



Royal Solent *Yacht Club* 2020





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Designed and Produced by:

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

Printed in the UK by:

Bishops Printers Ltd
Walton Road,
Farlington,
Portsmouth, Hants PO6 1TR
Tel: 023 9233 4900
www.bishops.co.uk

Front Cover photo:

Royal Solent Yacht Club seen from the end of the Club Jetty.
Photograph by Claire Hallett and Abby Bird.

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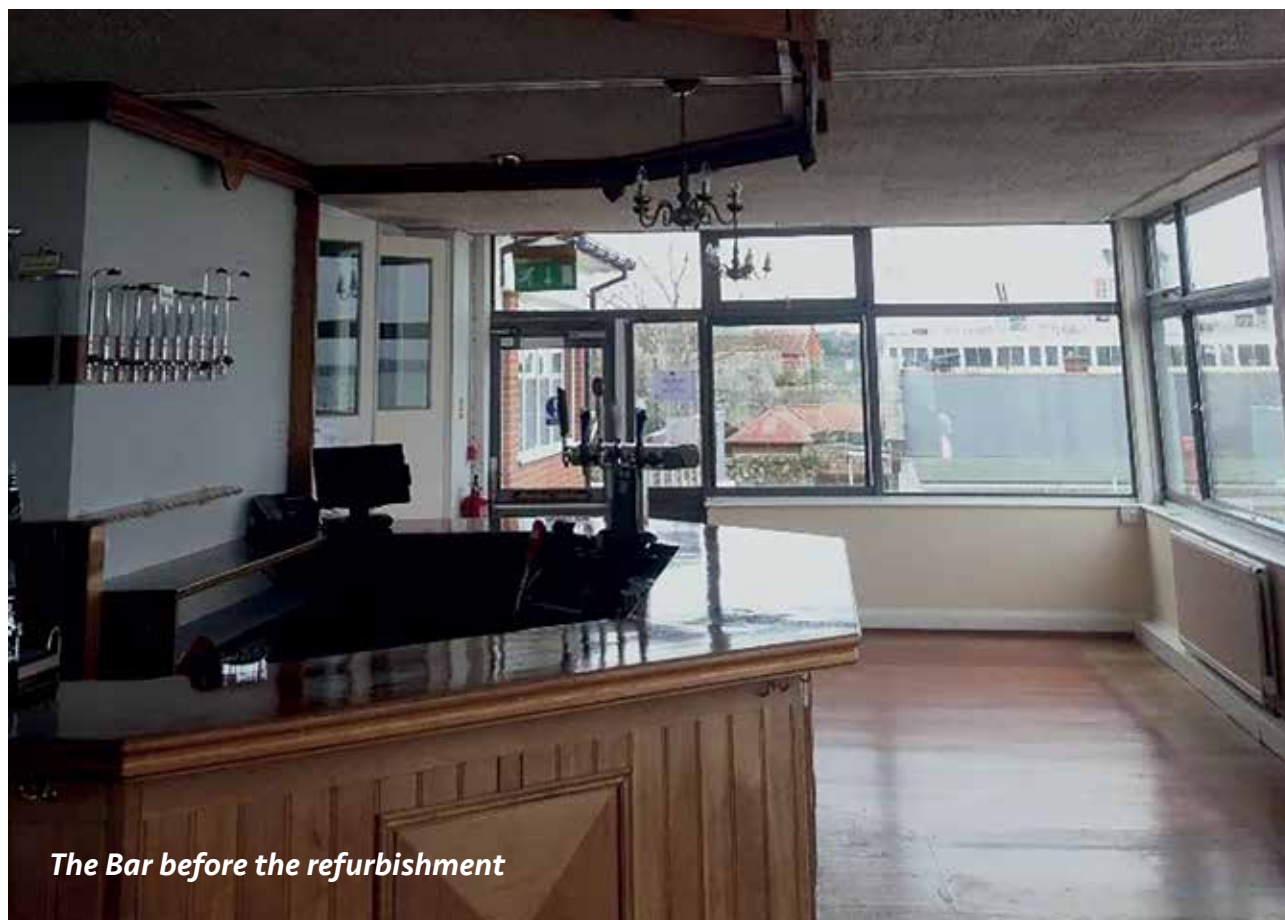


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The Bar before the refurbishment



The Bar after the refurbishment



From the Commodore – A Year of Harmony

By the time you read this report, I will have completed almost a year as your Commodore. At the beginning, I was asked what I wanted to achieve during my tenure, to which I replied, “harmony”. The comments from members, visitors and, in particular, personnel from visiting yacht club would suggest that the Club is a relaxing and most welcoming place with high standards.

This is due in no small part by you, the members but above all our staff – be it Abby in the front office with her ready smile, Janet diligently beaver away in Accounts, the bar staff ably lead by our steward, Matt and the catering team in producing excellent dinners and bar food. The Club is a popular venue for functions for members and visiting rallies organised by our Events Manager, Lucy. On the water, Adam aided by Josh, provide an admirable service – there have been numerous occasions when the Club has received thanks for their assistance and courtesy.

My thanks go to all the staff, but in particular to our House Manager, Vicky, who runs upstairs like a well oiled machine and to our Club Secretary, Claire, who keeps the whole organisation running like clockwork.

The start of my year saw the completion of the new bar. There were times, particularly over planning, when we wondered whether it would ever happen. However, thanks to the amazing generosity of some members, we made it. The result is stunning.

We still have some plans to improve other areas – refurbishing the eastern balcony and renewing the soft furnishings in the main dining room. And no. We haven’t forgotten the acoustics!

I do not intend to cover the sailing events of this past year which I leave in the capable hands of our Rear Commodore Sailing, Katie Davies and the class captains. I was delighted to see so many young in the Club - Katie works hard to encourage our youth sailing. For my part, Dinghy Week was one of the highlights of the season.

The Taittinger RSYC Regatta saw a record number of entries in 2019; one competitor told me that she enjoyed the Regatta, not just the racing but the whole weekend experience; the entertainment, the atmosphere in the harbour and the general “family” feel of the event. This year we welcome a new supporting sponsor, The River Yar Boatyard and Wight Marine. This is a local business used by many of our members, and will be a great addition to Taittinger, our lead sponsor, and we look forward to working with them.

Not all of us race of course and I am delighted that the Cruising Group, run by Geoff Neary and ably supported by Dave Kennett, goes from strength to strength. I joined them on all their rallies last season and look forward to joining them this year on what looks to be a packed programme.



Anne Kyle, Commodore.

We have and will always work closely with Yarmouth Harbour and in November, the Harbour Master, Tim Adams entertained us at a Commodore’s Supper with his tale of rescuing a super yacht from India.

Onshore, there is a full programme of events coming up – some interesting speakers; themed evenings; regular film nights; scrabble; Scottish country dancing; Pilates and much more. So do keep an eye on up and coming events and come and join us whenever you can.

Two years ago we started informal lunches with the Flag Officers. These have proved very popular and it is a good opportunity, particularly for new members to meet others so I hope to see more of you coming along on the third Thursday of every month.

Of course, I couldn’t begin to do my job without the support of the other Flag Officers, Honorary Treasurer, Guardians and General Committee members. I consider myself extremely fortunate to have such talented team around me.

But it is the members who make a Club and again, I consider myself fortunate in serving a Club which has such a great membership and I thank you for your support and help.

Anne Kyle, Commodore



PSYCHEDELIC SURFING!

John Caulcutt looks back on a challenge which changed the style of maritime rescue

Psychedelic Surfer at the start of the 1969 Round Britain Race.

Fifty years ago something quite remarkable happened here in Yarmouth. It was something which would change the face of leisure boating throughout the world forever - as well changing the style of maritime rescue by the RNLI and other life-saving institutions around the globe.

Myself and Graeme Dillon had been friends all our lives since growing up together in the town and, in May 1969, we heard about a Round Britain powerboat race which was due to take place later that summer.

For the last few years, we had both been working in London and used to commute at weekends, to and from Lymington, in a 13ft inflatable made by Zodiac. This experience, together with a trip to Cherbourg and back in 1968, gave us confidence to want to enter the race in an inflatable.

But the minimum length for entry for the race was 21ft and, at that length, it was not possible to get enough pressure in the tubes to rigidise the hull of an ordinary inflatable in any sort of seaway.

Fortuitously, we came across a school in South Wales called Atlantic College who had been experimenting with attaching a plywood bottom to small inflatable boats to give them better sea keeping ability and these were the first ever Rigid Hull inflatables.

We were impressed by this innovation and thought that a 21ft version could be built for the race, which was only one month away, so time was very much of the essence.

However, somewhat against the odds, the hull, now named Psychedelic Surfer, was completed in three weeks and 2 x 50 hp Mercury outboards fitted.

The race started at Portsmouth with the first leg being to Falmouth but, in truth, nobody expected us to get as far as The Needles.

The next few days at sea saw all types of weather including thick fog on the leg between Dundee and Whitby.

There was no GPS or other forms of satellite navigation at this time, so crews had to use paper charts and rely on a system of 'dead reckoning', which was basically a calculation of time and distance against a compass heading.

It made the voyage even more challenging because of the very exposed nature of the boat.

The fact that we completed every leg of the 2,200 miles and finished a credible 14th out of 44 entrants opened the eyes of the world to the prowess of this type of boat and so the rigid inflatable boat was born.



My first inflatable in 1968.



Being given a cup in the Isle of Man for 'Intestinal Fortitude.'



My trip to Cherbourg which inspired the building of an inflatable for the Round Britain.



Leslie Noton (then Commodore of the RSYC) presenting us with the Gold Lace Bowl.

Interest was shown from around the world, not least from the RNLI, who bought the design one year later in 1970 for just £1. The Atlantic 21 became part of the RNLI fleet and, according to their records, has, between 1972 and 1993, made 15,601 launches and saved 4,717 lives.

Hugh Fogarty, then head of the RNLI fleet operations said: "The rigid inflatable boat was one of the biggest leaps ever in small boat design." In the late 60s and early 70s a large percentage of lifeboat shouts were calls from the merchant marine and answered by the boat of the time the Watson 44 whose maximum speed was about 9 knots with inshore calls responded to by a 16' inflatable manufactured by RFD

After the 1969 race, and adoption by the RNLI of this 21ft design, rapid response to ships and yachts in distress took on a new dimension and in addition the energy absorbing nature of the inflatable tube meant that coming alongside a yacht or ship in distress was much easier than the impact of two solid hulls colliding in a seaway.

We received a number of awards; some presented at Portsmouth Guild Hall by Sir Alec Rose, who had recently completed his singlehanded voyage around the world as well as receiving the coveted Gold Lace Bowl (the RSYC's most prestigious award) from the then Commodore, Leslie Noton.

In 1984 and 2008 we completed the same race once more in rigid inflatable boats and are the only crew to have completed each and every leg of all three races.



Some of the legs saw big seas but we were young and didn't feel the pain



A glass to celebrate the finish.



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Crew Gilet (Navy, Black or Ivory)
College Hoodie
Sweatshirt
Fleece Jacket
Quarter Zip Micro Fleece
Thinsulate Hat
RSYC Umbrella
Baseball Cap
Outback Hat



MEN'S CLOTHING & ACCESSORIES

Quilted Bodywarmer
Padded Bodywarmer
Zip Neck Sweater
Checked Shirt
Rugby Shirt: Striped / Plain / Quartered
Rugby Shirt – Short Sleeve
Short Sleeved Polo Shirt
Short Sleeve Cool Breathe Polo Shirt
Long Sleeved Polo Shirt
Lambswool Jumper: V Neck / Round Neck
Cotton Blend V Neck
Cap Badge
Buttons – Set of 6 Large
 – Set of 8 Small
Club Tie - Black Polyester
Club Tie - Navy Silk, Gold Stripe, Multi Motif



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Quilted Bodywarmer
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Rugby Shirt: Striped Sleeve / Plain / Striped
Polo Shirt
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**DON'T FORGET WE ALSO DO
CHILDREN'S CLOTHING!**

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Members wishing to purchase any item should contact the Club by telephone or e-mail. Alternatively please post or drop this form into Reception. Cheques should be made payable to Royal Solent Yacht Club Ltd. An extra charge will be made for postage, if applicable.

Boat names can be embroidered onto clothing for an extra charge.

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TAITTINGER



Royal Solent Regatta 2019

Another record entry, a tricky breeze and plenty of partying. Ollie Dewar reports





ABOVE, CLOCKWISE FROM TOP LEFT:
Close racing at the gybe mark,
Photo by Keith Allso.

Classic Swans designed by
Sparkman and Stephens, Photo
by Keith Allso.

J111 McFly owned by Tony
Mack, Photo by Keith Allso.

The regatta is not only about
racing, our sponsors from
Taittinger enjoying some of the
wonderful Champagne,
Photo by Marion Heming.

MAIN PHOTO:
Northerly winds prevailed
throughout the event, Photo by
Keith Allso.

LEFT HAND PAGE INSET:
A well earned drink after a days
racing,
Photo by Marion Heming.



There was a record-breaking entry, tricky breeze, a lot of luck and a popular overall winner at the 2019 Taittinger Royal Solent Yacht Club Regatta. July's superb event was supported by Rouse Ltd, and the breeze - unusually - trended from the north and with a record 214 boats competing.

The event's Race Committee chose to start all racing from the Island shore: Black Group (132 boats) close under the clay cliffs just west of Hamstead Ledge and White Group (82 boats) directly in front of the clubhouse. As the tide turned to flood for the second race on Saturday, the NW breeze of 8-11 knots spluttered, wheezed and disappeared across the Western Solent before backing to WSW and settling at a disappointing four knots.

Andy Ash-Vie of J80 *Wild Cat 3* from the Royal Lymington Yacht Club, racing in the J70/J80 Class, described the conditions: "It was quite challenging on Saturday, especially the second race when the wind switched off and we had to sail through a series of wind holes." *Wild Cat 3* was halfway across the Solent when the wind vaporised and Andy continued: "We had a nice lead, then went from hero to zero and then got it all back again. "It was a shortened course and I'm very grateful for that. Unfortunately, we had a very successful social time!

"We misbehaved on Friday night and we misbehaved on Saturday night at The Towers Party!" Sailing with five regular crew, Andy and his team delivered a 1-1-1 scorecard despite the hectic socialising.

Swan 41 *Moustique*, of Haven Ports Yacht Club, raced in the six-boat IRC Swan fleet and took first overall with a 2-2-1 tally over the two days. Josh Major, helmsman and son of the yacht's owner, Alan, admitted that luck played a major part in their success. He said: "We had to do a handbrake turn to finish the second race on Saturday, which was quite lucky, to be honest.

"The tide and wind were a bit fluky, but we hit a lot more ladders than snakes, so it was all okay." Sailing with a regular crew, with many taken from Josh Major's Half-Tonner, they supplemented their crew upon arrival in Yarmouth. Josh explained: "We also picked-up a random Aussie guy in the bar on Friday evening, so we were actually one-up. We've had a really good, fun weekend and partied hard as well. We're definitely going to come back next year."

On Sunday the breeze, again, looked promising at around 11 knots from the NW with stunning sunshine and an ebb tide before the wind dropped at around 1100 after an hour's racing, switching to the west and building to 12 knots.

Both the XOD and Folkboat fleets had 27 entries - the largest classes at the regatta - with Simon Flack of Parkstone Yacht Club showing early dominance in the Folkboats with two wins on Saturday for *Stralende*. Once again, luck had played a major part with *Stralende* in fifth place as the wind died in the second race, but Simon's crew held their nerve and he said: "Everyone in the Folkboat fleet was just bobbing around and we watched a patch of dark water and a tiny bit of breeze arrived. "We were very, very lucky. I'm still not sure if any skill was really involved!"

