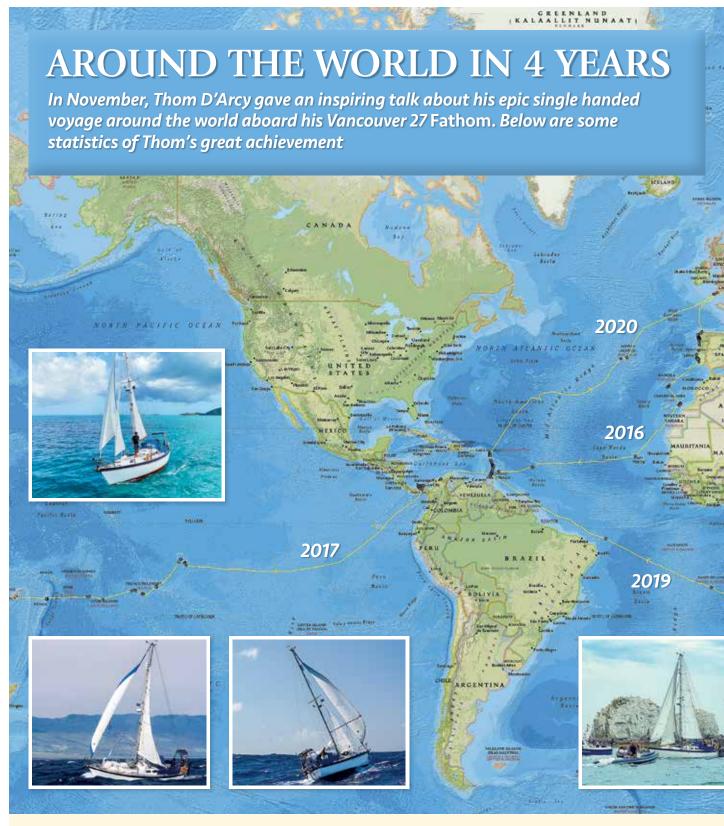
The Class 1&2 Cruisers Racer Class has really developed this year, helped by the growing interest in Contessas of which six race regularly. *Strongbow*, a Contessa 32, will be joining the ranks next season, so the Club should be able to put in a strong showing at the Contessa Regatta on 10th and11th June.

On the social side, we held the inaugural Cruiser Challenge which saw eleven boats enter. The purpose was to create a fun event that encourages sailors from the Cruising Group to try their hand at racing against the Class 1&2 regulars using a simple course and handicap system. This proved successful and so is scheduled again for the 29th April. We also agreed to have a fun race to Newtown Creek on the 17th June followed by a BBQ on the beach. Once again, we shall invite our Cruising Group friends to join us.

On behalf of all sailors from all classes, we would like to thank all the dedicated Race Officers who turn out regularly in all conditions. You enable us to have enormous fun on the water and help bring the Solent to life with action and spectacle. Racing couldn't happen without you, thank you!

Shaun Smith Class 1 and 2





NAUTICAL MILES UNDER THE KEEL: 37,223.3

Length of voyage:

(Yarmouth to Yarmouth): 4 years, 2 months, 4 weeks and 2 days

Intended length of voyage: 12 months

**Route:** Circumnavigation via the Panama Canal and the Cape of Good Hope

Countries visited excluding territories: 19

Islands visited: 80

Best 24 hour run under sail:

167 nautical miles (South Atlantic)

Total number of days when Fathom was at sea: 524

Total nights alone at sea: 272

Longest passage: Panama to the Marquesas, 4,000 nautical miles





Longest time at sea before making landfall: 5 weeks and 3 days

Max wind speed encountered: 49.5 knots (East Coast Australia)

Longest time spent hove to: 3 days straight Fastest speed over the ground: 12.6 knots Largest number of people onboard for drinks: 14 Largest number of people from one nationality onboard at the same time: 11 Norwegians Largest number of people sleeping onboard:

5 during the Panama Canal crossing (cosy)

Number of times I had to jump overboard at sea to clear

rope or net from the propeller: 4 Number of times I was seasick: 0



### **RSYC DINGHY** SAILING 2022

#### Nick and Lucy Bradley report on the Club's dinghy sailing activities

#### Dinghy Week

The highlight of the season for dinghies was Dinghy Week held in August, with Laser Standard, Radial and 4.7 classes as well as both single handed and double handed Picos. Race Officer, Mark Hall, skilfully arranged the racing around what were generally light winds, such that the Lasers completed 6 races over 3 days and the Picos completed 5 races. Racing was cancelled on day 4 due to lack of wind, which sadly meant that the Scows who planned to come out and play on the Thursday, were not able to race.

There were healthy numbers out in both the Laser and Pico fleets and it was exciting to see new sailors joining in the 4.7 and Picos, a good mixture of youth and older sailors. It's always good to see some of our younger adult members coming back to Yarmouth in the Summer and showing us all how it is done! Congratulations to our winners: Laurie Holdsworth in the combined Laser Radial/Standard class, Henry Olmi in the 4.7s, Jasper Pryce-Jones in the Pico Race, and Faust Keen and Riley McQuillan in the double handed Pico. Thanks to Harwoods who once again kindly donated prizes. We also had the brilliant Derek Sandy for the Limbo competition and hog roast on the Wednesday night which was a fantastic evening, and a family BBQ on Sandhard on the Thursday night to end the week off perfectly.

10 Lasers competed for the Sunset Series, which followed on from Dinghy Week, in a mix of Radial, Standard and 4.7 rigs. The series lived up to

its relaxed, laid back vibe. Miles Norris won the standard class, Henry Olmi followed up his success in Dinghy Week, with a win in the radials, and Anna Keen won in the 4.7s.

#### WER Wednesday Evening Racing

2 stalwarts, Miles Norris and Nick Bradley, battled it out in some close racing throughout the season during the Spence Willard Wednesday Evening racing, supplemented with regular appearances from a number of other sailors at various times. Nick Bradley won WER series 1 and 2, and Patrick Tate won WER series 3.

#### Laser Training Week

This is always a very popular event which has now been running for 7 years. RYA senior coach Ben Kimbell, assisted by Max Bradley, ran a training week in the first week of August, for sailors both transitioning from other classes into a Laser, and for more experienced Laser sailors. Fifteen sailors took part this year, mostly, but not exclusively, youth sailors and many new to a Laser. Sailors new to the class are able to hire the four RSYC Lasers. The coaching is first class and the week is always great fun. We were delighted that the Bernard Turner Endeavour Trophy was given to new RSYC member Anna Keen for her determination to master Laser sailing and her excitement for the sport. All sailors learn a huge amount during Laser Training Week, and it is no surprise that the sailors at the front of both Dinghy Week and Sunset Series are Laser Week alumni!





Nick Bradley receiving the Herbert Davies Jug from Ali Willard of Spence Willard, sponsors of the RSYC Wednesday Evening Racing.

he Herbert Davies jug is a beautiful claret jug presented in the 1970s as a Laser Trophy but next awarded in 1987 to the RSYC Regatta for the winner of the Sigma 33 Class. In 1990 it was realised that it had originally been awarded to the Laser Class and so it was awarded during Dinghy Week for the next few years. In 1993 following the collapse of the Laser Class, it was reallocated to the RSYC member-owned yacht achieving the highest class place in the Round the Island Race and successfully ran as such until 2021.

Just before she passed away, Mary Davies requested this trophy be allocated back to the Laser Class, so in 2022 it was awarded to Nick Bradley for overall winning Laser of the Wednesday Evening Racing Series. There remains a healthy discussion on how this beautiful trophy can properly be awarded in the future but we are delighted that it will now be awarded annually in some way to Lasers and hence reinstate the wishes of Herbert and Mary Davies.



The Herbert Davies Jug.

# WATERFRONT









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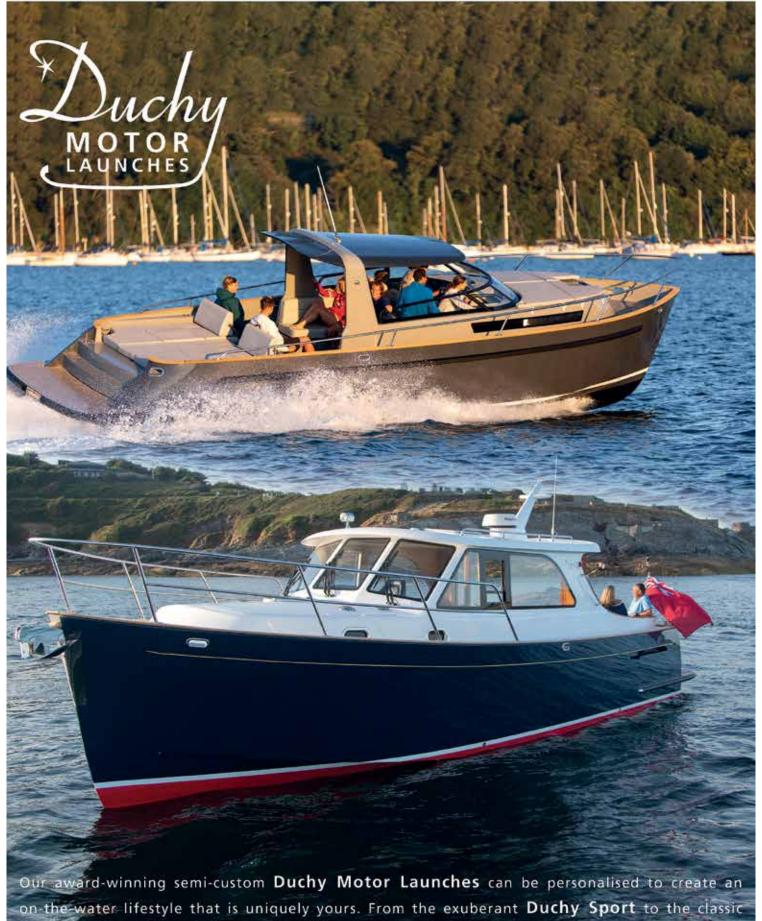
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Folkboats competing during the 2022 Folkboat Week. Photo by Adam Preece.