Sunday, however, was a different game for *Stralende* and although Simon admitted his crew partied with great energy at the Champagne Taittinger Reception on Friday night, Saturday evening was more subdued. He said: "I don't know if it was the pressure of leading the fleet after the first day, but we really didn't want to make fools of ourselves on Sunday." Pre-start on Sunday, *Stralende* undertook two practice runs on the start line in a ferocious ebb tide. Simon said: "When the time came, it was a complete and utter disaster. Every other Folkboat near us was all over us, then we managed to work our way through the huge bundle of boats at the first windward mark, picked the shifts right and ended up with the front boats again for a fourth place finish. "It was a fantastic regatta, we really enjoyed it. We had a great deal of luck and a great time."

MAIN PHOTO: Spinnakers a plenty,
Photo by Keith Allso.





For the second year running, Harry Brewer and the crew of J109 *Space 8* from Parkstone Yacht Club took the overall winner prize with three bullets, matching the team's score from last year's regatta. Harry, who has been competing at the regatta for the last 10 years, said: "We were sailing with eight - half kids and half adults, with half under 12, and half over 40! "It wasn't an easy win, but it was a fun one. It was another great weekend and it really is the highlight of our social calendar coming here. It's just the best weekend; we love Yarmouth anyway and cruise here a lot, so to come here and race is really very nice." Of his second successive overall win at the regatta, Brewer holds his junior crew responsible, adding: "It's down to Josie, Tilly and Lizzie, who sat on the rail pulling various pieces of rope and having to deal with slightly wet spinnakers occasionally."

Anne Kyle, Commodore of the Club, was delighted with the success of the weekend and said: "One of the nicest things I've heard is that people find it's a friendly regatta with a family feel. "On Sunday morning, one of the competitors commented that the regatta is a great event in Yarmouth, interspersed with a bit of sailing!"

SAVE THE DATE: 17th-19th July 2020
TAITTINGER RSYC REGATTA
Supported by River Yar Boatyard and Wight Marine

CAN YOU HELP AT FUTURE REGATTAS?

The resources which the Taittinger RSYC Regatta calls on are formidable. We have two start lines and two finish lines, each of which requires a committee boat and a full team of race officers (at least five per boat). In addition we need two mark laying boats and a number of support RIBs, together with an event Principal Race Officer who oversees the entire proceedings from an additional boat. The personnel is almost entirely made up of Club volunteers, ranging from experienced race officers who run the teams to members who have acquired skills in particular facets of race management, together with RIB drivers and crew.

We would be delighted to hear from members who would like to be involved in this great event. If you are interested please contact the Sailing Secretary Jeremy Willcock in the Sailing Office (sailing@royalsolent.org). Training and advice will be available to volunteers, whether experienced or beginners. You can find more information about our general race management activities on page 51.



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FOLKBOAT WEEK 2019

Photo by Paul Brown.

David Fox reports on the Annual Royal Solent Yacht Club Folkboat Week

As the summer was drawing to a close and many racing fleets were beginning to lay-up their boats after a busy season's racing, the Folkboats were gearing up for one of the Club's longest and busiest regattas of the year. The 54th Folkboat Week between August 24th and August 31st certainly didn't disappoint; every year it just keeps getting better!

A total of 51 boats entered: nine Classics and 42 Nordics signed up to enjoy an action packed week of sailing, matched by a busy and varied range of social events. The usual mixture of races provided something for everyone.

New, on the social scene, was a garden party, which was extremely well supported by Lymington Yacht Haven's bountiful supply of Prosecco, that certainly made the afternoon go with a swing! The RSYC Nordic Fleet posted their best overall results with five boats in the top 10 and more just bubbling under in the top half of the fleet. It goes to show just how well the Club Folkboats have grown in ability and what a competitive class it is to sail in.

Even the registration evening is done in style, with welcome drinks and a delicious buffet dinner that mark the start of this fun week. Most important is collecting the 'goodies bag', which this year contained a very stylish Lymington Yacht Haven snood for everyone, along with the Haven's new flag - slightly bigger and with a new red stripe. Its more eye-catching design certainly made it easier for the race officers to spot those boats who had forgotten to fly the pennant from their backstay!

After the briefing on Sunday, based on the forecast, competitors headed to the north shore for the start of their two races but, even then, the wind was too light to begin on schedule. During the postponement, the fleet had plenty of time to watch a massive fog bank roll over the Needles and head on down towards Lymington at last bringing with it some wind! The air chilled down, the fog rolled in but we raced on, only too glad to see another boat heading in the same direction! The winner was *The Otter* helmed by Claire Lock, with *Njord* 3rd and *Madelaine*, *Samphire*, *Ajax* and *Mimi* all finishing in the top 10.

The notorious tactical Christchurch Ledge Race was Monday's event on the water. Despite an early posted one-hour delayed start, that wasn't enough time for the long-promised wind to fill in and finally after another hour's wait, the race started but only to North Head and then back to 'C' where the race finished as wind was dropping and the fog again was rolling in. The winner *Madelaine*, again with four other RSYC boats finished in the top 10.

Tuesday dawned and, with it, more postponements but worse still this race had to be abandoned after the start. Not to be deterred, they stuck it out and waited, and waited until eventually after a four-hour wait the wind increased to 10 knots and this crucial points race finally got underway. Sadly, this meant that there was no opportunity, or time, left to run the crew's race in the afternoon.



Madelaine goes into a broach. Photo by Paul Brown.



Close competitive racing. Photo by Paul Brown.



The Classic Folkboat Lady Linda. Photo by Paul Brown.

The reserve day, or as the crews prefer to call it, 'the rest day', on Wednesday, was a welcome relief to recover body and spirits, helped by a lovely evening's social event held at Off the Rails, in Yarmouth.

Windward-Leeward races were scheduled to be sailed on Thursday, with three races in total. Always one of the most competitive days of the week and with the aggressive start tactics of the fleet, the black flag came out after the first two attempts at a start.

For the first race the winds were light, slowly they began to increase and by the third race it was gusting over 24 knots with a short choppy, lumpy sea resulting in lots of water over the deck. The combined winner of all three races in the Nordic Fleet was *Crackerjack* and in the Classic Fleet, *Mistress*. On Friday, we finally had a day with a decent breeze of 16-20 knots. We were started from Yarmouth heading east on 'The Long Solent Race'. This year the course set really did live up to its name with a distance of over 25 miles in a straight line - now add the tacks! Fortunately, the race committee realised this and the course was shortened at 'F' - Berthon.

Saturday, the last day of Folkboat Week and also part of the Royal Lymington Series, meant that we had some additional boats on the start line to add to the impressive fleet that had sailed all week. All that remained was to enjoy the final-prize giving dinner with more than 100 people.

We enjoyed the traditional moments of satirical humour with Christine Hartley-Webster's annual ditty and, of course, to celebrate the prize winners.

This year the overall winner in the Classic Fleet was *Folkdance* and our sponsor's boat *Kingdom Come* in second place. Overall winner in the Nordic Fleet was *Crackerjack*.

Folkboat Week has something for everyone. It has the best of all worlds, buy a Folkboat and join us in August for yet another week of nothing but the best in racing and having an enjoyable social time (you may need a holiday afterwards to recover!)

The first Folkboat Week, back in 1966, set out to be a mixture of competitive racing and affordable socials for all participants. We have continued to achieve this through the extremely generous support that our sponsors, Lymington Yacht Haven give this Regatta.

Alongside this, the RSYC delivers quality racing and excellent on-shore activities. All competitors have a good time, thanks to the race team led by Jeremy Willcock, and the RSYC catering team, including the bar staff who stay open for orders well after closing time. Thank you.

David Fox

SAVE THE DATE: 22nd – 29th August 2020
FOLKBOAT WEEK
Sponsored by Lymington Yacht Haven

YARMOUTH FOLKBOATS 2019



The sailing season started on April 24th with Race 1 of the Spence Willard Wednesday Evening Series.

Ajax and *Cloud Cuckoo* both had problems with their masts and other boats, or their crews, were not ready to start the season. Only two boats, therefore, competed in the first four races. *Njord* and *Svane* joined them for Race 5 and *Pickle* made a brief appearance for Race 6. The final results were: 1st *Bossa Nova*, followed by *Mimi*, *Njord*, *Svane* and *Pickle*.

The first race in the Second Series took place on June 12th with a win for *Njord*, followed by *Mimi* then *Bossa Nova*. *Njord* then really got into the groove finishing 2nd, 1st, 2nd, 2nd, 1st, 1st in the remaining races, easily winning the series. By the end of this series *Ajax* and *Cloud Cuckoo* had joined the fleet.

For the third series there were a total of six races scheduled but with Races 2 and 5 being cancelled due to weather and Race 4 happening in the middle of Folkboat Week, only three were to count. *Njord* won the first and third with *The Otter* taking the second. *Njord* won the series with *Cloud Cuckoo* second and *Mimi* third.

Overall results for Wednesday Evening racing:

1st *Njord*, 2nd *Mimi* and 3rd *Bossa Nova*.

As always the Sunset Series was very popular and had a good turnout. Held over four evenings this year's event was due to start on August 19th but the first day's racing was cancelled. However, two races were run on the 20th with the final two races run on the 21st and 22nd.

The final results were:

1st *Cloud Cuckoo*, 2nd *Svane*, 3rd *The Otter*.

The Windward Leeward Races were held on May 5th when the following boats competed, *Svane*, *Eala*, *Mimi*, *Raev* and *Bossa Nova*. *Eala* won the first race and *Svane* the second with *Svane* winning overall on countback. *Mimi* was third.

There were six races for the Spinnaker Series 1 with *Svane* taking the series despite only competing in four of the races, a very commendable result, with first place in races 2, 3, 4 and 5. *Mimi* was second and *Raev* was third. The White Sail Series does not permit the use of spinnakers – although it is unusual to sail Folkboats without spinnakers in the UK it is very common on the Continent and also in San Francisco. The big European Regatta, the Gold Cup, does not allow the use of spinnakers and our friends across the North Sea are extremely adept at this form of racing. To enable our Folkboat sailors to improve their skills we can expect White Sail races to become far more common in Solent waters. In 2019, however, only two races were run. Five boats competed and the final results were: 1st *Raev*, 2nd *Svane*, 3rd *Mimi*.



Raev and Bossa Nova during the Queens Jubilee Race. Photo by Paul Brown.

The Winter Series

It is not unusual to have inclement weather during the Winter Series but 2019 resulted in more cancellations than normal. The first race in Series 1 was due to commence on October 13th, but due to the weather the series did not get underway until the following Sunday with the following results: 1st *Cloud Cuckoo*, 2nd *Mimi* and 3rd *Raev*.

Race 3 was also cancelled, this time due to light winds and a very strong tide making sailing for the mixed fleet too challenging. Race 4 resulted in: 1st *Raev*, 2nd *Cloud Cuckoo* and 3rd *Mimi*. Race 5 was run on the following Saturday due to Remembrance Sunday. 1st *Raev*, 2nd *Mimi* and 3rd *Cloud Cuckoo*.

Series 2, Race 1 did get underway as scheduled on November 17th with a 1st for *Cloud Cuckoo*, 2nd for *Mimi* and 3rd for *Raev*. Due to the breeze not developing as hoped Race 2 was eventually abandoned.

For Race 3, on December 1st, only the three cruisers braved the unpleasant weather resulting in a 1st for *Toledo*, 2nd for *Cloudy Bay* and 3rd for *Albaran*. Unfortunately both races 4 and 5 were cancelled due to high winds.

Overall results: Series 1: 1st *Raev*;

Series 2: 1st *Toledo*.

Winter Series overall: 1st *Cloud Cuckoo*

Martin Le Gassicke

TROPHY WINNERS 2019

Wednesday Series Overall

Hempstead Trophy *Njord*

First boat in the RSYC Taittinger Regatta

Aries Trophy *Svane*
(3rd overall)

Best Yarmouth Boat in Folkboat Week

Bossa Nova Trophy *The Otter*
(4th overall)

Spinnaker Series Overall

The Mimi Trophy *Svane*

Sunset Series

The Otter Trophy *Cloud Cuckoo*

Turkey Cup

The Evelyn Trophy *Njord*

Windward Leeward Series

The Svane Trophy *Svane*

Winter Series

Cloud Cuckoo Trophy *Cloud Cuckoo*

Navigation Race

Pickle Trophy *Bossa Nova*

Centenary Chase

Riot Trophy *Bossa Nova*

White Sail Series

Ajax Trophy *Raev*

Victoria and Albert Trophy Race

Victoria and Albert Trophy *Svane*

Newest Boat to the Fleet

Woodpecker Trophy *Pickle*

YARMOUTH LASERS 2019



Some wet sailing for Helen Sceales. Photo by Paul Brown.

The 2019 season saw some great Laser racing on Wednesday evenings. We had over 30 Club racers out on The Solent during the season. They enjoyed some great weather with fine wind conditions and, fortunately, very few evenings were lost to poor conditions. Racing, as usual, was broken down into three series, each of which were fiercely competitive.

We started Series One with fine weather, offering some blue skies and a southerly of around 11, gusting 18 knots on a strong ebb tide. The Race Officer set an innovative course of #s 17p 16p 18p 15p 11p x 2 from Grants.

Once we had received apologies, excuses and various sick notes there were five boats, but still the biggest fleet. We also welcomed Jane Sceales and Ollie Dewar to the race. Libby Deegan and Jane were on the line at the hooter and away well, Miles Norris came in strong from the ODM. The start was into the tide and past the common with some interesting and very curious gusts. Miles worked hard on the way back to get through Jane and Libby.

Back through the trots, two hoots were sounded to a first night consensus of relief for the shortened course. Ollie started to improve and came through Charlie Anderson but left a gap at 11, big enough to squeeze through but, on the tack, suddenly not enough - oops! Series One was closely contested and just two points secured it for Jane from Miles, with Libby third.

Series Two kicked off with a very fickle south westerly which was almost becalming one minute and then had us near planing the next. The course was 15p 8s 16s x 3. As always it was good to welcome a new member to the fleet, Tom Sketchley. Miles was away first with Sam Parfitt and Tom just behind. Tom, a few years since his last outing in a dingy and having never sailed off Yarmouth, went for a little capsized.

Sam was right behind Miles as they rounded the leeward mark and then Miles sailed into the weeds so Sam tacked early and both boats were even up the beat. Sam was so happy with his up wind speed that he over stood 16 allowing Miles to stretch out a lead. Unfortunately, Sam hadn't realised it was three rounds of the course so he headed for home after two, and Tom followed him, leaving Miles the only finisher. Series Two was won by Miles with Libby second and Sam third.

With the start of Series Three coming at the end of July we gained more sailors and Race One meant a busy dinghy park with nine boats being rigged. The wind was a gusty south westerly around the course of 11s 17s 18s x 2. Getting nine Lasers afloat after a few rusty rigging issues made some of the fleet a little late to the start area. Plenty of pre-race capsized practice was continued into the race throughout the fleet. After a storming start Charlie led round the first mark with Tommy Whitehead, Sophie Perkins, Paddy Lord, Bruce Mayo and Findlay Edmunds close behind. James was



Charlie Anderson. Photo by Paul Brown.



Miles Norris. Photo by Paul Brown.

upside down at the one-minute gun, Agatha Davies double capsized after the start. An unusually terrible start from Miles left him trying to catch the rest of the fleet. A blustery run with the tide saw everyone surging back and forth trying to catch Charlie and Tommy. Charlie held the lead around the leeward mark, with Tommy testing his sledging skills close behind.

They both sailed into the shore to escape the tide but perhaps went a little too far? The mid fleet group tacked a little earlier and took advantage of a steadier wind to get back into the race for the lead. This was when the excitement of leading the fleet caused Charlie to go for a cool down swim. Tommy and Paddy, with Miles catching them up, passed 18 and sailed for the line to complete lap one. After some shouting from Miles regarding 19 being our ODM, Tommy and Paddy tacked back inshore to start lap two. Paddy rounded the windward mark with Miles just behind. They stayed neck and neck down the run but Miles just sneaked through before the leeward rounding. Beating back up with a few Folkboats to spice things up saw Miles take line honours from Paddy with the midfield close behind. Series three again went to Miles with Charlie Anderson second and Findlay third.

The third week in August brought us the Sunset Series, where we had everything from abandoned races, capsizes, bumping, crashing, chatting, singing, more capsizes and even some racing! Day One saw all racing abandoned due to high wind. On Tuesday we had 11 Lasers out on a short start line with all sail sizes starting as one fleet. Most of the racers had a swim getting to the start line in gusty conditions, but all arrived for race one.

A classic windward-leeward format was set by the race officers. On the start signal, choreographed bedlam saw half the fleet tangled up and drifting towards the windward mark on a strong ebb tide. After a lot of detangling and laughter all got sailing. Lots of banter and complaints of stealing wind on the runs was heard and some chaos prevailed at the turning marks with capsizes, tangling with marks and each other. This kept the pre-race theme going.



Junior Laser sailors during RSYC Dinghy Week.
Photo by Denise Cronin.

Race Two was a little more competitive as everyone started to get their race heads on, not that it diminished the banter or the capsizes. Alex Leonard took line honours in both races with his full rig.

Day Two saw slightly less challenging conditions but it was still gusty. With racers much better behaved at the start, this allowed some great racing throughout the fleet and it was all very close. Despite attempts from the race officers to quell the noise there was still plenty of chatter from Lucy-Kate Conisbee and singing from Tommy.

Day three saw a few less sailors but still plenty of wind, capsizes, equipment failure and enthusiasm. More bumping, capsizes and fun allowed for some good racing and plenty of smiles from a fabulous multi race regatta. The series top three results were: Full Rig: Alex Leonard, Miles Norris, Nick Francis. Radial: Findlay Edmunds, Tommy Whitehead, Andrew Coombes. 4.7: Agatha Davies, Lucy-Kate Conisbee, Sophie Perkins.

As always the Laser sailors would like to offer huge thanks to the race officers, boatmen and supporting RIB drivers who made our racing possible and so enjoyable in 2019. See you soon to do it all over again.

Charlie Anderson
RSYC Laser Class Captain

JUNIOR SAILING AND RSYC DINGHY WEEK 2019



Main Photo: Conditions were breezy for the RSYC Dinghy Week making for challenging sailing. Photo by Jon Freeman.

There was a comprehensive youth sailing programme in 2019 which started with two mornings of training during the Easter holidays. We had 14 intrepid sailors, 13 in Picos and Max Collins in his Laser 4.7, who braved the chilly conditions. They all appeared to have great fun being coached by Sophie Whitehead and Claudia Olmi with the help of Libby Deegan. Mark Hall and Nick Measor ran a number of fun races and the newly refurbished Solent RIB was busy towing dinghies and laying racing marks.

Everyone seemed very happy to be back on the water. Sailing was followed by a family nautical quiz run by Nick and Melinda Measor which, apart from being very competitive, gave everyone a chance to meet up after the winter.

Our next junior sailing event was the coached Solent Regatta which took place during summer half term. There were 22 sailors in a mixture of Laser 4.7s, Picos and Oppies being coached by Jane Sceales, Charlie Davies, Max Bradley and Tom Whitehead.

The conditions were windy, but the race officers ran eight competitive short races. This event is ideal for first time sailors in the Solent, or for those trying out a new boat, as it is run from the Boathouse at Port la Salle away from the pier and the moorings.

All the Club Lasers were used for the event which was fantastic. Dinghy Week, the highlight of the junior season, was in the first week of August due to Cowes Week being later than normal. We had an excellent turn out with 48 sailors in Lasers, Picos

and Oppies, making for a very busy and sometimes chaotic dinghy park, which was ably managed by our tally master Lillian Hindley.

It was a very windy week, which proved both challenging and rewarding in equal measures. David Fox, the beach master, had the brilliant idea to reef the Pico sails which made the sometimes overpowered boats much more manageable: Thank you David.

As ever, there was a great support team of parents on and off the water who were kept extremely busy with capsizes and rig failures! The race officers, Mark Hall and Nick Measor, ran some varied and competitive racing with sailors changing positions through the week.

The Oppies were coached by Georgia Kearns who did a great job, particularly as several of them were new to the Solent. On the Thursday we were joined by 15 YSC Scow sailors for two races as part of their Scow's Week. This was fantastic, and it was lovely to see so many boats on the water.

They were, however, a little perplexed when they found themselves going round number 15 Buoy to starboard when the Picos were leaving it to port! Possibly a case of too many race officers.

The Dinghy Week social side is equally as important as the racing and this began on Monday evening with a scavenger hunt run by Charlie Issacs, followed by a delicious Italian themed supper in the Club.



An Oppie among the Picos. Photo by Jon Freeman.



One of the brighter days. Photo by Jon Freeman.



The next generation of sailors aboard Optimists. Photo by Jon Freeman.



Intense concentration among the Picos. Photo by Denise Cronin.

On Tuesday we had a rest to be ready for the annual limbo with Derek Sandy, now of 'Britain's Got Talent' fame, on Wednesday. This was, as ever, one of the best evenings of the year.

On Thursday there was the annual charity sausage sizzle in the garden of the Old Rectory, courtesy of Peter and Lillian Hindley, in aid of the Ellen MacArthur Trust. Although the weather was against us, Lucy Bradley and her team of helpers still managed to raise an amazing £3,057.50. Many thanks, Lucy, for all your hard work.

Dinghy Week is a brilliant week, but it would definitely not work without all the support we get from parents and members, so thank you all. Also, enormous thanks goes to our sponsor, Harwoods for their amazing prizes; it really does make the whole event special, and to the Delphie Lakeman Trust for its financial support.

Following Dinghy Week there was a week of Laser training with Ben Kimbel, an expert Laser coach. This is an initiative

introduced and run by Nick Bradley. It is a week of intensive coaching for all levels of Laser sailor and everyone who has taken part has benefited enormously from the experience.

It was a very successful week with about 20 sailors joining in. It was incredibly windy at times and I think it is safe to say that those sailors who took part can now definitely cope with wind! Thank you, Nick and Ben.

The final week of dinghy sailing took place during the Sunset Series. We had 12 Lasers with different rigs all racing together over three evenings in Bouldnor Bay. It was lots of fun, really competitive and Mark Hall and Nick Measor, the race officers, did a great job. Thanks also goes to Gareth Davies and Paul Peplow for their RIB support.

The junior sailors undoubtedly had a fun season and learnt lots. I'd like to thank David Porter for all his support together with Adam, our boatman, not to mention all the race officers and parents in RIBs.

Katie Davies

RESULTS

JUNIOR REGATTA:

Laser 4.7: 1st James Willy, 2nd Max Collins, 3rd Sophie Perkins. **Pico:** 1st Henry Olmi, 2nd Zac Clarke, 3rd Annabel Warfield. **Oppie:** 1st Joe Collins, 2nd John Warfield, 3rd Isby Clarke.

DINGHY WEEK:

Laser 4.7: 1st Agatha Davies, 2nd Iona Collins, 3rd Will Palmer. **Oppie:** 1st Joe Collins, 2nd John Warfield, 3rd Max Newman. **Picos:** 1st Sophie Perkins, 2nd Lucy-Kate Conisbee, 3rd Harry Heming. **Handicap Lasers:** 1st Helen Scales, 2nd Charlie Davies, 3rd Fin Edmonds.

SUNSET SERIES:

Laser 4.7: 1st Agatha Davies, 2nd Lucy-Kate Conisbee, 3rd Sophie Perkins. **Full Rig:** 1st Miles Norris, 2nd Alex Leonard. **Radial:** 1st Fin Edmonds, 2nd Tom Whitehead, 3rd Andrew Coombes.

Laser Veteran Cup: Andrew Coombes. **Best Junior Pico Sailor:** Harry Heming. **Best under 16 Laser Sailor:** Max Collins



2019 CLUB RACING

We are lucky at the RSYC to have an extensive and varied club racing programme.

Wednesday evening racing, which continues to be sponsored by Spence Willard, is the backbone of our calendar and it's been brilliant this year. There have been up to thirty boats racing in classes one, two and three together with folk boats and lasers.

Class One was dominated by *Moon* in the first series, with *Puritan* coming second and *Overture II* third. The results were similar in the second series but in the final series *Puritan* was the victor with *Moon* second and *Overture II* third once again.

Class Two saw competitive racing with a different boat winning each series. Series one was won by *Toffi*, *Toledo* came second and *Alboran* was third. In series two *Toledo* took the honours, followed by *Cloudy Bay* and then *Alboran* and in the final series *Cloudy Bay* came first, with *Toledo* second and *Alboran* third.

Class Three, a combination of XODs and YODs, is our biggest class and arguably the most competitive. Series one was won by *Gleam*, followed by *Puffin* and then *Spray*. The second series saw a slightly different order with *Gleam* winning and *Spray* coming second whilst *Puffin* was third. In the final series *Arrow* was victorious, followed by *Puffin* and then *Diatom*.

The Folkboat fleet had a good season with *Bossa Nova* winning the first series, *Mimi* placed second and *Njord* third. In the second series *Njord* took the honours, followed by *Mimi* and then *Bossa Nova*. *Njord* also won the third series, *Cloud Cuckoo* was second and *Mimi* third.

All Laser sailors start together whatever rig they are using; this gives them a much more exciting start and a more interesting racing. Jane Scales won the first series, followed by Miles Norris and Libby Deegan. The second series was won by Miles, Libby was second and Sam Parfitt was third. Miles also won the third series with Charlie Anderson finishing second whilst Fin Edmonds finished in third place.



Main Photo: Bossa Nova close tacking with The Otter. Photo by Paul Brown.
Inset: Genista, helmed by Hugh Hudleston. Photo by Paul Brown.

As you can see from the results, there was lots of competitive racing so many thanks go to our proficient race officers for all their hard work.

Wednesday evening racing ended with a prizegiving supper at the end of September. Ali Willard presented the numerous cups and glasses to the competitors and it was a fun end to the season.

Sunday morning racing has gone from strength to strength with the XODs, YODs and folkboats, who all have their own series, being joined for the first time by the racing cruisers. The racing cruisers had a series of twelve races, of which six counted in the results. Michael Craig, their recently retired class captain, developed this initiative and has kindly provided a trophy. The series was won by *Alboran*, with *Toledo* coming second and *Furstin* third.

We are hoping that Sunday morning racing will continue to expand. This year we are planning on using a committee boat for part of the season, making for more varied racing. We had our annual Prince Consort Race on 21st June. This is a charity event where the entry fee and proceeds from the dinner went to the Ellen MacArthur Trust which was the club's chosen charity.



The Gaff rigged cutter Furstin came third in the Sunday morning series. Photo by Paul Brown.

The plan is for boats to race to the Prince Consort Buoy in Cowes, in favourable tides and get there as the tide begins to turn and then race back to Yarmouth again with the tide. At the start of the race there was plenty of wind in Yarmouth but once past Hampstead the fleet was becalmed and could only drift towards Cowes on the tide. Numerous, sensible boats retired but a few persistent souls persevered, and some found themselves beating along the beach in Gurnard, startling the bathers in a desperate attempt to get out of the by then ebbing tide. The most skilled navigators went almost up to Southampton Waters to find favourable tide and were rewarded by getting to the buoy first! Everyone got back eventually but it was a long and tiring afternoon! The race was won by *Gleam* closely followed by *Ajax* and somewhat later by *Mistral* whilst the first and indeed only cruiser to finish was *Champasak*. Luckily there was a fabulous curry supper back at the Club in the evening so we soon forgot our frustrations!

Sunset Series, a lovely week of evening sailing, was held in the third week of August immediately after Cowes Week. The Monday was blown out but by Tuesday sailors started to appear as the wind dropped. There were four races for class three and the Folkboats and three for class two as well as six races for the Lasers in Bouldnor Bay.

The Folkboat Class was won by *Cloud Cuckoo* with *Svane* second and *The Otter* third. *Puffin* won in Class Three, with *Genista* second and *Arrow* third. In Class Two *Toledo* came first, followed by *Furstin* and then *Seahorse*.

The Lasers had a fabulous and competitive six races over the week. The 4.7 class was won by Agatha Davies, with Lucy-Kate Conisbee coming second and Sophie Perkins third. Finlay Edmonds won the radial class, Tom Whitehead was second and Andrew Coombes

was third, also winning the Veterans' Cup. Miles Norris won the full rig class, closely followed by Alex Leonard. Towards the end of the season we had various races and regattas including the Centenary Chase, a pursuit race which was won by XOD 94, *Waxwing*.

The Turkey Cup was held at the beginning of October, this is an NHC event, which is also part of the Folkboat Western Solent Series. It was a windy day and Jeremy Willcock, the race officer, kept the fleet tucked into the Island shore for a fun and exhilarating race. The winner was Patrick Farrell in *Njord*, with *Mistral* coming second to win the turkey and *Bossa Nova* third.

For the hardest of sailors there are two Sunday Series that run all the way up to Christmas finishing with the Boxing Day Race. This year was particularly trying as we appeared to have either too little, or too much, wind. However, we managed to run enough races to complete both series even if the weather did not allow us to sail on Boxing Day.

Series One was won by *Raev* with *Cloud Cuckoo* coming second and *Mimi* third. *Toledo* won the second series; *Cloud Cuckoo* was second and *Mimi* was third. The overall winner of the combined series was *Cloud Cuckoo*.

The Winter Series has new sponsors; the River Yar Boatyard and Wight Marine and we had an excellent prize giving on Boxing Day despite not sailing. Jen Allen of the River Yar Boatyard and Wight Marine, presented prizes to all the winners together with bottles of champagne. As ever, I would like to thank the sailing office and all the race officers for all their hard work throughout the season. There was fabulous racing throughout last year, and we are looking forward to another great season this year.

Katie Davies, Rear Commodore Sailing

YARMOUTH XOD Division 2019



X125 Arrow
Photo by Paul Brown.

The Yarmouth XOD Fleet welcomed four new boats to the division in 2019, *Iona* (X59), *Myrtle* (X76), *Sirius* (X148) and *Tortoise* (X165). These boats have enhanced competition at all levels and have made our racing during the season even more exciting.

We had more than 50 races on Wednesday evenings, Saturday afternoons and Sunday mornings and some boats competed in more than 40 of these. Many owners managed to get their boats into the water early in May and were able to tune them up properly for a great season. Twenty boats raced in the division during the year, which is the largest number for a few years.

We lost very few races to bad weather, although it was occasionally necessary to delay starts for the wind to fill in but the weather gods were generally kind and there was some excellent competitive racing throughout the fleet.

There were very strong performances in the George Cup. James Meaning and his crew in *Gleam* (X156) won convincingly but the George Plate was contested right up to the last race of the series in September when *Spray* (X138) just pipped *Iona* (X59). James had another wonderful season in Yarmouth and elsewhere. He won the majority of the trophies in Yarmouth as well as having good results at the very windy Cowes Week, with a win on the second Saturday, and at Cowes Classics Week.

The Yarmouth Division was well represented at Cowes Week with nine boats, *Myrtle*, *Gleam*, *Sirius*, *Mix*, *Arrow*, *Iona*, *Tortoise*, *Rosalita* and *Vexilla*, taking part in the slightly smaller than usual fleet.