Cince its inception in 1965 this special week has taken place at the Royal Solent during the last week of August. 2022 had the added bonus of being 80 years since the first wooden Folkboat came off the drawing board. There have been various changes to Folkboats through the years with the introduction of fibreglass hulls (now called Nordics), spinnakers and metal masts and booms, which have all kept the class very much alive and the boats fun to sail and race.

Folkboat Week embraces the strict one design Nordic boats along with the cruisers and other derivatives like the Marieholm. Nordics and Cruisers have separate starts with appropriate handicaps for the cruisers. As always, it is the mixture of the camaraderie, racing, daily prize giving and a lively social programme that makes this event the highlight of the Folkboat calendar. We were fortunate in 2022 that, apart from a couple of days of light winds, we had a stunning summer regatta with some of the best sailing weather of the year.

The week started with a Saturday night opening buffet and the chance to catch up with old friends, getting ready for the racing to begin. The mixture of round the cans, windward/leewards and longer 6 hour races provides something for everyone.

The Christchurch Ledge race as always had its challenges with the difficult choices of course around Hurst Castle and along the North Channel before deciding when to head out to the Christchurch buoy. Trying to spot a really small white mark in the middle of Christchurch Bay is never easy! This year the strong tide pushed both fleets down to Hurst and, with the wind providing a fast broad reach to the mark, saw the fleets returning in the shortest time ever, 2 hrs 16 minutes by the

winner Ed Donald, an RSYC sailor, in F707 Madelaine. This year there were no big seas, just the usual channel swell that so suits the Folkboat design. The cruisers also sailed free and fast with the winner finishing ahead of some of the open Nordic division boats. The winner was F461 Mistress with Colin Eales showing his mastery of the open sea.

The 80th anniversary trophy race started with a mist over the Solent so the first mark was not even visible until very close! With wind against tide in a freshening breeze conditions were tough, but by the end of the long spinnaker run, the sun was out and the winning boat F707 Madelaine helmed by Ed Donald, was closely followed by another RSYC sailor, Mark Hall in F767 Raev. In the Cruiser division, after a closely fought fight for the line, F764 Kingdom Come helmed by Dirk Kalis was the winner, with F461 Mistress helmed by Colin Eales second.

In 2022, because the National Folkboat Association was due to host visiting Europeans in the annual European Sessan Cup, and as the Europeans do not use spinnakers, our windward leeward races were "white sail" to provide some practice for the upcoming event just two weeks later.

This proved to be beneficial as, after a delayed start due to heavy rain, there came a very light breeze and at the windward mark, boats turned into the tide, causing every one to come to a virtual stop. This led to some shouting and rule quotes being forcibly aired! Of course the first few boats got away, but the rest of the fleet changed their positions rapidly until they finally got free of the melee and could get some clean, clear air. The wind picked up and all three races were eventually completed.





Christchurch Ledge Race. Photo by Teresa Fox.

The overall day winner was F707 *Madelaine* Ed Donald with a 1-4-2, winning the Ratsey and Lapthorn Trophy, with F 673 *If Only* helmed by Ray Mitchell second with 2-1-5, just one point behind.

The light breeze persisted overnight and racing the next day was delayed until midday. Finally the wind filled in, allowing the fleet to set off on a round the cans course instead of the original plan for a long Solent race. The Open division was won by F718 *Crackerjack* helmed by Matthew Jones and Stuart Watson, with the Cruiser race won by F764 *Kingdom Come* helmed by Dirk Kalis.

Saturday again suffered from lack of wind and the race was finally abandoned as the overall Open division winner Ed Donald was too far ahead on points for anyone one to catch him. Sadly positions 2 and 3 could have been changed had the race been sailed. The cruisers were in a similar position with F764 Kingdom Come helmed by Dirk Kalis the overall winner.

As well as the daily prize giving, drinks and meal, we had an Open Forum Meeting on Thursday for everyone to discuss anything Folkboat before having a quiz and curry supper. This year we held a Ukrainian fund raiser at Mark and Mary Hall's house raising over £500. Thanks to our sponsors Lymington Yacht Haven, we had canapés and lots of wine and Prosecco at our Association Secretary Nicky Henderson's house.

The final prize giving dinner at the RSYC was attended by over 100 people - all taking home not only their week's memories but also an individually named glass keeper prize. Congratulations to all the winners and especially a huge thanks must be given to our sponsors Lymington Yacht Haven for their generous support of this event that allows it to be staged at greatly reduced prices. The week was memorable, not just for the weather and the endless delayed starts but the great friendships of the Folkboat sailors.

In 2023 Folkboat Week has a special twist, with the last two days of racing also forming the Nationals.



Raev and Columbine. Photo by Teresa Fox.



Left to Right: David Fox (Folkboat Association Chairman), Sally Kalis (Sponsor and Former Folkboat Association President) and Folkboat Week Overall Winner Ed Donald of Madelaine. Photo by Claire Hallett.



The Yarmouth Lifeboat Eric and Susan Hiscock (Wanderer) in the Solent.

The year started abruptly with a call out in a full storm to 📘 the back of the Island. With winds gusting over 100 knots the crew were tossed around as the boat suffered two knock downs off St Catherine's Point. The search was fruitless and no one was found or subsequently reported missing. This storm was a big wake up call for everyone at the Station and a reminder that we can never be complacent when on the water. We have a new member of Crew, namely the Club's Assistant Boatman Tom Blackburn. Tom has now passed out on the lifeboat and is a fully active member.

Last year a number of long service awards were presented at Hampton Court to the Club's Bosun Adam Preece, RSYC Member Miles Norris and Ian Hutchinson, all of whom have completed 20 years service. RSYC Member Kevin Taylor, and brothers Paul and Roger Coates-Evans have all completed 30 years on the RNLI's Yarmouth Lifeboat. Plus, RSYC Member Dr George Thomson has completed 40 years as Ship's Doctor. At the tail end of 2022, a major refit began on Yarmouth's Lifeboat Station and RNLI Shop, with the shop being enlarged and incorporating a new entrance on the wider pavement next to the Station entrance. This makes the shop more user friendly and will ensure that it can satisfy visitors with a better display of merchandise.

The crew facilities have been completely revamped with more space and a private changing area enabling more privacy.



Long service awards were presented to members of the Crew. Left to Right: Adam Preece, Kevin Taylor, Miles Norris. Adam and Miles have completed 20 years service to the RNLI and Kevin has completed 30 years service.

Upstairs, the meeting room and kitchenette have been integrated and brought up-to-date. In addition, harbourside opposite the lifeboat, there is a new mechanic's workshop which includes a storage facility and mechanic's office to enable our full time mechanic to work in much closer proximity to the Lifeboat.





The Yarmouth Lifeboat Crew with Jeremy Willcock (Operations Manager) on the left.



The Yarmouth Lifeboat (1725) with other Lifeboats at the Queen Elizabeth's Platinum Jubilee Celebrations.



Debbie Cotton Chairman RNLI West Wight Fundraiser and James Kilburn Area Life Saving Manager.



 ${\it Mark Dowie RNLI Chief Executive and Fiona Green, Yarmouth Shop Manager.}$ 

#### **WANTED**

#### **Deputy Launching Authority Volunteers**

The Yarmouth lifeboat station is looking for Deputy Launching Authority Volunteers, who will be responsible to the Lifeboat Operations Manager, Jeremy Willcock. Covering the Western end of the Solent and South of the Isle of Wight, Yarmouth Lifeboat Station operates the largest class of Lifeboat - the Severn Class. Seventeen awards for Gallantry have been presented to the crew.

#### The impact that you will make.

The role will help us save lives at sea by carrying out the day to day management of the Lifeboat Station to ensure a permanent state of readiness for service.

#### What you will be doing

- Authorise launch of the lifeboat
- Welcome the lifeboat ashore from shouts
- Provide leadership in the absence of the Lifeboat Operations Manager.

#### What you need for this role

Team player, good communicator, leadership skills, local maritime knowledge, IT literate, knowledge of the RNLI. If you would like to know more about this role please contact Jeremy Willcock, Lifeboat Operations Manager on 07970 702702.



The Yarmouth, Bembridge and Gosport lifeboats at the Queen Elizabeth's Platinum Jubilee Celebrations.