Myrtle came 11th with a third and a fourth, including a race when it was so rough that Cordelia Ellis was washed out of the boat, fortunately getting back without any ill effects! We had eight boats at Cowes Classics Week, *Myrtle*, with one third place, *Gleam*, *Spray*, *Jewel*, *Iona*, *Mix*, *Mollymawk* and *Miss T*, who all put in good performances.

Spray had a great season with Hattie Lewis and her crew winning the Heanage Finch Beaker in the Wednesday Series, the Gun Fuse Trophy and, watched by former owner Malcolm Taylor, the highly coveted Navigation Trophy. *Spray's* results are improving year by year. *Arrow* (X125) took part in a very large number of the races and George Alford, Caz Underwood, Henry Murray-Smith and the rest of their crew won the Bunty Cup in the Wednesday Series, and the Madcap Trophy in the Sunset Series. The Sunset Series consisted of four lovely evening races over three days in August. *Rosalita* (X49) was second, winning the Henderson Vase.

Cordelia and Richard Ellis in *Myrtle* (X78) are highly experienced racers who have joined the Yarmouth fleet from Cowes. *Myrtle* is a lovely boat and it is fantastic to have Cordelia and Richard with us. As they worked out



Westwind (X4) won the Seabird Cup. Photo by Paul Brown.

the navigation around the Western Solent their results steadily improved and there can be no doubt that next year, they should be right at the front of the fleet. *Myrtle* came second in the Taittinger Regatta and won the James Gould Salver this year.

Chris Trainor in *Iona* (X59) won the Lizz Whizz Trophy at the start of the season and had some very good results until the boat went to Nick China's co-owner after Cowes Classics Week. The other two 'new' boats, *Tortoise* (X165) with Brian Harding who has also joined from Cowes, and *Sirius* (X148), are very welcome additions to the fleet.

Sirius, the renamed *X Factor* with new owner Richard Bendy and Dominic Breen-Turner, has been very fast. The Mildon family in *Sans Souci* (X153) had a very good season, winning the Eremue Vase and challenging in a number of other series. David Mildon has been sailing XODs in Yarmouth for many years and was elected as the new Divisional Class Captain at the AGM in November.

Martin and Gail Wannell hosted a wonderful party at their home over Easter which was a lovely start to the season. *Waxwing* (X98) won the September Trophy in the Sunday Series and managed 37 races with some great results.

Westwind (X4) won the Seabird Cup and *Mix* (X115) won the Bentrax copper model. *Sandpiper* (X106) managed 28 starts and had some very good results. *Foxy* (X147) sailed in 15 races and had excellent results as usual. It was good to see *Leda* (X133) out in more races this season.

The Rose Bowl for the Crew's Race was won by Caroline Woodgate in *Gleam* (X156) and the single hander race was won by William Mills in *Waverley* (X190). Sadly, the wind died before we could hold the Junior Helm race. Gareth and Katie Davies very kindly hosted the Race Officer's Party at their lovely home in Thorley. Many sailors from the Xs and Ys were able to join several of the Race Officers to thank them for making our racing possible and we had a wonderful evening.

The AGM and XOD Dinner were well attended, and the Club laid on an excellent dinner before the prize giving. We were delighted to be joined by the Commodore and a number of the Flag Officers who all help us so much. At the AGM, in addition to the election of David Mildon as Divisional Class Captain, James Meaning was elected as Vice-Captain, George Alford as Hon Treasurer and Caz Underwood as Hon Secretary. Nick China and Dug Henderson have stepped down as technical representatives. Our thanks to them and to Martin Wannell who has kindly agreed to take on that very important role.

We thank the Club staff, particularly Jeremy Willcock the Sailing Secretary, Adam Preece, our wonderful Boatman, his able assistant Josh and also David Porter who steps in so willingly to help, even with towing boats in for weighing.

I would like to thank everyone for their help and support to me for the last three years whilst I have been Divisional Class Captain. I am looking forward to concentrating on the sailing in Yarmouth where we are so lucky to have such a wonderful club and such beautiful waters to sail in.

Tom Symes, Divisional Captain

YARMOUTH One Design 2019



For the sailing community it was a very strange year for weather. I've said that in each of the last 3 three years but this year was particularly challenging. Either too much, or too little wind. The YODs lost about 20 per cent of our Sunday calendar due to poor weather. One particularly challenging race was the Prince Consort. A number of boats made it to Prince Consort but struggled to get back as the wind faded. However, and although the results may suggest otherwise, we had some very close races with all boats achieving some success.

Each year we take a group of Yarmouth Sea Scouts sailing. Two boys and two girls duly arrived at the RSYC on the appointed day. As was the nature of this year's weather there was not enough wind, but rather than send them home without getting on the water we came up with a plan to take them for a spin in John Caulcutt's RIB, 'Carbon Neutral', with its twin 150 hp engines.

They thought it was a fabulous idea. With life jackets on and secured we set off from the Club jetty at a gentle 6 knots until we got beyond the trots and level with Harbour East. John then opened the throttle a bit, then a bit more and a bit more until it felt like we were flying. With hair blowing in the wind and with smiles and screams of delight from the scouts we raced to the middle of the Solent and turned left towards Sconce before eventually turning and racing back east. The Scouts loved every minute of their trip which more than made up for the fact that we couldn't sail that day.

We were able to get all boats bar one in the water this year, and all nine are ready for sailing next season. Our aim is to have them all racing at the same time. It will be a wonderful sight and we are very much looking forward to it.

After more than 35 years sailing YODs our Honorary Admiral, Chris Temple, decided that it was time for him to stop sailing regularly. In recognition of his enormous contribution to the YODs, the Class presented Chris with a painting by Martyn Mackrill: 'YODs Off Yarmouth'. The painting has Chris's boat, Y4 *Anthea*, in the foreground and in the lead. Chris has kindly allowed the RSYC to hang the painting at the Club, you can see it at the top of the stairs just outside the Club bar.

So, we were an owner down. Into the breach stepped Adam Harding-Domeney and his wife Victoria. Adam and Victoria are the newest of our YOD owners and we warmly welcome them to the Class. Adam has offered to take Chris sailing whenever he wishes, and we look forward to seeing them both on the water next season.

The overall winner of the series was *Puffin* sailed by John Caulcutt and Graeme Dillon. The full results are as follows: 1 *Puffin* 67 points; 2 *Diatom* 109; 3 *Genista* 133; 4 *Blandina* 176; 5 *Anthea* 203; 6 *Magnolia* 203.

MAIN PHOTO: Y6 *Genista* during a Wednesday Evening Race.

TOP LEFT: The Yarmouth Sea Scouts went for a memorable trip in John Caulcutt's RIB for which they were very grateful.

BOTTOM LEFT: Alan Hans Hamilton preparing *Pimpernel* for the season.
INSET: Tom Breare, the Most Improved Young Sailor.



There are several prizes that are not about winning races. Most Improved Young Sailor: Tom Breare. Most Loyal Crew: Keith Davey. Best Newcomer: Rosemary Luck. Each year we present the Liddington Cup to the person who has made a significant contribution to the YOD Class. In addition to acting as our Sailing Committee Member and organising the YOD sailing programme for many years, Alan Hans Hamilton not only prepared his own boat *Diatom* for sailing, he helped with *Anthea* and prepared *Pimpernel* single-handed. Alan was therefore the worthy recipient of the Liddington Cup.

I would also like to acknowledge Paul Helliwell's enormous contribution in helping Adam Harding-Domeney prepare *Anthea* for racing.

We held the annual Towers Party at the end of July; many thanks to John and Sas Caulcutt for allowing the party to take place in the grounds of their home. It was the most successful Towers Party ever, raising £28,000 for Island good causes. This success was greatly helped by the RSYC which also had its most successful Taittinger Regatta with 200 entries and consequently achieved over 700 pre-party ticket sales via its online regatta booking system. The RSYC and The Towers party has a successful symbiotic relationship.

I'd also like to thank: Hugh Agnew and Rum Jungle, Hawthorn Gin, and Spice for donating their sales takings; the core team, John Caulcutt, Greame Dillon, Alan Hans Hamilton, Hugh Hudleston, Peronnelle Hudleston, Adam Harding Domeney, Colin Finney, Tony and Sue Knaggs and Jennie Beaver. Special thanks also go to Baz Parsons-Smith and John Summerton for their support again this year. Both have supported John's band for many years and helped to raise hundreds of thousands of pounds for charity. Baz has been with The Towers Party for over 50 years.

We were able to make donations to: Natasha Lambert – an IOW quadriplegic sailor who will be sailing across the Atlantic while controlling the boat by blowing and sucking on tubes; Abbeyfield, IOW; The Sophie Rolf Trust – Kissy Puppy; UKSA; Yarmouth Sea Scouts and the Blind Sailing World Championships GB Team.

In the Blind Sailing World Championships held this year at Kingston Yacht Club, Ontario, William Morris, 16, from Whitwell, acted as the sighted guide to Liam Cattermole, 28, from Cowes, who was the visually impaired helm representing Great Britain.

We received a letter from Will and Liam:

"The great news is that GB held onto our overall title of World Champions and took back home the Squadron Cup. We had the best time ever taking part in the Blind Sailing World



John Caulcutt and his band during the YOD Annual dinner.

Championships and cannot thank you enough for supporting us on our journey – you have absolutely no idea how much it means to us! Sailing was fun, very competitive and at times slightly challenging, we were sailing in Shark 24s and were competing against teams from USA, Japan, France, Australia and Canada. All-in-all we had the most incredible life experience and are incredibly proud that we retained the World Champions title."

The YOD Class is delighted to have been able to make a contribution to the success of Will and Liam and support the other good causes.

We held our annual YOD Dinner and Prize-Giving at the end of November. House Manager Vicky Tribe and the catering staff did a fantastic job in preparing a wonderful meal and looking after us so well. It was a truly enjoyable evening. Chris Temple said his usual Latin Grace, Tony Knaggs ran the raffle with prizes being presented by the Commodore Anne Kyle (the raffle raised £290 for the Yarmouth RNLI) and Bob Seely MP, presented the sailing prizes. I'd like to thank all of them for their support.

As is a tradition, the evening ended with turns being performed to entertain the guests. Alan Hans Hamilton delivered a comic monologue, 'The Runcorn Ferry', Diana Peterson Edwards played the 'Sailor's Hornpipe' on her flute and Mary and Sebastian Taylor sang 'Champagne Charlie'. The evening ended with John Caulcutt, Baz Parsons-Smith and John Summerton playing their guitars and singing a selection of memorable hits starting with that old favourite, and JC's signature tune, 'Johnny Be Good'. The turns always bring fun and laughter to the event.

I can't close without thanking the YOD Class Committee for their continued support – Alan Hans Hamilton, Jennie Beaver and Colin Finney. I'd also like to thank my wife, Lynn, for her support as I have juggled work commitments and YOD duties.

It has been an eventful year and we are now all looking forward to the 2020 sailing season.

Graham Fell
YOD Class Captain



A BLAST FROM OUR PAST

THE great-grandson of Sir Arthur Stockdale Cope, one of the founders of the Yarmouth One Design (YOD) Class, visited the Club last May

MAIN PHOTO: Arthur Cope with the YOD Class Challenge Cup donated by his great grandfather to the Royal Solent Yacht Club and the members
From left to right: Chris Temple, Graham Fell, Arthur Cope, Commodore of the RSYC Anne Kyle, Alan Hans Hamilton, John Caulcutt, Hugh Hudleston, Lynn Fell.

We were contacted by Arthur Cope, in early May. Arthur, although British, lives in Indianapolis in the USA and was planning a trip to the UK towards the end of May. He asked if he could visit the RSYC and perhaps meet some of the YOD Class although he did not know a great deal about either.

The Class was founded in 1910 at a dinner held at The Towers hosted by its then owner Sir Arthur Stockdale Cope KVCO RA (1857-1940) who was a renowned portrait painter of the Royal Family. Only 13 YODs have been built making them an exclusive Class of boat. Theo Smith, in Yarmouth, built 11 of them just prior to, and after, the First World War and two were built in the 1920s by Woodnutt's at St Helens. I am honoured to say that Sir Arthur was the original owner of Y7 *Blandina*, built in 1911, which is now owned by myself and my wife, Lynn.

None of us had previously met Arthur or knew of his existence. We agreed that he should join us for lunch at RSYC which would be hosted by the Commodore, Anne Kyle, and attended by some of the members of the YOD Class. Arthur visited us on May 21 and we were immediately struck by his likeness to the photographs that we have of Sir Arthur. He was fascinated by the details that the YOD Class has in its possession especially historical records relating to Sir Arthur, many of which he was previously unaware.

One particular artefact caught his eye, the YOD Challenge Cup presented by Sir Arthur to the Class and awarded each year to overall winner of the YOD series of races. Over lunch Arthur showed us the Cope family tree which he had brought with him and afterwards John Caulcutt, who owns Y8 *Puffin*

with Graeme Dillon, took Arthur to The Towers, once owned by Sir Arthur and now owned by John and Sas Caulcutt. They sat at the very dining table where the YOD Class began in 1910.

Anne presented Arthur with a copy of 'The Royal Solent Yacht Club – The First 125 Years' and the Class presented him with a print of the Martyn Mackrill painting of the YOD Fleet. The original is hanging at the top of the stairs just outside the RSYC bar.

Each YOD boat has its own house flag – a bit like jousting pennants. They may be changed by each owner. *Blandina's* house flag has never changed and has always been three gold fleur-de-lis on a blue chevron mounted on a white flag.

During his visit, Arthur informed me that it represents the Cope family crest. I asked him if I could continue to use it to which he kindly gave his permission. *Blandina* will continue to display it with honour. During his visit, the Class agreed to make Arthur an Honorary Life Member of the YOD Class.

But that is not the end of the story. A few weeks later we were visited by Alex Donaldson, Arthur Cope's niece, who lives in the UK, and who is the great-great-granddaughter of Sir Arthur. She was able to see the YODs race and was also delighted to see Sir Arthur's boat get an exceptional start and lead the YOD fleet as we raced off to the first mark.

We have also made Alex an Honorary Life Member of the YOD Class. We have continued to stay in touch with both Arthur and Alex and we look forward to them visiting us again soon.

Graham Fell



CRUISER RACING 2019

Puritan racing in weather conditions she likes best. Photo by Paul Brown.

It wasn't a bad year, weatherwise. Not as good as last year, but only two races were cancelled due to inclement weather. As usual, there were a number of 'marginal' days when the fair weather sailors stayed at home!

Our main event is the Spence Willard Wednesday Series and it was pleasing to see seven Class 1 boats taking part, more than last year. We had three regulars with the others putting in 'guest' appearances from time to time. *Moon* and *Puritan* had a great tussle for the lead in many races – *Moon* eventually coming out on top having won two of the three series.

Class 2 had 10 boats competing during the season of which six competed in all three series.

Last year, we lowered the rating dividing line between Classes 1 and 2 with the intention of attracting a few more slower boats. True to the law of unintended consequences, we saw one new entrants which was definitely at the faster end of the fleet. *Cloudy Bay*, a Contessa 28, arrived to give *Toledo*, also a Contessa 28, a serious run for her money whilst *Zadora* and *Seahorse* kept the much improved *Alboran* honest. *Toledo* was the winner overall. All this excellent racing tended to leave *Acorn* with the wooden spoon!

The Winter Series also sprang to life this year with sponsorship from Wight Marine and the River Yar Boatyard. Four boats raced regularly and it was *Toledo* which came out on top of some pretty close racing. *Toledo* also got amongst the Folkboats in the overall results winning Series 2.

In response to requests from participants, for the first time in 2019, the Club offered racing for cruisers on Sundays. With help from the Sailing Secretary, this was set up as a single series of 12 races with both Cruiser Classes competing in the same race.

The rules also called for the possibility of six discards to allow for absences during the holiday period. Seven boats raced in this series, with four being the most seen in one race. *Alboran* was the first winner of the Acorn Trophy. As a first attempt,



Moon won two of the three series. Photo by Alan Toms.



Cloudy Bay was a new entrant this year. Photo by Paul Brown.

Sunday racing was considered to be a success so it will continue as a regular feature of the Club's racing calendar.

In summary, then, 2019 was a season of good racing supported by an increasing number of Club boats and their crews. Our hearty thanks go to our Race Officers who endured slopping around in Countdown while we tore round the cans and to the House staff who looked after us so well afterwards at the bar and at supper. Roll on 2020!

Michael Craig

BRUISED, BATTERED, STORMS AND SCARES

*Martin Le Gassicke recounts his epic
race to the Azores and Back*



Martin (right) and Graham
during race preparations



Walk on By departs from the Needles on her great adventure.

The Azores and Back (AZAB) is a serious offshore sailing race from Falmouth to the Azores, Leg 1, and the return, Leg 2. The total distance to be sailed is a minimum of 2,400 nautical miles and for a large part of this the competitors are out of range of helicopters and well away from major shipping lanes. It is open to boats with a hull length of between 9 metres and 18.5 metres, which will be sailed either single or two handed and have a current IRC handicap certificate. It is run every four years and last year started on June 1st, 2019. All I needed was a suitable boat and a crew member insane enough to sail with me.

At this point I had a large measure of good fortune when Keith Passmore very kindly offered me his Reflex 38 *Walk on By* for the race. The Reflex 38 was developed as a training boat for the Robin Knox Johnson Offshore Sailing Challenge project and was potentially ideal, but it was not designed for short-handed sailing and is a powerful boat for just two people.

We had to prepare the boat for the extreme conditions that could be experienced in the North Atlantic and a great deal had to be done to get *Walk on By* up to the standard necessary, involving almost nine months of work and some not insignificant funding.

I asked Graham Darby, who sails with us on our Folkboat, if he would be interested in coming along as crew and he jumped at the chance. Under the rules of the race it is a requirement that the crew and boat must complete a minimum 300 mile sail, non-stop and out of sight of land. We did this between September 13th and 16th, 2018 and it showed up many problems with both the boat and crew which would need to be resolved before the race start eight and a half months later.

Finally we completed all the preparations that we could and we set sail for Falmouth at 05.48 on Tuesday, May 28, waved on our way by some hardy club members and escorted to the Needles by James Ensor and Ollie Dewar.

The Race Leg 1

Our race started at 11.20 on Saturday, June 1st, and we had a good start but there was a long way to go. After raising the asymmetric spinnaker, approximately an hour into the race, we had the first of many failures that were to give us problems throughout this Leg. The block securing the sail to the bow shattered.

We replaced it with another, but we persistently had a problem getting the boat to point and as the wind moved round to dead ahead this started to seriously affect our position in the fleet. Our weather forecasting app was showing a likely wind shift to the east of us which would be to our advantage so we altered course for the Bay of Biscay. We were having problems with our jib-sheets rubbing on the shrouds and parting, this was eventually cured when Graham found some water piping which he put over the shrouds. A nasty storm was developing in the south of the Bay so we tacked and headed west to avoid it. The expected wind shift had not occurred so our gamble had not paid off.

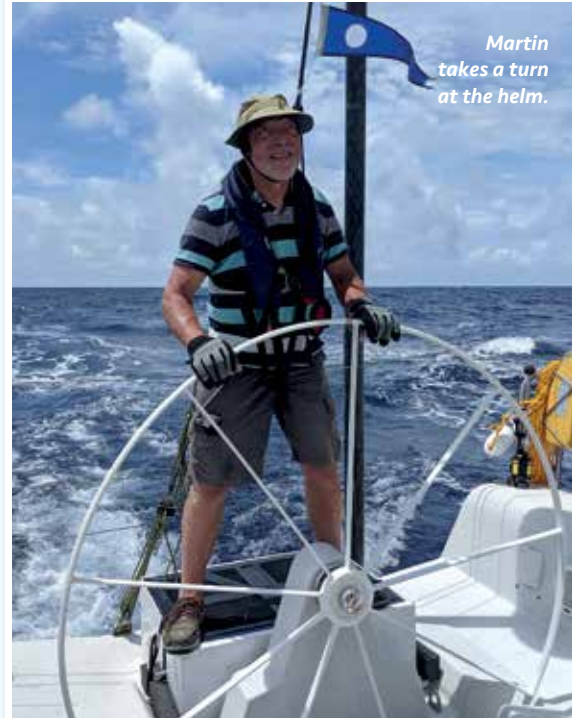
During day three our fortunes seemed to improve but the gremlins were only just getting started. We were losing our GPS and chart plotter each time the boat fell off a large wave. The battery in our satellite phone refused to charge and the boat was taking on a lot of water through the seal of the fore-hatch. We now had just our mobile phones connected into our satellite link to contact home and the race organisers.



Bruised, Battered, Storms and Scares



One of the rewards of Ocean sailing. A spectacular sunset.



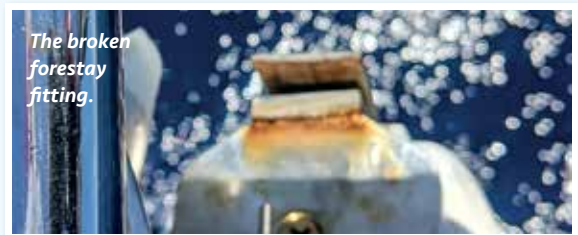
Martin takes a turn at the helm.

On the morning of day four, the wind picked up to 30 knots and with a reduced mainsail we were heading to the Azores at a steady 8 knots and feeling more confident. Then late in the afternoon the jib halyard failed and our foresail fell to the deck. We recovered the sail, stowed it in the fore cabin and put up our heavy weather/storm jib on an inner forestay.

The boat continued to sail remarkably well as long as the wind was strong, but we were very slow when the wind dropped. After the sea had calmed down a little Graham attempted to go up the mast to retrieve the halyard.

When he was about halfway up the mast and whilst trying to get past the steaming light assembly without it causing him a particularly nasty injury, he lost his grip of the mast and was swung violently around the mast and into the mainsail. He was in real danger of being entangled in the rigging and being unable to get down. After another circumnavigation of the mast and rigging I managed to get him down onto the deck, bruised and battered but safe. For me it had been the most frightening moment of the trip so far.

During days five and six, we had light winds and our progress was very slow. We discovered that two of our three 75 litre water tanks were empty and, with over 500 miles to go to the finish, we became concerned about our water supplies. We were also conscious of the need to get to the Azores in time to repair the boat before the start of the return leg. Reluctantly we decided to use the engine and retire from Leg 1. As events were to unfold this proved to be a wise decision.



The broken forestay fitting.

By 09.15 on day seven, with just our heavy weather jib and a fully reefed mainsail, the wind was up to 30 knots and rising fast. We dropped the mainsail and continued with just the small jib. The wind increased to 38 knots with gusts of 50 knots courtesy of storm Miguel. At times we were concerned that we would be knocked down but *Walk on By* took them extremely well and we were able to continue to hold our course.

The storm abated during the day and we were able to raise the mainsail again. Then during the evening, with Graham off watch and asleep, there was a loud bang and our starboard guardrail collapsed. Graham came on deck and made his way forward to replace the guardrail shackle that we assumed had failed. The real situation was much more serious, however. The heavy duty stainless steel fitting securing the forestay to the deck and holding up the mast had sheared and the forestay and pulpit were crashing around the foredeck. Our inner forestay was still in place without which we would have almost certainly lost the mast but the foredeck of *Walk on By* was an extremely dangerous place to be.



We immediately dropped all sail and used all available halyards to replace the broken forestay. By now it was dark, so we motored through the night and at first light and still with 450 miles to go, we put up some sail. We contacted Keith and our wives Helen and Sarah and explained the situation. Helen would bring out a new cable for the GPS and a replacement satellite phone. Keith would speak to the boat yard in Ponta Delgada and prepare them for the work that was needed. We continued to make slow but steady progress and arrived at the finish at 16.48 on the 11th. On arrival, we learnt that Leg 1 had proved to be the worst for damage and retirements in the history of the race which made us feel a little better.

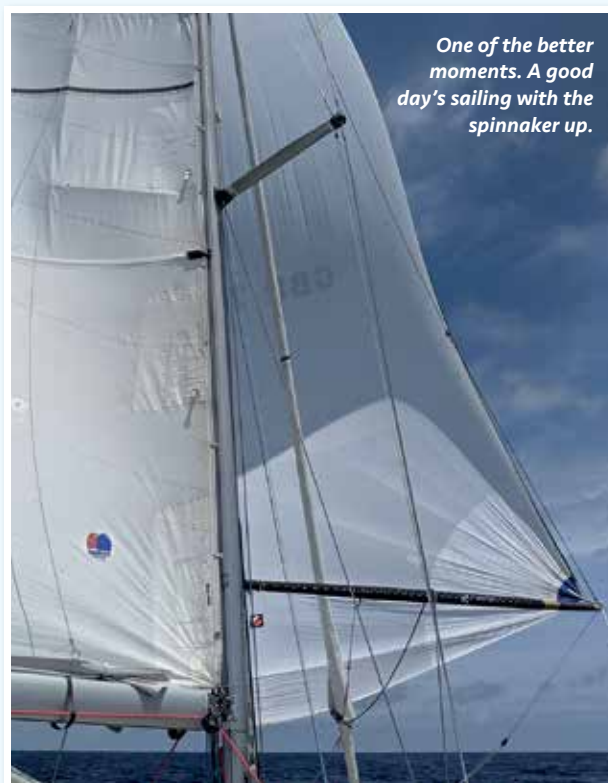
The Race Leg 2

We chose to round the island to the west as did about half of the fleet. The winds became very light and it was 24 hours before we lost sight of the island of Sao Miguel. By the second night the wind had come round to dead astern and we needed the spinnaker but did not want to raise it for the first time in the dark. At 10.00 the following day we gave it a try and it went up and set remarkably easily, giving us some great sailing with relatively flat seas and warm weather. The shorts came out and life seemed good except that Graham was mourning the loss of his tin of frankfurters that he had been looking forward to since leaving Ponta Delgada.

We had a good day's sailing downwind with the spinnaker up achieving our best speed of 10 knots. For much of the time we were jockeying for position with *Exhibitionist*, an XYachts 38, finally overtaking them on day five. By day nine of Leg 2 we had a lead of 9 miles but the wind had come right round and was blowing from exactly where we wanted to go. With 150 miles to go to the finish our weather app was forecasting gale force easterlies at the point where we would be entering the English Channel from the west. Graham and I talked through our options and believed our best strategy would be to tack towards the French Coast to take advantage of a predicted wind shift and to sail up the coast entering the channel almost due south of Falmouth.

This necessitated us sailing through a relatively narrow passage, probably at night, between the rocky Brittany coast and a traffic separation zone that we were forbidden to enter. We would have the advantage, however, of getting some protection from the French coast and crossing the Channel with the winds on our beam giving a faster and more comfortable sail.

Unfortunately at 15.00 on day 9, having learned the intentions of the rest of the fleet, I changed my mind and set a course to take us north of the exclusion zone instead of south. This was a big mistake and started a train of events that cost us at least two positions in line honours. Shortly after tacking we encountered the worst seas of the trip so far. Large steep seas that were crashing over the boat sending a lot of water into the cockpit. After a short time the autopilot was completely swamped and failed. This was a big setback and meant that our watch pattern had to change. We both stayed on deck with one steering and the other dozing with



watches of no more than 15 minutes at a time. We did not want to cross the channel in gale force winds with no autopilot and set a course for Brest where we hoped we could get it repaired.

There then followed a very difficult night. We were both exhausted and had to deal with a spectacular electrical storm with lightning hitting the sea only metres from the boat. Graham later wrote that this was the scariest thing he had ever done and that he did not think we would make it. When daylight came the rain had abated, the sun came out, and miraculously the autopilot decided to reawaken. The race was back on and we reverted to our earlier plan. The gremlins had not finished with us yet, however, and in light airs the spinnaker shackle failed and the sail dropped over the side. Amazingly it did not snag on the keel or the rudder and appeared trailing behind the boat. With the light failing we spent a challenging time retrieving the spinnaker and lines.

At midnight at the end of day 10, with a rising wind on the nose, we picked our way between a rocky Brittany coast and the traffic exclusion zone, entered the Channel and set a course for Falmouth and the finish. Apart from suffering our only knockdown this was easy sailing and we crossed the line at 15.55, 10 days 2 hours 45 minutes and 48 seconds after leaving Ponta Delgada. This meant we finished ninth over the line, two hours behind *Exhibitionist* and one hour behind *Polished Manx* who had the same handicap as us.

After a night in a hotel with a proper bed and showers, we left for Yarmouth at 14.15 the following day, arriving late afternoon on Sunday, June 30. There, we had a wonderful and totally unexpected greeting from some club boats followed by a welcome glass of bubbly on the pontoon.



My first year as Rear Commodore Sailing has been a steep learning curve but, on reflection, lots of fun. One of the nicest things about my new position is that I now take part in all elements of boating at the RSYC.

Not only am I involved on the water but I get invited to class dinners and AGMs. I have to announce results and, occasionally, always with a little trepidation, give a speech. I even said grace at the Laying Up Supper which was definitely a first! I am very lucky to have inherited such a healthy and active sailing programme.

Our Club racing is extremely strong with increasing numbers of boats competing on Wednesdays. Sunday morning racing is going from strength to strength with the racing cruisers joining the XODs, YODs and Folkboats this season. The XOD fleet, under Tom Symes, appears in rude health and the Division has increased substantially over the last few years, enjoying lots of great racing both in Yarmouth and in Cowes. I'm sure that the class will continue to thrive under the capable leadership of David Mildon.

Our fabulous YOD Fleet race on Wednesdays and Sundays and have many dedicated members who work tirelessly to maintain these traditional boats whilst also raising significant funds for the charities that they support. We have a great Folkboat fleet and last year there was a record 51 boats taking part in Folkboat Week. Apart from being a fantastic regatta, there were many triumphs for Yarmouth sailors including two home boats winning races in one day!

The cruiser racers have gone from strength to strength under the guidance of Michael Craig. He has now stood down as class captain and Bob Lombardelli is taking over. Thank you to Michael and good luck to Bob, who I'm sure will be fantastic. We look forward to seeing even more of you out on the water this season.

The RSYC has a strong youth sailing programme with various regattas and training events throughout the season. The highlight is always Dinghy Week when the Club and car park are taken over by lots of amusing, smart teenagers with big smiles who can actually sail really well.

We have an active cruising division with rallies all over The Solent. I have yet to join them on one of their excursions, but I'm looking forward to doing so this year particularly as I now have a special burgee which I'm allowed to fly!

It is difficult to write about being RCS without mentioning the Taittinger Regatta, (I had to announce the results at that too!), which is certainly our biggest event of the year. I would like to thank all the members who helped from those on the committee boats, to the ladies serving the canapés, to the RIB drivers and everyone in the office. It really is a fantastic effort and all your hard work does contribute enormously to the success of the weekend. I now understand how much work our Race Officers do, giving up their weekends and evenings to run races for us sailors, we really do appreciate it. They say they enjoy it, but I'm not so sure it's that great when you are anchored somewhere off Lymington in over 25 knots of breeze waiting for the last of us sailors to finish, so thank you.



Katie Davies, Rear Commodore (Sailing).