The Yarmouth Lifeboat assisting The 87-year-old Dunkirk little ship, Estrellita.



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The Summer solstice barbecue at Newtown.

The Cruising Group now numbers some 87 members. Not having your own boat is not an impediment as several skippers are happy to take "crew" and many destinations are accessible by car, or even bicycle!

Trips this year have included The Rising Sun at Warsash, The Breeze at Island Harbour, The Basque Kitchen in Cowes, Lymington Town Sailing Club (twice), a wonderful sunkissed barbeque on Newtown Spit and an overnight stay in the rain at Buckler's Hard.

Although the Lymington lunches were the most popular with over forty attending, boosted by Dave Kennett's regular group of buccaneers, my favourite was the barbeque at Newtown, close to the summer solstice. Ferrying people from the quay or jetty was not a problem, apart from a lack of water as the evening drew to a close.

It was sad that Shaun Smith's planned cruise to Alderney was knocked out by bad weather, as was the trip to Poole, but we did manage to get three boats, four bodies and --- bottles of wine to Buckler's Hard and have a splendid barbeque in the rain ... under a large gazebo. Good pontoons, good barbeques and shelter with geese as morning alarms! (Likely to be a dietary supplement).

The Warsash lunch was enlivened by Ethel having engine failure and being towed by Tyrrick and then the Harbour Master in a fast flowing tide, and another small boat being tide-swept into a 'U' pontoon and using *Tyrrick* as a fender. R.I.B.s do have their uses! It was fascinating to watch Chiara morph from a trimaran into a sleek monohull before coming alongside.

I am not sure that we will return to the Breeze if it ever reopens. The pre-prandial drinks on the patio were good, but we were held up for about forty minutes at the lock and the restaurant service was incredibly slow. However, the Folly Inn is being up-graded and the pontoons improved so I will be looking at that as an alternative.

Our final event of 2022 was a talk, followed by lunch, at the Club. David Temple gave a wonderfully descriptive and lively tale of his month-long sail around the U.K. in aid of Parkinson's Disease. His talk was accompanied by photos and videos illustrating the highs and lows of the voyage which took him as far north as Orkney. André Usborne sailed all the way around with David and, joining them for parts of the voyage were Kit Noble (who also has Parkinson's), RSYC member John Smith, Steve Burton and David's grandson Sam. Shetland and Muckle Flugga will have to wait for a future voyage, as the Lifeboat Coxswain told him in no uncertain terms that the seas were impossible at that time.

At the end of the talk the Commodore presented David with both the John Leonard Trophy and the Morva Cup, awarded for the furthest voyage from a home port, and the most interesting Log respectively.

The Cruising Group only exists because of the input of the membership, so all ideas/suggestions are essential for planning the calendar; I cannot emphasise that enough. So far Gosport, Chichester and Littlehampton have been suggested for next year. Don't forget Bembridge when there is not an event going on. I am putting together a potential calendar for 2023 but I will need feedback on its suitability. I must always remember that it is not my calendar, but our calendar.

Jojo and I will do our best to put people without boats in touch with those skippers who have space for guests. If there are boats with space, we need to know if guests need to have boat related skills. Likewise if you would like to have a berth, then we need to know your abilities. So much of this is based on getting to know each other.

By the time you read this, I will have circulated the calendar to all on the Cruising Group and we will have had our first meet followed by lunch at the Club on Thursday 23rd February.



#### Gentlemen's Lunches



Left to Right: Commodore Martyn Collinson, David Porter and Geoff Horsnell.

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

#### RSYC Ramble



RSYC Ramblers enjoying refreshment after a walk.

It was with much excitement that I began planning in May to relaunch the RSYC Ramble with a suitably scenic and invigorating walk. It had seemed that a Tuesday was a good day for most people so we arranged to do a 6 mile trek from the club to The Sun Inn at Hulverstone on We were blessed with the perfect day, a comfortable 23 c with mild winds to keep us cool. Everyone enjoyed the glorious views and the delicious lunch we shared together afterwards. Our next ramble across the downs around the Blacksmith's had to be postponed due to threats of severe thunderstorms and torrential rain, but we were able to reschedule shortly afterwards and enjoyed a 6.7 mile, cloudy, early autumn walk along part of the Tennyson Trail, past sheep and cows, down through meadows and butterflies to the peaceful track of the old railway line, back to the pub. Many of us can highly recommend their Newchurch pie! Our final ramble was one of those gorgeous golden and warm late autumn days, along the costal path from Bouldner to Shalfleet. The scenery was beautiful with some special autumn colours. After a slight detour as it was high tide in the creek, we bussed back for our final lunch together at the club, which the staff did with their usual aplomb.

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

#### **Book Club**

The book Club first met on the lawn July 2020. Zoom was used during lockdowns but it was good to get back to meetings at the Club in June 2021. Discussions have been held on a wide range of books; some Non Fiction included The Salt Path by Raynor Winn and The Shepherd's Life by James Rebanks. Most books have been fiction including classics, recent publications and foreign authors. Great Expectations by Dickens, Catcher in the Rye J.D.Salinger, The Thursday Murder Club, Richard Osman, Small Things Like These Claire Keegan (shortlisted for the Booker Prize 2022), Midaq Alley, Naguib Mahfouz, Things fall Apart, Chinua Achebe and Fathers and Sons, Turgenev have all created lively discussions in afternoon meetings.

Pat Dawson

#### 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



#### Golf

The Royal Solent Yacht Club has an active group of golfers many of whom are also members at nearby Freshwater Bay Golf Club. Typically, we meet for an annual golf day at Freshwater as well as playing matches against other yacht clubs. Last year was a little disappointing with bad weather curtailing a number of events, as golf, like sailing can be weather affected! Therefore, the only event that did take place was our annual match against the Royal Thames Yacht Club who visit RSYC as part of their "Autumn Excuse". There is always some complexity in team selection for this event as a number of the RSYC golfer are also members of RTYC but as ever the match was closely contested and resulted in yet another tied fixture.

The day was also notable due to a ball size incident. It may have fallen out of golfing consciousness over the years, but until 1990 there were two different sizes of golf ball – the "British" ball and the "American" ball. This was in essence because the R&A and USGA could not agree on a standard size. First the R&A ruled in 1909 that golf balls must have a minimum diameter of 1.62 inches. Eventually, the USGA who had disagreed on the 1.62-inch ruling from the start acted in 1929 by requiring a minimum diameter of 1.68 inches.

While there were arguments for both sizes of golf ball, over the years the situation became comical with all three majors played in the USA requiring the larger ball to be used but at the Open Championship where wind was fiercer, most of the field including leading players like Arnold Palmer and Jack Nicklaus would switch to the smaller and heavier "British" ball. Pressure on the R&A and USGA to standardise the size of a golf ball grew gradually over the years with a shift towards standardisation in 1974 when the R&A ruled the "British" ball could no longer be used



L-R: Nick Agar, David Jennings, Andrew Clarke, Miles Oldershaw, Colin Smith.

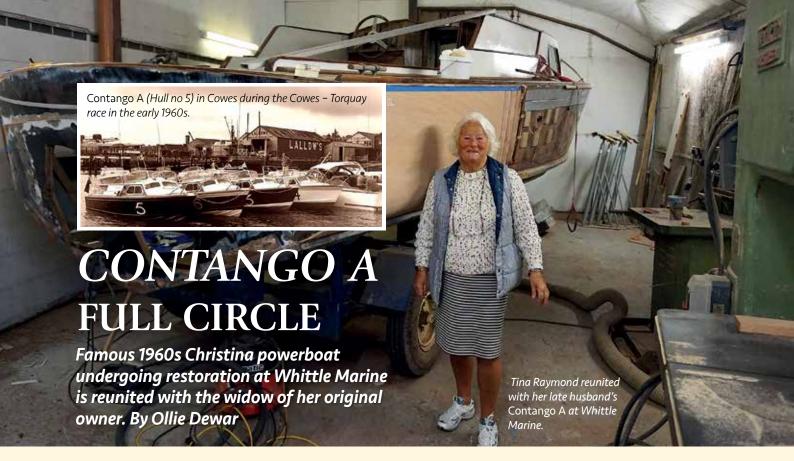
in the Open Championship. Finally in the 1990 update of the Rules of Golf, the small ball finally stopped being accepted in any competitions. It was therefore with some amazement, that Miles Peckham (representing RTYC on this occasion) was found to be using a small "brand new fresh out the wrapper" Dunlop 65 golf ball.

After some discussion between the team captains, it was decided that Mr Peckham was not seeking to gain personal advantage by using the smaller ball in the wind and that the result in his match would stand as his balls and clubs were really vintage and rather interesting.

Looking forward, we are planning a golf day at FBGC in early summer and fixtures against Seaview and RTYC during 2023. If you would like to be kept up to date on RSYC golf, please ask the office to supply your contact details to me.

Gareth Davies





The numbers 8 and 4 have no notable religious, mystic or superstitious significance. To carpenters and builders, however, these are supremely important prime numbers. Almost every composite carpentry and building material is supplied in sheets measuring 8ft by 4ft: it has always been so. Indeed, had *Noah's Ark* been of cold molded construction, it's likely that the builder's sons, Shem, Ham and Japeth, would have been lugging 8 x 4 sheets of plywood around the boat yard and surrounding flood plain: it may also go some way to explaining why a 525ft displacement vessel took 100 years to complete.

So, if a builder or carpenter suggests a design that includes dimensions that are multiples of 8 and 4, trust him or her immediately; they are trying to achieve three objectives. First, to keep costs down; second, to make something exceptionally robust and, third, to save themselves a lot of time.

At Whittle Marine we've had plenty of experience with Bruce Campbell-designed Christinas having undertaken extensive restoration and refit work on *Thunderbolt*, but with 60% of *Contango A*'s hull and topsides in need of replacement, the scale of restoration has reached a new level for the team.

However, before work began and the fundamental importance of 8 x 4 for the boat's designer was revealed, we were able to reunite *Contango A* with an old friend, Tina Raymond, wife of the late Peter Raymond, the boat's first owner and owner of the Hamble yard where *Contango A* was finished by Bruce Campbell after the main build at the Sir Walter Lawrence Joinery was complete.

Quickly, some of the boat's colourful back story began to unfold: "Bruce and Vernon Sewell, Bruce's cousin, would go down the Tottenham Court Road where after the war there were loads of shops selling WW2 equipment – the original block tube controls and compass were from an aeroplane and of excellent quality!" recalls Tina of the fitting out stage.

Launched in 1961 *Contango A* was immediately on the race course competing in three Cowes-Torquay events with Peter Raymond at the helm. In the 1961 race, carrying race number 5, *Contango A* retired after recovering a crew member who had fallen overboard.

The following year, carrying race number 13, Raymond was joined by Bruce Campbell's son, Michael for the Cowes-Torquay race but *Contango A* broke down off Bembridge Ledge before completing the event's mandatory 60-mile circumnavigation of the Isle of Wight prior to heading for Torquay and she was towed to Hamble. Undeterred by this setback, missing a good party wasn't an option: "Peter managed to break into Michael Campbell's mother's car and they set off for Torquay for the festivities in the evening," Tina remembers.

For the 1963 race, *Contango A* (now race number 29) fared better than Lord Lucan's Christina, *White Migrant* as 'Lucky' Lucan with the boat's designer onboard sank stern first just west of the Needles in Scratchell's Bay. "A trophy of this sinking was made at Garrards of London with *White Migrant's* bow sticking out of the water," says Tina.

The same year, the boat headed to the South of France via canals: "Contango A was moored at St. Jean Cap Ferrat where Peter's parents had an apartment," Tina continues. "I holidayed on her in 1963 aged 18! At some point she broke down and we were moored in Villefranche for repairs and there was some horrendous weather, so we left the boat there and then she returned to the UK as we definitely used her in the summer of 1964 in the Solent."

Shortly after the emotional reunion with Tina, work began on the topsides and hull and still continues as, in addition to the designer's strict adherence to the numbers 8 and 4, the team at Whittle Marine continually discover smart structural design features that did not appear on any plans or drawings. Contango A – carrying her original race number 5 – will be relaunched in 2024.

# Whittle A



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#### Social Events throughout the Year



#### FITTING OUT DINNER APRIL 2022



James Day and Nicky Bystram.



Members in the Solent Room.



Rear Commodore House Miles Peckham and Caroline Norris.



 ${\it Exotic Table decorations by the Club Chef Tom.}$ 



L-R: Party goers enjoying a Caribbean buffet.



Vice Commodore Graham Fell and Lynn Fell.

#### RNLI FISH AND CHIPS SUPPER, OCTOBER 2022



RNLI Lifeboat Crew table.



L-R: Howard Lester (Lifeboat Coxswain) and Richard Pimm (Lifeboat Mechanic).



Yarmouth RNLI Chairman Debbie Cotton and Jeff Greenaway during the raffle.

#### LAYING UP DINNER, NOVEMBER 2022



L-R: Kathy Collinson, Club Secretary Claire Hallett, Commodore Martyn Collinson.



Tables laid up for the Laying up Dinner.



Members at the Laying up Dinner.

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





RSYC's Lonely Hearts Club Band featuring the Flag Officers.



L-R: Miles and Caroline Norris, Catherine Holmes.



Rear Commodore House Miles Peckham and Nicky Bystram.



Alan and Katrina Fry.



Commodore Martyn Collinson with winner of best costume, David Barwell.



Graham Giles and Clare Howes.



Dancing to the Accelerators.



Commodore Martyn Collinson and Kathy Collinson.



Terry Bishop.



### OUR ISLAND'S BEAUTIFUL BUTTERFLIES

Hamish Fletcher describes butterflies commonly seen on the Isle of Wight throughout the year







Holly Blue

Excluding exotics that occasionally turn up in imported bunches of bananas, there are seventy species of butterfly that occur in Britain, of which sixty are regular breeders. The Isle of Wight has around forty-five resident species, with a few additional vagrants occasionally recorded.

In Britain, butterfly numbers have declined greatly over the past century, mainly due to the intensification of agriculture. In the last decade alone, two species have been lost from the Island: the Small Pearl-bordered Fritillary and the diminutive Duke of Burgundy. While some species can be found in a number of habitats, many are confined to areas which hold the foodplant for their caterpillars. In addition, some butterflies emerge in the spring, others in summer, some can have two or three generations in a year. On the Island we have extensive downland, which can teem with butterflies during the summer months. Provided there are rides and/or glades, our woodlands also harbour good numbers while other species thrive in our gardens. Churchyards also act as a haven for several species, like this the Small Copper, (see above) especially if the grass remains uncut or partially so.

One of the first species to be seen in March is the Brimstone, it's one of the few British species that hibernates, when the yellow males can be seen, fluttering along hedgerows and around woods. It was amongst the earliest recorded species, its old name being "butter-coloured fly". Another early emerging species that can be seen in gardens is the Holly Blue, (see above) a small species that can be seen fluttering around shrubs. It is interesting in that the first generation lays its eggs on holly, the second on ivy. No doubt readers will be familiar with the "Cabbage White" butterflies that can decimate brassica crops. This so-called white is in fact two species, the Large White and the Small White. In gardens, especially in the summer around buddleia or sedum plants, one is likely to see species such as Red Admirals, Peacocks and Small Tortoiseshells, while in the autumn these can often be seen feasting on rotten fruit along with the Comma, distinguished by its ragged wings. (see above)



Comma



Speckled Wood

A common butterfly in woodland is the Speckled Wood (see above), which can be seen from April (sometimes late March) through to October. A pair can often be seen spiralling upwards towards the canopy. The graceful White Admiral can often be found gliding along rides or feasting on bramble flowers, along with the Silver-washed Fritillary. Both these species can be seen from late June onwards. A later butterfly to emerge is the Purple Hairstreak, found around oak trees. They are not easy to observe as they seldom fly, feeding on honeydew in the canopy.

The Glanville Fritillary (see top right) is the butterfly that most lepidopterists identify with the Isle of Wight, and it is the emblem of the Isle of Wight Archaeological and Natural History Society. It is found in chines and on the undercliff and is interesting because its name derived from the English entomologist Lady Eleanor Glanville. Her relatives attempted to set aside her will on the grounds that "none but those who were deprived of their Senses, would go in Pursuit of Butterflies". Happily, the will was established!





Glanville Fritillary



Green Hairstreak



Dark Green Fritillary

Our downland is a stronghold for butterflies and one can record from fifteen to twenty different species a day between May and August. A highlight in May might be the Green Hairstreak (see above), difficult to spot because of its small size and gyrating flight; it often perches on gorse. In early June, and again in late August, the Adonis Blue, so named because of its beautiful blue sheen, can be found, a good place is the chalk pit at Shalcombe. The much larger Dark Green Fritillary (see above) can be seen feasting on thistles in late June and July, as well as a number of Browns, the most obvious of which will be the Marbled White. While different species of blue butterflies may be seen, spectacular numbers of Chalkhill Blues can be observed in August as one walks across Brook Down.

It is not widely known that a number of our butterflies are migratory. A few Painted Ladies (*see above*) arrive annually on the Island, but in some years huge numbers occur. The initial generation breeds in North Africa and subsequent generations move north throughout Europe. As the larvae cannot survive our winter, come the autumn the adults from subsequent emergent undertake a reverse migration.

Red Admirals (*see above*) are also migratory. A few decades ago, they too were unable to cope with our damp winter, but



Painted Lady



Red Admiral



White-Letter Hairstreak

some have now started to hibernate in the south. Clouded Yellows also migrate to the UK; although very few arrive some years, there are modest numbers in most years, but occasionally huge numbers arrive and being in the south, we are more likely to see them than those who live further north.

When we moved into our house in Shalfleet there were elm trees in the garden that supported a colony of White-letter Hairstreaks, one of the scarcest Island butterflies, but the elms died, and the Hairstreaks disappeared. New elms have now grown up and for the last two years I have seen single White-letter Hairstreaks. I hope that a colony will re-establish before the elms again succumb.