A number of our members compete in other waters, often under the RSYC flag and I'd like to mention a few. Martin Le Gassicke, one of the club guardians and the Folkboat Captain competed in the Azores Race, which was a remarkable feat and you can read all about his adventures in this magazine.

Tom Vernon won both the Dragon, South Coast Championships, out of the Royal Thames and the East Coast Championships at Medway Yacht Club. This is an amazing achievement, many congratulations Tom!

In closer waters, Malcolm and Fiona Thorpe won the Sports Boat Class at Cowes Week, 30 years after Malcolm first won it! The Locke's won their class in this year's exhausting Round The Island Race. Jack Davies was 2nd in the J70 class in Round The Island Race and 5th in the Cowes Week short series as well as being first Corinthian and youth team. Cordelia Ellis in *Myrtle* was 11th in the highly competitive XOD fleet at Cowes Week and 5th at Cowes Classic Week, with James Meaning coming 7th in Cowes Classic Week.

I've had huge support over the season and I'd like to mention a few people in particular. Past RCS's Nick Measor and David Fox have given me lots of advice, stepped in on various occasions and provided plenty of support.

Jeremy Willcock, our Sailing Secretary, has been very helpful and guided me through the complexities of races such as the Turkey Cup or Centenary Chase, don't ask! Adam Preece, the boatman has been a tower of strength and together with Richard Pierrepont has managed and maintained the club boats, something I know very little about.

Also, mention must be made of David Porter who seems to drive the RIB most weekends and Wednesdays, ferrying us all out to our boats, acting as a patrol boat and occasionally towing us out of the harbour! It was I think a fantastic season and I'm thoroughly looking forward to April 22nd which is the first Wednesday evening race this year. I will see you all on the water then.

Katie Davies, Rear Commodore (Sailing)



Commodore Anne Kyle, Rudi Fortson, Mary Hall



Dick Dawson, David Fox, Teresa Fox, Pat Dawson



Charlie Anderson, Brian Fuller, Miles Norris, Martin Le Gassicke



*Back row: Jon Tutchter, Steve Gray, Graham Wood
Front row: Lynda Wood, Fran Gray, Judith Tutchter*



Chloe Maltby, Nancy Campbell-James, Claire Hallett, Caroline Norris



Lucy Bradley, Jacky Sellers



David Fentum, Tina Griffith



Helen Le Gassicke, Maggie Fuller, Trish Benton



Jane Whittle, Kevin Shaw



Anne Gradwell, David Griffith



*Rear Commodore House Miles Peckham,
Rear Commodore Sailing Katie Davies*



Roger Sixsmith, Jane Gray, Beverley Sixsmith

Photos by Claire Hallett



Rear Commodore Sailing Katie Davies and Gareth Davies



Jonathan and Jill Whitehead



Helen and Stephen Willy



Graham and Lynn Fell



Karen Whitehouse, Maxine Crawford and Brian Crawford



Joe and Pat Lester



Charlie and Janetta Anderson



*Commodore Anne Kyle
Rear Commodore House Miles Peckham
Club Secretary Claire Hallett*



Anjelika Diedrich, Harald Schenk



Mo & Chris Kearns



Sue & Alan Roffey-Jones



Steve Butler and Jan White

Photos courtesy of the Isle of Wight County Press



*Above: Commodore Anne Kyle gives thanks to Anne Gradwell.
Inset: The RSYC's talented flower ladies.*

Left and Right: Flower arrangements around the Clubhouse.

Our Flower Ladies gathered at a special thank you lunch to celebrate Anne Gradwell's eight years in charge.

Anne is stepping down from the post and will be replaced by Sarah Davey, and was thanked by Rear Commodore House Miles Peckham and presented with a bouquet of flowers and a bottle of champagne by Commodore Anne Kyle.

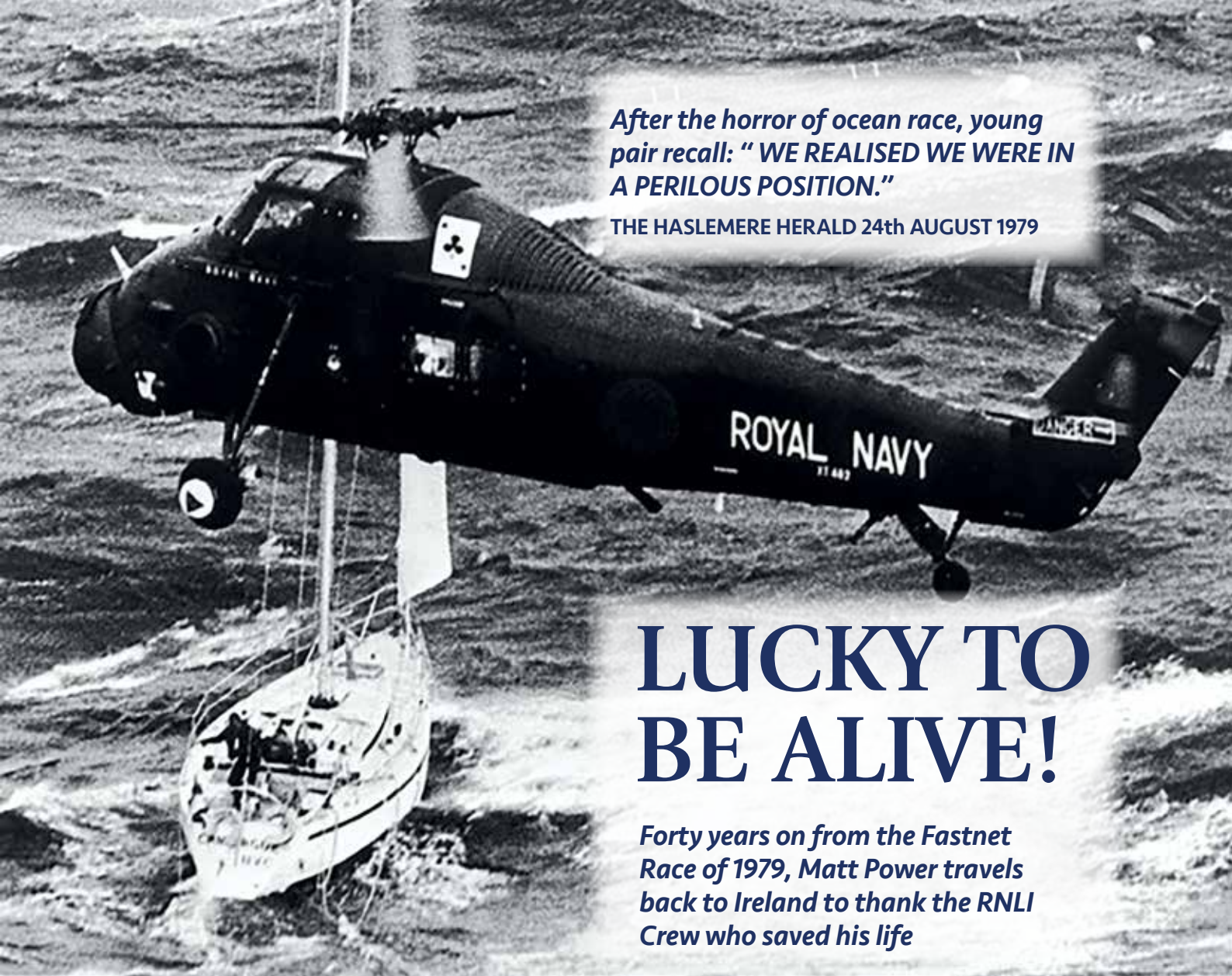
The lunch was organised by the Club to say thank you to everyone who contributes to making the inside, and outside, of the building so colourful throughout the year.

Anne first joined the Flower Lady rota as a reserve in 2007 moving onto the full rota a year later and eventually taking over from Celia Jennings in 2012.

She said: "It can at times be a laborious activity and I would like to thank all of the ladies for their expertise and commitments. "But it's very rewarding and quite social because you get to meet the other ladies on a regular basis and have a chat and a cup of tea."

Among the other Flower Ladies who were at the lunch was Hannah Jeffrey who looks after the outside flowers and planters.





After the horror of ocean race, young pair recall: " WE REALISED WE WERE IN A PERILOUS POSITION."

THE HASLEMERE HERALD 24th AUGUST 1979

LUCKY TO BE ALIVE!

Forty years on from the Fastnet Race of 1979, Matt Power travels back to Ireland to thank the RNLI Crew who saved his life

The Fastnet Race of 1979 will long be remembered as one of the greatest peacetime maritime disasters of the 20th century. Fifteen sailors died and five boats were lost when a violent storm devastated the racing fleet in the Western Approaches and the Irish Sea.

The leaders managed to escape the tempest but the smaller class three, four and five boats took a dusting. The inquiry after this tragic event was to change the face of offshore yacht racing forever.

For my sister Frances and myself, then aged twenty two and nineteen respectively, it was a baptism of fire into the world of ocean racing. We had both sailed all our lives but mostly in the family cruising yacht on summer holidays and weekends. It was an experience we will never forget. We will always remain respectful to the sea and to providence for bringing us safely home after having been rescued by the RNLI, for which we will remain eternally grateful.

A total of 303 yachts started off Cowes on August 11th, 1979 in relatively benign weather. We were racing aboard *Autonomy*, a Class 3 Holman and Pye designed 36ft Red Admiral sloop only launched earlier that year.

There were eight of us aboard with differing amounts of offshore sailing ability. The boat was new and well found, although at the last minute the owner had to hand over the boat to a close friend as skipper, Simon Skey, then aged twenty seven, who had considerable racing experience.

The crew consisted of Andy Roberts who was a well-seasoned racer having campaigned numerous racing yachts and whose expertise in making a yacht sail fast was to prove invaluable. Julian Taylor, an experienced offshore racing sailor. Chris Blevins, who had sailed a lot with the Army. William Bourne, who had sailed like Frances and myself on the family cruising boat. Andrew Mongar, who worked for British Gas and was then contemplating purchasing a sister ship for the company so was anxious to get some experience. Finally, Frances and myself, so we were an eclectic crew.

We continued beating to windward without incident all along the South coast until dawn on Monday, August 13th found us becalmed off the Lizard in poor visibility. All day we coaxed the boat along using the light spinnaker until late afternoon the fickle breeze strengthened and steadied in direction from the South East.



All evening it continued to increase until by supper time we were hurtling along under spinnaker logging speeds in excess of 9 knots. A violent broach caused us to take the spinnaker down and in no time at all we were taking in reefs as fast as the wind was increasing.

By midnight we were down to triple reefed mainsail and storm jib, the wind having now veered to the south west. We now had a full gale on our hands and the seas were steep and confused, as is the nature of the Irish Sea on the edge of the continental shelf. Below decks the motion was violent for those off-watch trying to catch up on a few hours sleep.

On deck we were all fastened on with our life harnesses and listening apprehensively to the carnage going on in the fleet on the VHF. By 0200, even the triple reefed mainsail was too much and we continued sailing under just the storm jib, the on-deck crew being repeatedly soaked with spray and rain. The boat was taking a pounding and we were wondering how much longer we could carry on racing. Shortly after dawn our destiny was decided for us and we were knocked down to 180 degrees by a huge wave.

I just remember the sensation of being in a huge waterfall pushed bodily across the cockpit by the sheer force. In seconds the boat righted herself and we retrieved Chris and Julian who had gone over the side on the ends of their safety harnesses. On retrieving them, Chris was to wryly remark: "I have given up dinghy sailing because I got fed up with capsizing!"

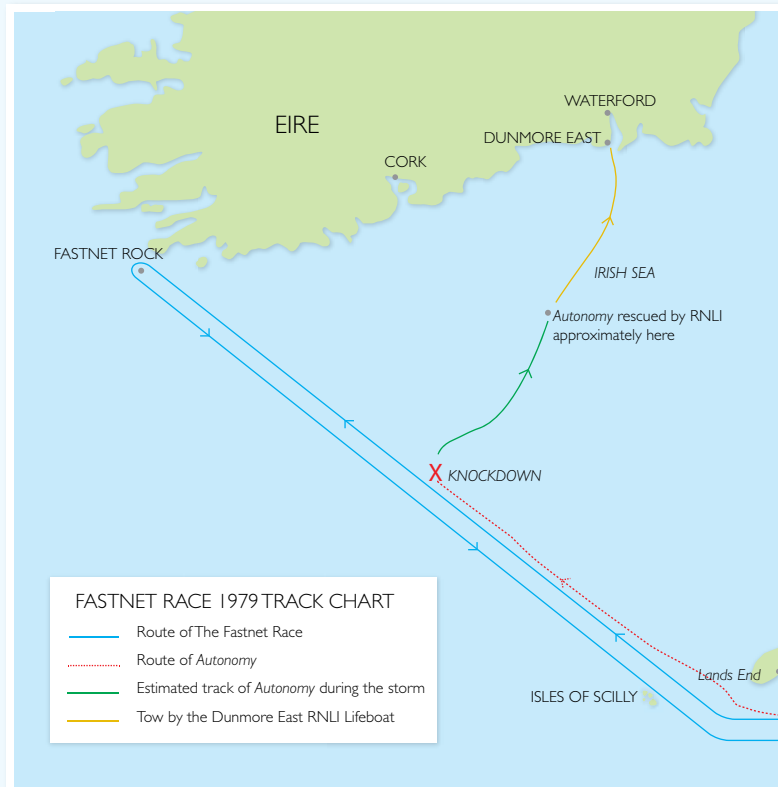
We assessed the damage and the crew below were shocked and bruised, but otherwise okay. The water level was over our knees in the cabin. The mast was badly bent but still standing and all in all we had suffered little damage. Clearly our racing was now over, the storm jib was lowered and we lay hull streaming long warps over the quarter, which effectively held our stern to the seas.

All of us bailed out the water using whatever we could. No bilge pump is more effective than a frightened sailor with a bucket and three hours later we had bailed out the water and rode out the storm with just two on watch and the rest of us dozing below.

The VHF now only worked with its portable aerial and Simon issued a pan-pan message and we waited for the storm to ease. Simon was concerned about us catching hypothermia and advised the off-watch crew to share bunks with each other. Frances being the only girl aboard affectionately got known as the 'sleeping bag'. Simon surprised us all by emerging from the aft cabin smartly



The surviving members of the RNLI D...
The gentleman on my right in the red jersey was the coxswain and the gentleman on my left...





Dunmore East Lifeboat crew from 1979.
The man on the far right is the current Commodore of the Waterford Sailing Club. Photo taken July 2019 by JJ Power.



attired with a cravat and clean dry pressed trousers and shirt. "I was just changing for dinner," he remarked. A great morale raiser. We all ate bananas and arranged the skins in a floral arrangement to try and brighten up the saloon. At about 1300, we were spotted by a helicopter flying overhead but Simon advised us that the boat was not sinking and she was currently the best life raft we had, even if we were partly disabled. It was only a matter of time before we would get suitable assistance.

With great skill Simon managed to fix our position with a sextant and occasional glimpses of the sun, no GPS in those days. The resulting position line put us bang in the middle of the Irish sea almost exactly half way between Land's End and the Fastnet Rock.

The scene was dramatic with huge breaking crests dappled with sunlight as *Autonomy* rose and fell with each wave. We were surprised to find a Class Four yacht quite close called *Locomotion* who like us was lying ahull.

At about 1930 with the gale abating, we were approached by an RNLI lifeboat from Dunmore East which took us in tow as our steering was now limited by a rope caught between the skeg and rudder.

Nobody has ever been so glad as we were to see our heroes who brave all weathers to assist those at sea.

It was a long tow and it was about 0200 before we arrived in Dunmore East where we were escorted to the Waterford Sailing Club for drinks and sandwiches. Even at that hour the whole town was out to help the stricken racing fleet. Exhausted and bemused, Frances and I were taken by a kind family who put us up in their home. Our ordeal was over. We will be grateful to the RNLI and the people of Dunmore East for the rest of our lives, otherwise the last forty years might have been very different.