I have obviously been both subjective and selective in this article and have omitted discussion of a number of species such as most of the browns, some whites and skippers. While the article began with a comment that, in general, UK butterflies are in decline, it is worth noting that with a warming climate, the south coast of England has recently seen a number of hitherto rare species breeding (again) such as the Long-tailed Blue, Queen of Spain Fritillary and Large Tortoiseshell, the latter of which has been seen on the Island, so keep your eyes peeled!

## THE PIER BY THE CLUB

# A brief look at the History of Yarmouth Pier. Kevin Shaw describes the story of the longest wooden pier in England

Largely unchanged for centuries, Yarmouth in the mid-to-late 19th century was to adopt several striking innovative changes which saw it throw off its semi-insular medieval origins and introduce many of the key physical ingredients with which we all associate it today – not least among them being the Pier.

The latter was not, however, the first; that accolade going to the erection in 1843-47 of a major breakwater (todays' Harbour Wall) from Norton to near the Castle, which converted the mouth of the River Yar into the town's original harbour, with all the advantages that brought. And just over a decade later came another ground-breaking and long-anticipated advance, both metaphorical and literal, with the opening of the first bridge in 1863. Linking Yarmouth with Norton, this ended the tip-of-a-peninsular isolation which had so restricted access to Yarmouth by road since its foundation.

This left as the greatest issue the steadily growing demand for a better, purpose built, landing place for ferry-borne visitors to Yarmouth to obviate reliance on the tiny slipway beside the castle, or the quayside which was mostly dominated by fishing boats and colliers. The earliest spark for such a project had been the introduction in 1830 of the first steampowered passenger ferry between Lymington and Yarmouth (in a crossing time, Wightlink might note, of 30 minutes).

But demand seriously increased with the rapid rise of visitor numbers who, from the 1840s, began flooding into the Isle of Wight – encouraged by the arrival of Victoria and Albert at Osborne, and facilitated by the burgeoning UK train network in this period of 'Railway Mania'.



The RSYC Clubhouse when first constructed.

When that rail expansion saw the branch line from Brockenhurst to Lymington open in 1858, tourist visits to the island via Yarmouth, rose exponentially. The ferry service responded with new boats, and the pressure was on to deal with those passenger numbers. The obvious, but expensive, solution was to build a pier (as already done at Ryde, Cowes and Ventnor) to enable easy access by passenger boats in all tidal conditions. Eventually, after prolonged discussions and diversions, the Yar Pier Order was passed by Act of Parliament in 1874 granting the town Corporation the right to build a pier 700 feet in length.

Undertaken by Messrs. Denham & Jenvey of Freshwater (the lowest bidders at £4,097) construction started the following year, and the 685 feet wooden pier was completed in 12 months, ready for its official opening in July 1876.

Not everyone welcomed it (when new gates to the pier also blocked access to the beach in front of today's RSYC, a group of angry locals hacked them to pieces!), but it quickly proved a huge benefit and financial success — by taking a 1d toll from each passenger and every user, and with a complex scale of upward fees from 2d per bicycle and 4d per pram, to a surprising 3 shillings per corpse! On one day in 1878, 1,700 people were counted through the gates by the Pier Master and his four permanent uniformed staff.







Pier Square and the enlarged George Hotel, renamed the Pier Hotel, circa 1905.



The Pier in Edwardian Days - 1905.



The Pier staff with local transport men, circa 1930.

Further boosted by the opening of the Freshwater Yarmouth



Passengers disembarking and queuing in large numbers circa 1950 -before the Ro-ro ferries fully took over.

Newport railway in 1889, the pier's growing economic importance and kudos became so great that in 1894 a cluster of buildings lying between its entrance and the George Hotel, which restricted access to the narrows of Bank Street, were demolished to create today's Pier Square. And when the 'George' was subsequently able to extend itself eastwards, the enlarged hotel tellingly reopened as the 'Pier Hotel' in 1897. Probably the same men of influence were also behind the subsequent demolition of three further buildings, between the pier entrance and the Bugle, because this cleared the entrance to the site of a new purpose-built clubhouse for the then socially exclusive Solent Yacht Club – which had operated for its first 20 years (1878-98) from rented rooms in the George Hotel.

For a further forty years the pier continued to flourish as the sole point of passenger embarkation until a much enlarged slipway, created for the first ro-ro ferry in 1938, began to see a more comfortable alternative, especially in bad weather. From then on its profits faded, and it was only by being declared a Grade II Listed Building in 1975, that it was saved from the

attempt of the then Harbour Commissioners (responsible for it since 1931) to demolish it as dangerous and unsustainable. Since then, several major restoration projects have preserved it. The first, in the 1980s and early 1990s, raised much of its £600,000+ cost, from sponsors whose names are clearly recorded on 552 of the decking planks — an ongoing practice. Due to attacks by gribble worm, the pier was again closed and restored at large expense before being officially re-opened by the Duke of Edinburgh in 2008.

Today it looks very much as it did originally (apart from the small pavilion at the end added in 1927 as a Pier Master's Office) and is proudly the only completely wooden pier still standing in England, still used for berthing some boats — notably the only sea-going paddle steamer in the world, the PS Waverley.

It is also enjoyed throughout the year by good numbers of local fisherman, as it is by thousands of others who simply enjoy the stimulating experience and fine views offered by a walk along this historic pier. Besides all of which, although an obstacle for sailors, it is a fine feature of the view from the Yacht Club.



#### Long standing member awarded prestigious CBE for his services to Charity



Thanks to John, the Towers Party and the YOD Class (see page 33), £45,000 was raised for Cure Parkinson's. From Left to Right: Alan Hans Hamilton, David Temple (see page 6), Rick Lay, Marketing Director for Cure Parkinson's, John Caulcutt CBE and Vice Commodore Graham Fell.

Much of John Caulcutt's fundraising has centred about the 1960s rock and roll band that he put together in his early days at Harrow School.

He had learned to play the guitar whilst in hospital with Meningitis aged 13. There was a wave of the virus sweeping the Island and out of the various children that contracted the disease, one died and one was considerably disabled. I think that this left a lasting impression on John who then formed their first school band called the Addicts. Baz Parsons Smith (an honary member of the YOD Class) was one of the original members and is still in the band today!

In 1964 Mardie Hans Hamilton, the then Chairman of the Yarmouth Carnival Committee, asked John if his band would play at the end of carnival week.

This event became the first ever Towers party, now in its 55th year. This takes place at John's family home, The Towers, in Yarmouth with John and his band and other guest musicians including Gary Brooker from Procol Harum who played at no less than 12 Towers Parties and more recently John Illsley from Dire Straits.

This annual event has always been a fundraiser for a wide range of charities most recently raising £45,000 for Cure Parkinson's. In the 1990's John and myself were living at Belmore Park in Hampshire where we were privileged to have an indoor tennis court which formed a wonderful event centre and every year we would stage at least 2 charity fundraising events. There were about 50 of these over 25 years including a Help for Heroes event which raised £369,000.

Since John and Sas moved to Hunton, John has continued these events at a local recreation ground near his current home in Hampshire where Gary Brooker and John Illsley have also joined him.

John has also given time and effort to many national campaigns including designing and manufacturing the red noses for Comic Relief for some 25 years tying up a deal with Sainsburys which guaranteed the charity £10,000,000 per year. He was also an instigator of the Variety Club Gold Heart campaign. On the international side of things, John was instrumental in the re-design of a product called The Shelterbox which he redesigned to fit inside a Virgin Atlantic economy seat as he had access to aircraft through his relationship with Richard Branson. He personally oversaw and attended trips to disasters in Haiti, India and Japan, indeed I was with him on 2 of those occasions.

On the Indian trip which was in response to a tsunami (on Boxing Day 2004), John and his team were the first agency on site and spent 3 weeks helping with the clear up and with the erection of the temporary tents. He returned a second time with a team from the boat industry, including Chris Temple, to help refloat many of the fishing boats that had been washed inland by the tsunami and then returned a third time with his long-time friend Gary Brooker.

Together with the band they staged a concert called Aftershock to raise money for replacing fishing boats that had been lost. One of John's most memorable trips was to go to Iraq during the war with \$10m worth of free drugs that he had persuaded European pharmaceutical companies to donate for a local children's hospital in Iraq. He persuaded Richard Branson to 'lend' him a plane and together they went into Basra where John tells the story about the ground control centre not allowing them to land until they had cleared the area of heat seeking missiles!

John is a special advisor or patron to 8 UK charities where his role is principally based around fundraising and some 10 years ago he together with Graeme Dillon and James Hudleston set up a charity in memory of a well respected lady in Yarmouth, called Delphie Lakeman. To date the charity has given away some £500,000 to various Island causes.

The biggest music event that John has organised was the Royal Marsden Concert at the O2 in 2022, where he managed to get Sir Tom Jones, Eric Clapton, Bonnie Tyler, Van Morrison and 10 other celebrity artists to give their time free of charge to raise £1,200,000 as part of the £70,000,000 raised by the committee which he sat on to build a new cancer research and treatment centre at Sutton in Surrey.

John has recently sent vans to Ukraine and organised concerts to raise money as part of his ongoing commitment to support charities and worthy causes.

Miles Peckham



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

A New RSYC Regatta for 2023. The Club is delighted to be hosting a Contessa Regatta from the 9th to the 11th June. It will include the Contessa 26 Nationals and be part of the Contessa 32 Points Series. With seven RSYC Contessas taking part, we hope to attract a strong entry to this new event.

#### Jeremy Rogers MBE: 1937 – 2022

The celebrated designer of the Contessa range of yachts, Jeremy Rogers MBE, sadly passed away in October 2022 aged 85. He was a skilled helmsman and made his mark in offshore racing winning many major international events including Cowes Week, the One Ton Cup, Admiral's Cup, Round the Island Race and the 605 mile Fastnet classic.

He made a life out of sailing from an early age from making model boats as a small child to developing a highly successful boat building company, J.C Rogers. Starting in a garage at home the business grew to be one of the largest employers in Lymington with over 200 staff working in five purpose built factories.

Having served an apprenticeship under Jack Chippendale MBE, then one of the most respected racing dinghy builders in the UK, Jeremy embarked on building yachts with the same level of excellence in 1961.

Beginning by building a wooden Folkboat class cruising yacht in his garage he was one of the first to appreciate the potential of GRP (glass reinforced plastic) and after building a series of GRP dinghies he worked with David Sadler to develop a variation of the Folkboat design in GRP. This one design became the Contessa 26 and was an instant success with more than 400 being built, some sailing to the four corners of the globe.

The 26 was followed by the Contessa 32, also in collaboration with David Sadler, which won the prestigious 'Boat of the Show' award when first displayed at the London Boat Show in 1972. Fifty years on, this model is still in production with more than 650 built to-date.

By the early 1980s, Rogers was working with world-renowned designers including Doug Peterson, Rob Humphries and David Alan-Williams. The Company had five purposebuilt factories building a range of Contessa yachts sized from 26 to 43ft and was exporting them all over the world until a recession decimated the British boatbuilding industry leading to many failures, including J C Rogers.



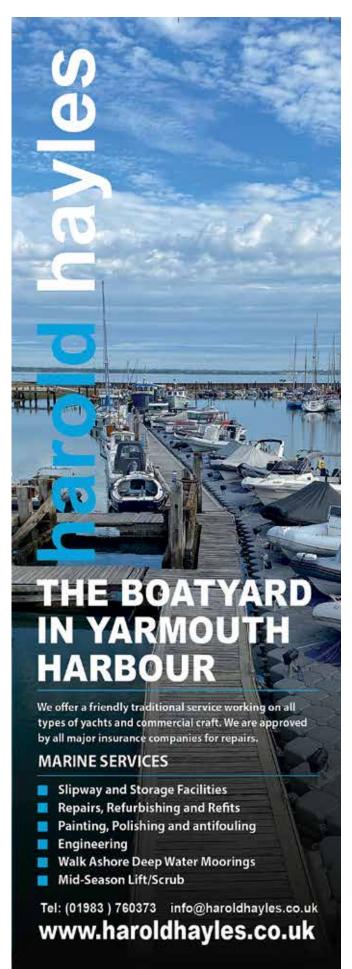
Jeremy Rogers in 1974. Photo courtesy of PPL Media Ltd.

Undeterred, Jeremy pulled himself back up. After a spell building Etchells keel boats in a former cow shed he found premises in nearby Milford before returning to Lymington to the site of the current boat yard in Lymington Yacht Haven. Now under the

management of his son Kit Rogers, the company builds new Contessa 32s and carries out yacht refurbishment as well as manufacturing carbon fibre davits, designed by son Simon Rogers for the superyacht industry.

Jeremy's last years were clouded by Alzheimer's, aggravated in the end by Covid, but though he lost sight of his whereabouts, he could still helm a boat as naturally as before. Sailing with his son David in a little Keyhaven Scow in June 2020 and the family Contessa 32 Assent in early 2021. "It was as if the tiller was a natural extension of his arm," recalls his widow. Jeremy Rogers is survived by his wife Fiona, sons, Simon, Kit and David, and grandchildren Hattie, Jonah, Inigo, Tom, Rex, Kai, Leo, Minnie and Rafe.

This article reproduced with kind permission of the author Barry Pickthall, has previously been published in Yachting Publications and has been abridged for this magazine.





FYTbus volunteers provide essential scheduled minibus services and excursions for local groups. We help residents in rural parts and those with limited mobility to maintain independence through improved access to retail, health, social and leisure amenities. We are

self-supporting, and rely on our Charity Shop in Totland, and donations from our passengers and the wider community.

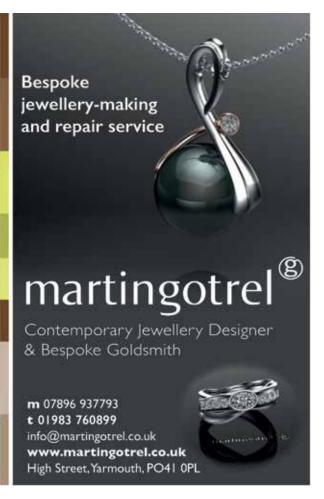


#### You can join our crew...

If YOU have some time to spare, why not call in to our office for a chat, or visit our website (details below), where you can either complete an application form online, or download it and post to:-

#### Wight Community Access Ltd,

Winchester House, The Broadway, Totland Bay, PO39 0AX Tel: 01983 752917 Web: www.fytbus.org.uk Reg. Charity No. 1145931





Experience an Island getaway with a difference Delightful accommodation on the water

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yarmouth-harbour.co.uk







Yarmouth Harbour, The Quay, Yarmouth, Isle of Wight, PO41 0NT info@yarmouth-harbour.co.uk | +44 (0)1983 760321



RSYC Wine Society members visited Florence in September 2022

The Wine Society continues to meet over the winter months; and this past year has proved to be popular with an average of 42 members joining in on a regular basis. We continue to explore the world's wines – a very enjoyable pastime.

A typical evening consists of a talk from a local wine supplier followed by a meal. Recently and of great interest was a talk headed "Wines East of Italy" given to us by Nichola and Terence of Wine Therapy in Cowes. They presented us with some superb wines from Greece, Hungary, Lebanon, Georgia, and Armenia among other wine areas. They received a healthy order from members as a result.

Normally we start our meetings in October and go through to March, but this year we had organised a Wine Society trip to Florence which took place in late September. This had originally been planned for 2019 but due to the pandemic, we had to postpone it until last year. Unfortunately not everybody could make the postponed trip. However a goodly number of members made up a convivial party and off we flew to Pisa and then onwards to Florence. The trip was a total of five days altogether which, after travel time, gave us three full days in Florence, two of which were devoted to wine tasting and one to culture. For the wine tasting we had our own luxury coach for a trip around the vineyards and a very knowledgeable guide. The culture was enjoyed on a walkabout in central Florence again with our own mentor. The hotel could not be faulted and eating out in the evenings was great fun.

In addition to these events, in October we had an evening where the subject was Burgundy and we even achieved a Premier Cru St Aubin. We would have liked to persuade the kitchen to provide Escargots de Bourgogne as a complement,



Sampling Italian wine at one of the many vineyards

but maybe next year. We started our Christmas party with a Champagne reception followed by a quiz against a set of wines supplied on the tables. I think we booked all the available taxis in the West Wight that evening!

In February we held another extravaganza, a gourmet tasting menu complemented by fine wines. We are thrilled that Mark Calver who heads up Hatch Mansfield, one of the largest wine importers in the UK and who supplies our Taittinger Champagne, agreed to lead the evening which was a great success. To finish the year in March, we are having our annual Call My Bluff which is always fully booked.

Anyone interested is invited to attend and enjoy these events with us. Inevitably places for the gourmet dinner are limited to allow for the best on both food and wine fronts.

Richard Pierrepont



LEGAL NAVIGATION

# LEGAL NAVIGATION FOR ALL YOUR BUSINESS OR INDIVIDUAL NEEDS

10% off all fees for RSYC members

Residential Conveyancing / Commercial Property / Wills, Trusts,
Tax & Probate / Debt Recovery / Leases / Company & Commercial
Agriculture & Estates / Development / Property Litigation

CELEBRATING



1873-2023



# 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).



#### **BURNS NIGHT, JANUARY 2023**



David Porter's address to the Haggis.



Scottish Country Dancing.



Burns Night Revellers.

#### APRÈS SKI NIGHT, FEBRUARY 2023



Andy Hallett and Club Secretary Claire Hallett.



Beverley and Roger Sixsmith.



 ${\it Catherine\ Holmes\ and\ Caryl\ Terlezki-Thomas}.$ 



L-R: Charlie and Janetta Anderson, Paul and Carolyn Bellchambers.



Miles and Caroline Norris.



Silent Disco.



Kath Gotrel and Jane Whittle.



Night Skier.



Table Football.



## GET INVOLVED WITH THE RSYC

Anthony Davies on volunteering at the Club

The Royal Solent Yacht Club is a private member's 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, rambling 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 Bosun.



Susie Breare and Sarah Davey volunteering at Taittinger RSYC Regatta.



Race Officers on Committee Boat Countdown.



David Porter - Volunteer RIB Driver.

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.