Fast forward to summer 2019 and my family and I decided to visit Dunmore East to pay our respects to the RNLI crew and inhabitants who assisted us back in 1979. Apart from one crew member, who had sadly passed away a few months before, all the RNLI crew for that shout gathered together in the Waterford Sailing Club and I was able to thank them profusely for their gallant efforts forty years before. It was a humbling experience and a satisfying one. The crew remarked that they were often thanked on the day but not forty years later. We were also privileged in being able to thank the inhabitants of Dunmore East and members of the Waterford Sailing Club for their assistance.

Never before or since have I encountered weather conditions like that at sea. We take the rescue services for granted. We should never do so. We are lucky to be alive.

I CAN'T WAIT FOR A PINT OF WARM ENGLISH BEER

After three years Thom D'Arcy completes his epic solo circumnavigation of the world

Thom raises a toast to his epic solo circumnavigation of the world.

After seeing in the start of 2019 with cruising friends in Cape Town it was time to say goodbye and set sail up the South Atlantic.

The conditions did not disappoint with 15 knot trade winds day after day, low swells, absent squall clouds and great fishing. All was well until the 15th day at sea and 500 miles from the island of Saint Helena when I woke one morning to find the boat full of seawater and on the verge of sinking.

A hose had sheared off the thru hull fitting and the bilge alarm had failed to activate as water gushed into the boat. I managed to stop the leak by climbing into the cockpit locker, with water up to my waist to plug the hole.

In hindsight several lessons learned, but at least it will make a good chapter in the book! A few days later, on February 27, I crossed the same meridian of Longitude as Yarmouth, from where I had departed in May 2016, and celebrated a circumnavigation of the world!

Saint Helena was an interesting 10-day stop, swimming alongside 9m whale sharks, a once in a lifetime experience. Then back to sea towards the islands of Fernando de Noronha

off the Brazilian coast where I stayed for a couple of days to stock up on provisions in a terribly roly anchorage.

By now I was ready for these long ocean passages to be over and keen to make it back to the Caribbean for some rest beneath the palm trees. This last leg wasn't so straightforward however.

Firstly, after leaving Fernando, I found myself trapped in the doldrums as they began to migrate northwards with me and very nearly ran out of diesel trying to escape. Then, off the coasts of French Guyana and Suriname, I spent several sleepless nights dodging unlit fishing vessels which were operating in stealth mode with no AIS or radar signal.

It was quite stressful as they passed by close alongside like ghosts in the blackness. On April 12, I sighted Grenada on the horizon and jumping dolphins led me across my ground track from January 2017.

It feels great to have sailed around the world in my small boat but I'm aware the biggest tests may still be ahead. The plan is to sail back across the Atlantic in May 2020 and be moored in Yarmouth again for a long awaited pint of warm English ale in July.



NEW MEMBERS

The Commodore and Flag Officers would like to extend a very warm welcome to the following new and re-instated members of the Royal Solent Yacht Club over the last 12 months:

Mr Andrew Bath	Miss Isabella & Miss Olivia Isaacs
Mr Barry Barker & Mr Owen Jones	Ms Jennifer Jones
Mr Richard Blunden (<i>Re-Instatement</i>)	Mrs Diana Kirkwood (<i>Re-Instatement</i>)
Mr David Bryant	Mrs Susan Macdiarmid
Mrs Sue Burgin (<i>Re-Instatement</i>)	Ms Claire Macleod
Ms Nancy Campbell (<i>Re-Instatement</i>)	Mr Charles Marlow (<i>Re-Instatement</i>)
Mr Richard Clack & Mrs Patricia Miles	Professor Robin McInnes OBE
Mr Justine Cobb	Mr Simon John Noble
Mr Robert Downer	Mr Paul & Mrs Denise Peplow
Dr Alizon Draper	Mrs Alexandra Punter (<i>Re-Instatement</i>)
Mr Richard & Mrs Cordelia Ellis and Lily & Freddie	Mr Arthur & Mrs Elizabeth Ralley (<i>Re-Instatement</i>)
Mr Gary Fryer	Ms Julie Sajous (<i>Re-Instatement</i>)
Mr Martin Gotrel	Mrs Fiona Scott
Mr Malcolm & Mrs Susan Gould	Mr Andrew Sims & Dr Kate Heffernan
Mrs Katherine Gotrel	Mr Huib Swets
Mr Kai Hall	Mr Richard & Mrs Marion Thorogood
Mr Michael James Halstead (<i>Re-Instatement</i>)	Mr Mark Wayte-Smith (<i>Re-Instatement</i>)
Mr Simon Hatch	Mr Iain Westman
Mr Christopher & Mrs Heather Hardy	Mr Antony Wilson
Mr Nicholas & Julia Hawes	Mr Ian Wilson MBE
Mr Howard Hodgson	Mr Steve Wilson
Mr Ian & Mrs Gwendoline Hornblow	Mr William & Mrs Diane York

It is with great regret that the Club announces the death of the following members during the last year:

Mrs Anne Twining, Mrs Barbara Hempstead, Mr Michael Sharratt, Mrs Diana Crowhurst, Mrs M (Eva) Hurley
Mr Terry Gilseman, Mrs Jennifer Bundy, Mr John Kirton

Reciprocal Clubs of the Royal Solent Yacht Club:

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 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 Naval Club & Royal Albert Yacht Club (Portsmouth)
- Royal Southampton Yacht Club
- Royal Southern Yacht Club (Hamble)
- Royal Western Yacht Club of England (Plymouth)

Other UK

- Guernsey Yacht Club (St Peter Port)
- Royal Channel Islands Yacht Club (St Peter Port)
- 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)
- Sussex Motor Yacht Club (Brighton)
- The Naval Club (London)

Island (1st Nov – 31st March)

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

Overseas

- Barbados Yacht Club
- Cruising Club of South Australia
- Gordons Bay Yacht Club (South Africa)
- Howth Yacht Club (Dublin, Eire)
- Penang Yacht Club (Malaysia)
- 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 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

The following Clubs wish to accord our members their facilities on production of a letter of introduction from our Secretary without entering into full reciprocity:

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



ONE SMALL STEP TOOK ME INTO THE GREAT UNKNOWN

Alison Davies talks about her six months working as a volunteer Speech and Language Therapist in St Lucia

I have been a Speech and Language Therapist, SALT, for 36 years and have always wanted to volunteer, but the time has never been quite right. Recently, combining work and my ambition to travel has finally become a reality.

I wanted to be somewhere warm and last December I saw an advertisement for a volunteer therapist in St Lucia. It captured my imagination, and I not only wanted to return to doing therapy again after years of mainly managing, but I also wanted to 'give back' something to children where access to a therapist is rarely possible.

The Child Development and Guidance Centre, CDGC, is a charity that is part funded by the St Lucian Government and part funded by charitable donations. It is a truly interdisciplinary way of working. CDGC is staffed by a Pediatrician, a Clinical Psychologist, a Physiotherapist and a Therapy Assistant with volunteer Occupational Therapists and SALTs. Once children go to school, there is no therapy available, so I was their one chance of obtaining help for the six months I was there.

Living and working in St Lucia has been a rewarding experience, both professionally and personally. To come to a small Caribbean island, not as a tourist, but as a working member of the local community, has been interesting and enriching.

I have lived amongst and got to know my neighbours, learned to enjoy and cook local food and learned to find my way around this beautiful country.

I have also had time to get involved with local groups, like a walking group which has taken me around some spectacular landscapes. Visiting the majestic Pitons was breath-taking and I managed to bath in volcanic sulphur mud baths which, I have been assured, make me look 10 years younger! The weather was a big attraction, I admit, and acclimatising to the humidity in August was made easier by swims in the blue Caribbean Sea after work.

I have enjoyed learning about Lucian English and I had some great orientation, which included spending a morning in a local pre-school to listen to typically developing children. There are many dialectal, grammatical and prosodic differences to master. The approach at CDGC is very focused on involving parents and developing their skills to develop their own children's communication.

I have a light, air conditioned and well equipped therapy room to work in and have a manageable case load that covers a wide range of communication difficulties.

Main Photo: The majestic Pitons in St Lucia which Alison visited and bathed in a volcanic sulphur mud bath



One Small Step took me into the Great Unknown



Alison Davies with three local children in St Lucia.

Once a week I go to run a clinic in Vieux Fort in the south of the Island. It is an interesting and beautiful drive through the heart of the Island, over mountains, past banana plantations, bamboo as big as telegraph poles and enormous tree ferns in the rainforest.

The journey back always includes a stop at a roadside store to buy fresh bread, baked in a wood fired clay oven, delicious. St Lucia is quite a poor country and, for many, services are stretched or non-existent, compared to what children and families have in the UK. Charities fill in some of the gaps but there is still much that could be done.

Living and working in St Lucia has been a wonderful experience. The weather is warm, it is a beautiful island and I have visited some amazing places here. The way of life is enchanting and easy-going, I would recommend it to anyone. If you have ever considered volunteering, or making the break to live and work abroad, I would say: 'Do it'.

It is much easier than you think to make the move, in my experience. It is about making one small step, followed by a series of other small, or occasionally bigger steps, that finally take you out of your old life and into the great unknown.

You will be made very welcome, make new friends, experience a different way of life in a fantastic place and for me I feel as if I am making a big difference to the lives of young children who would otherwise receive no therapy.

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Our J80 in typical conditions during Cowes Week 2019. Photo by Tim Wright (J Boats).

COWES WEEK 2019 - A CLASS ACT!

Malcolm and Fiona Thorpe charter a J80 and enjoy a windy and victorious Regatta

And before you ask, I am not going to tell you how many Cowes Weeks I have done in total!! - A lot needless to say - I think my first was when I was 31 or 32 (no - not in 1931/32!).

In previous Cowes Weeks, several individual races had been won, however only once before aged 40 in my Sigma 38, have I won a Cowes Week class overall, and simultaneously met Fiona - so a double whammy !!

Fiona and I have campaigned various J-boats for the past 20 years or so - they are straight-forward to sail and very responsive. For the past two seasons we have chartered a J80, small with only four crew. She is quick to accelerate and plane.

Certainly it was this latter aspect that made the 2019 event so much fun, with big breezes most of the week - very demanding, and hugely rewarding against other handicap rated boats in the Sportsboat Class. Mixed with other J80s, and with a few 1720s who had better boat speed upwind - however downwind we became unbeatable and that was our strength.

Throughout the week we stayed in the top fifth and at the end of the penultimate race, found ourselves in second place by one point - everything to play for. In the final day's race, which included the mother and father of a broach - we managed to reverse that points score by winning the race on handicap and hence the week overall (by one point!).



Malcolm and Fiona Thorpe (right) receiving the RSYC West Wight Sailing Club Race Distinction Bowl for their overall win of Cowes Week from Rear Commodore Sailing Katie Davies.

The conditions took a hefty physical toll on the crew, ranging from cracked ribs and strained ligaments to pulled arm muscles; Fiona is our spinnaker trimming expert, Tim, who has sailed with us many times (last time when we won Cork Week in our J109), did foredeck and trimming, and John a spot of navigating and main trim. Me? – I hold the stick and point the boat as instructed !!

Conclusion: an absolutely wonderful week of sailing with great friends in a well prepared boat - what more can one ask for?

And yes - the same boat is already booked for this year's Cowes Week - bring it on plus some big breezes again!!

Malcolm Thorpe



Westerly 17kts against a strong ebb tide. Course reads: 18p #s 8p 4p 2p maintain 310 degrees till turnaround and reverse. They thought the very rare Laser One Black OP's LOBO concept hull had been lost to the Nation however after a call upstairs there was some hope. Once the 1989 Official Secrets Act was signed along with all the relevant non disclosures she was delivered. GCHQ insisted on sticking around and the men from the ministry blended seamlessly with the crowd. LOBO is powered by a petrol Mariner 2.5 scram adapted straight through long short shaft unit designed to make the craft ride along a few inches above the water. After months of training on black pudding and Guinness, two intrepid pilots were chosen from a very short list, MJN & CBA (names coded for discretion).

At 17.20 under the cover of bright sunshine MJN and CBA launched LOBO on the RSYC slipway armed with an array of H2O projectile weapons. Immediately coming across a pedalo of Hula Girls, the first target was confirmed and destroyed (soaked). A rib full of Knights and Lady's was then targeted and after a high speed chase (3-4 kts) were equally dealt a devastating broadside. With the start looming our heroes found themselves surrounded by a large number of fast big targets, but with plenty of firepower and nimble manoeuvres managed to cross the start line. A steady pace kept them in the chase as the sea grew and although a couple of surfing broaches threatened capsizes CBA's boat handling skills kept them in the race.




Harwoods Fandango Charity Race Winners, Miles Norris and Charlie Anderson.

At the turning signal LOBO had a good lead and smashing into the sea and bailing allowed them to keep their lead to the finish. "Shall we go round again?" Ten minutes later, after buzzing around as the rest of the fleet returned LOBO's speed was slowing so we returned. Once beached on the slip the bung was taken out to find that in a few more minutes afloat may have become not afloat! After carefully storing LOBO on the skip CBA and MJN proceeded to the bar to see if any enemies had infiltrated the bar. Suspecting a few had, our heroes played safe and liberally shot the crowd.

After success on the water and liberal threats and bribes to the judges LOBO was declared the winner. At this point MJN and CBA changed and melted into the crowd. Their anonymity secured, the crowd were left to ask: "Will we see them again if a similar situation arises?"

Miles Norris




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Dave Kennett reminisces with Mal Butler about his extraordinary story

ABOVE PHOTO, Left to right: Joe Lester, John Harwood, David Lemonius, Dr Nigel Reid, Coxswain Dave Kennett, Alan Howard, Bob Cooke, Stuart Pimm and the late Brian Miskin. INSET: Dave and Zoe Kennett

THIS IS YOUR LIFE Part 2

DAVID KENNETT M.B.E.

The remarkable life of Dave Kennett MBE was celebrated at an 80th birthday party at the Club in December. For Dave, RNLI Lifeboat Coxswain, businessman, fundraiser and a mainstay of Yarmouth, it brought back a host of memories and achievements over the course of his long career.

It was a night to swap stories with 95 family and friends and relive some of the highlights of his 1975 appearance with Michael Aspel on *This Is Your Life*.

Boats have always been the core of Dave's life back to his early years. He says: "When I was younger, I worked for the Preece family who owned Totland Bay Hotel and Pier Co. "I worked on maintenance of the pier and surrounding buildings in the winter and during the summer I would be Pier Master, tying up the paddle steamers and doing general repairs. "But the call of the sea



came and I joined the Merchant Navy training to be a deck officer. "My ships included Shaw Savill Line, New Australia, Suevic, Runic and Afric. But after many long trips I needed to be ashore and set up my own business."

Once back on the Island he was contracted to the Ministry of Works at Hurst Castle. There he collected sea defence material from Keyhaven to the Castle and worked in the Castle removing WW2 defences and structures clearing the way to view old remains.

But it was as Yarmouth RNLI Coxswain that he really made his mark joining the crew in 1967. He was acting Coxswain in 1970-71 before taking charge for 25 years until his retirement in 1995. During that time, he was awarded the Silver and Bronze medals for bravery.

Dave Kennett and friends celebrate Dave's 80th birthday party.





The Silver Medal rescue came in September 1975 when Dave and his crew rescued five London Policemen around 14 miles south of The Needles. The yacht *Chayka of Ardgour* was caught in difficulties in a northerly storm force wind, a very rough confused sea, a heavy swell and torrential rain. It was a rescue which also led to Dave receiving the Maud Smith Award for the bravest act of life-saving carried out by a member of a lifeboat crew that year.