Membership of the Royal Solent also accords reciprocal membership of an impressive 36 yacht and sailing clubs in the UK and a further 22 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)
- · Royal Anglesey Yacht Club
- Royal Channel Islands Yacht Club (Guernsey)
- Royal Channel Islands Yacht Club (Jersey)
- Royal Cinque Ports Yacht Club (Dover)
- Royal Cruising Club (London)
- Royal Norfolk & Suffolk Yacht Club (Lowestoft)
- Royal Northern & Clyde Yacht Club (Helensburgh)
- Royal Temple Yacht Club (Ramsgate)
- Royal Thames Yacht Club (On Fridays & Saturdays, rooms may be booked. A letter of introduction may be required)
- 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) (incorporating Royal Corinthian Yacht Club)
- 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 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
- 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)
- Seattle Yacht Club (USA)
- · St Lucia Yacht Club
- Yacht Club Austria (Linz)

The following clubs wish to accord our members their facilities on production of a letter of introduction from the Royal Solent's Secretary without entering into full reciprocity:

• Little Ship Club, London • Royal Sydney Yacht Squadron, NSW

#### MEMBERS VISITING AFFILIATED CLUBS ABROAD



Members Graham and Trish Benton (left) and George and Cathy Beckett were made to feel very welcome at the Royal Malta Yacht Club.



Members Nigel Hawkes (left) and Andrew Clarke meet under the RSYC burgee at the Royal Freshwater Bay YC in Perth, Australia.



As many of you know the Trust is responsible for part of the town's property, which includes the Town Hall, the Common, the Recreation Ground, Mill Terrace, Graveyard Copse and, just as importantly, the town's archives and artefacts that go back centuries. These artefacts include 5 of the 7 Charters granted to Yarmouth Town, leases back to 1585, the Charles II Silver Gilt Mace given to the Town of Yarmouth, portrait paintings of Lord & Lady Holmes and various photographs and other documents dating back to Henry Vlll's time.



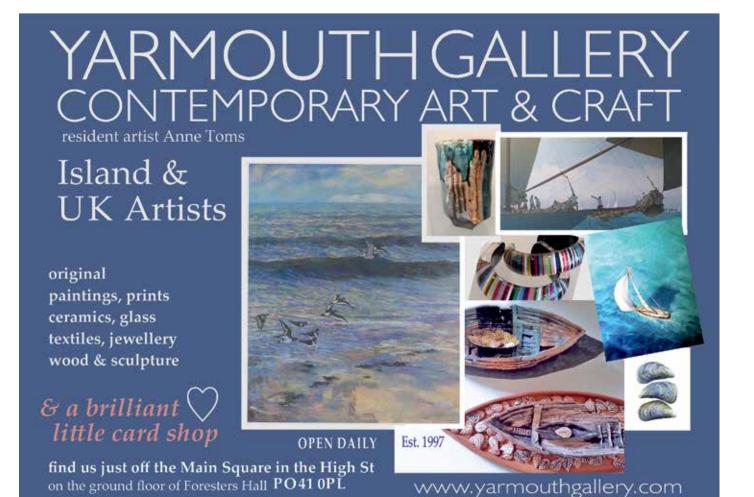
Yarmouth Town Hall

Like other local organisations, we all work hard to make Yarmouth what it is today and to protect the environment to which we belong. It must be said though that we only survive because of the Volunteers who give up their time for the day-to-day work that is needed as well as from the donations we receive from the people who wish to protect the Yarmouth we all love. We currently have a major need for donations in order to maintain the Town Hall (masonry work to the war memorial plaque), and Yarmouth Common (more trees) and to enhance the Recreation Ground (small pavilion) which is home to the children's playground. As a charity all donations are tax free.

Please contact us to learn how you can help contribute towards this cause. Contact details are below.

Sue Clark clerk@yarmouthtowntrust.org telephone 01983 897366 Copy to chairman@yarmouthtowntrust.org

Registered Charity Number 234220





# ROYAL SOLENT YACHT CLUB OPEN DAYS 2023

Saturday 29th April 11am - 2pm Saturday 26th 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 2023.
- Book in advance for lunch & enjoy the best views of the Solent.

The Square, Yarmouth, PO41 0NS | www.royalsolent.org Tel: 01983 760256 | Email: membership@royalsolent.org

#### **TROPHY WINNERS 2022**





Anne Kyle (left) – Gold Lace Bowl with Kathy and Martyn Collinson



Rudi Fortson - Commodore's Award



Nick and Melinda Measor – Noreen Smith Coaster



David Temple – Morva Cup and John Leonard Trophy



Alan Roffey-Jones - June Sleep Rose Bowl



David Porter - Charles Stanley Trophy



Penny Hurley - Distinction Bowl on behalf of Stella Hurley Trophies presented by the RSYC Commodore Martyn Collinson

LAYING UP DINNER TROPHIES 2022			
Gold Lace Bowl	Meritorious performance in furthering interests or prestige of the Club	Anne Kyle, Hon Treasurer 13 years Vice Commodore 1 year, Commodore 3 years during the Covid Pandemic	
Commodore's Award	Exceptional services to the Club	Rudi Fortson, General Committee for 4 years, Vice Commodore's Committee for 5 years, Race Officer, Ongoing advice and support	
June Sleep Rose Bowl	Outstanding service to the Club	Alan Roffey-Jones, General Committee for 4 years, Vice Commodore's Committee for 5 years, HR advice and support	
Charles Stanley Discretionary Trophy	Commitment and dedication to the Club	David Porter General Committee for 4 years, Vice Commodore's Committee for 5 years, Captain of Cruising for 2 years, Volunteer RIB driver	
Noreen Smith Coaster	Services to the life of the Club	Nick and Melinda Measor Race Officers, Sailing Support, Scottish Country Dancing	
John Leonard Trophy	Longest voyage from home port (motor or sail)	David Temple Round Britain	
Morva Cup	Best kept cruising log	David Temple Round Britain	
West Wight Sailing Club Distinction Bowl	Superlative racing performance away from home waters	Stella Hurley Sailing her 29er in Kiel Week, European Championships and World Championships	

#### **TROPHY WINNERS 2022**

TAITTINGER REGATTA 2022	BOAT CLASS/PRIZE	<b>BOAT NAME</b>	OWNER/S
Overall winner of the Regatta	Jeraboam of Taittinger	Jin Tonic	Andrew Roberts
RSYC Allison Challenge Bowl	IRC Division 1	Sailplane	Rob Bottomley
Thorpe Tantalus Trophy	IRC Division 2	Jin Tonic	Andrew Roberts
King George's Fun for Sailors Cup	IRC Division 3	Enigma	Ian Braham
The Stevens Cup	IRC Division 4	Anna Mai	Harry Hutchinson
	Contessa 32	Drumbeat	Eldred Himsworth
Commodore's Cup			
Bottle of Taittinger	J109	Jumping Jellyfish	David Richards
Bottle of Taittinger	J111	McFly	Tony Mack
Hunter Kemis Cup	RYA NHC A	With Alacrity	Chris Choules
Le Quatre Juillet Trophy	RYA NHC B	No Regrets	Chris & Hannah Neve
Burnett Challenge Cup	Folkboat	Crackerjack	Matthew Jones
Minchin Trophy	XOD Saturday	Excitation	Roger Yeoman
Caulcutt Bowl	XOD Sunday	Excitation	Roger Yeoman
	XOD Overall	Excitation	
Havers Trophy			Roger Yeoman
Geraldine Cross Salver	YOD	Puffin	John Caulcutt & Graeme Dillon
River Yar Boatyard & Wight Marine prize	Honda engine	Hot Rats	Robbie & Lis Robinson
Edelweiss & Gurgl Hotel	A week's holiday in the Alps	No Regrets	Chris & Hannah Neve
DINGHY WEEK & LASER TRAINING			
	Laser Radial & Standard		Laurie Holdsworth
Glass awarded as 1st prize			
Glass awarded as 1st prize	Laser 4.7		Henry Olmi
Glass awarded as 1st prize	Pico		Jasper Pryce-Jones
Bernard Turner Endeavour Trophy	Outstanding effort in a dinghy		Anna Keen
DDINGE CONSODE CHARITY DAGE			
PRINCE CONSORT CHARITY RACE	1st avarall	Chammanal	Pahin James
The Yeoman Trophy	1st overall	Champasak	Robin James
The Neptune Trophy	1st placed RSYC boat	Champasak	Robin James
SUNSET SERIES			
	Class 1 0-2	Samantha Clare	John Davrage
Glass awarded as 1st prize	Class 1&2		John Poyner
Black Rock Trophy	Class 3	Gleam	James Meaning
Henderson Vase & Mad Cap Trophy	XOD	Gleam	James Meaning
George Kent Challenge Cup	YOD	Puffin	John Caulcutt & Graeme Dillon
Otter Trophy	Folkboat	Svane	Harry Hall
Laser Standard & Veterans Cup	Laser Standard		Miles Norris
Laser Radial	Laser Radial		Henry Olmi
			,
OTTEENIGHTEE DAGE			
QUEEN'S JUBILEE RACE			
Kingston & Grist trophy	Winner of Class 1&2	Cloudy Bay	Stephen Hucklesby
Kingston & Grist trophy	Winner of Class 1 & 2	Cloudy Bay	Stephen Hucklesby
Kingston & Grist trophy ANCIENT MARINER'S RACE			,
Kingston & Grist trophy	Winner of Class 1&2 Overall winner	Cloudy Bay Champasak	Stephen Hucklesby  Robin James
Kingston & Grist trophy  ANCIENT MARINER'S RACE  Ancient Mariner's Trophy			,
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE	Overall winner	Champasak	Robin James
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize	Overall winner	Champasak Nomad	Robin James  Dan Shaw
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy	Overall winner Overall winner First Old Gaffer	Champasak Nomad Nomad	Robin James  Dan Shaw  Dan Shaw
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl	Overall winner Overall winner First Old Gaffer by 1st RSYC boat	Champasak Nomad Nomad Leda	Robin James  Dan Shaw  Dan Shaw  Miles Oldershaw
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy	Overall winner Overall winner First Old Gaffer	Champasak Nomad Nomad	Robin James  Dan Shaw  Dan Shaw
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize	Overall winner Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat	Champasak Nomad Nomad Leda	Robin James  Dan Shaw  Dan Shaw  Miles Oldershaw
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL	Overall winner Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat NING RACING	Champasak Nomad Nomad Leda Leda	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup	Overall winner Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat NING RACING Class 1&2	Champasak Nomad Nomad Leda Leda Cloudy Bay	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw Stephen Hucklesby
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3	Champasak  Nomad  Nomad  Leda  Leda  Cloudy Bay  Puffin	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw Stephen Hucklesby John Caulcutt & Graeme Dillon
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat	Champasak Nomad Nomad Leda Leda Cloudy Bay Puffin Njord	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug	Overall winner  Overall winner  First Old Gaffer  y 1st RSYC boat  1st open keelboat  NING RACING  Class 1&2  Class 3  Folkboat  Laser class	Champasak  Nomad  Leda  Leda  Cloudy Bay  Puffin  Njord  Laser standard	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins)	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug	Overall winner  Overall winner  First Old Gaffer  y 1st RSYC boat  1st open keelboat  NING RACING  Class 1&2  Class 3  Folkboat  Laser class	Champasak  Nomad  Leda  Leda  Cloudy Bay  Puffin  Njord  Laser standard	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins)	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race)	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Champagne Race (last WER Race)	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Champagne Race (last WER Race) Champagne Race (last WER Race)	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Champagne Race (last WER Race) Champagne Race (last WER Race)	Overall winner  First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Champagne Race (last WER Race) Champagne Race (last WER Race)	Overall winner  Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Champagne Race (last WER Race) Champagne Race (last WER Race)	Overall winner  First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race)	Overall winner  First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 3 Class 4 Class 4 Class 5 Class 1&2 Class 5 Class 1&2 Folkboat	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard Cloudy bay The Otter	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race)	Overall winner  First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 3 Class 4 Class 4 Class 3 Class 1&2 Class 3 Class 1&2 Class 3 Class 1&2 Folkboat XOD	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard Cloudy bay The Otter Astralita	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Glass awarded as 1st prize	Overall winner  First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Class 3 Class 1&2 Closs 3 Class 1&2 Class 3 Class 1OD YOD	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race)	Overall winner  First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 3 Class 4 Class 4 Class 3 Class 1&2 Class 3 Class 1&2 Class 3 Class 1&2 Folkboat XOD	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard Cloudy bay The Otter Astralita	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Troph Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Glass awarded as 1st prize	Overall winner  First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Class 3 Class 1&2 Closs 3 Class 1&2 Class 3 Class 1OD YOD	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Glass awarded as 1st prize	Overall winner  First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Class 3 Class 1&2 Closs 3 Class 1&2 Class 3 Class 1OD YOD	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Glass awarded as 1st prize TURKEY CUP Alan Spriggs Trophy	Overall winner First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Tuntum Jubile Glass awarded as 1st prize Turkey Cup Alan Spriggs Trophy Turkey donated by Harwoods Chandlery	Overall winner First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class  Winner 2nd place	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard  Raev Toledo	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies Kevin Sykes
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Glass awarded as 1st prize TURKEY CUP Alan Spriggs Trophy	Overall winner First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Tuntum Jubile Glass awarded as 1st prize Turkey Cup Alan Spriggs Trophy Turkey donated by Harwoods Chandlery	Overall winner First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class  Winner 2nd place	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard  Raev Toledo	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies Kevin Sykes
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Thatinum Jubilee Glass awarded as 1st prize TURKEY CUP Alan Spriggs Trophy Turkey donated by Harwoods Chandlery Turkey Plate WINTER SERIES	Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 3 Laser class  Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class  Winner 2nd place 3rd place	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard  Raev Toledo Cloudy Bay	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies Kevin Sykes Stephen Hucklesby
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Tunmay Jubile Glass awarded as 1st prize  TURKEY CUP Alan Spriggs Trophy Turkey donated by Harwoods Chandlery Turkey Plate  WINTER SERIES Blount Cross Trophy	Overall winner First Old Gaffer sy 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 1&2 Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class  Winner 2nd place	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard  Raev Toledo	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies Kevin Sykes
Kingston & Grist trophy  ANCIENT MARINER'S RACE Ancient Mariner's Trophy  CENTENARY CHASE Glass awarded as 1st prize Mill Road Garage Trophy Royal Southern Yacht Club Challenge Tropl Glass awarded as 1st prize  SPENCE WILLARD WEDNESDAY EVEL Leverson Gower Cup RSYC Challenge Bowl Hempstead Trophy Herbert Davies Jug Wednesday Evening Po Anne Kyle Trophy Champagne Race (last WER Race) Thatinum Jubilee Glass awarded as 1st prize TURKEY CUP Alan Spriggs Trophy Turkey donated by Harwoods Chandlery Turkey Plate WINTER SERIES	Overall winner First Old Gaffer by 1st RSYC boat 1st open keelboat  NING RACING Class 1&2 Class 3 Folkboat Laser class Most firsts during WER Overall winner WER Class 3 Laser class  Class 3 Laser class  Class 1&2 Folkboat XOD YOD Laser class  Winner 2nd place 3rd place	Champasak  Nomad Nomad Leda Leda  Cloudy Bay Puffin Njord Laser standard Njord (7 wins) Cloudy Bay Cloudy Bay Xenon Laser standard  Cloudy bay The Otter Astralita Puffin Laser standard  Raev Toledo Cloudy Bay	Robin James  Dan Shaw Dan Shaw Miles Oldershaw Miles Oldershaw  Stephen Hucklesby John Caulcutt & Graeme Dillon Patrick Farrell Nick Bradley Patrick Farrell Stephen Hucklesby Stephen Hucklesby Henry Murray-Smith Miles Norris  Stephen Hucklesby Claire Locke John Tremlett & Sarah Dobson John Caulcutt & Graeme Dillon Max Bradley  Mark Hall & Katie Davies Kevin Sykes Stephen Hucklesby
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## Royal Solent Yacht Club

#### Merchandise, Burgees & Blue Ensign Permits



Club merchandise is available exclusively to Members via the Club's website. Burgees & Blue Ensign permits are available from the Front Office.







Experience first hand how we instil a joy of learning, both inside and outside the classroom. Find out how Walhampton encourages each child to thrive, whatever their individual strengths and passions, preparing them for their next steps into senior school and beyond.

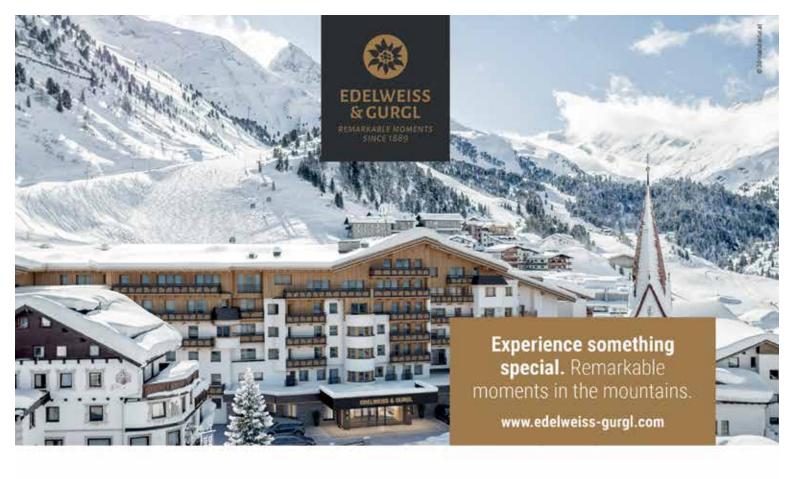
A co-educational preparatory day, flexi and full-time boarding school, Walhampton enjoys a unique and beautiful location on the edge of the New Forest with views over the Solent.



Contact our School Registrar on: 01590 613300 or registrar@walhampton.com to book your place.

www.walhampton.com





#### What makes us so special:

- Ski-in / Ski-out at an altitude of 1,930 metres; Perfect location right next to the slopes & at the heart
- Tradition and service since 1889: Genuine hospitality & competent staff
- Perfect delights for all the senses; Sumptuous culinary highlights &

#### 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 preclous 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.