Fourteen years later, he was awarded a Bronze Medal for exemplary boat handling skills and seamanship, when two members of the crew were rescued from the RoRo cargo vessel, *Al Kwather 1*. It was in difficulties three miles south of Peveril Point in a westerly storm force wind and a heavy breaking sea. Dave and his crew risked their lives to save the two seamen. The 40th anniversary of that rescue was celebrated by Dave and some of his crew with lunch at the Club last year.

On his retirement, Dave was presented with three sacks of best wishes cards with cheques for £500,000 for RNLI fundraising at the charity's Poole headquarters. Dave has a long relationship with the Club taking up Membership when he first became Lifeboat Coxswain and he was made a Life Member in 1994.

He says: "In the 70's I was involved in the restoration of the jetty. The oak piles had been weakened by gribble making it unsafe. So we made portable wooded casings 2ft square to clamp around each pile using long bolts. "Making use of low tides, we dug down into the ground so that the concrete would form well below each pile and then filled them with concrete. I think this gave the jetty another 30 years of usage before it was eventually rebuilt."



Michael Aspel with his famous red book and Dave Kennett.

He also started Needles Relief in the late 60's and has been involved with the Cruising Section for many years. In addition, he was a founder member of Yarmouth Sailing Club. As a businessman he owned, among others, Kennett Marine Services, Yarmouth Marine Services Diving Salvage, Yarmouth Outboards and Mill Road Garage (Yarmouth) Ltd.

Following his retirement, he supported all things in Yarmouth, being on the Town Council for 10 years and elected as the Millennium Mayor in 2000. He also served around 10 years on the Yarmouth Town Trust and Yarmouth Harbour Commission. Dave says: "For many years now I have been thinking of writing a book. I have so many stories to tell, it's just a case of getting all my notes together."

Until then, Dave Kennett: This is your Life (Part 2).

ST LUCIA YACHT CLUB

Anthony Davies visited St Lucia recently to join his wife Alison who had spent 6 months working there as a voluntary speech therapist (See page 42).

Anthony and Alison paid a visit to the St Lucia Yacht Club with a view to possible reciprocity between the Clubs.

They were presented with their burgee and Anthony also left an RSYC burgee which is now displayed in the St Lucia Yacht Clubhouse.

Right Top: Anthony Davies and Commodore Anne Kyle with the St Lucia Yacht Club Burgee.

Right: The RSYC burgee displayed in the St Lucia Yacht Clubhouse.





Captain David Pentreath (right) takes the Argentine surrender on HMS Plymouth during the Falklands War of 1982.

Captain David Pentreath forced the surrender of the Argentines on South Georgia from the infamous Captain Astiz, who was later convicted of crimes against humanity. In the South Atlantic his ship, *HMS Plymouth*, was bombed, he stood by the heavily damaged *HMS Argonaut* and was the first ship into Port Stanley. He was known as “the man who could spin his frigate around the ocean like a Lamborghini”.

For 25 years Captain David Pentreath was a much liked, gentle and courteous member of the Royal Solent. *HMS Plymouth* had been one of the first ships into the South Atlantic at the beginning of the Falklands conflict and had been heavily involved in the battle for South Georgia.

From there, she was the first ship to enter San Carlos Water escorting landing craft. Later, off West Falkland, she was heavily bombed by five Mirage Jets. They attacked so low that the four 1,000 lb bombs failed to explode, but one struck a primed depth charge. While Captain Pentreath wheeled the *Plymouth* at full speed, two of the five attackers were shot down and another two seriously damaged.

HMS Plymouth returned to San Carlos Water with fires raging below decks and five injured sailors were taken off. Then, patched up and back on the gun line, the *Plymouth* was the first British warship into Port Stanley on June 17th 1982. A fellow officer was to describe David Pentreath as “the bravest chap I have ever seen”.

On his return to the UK David Pentreath was awarded the DSO for his role in the campaign. During the conflict, his wife, Judy, had supported the sailors’ families and used her talents as a potter to make each of the 236 strong crew of the *Plymouth* a commemorative mug.

Captain Peter Coward, Commanding officer of *HMS Brilliant* said of David’s time in the Falklands, “Of course, *Plymouth* was always going to cop it. She did not really have the right kit to fight these kinds of action. But I’ll never forget her in Carlos

Water when we were under such serious attack – she just steamed round and round the other ships in a gesture to the Argentines of total defiance. She had comparatively little to fight with. Just guns and an old Sea Cat, but she gave it everything.”

David and Judy retired to the Isle of Wight in the early 1990s and they joined the Royal Solent in 1993. David Pentreath died a few months after Judy on June 26 2019. He was 86. He is survived by three sons. Tim, a paraglider pilot, Jon, a Rear Admiral in the Fleet Air Arm and Ben, an architect involved in the Prince of Wales Poundbury development. There are six grandchildren.

A PERSONAL MEMORY FROM THE FALKLANDS

I was the captain of HMS Argonaut, writes Kit Layman, and my ship was disabled by two Argentine bombs. One badly damaged the machinery and pipework in both the engine room and boiler room, and the other went into the magazine, where several Seacat missiles exploded. The ship lost all power, and we let go an anchor – just about the only thing we were capable of doing at that moment!

It took us a very long time to restore power because the fuel had been contaminated, and being immobile and without functioning weapon systems we were exposed and vulnerable. David immediately brought Plymouth over and circled around us, providing much-needed defence against air raids which were still coming in. As far as I know, no one told him to do this; he just saw it was required, and got on with it in the best naval traditions.

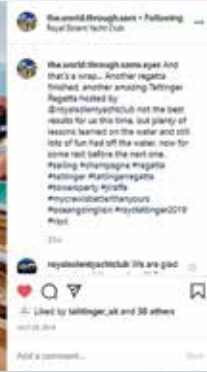
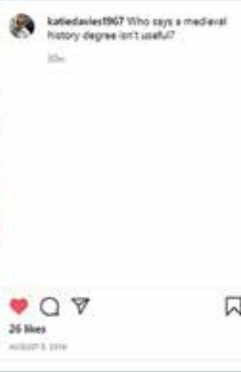
Night fell, and we still couldn’t move. David brought Plymouth alongside us with great skill, towed us into the comparative safety of the inner harbour of San Carlos, and gave us all a rather restorative hot meal.

He was a fine seaman and a good friend of many years. I and all my Argonaut shipmates remember him with gratitude and affection.



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Barbara Hempstead 1933 – 2019



In August last year a well-known and much loved member of the Club died.

Barbara acted as our Sailing Secretary for many years and after stepping down continued to be very involved with our sailing activities. She is much missed.

Anne Kyle, Commodore

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BOYS ON TOUR!

A sailing parent's view from Nick Bradley

Max at the Laser 4.7 Europeans in Hyeres in 2019. Photo courtesy of Thom Touw.

What is it like to be a parent of a youth sailor on the dinghy circuit? I should immediately say that this is written in deference to the numerous other members of RSYC who have spent many more hours than I have, taking their offspring to sailing regattas.

We didn't do the Oppie stuff, but for the last three years, my son Max (from age 14) has competed in the Laser 4.7 and Radial class, in the national series of events run by the UK Laser Association.

These include qualifying events for World and European regattas, and we were fortunate enough to go to the World's in Poland in 2018, and the Europeans in Southern France the following year.

It is great fun for parents as well as sailors going to these regattas. At a Radial World/European qualifier, you may well be sharing a crowded start line with the very top UK sailors. In Lowestoft last year, Max was rigging up next to Ali Young, GB's Olympic Laser Radial sailor. At another event I found myself in the boat park discussing digital compasses with Nick Thompson, our representative in the last two Olympics. You don't get that accessibility to elite athletes in other sports.

It is tremendously rewarding to see one's offspring develop as a young sailor, growing in skill and confidence, whilst competing at an elite level. That's no doubt true in any sport, but a feature

of sailing, particularly a single-hander, is that sailors develop a very strong sense of self-reliance both on and off the water, and the RYA's approach to coaching strongly encourages that. The coaching is of the highest level, most of the coaches have been, or are still, GBR team sailors themselves. (That coaching was not an option when I was sailing dinghies, very badly, in my early sailing days!).

A level of commitment is required, from both sailor and parents. Max and I were away every other weekend (often more). A lot of the training and some of the regattas are held at the National Sailing Academy in Weymouth.

That meant leaving home, after work or school on a Friday, arriving at our accommodation late, to be ready for sailing on Saturday morning, then driving back late on Sunday afternoon. Other venues have included Lowestoft, South Shields, Rutland, Paignton, Hayling and Stokes Bay are closer for us.

There is also training at our local sailing club, Weir Wood. Much of the hard work is done during those winter months, when conditions can be challenging. For us the prospects for doing school homework were always remote. There is little time in the morning before sailing, and after four/five hard hours out on the water, Max was usually shattered. Working in the car on the journey always proved unrealistic.



The rewards for the winter training are the major regattas in the Spring and Summer. Last year Max competed at the Youth Nationals at Weymouth, Europeans in Hyeres and Laser Nationals in Largs, Scotland.

My job? Roadie, driver, chequebook, shore-crew, occasional coach, counsellor, cook, parent. There are quite a lot of logistics. There is the selection and signing up for events. There is finding accommodation. Thank goodness for Airbnb and Premier Inns!

The car needs packing and boat trailer ready to go on a Friday. Nutrition for Max for several hours on the water is as important as ensuring he has the right kit for the conditions and the right sails. We have a 'Dry-Buddy'. A fantastic contraption for drying wet kit, which you plug in, but folds into a very compact bag, although they can steam up the room a bit!

The logistics for an international event are more complicated. It starts with planning which qualifying events to do and then ensuring you meet the deadlines for confirming a place once offered, booking a measurement slot, planning how to get the boat to the venue in good time, when to arrive to allow pre-race practice, transport and accommodation.

The RYA supports its squad sailors, but the parents of non-squad sailors have to arrange for safety boat cover and RYA coaches to support the sailors on and off the water.

What to do while they are out sailing? Good question! It took me some time to work it out. In the UK, it is a requirement for sailors under 18 to have a responsible adult on hand. Most clubs have a canteen and somewhere to work with Wi-Fi. It is difficult to watch the sailing as the fleets are usually offshore: picking out a sail number amongst hundreds, is a deeply frustrating process, even if you can borrow from the parent with the most powerful binoculars on the planet.

One can end up hanging around all day drinking coffee. I like to volunteer for on the water jobs where possible. That way you get to see the racing and it's a good way to get to know folk. It's usually as safety boat driver or crew, or mark laying. The latter can be hard work, especially if marks have to be laid in deep water and moved at short notice.

I have met some lovely fellow parents at these events and both Max and I have made some good friends. They range from the hardy and seriously committed, with their own motor homes and RIBs to those who just turn up at the odd event. They include several former Olympic dinghy sailors themselves. They are nearly all friendly and willing to help. Some are quite eccentric.

Max is not competing this year to concentrate on A-Levels, and I suspect he'll be towing himself to events in the future. So I have my weekends back!



Race Management

The race management team at the Royal Solent Yacht Club is made up entirely of volunteers from the Club's membership. It forms an invaluable part of racing at the Club and also enables those on the team to socialise with one another whilst learning new skills ashore and out on the water.

Volunteering to become a Race Officer is rewarding and fun, and it's also very flexible as you can vary the amount of time that you make yourself available on Wednesday evenings or at weekends.

Race officer duties are either shore based or on our committee boat *Countdown*. There are many Race Officers who prefer to remain shore side and over the season there are probably more opportunities to help out from the clubhouse or from our starting hut, Grants, than at sea.

Most events from the shore commence from at our Grants hut, which is located to the east of the clubhouse. Course setting is simplified from Grants as it involves a fixed starting line.

Racing from the committee boat is a little more complex as the position of the boat and the outer distance mark are subject to the tide and wind directions. Race management training is available and when you start your training you will be gradually taught the component elements of running a race, such as flags, timekeeping, guns (mostly air horns!), recording, spotting and

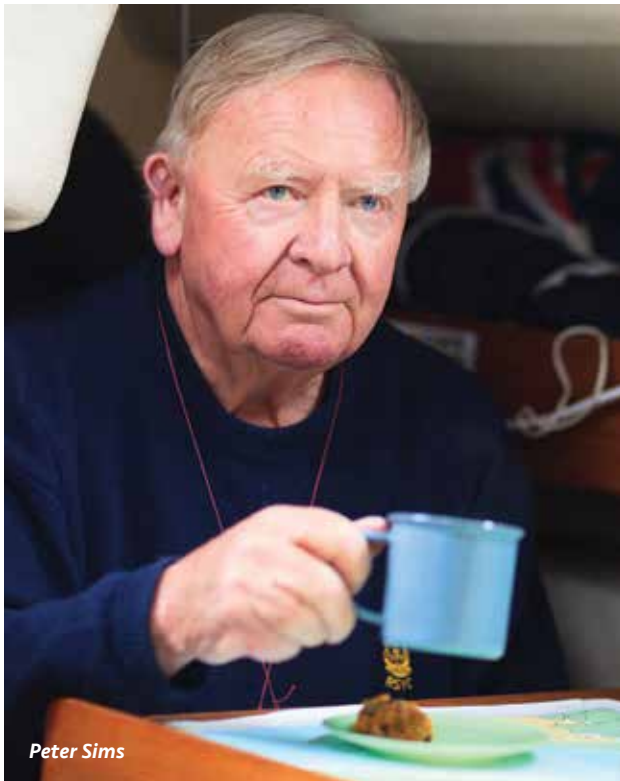


The Commodore, Anne Kyle cooling off after radio duty. Photo Courtesy of the Boatman.

radio. During this period, you will also be gradually taught line and course setting, then, when you are confident, you will be encouraged to become a Senior Race Officer at which point you would lead a team and run the race.

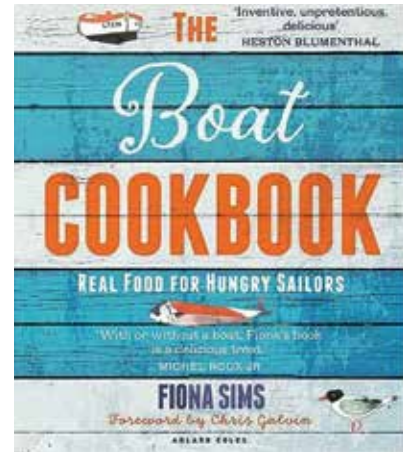
If you wish to learn more about race management at the Royal Solent the best way to start is to come to a race officer training session, which is usually held in April. Please contact me in the Sailing Office to find out how you can get involved.

Jeremy Willcock,
Principal Race Officer and Sailing Secretary



I BLAME MY DAD!

By Fiona Sims



Why write *The Boat Cookbook*?

Blame my dad – RSYC member and Yarmouth resident, Peter Sims. I wanted to improve his cooking on board with quick, delicious recipes made with the minimum of fuss and maximum flavour. And while some of the recipes might be useful for those on long ocean crossings, *The Boat Cookbook* is really intended for people, like me, who sail at weekends in boats with tiny galleys, or who holiday on boats, who put into port regularly, where I encourage them to seek out great local produce.

What's your key to successful cooking on the ocean waves?

Only cook at anchor, or when the sea is calm. It's no fun in the galley when you're rocking about on the open seas – even for those with the sturdiest stomachs. Most leisure boaters will wait until they are at anchor to rustle up a meal. For rough passages make sandwiches ahead or fill a thermos with soup you have made earlier. And you can't underestimate the power of a flapjack or piece of fruitcake made earlier at home to sustain you at sea (I've included recipes for both).

What's the biggest problem seafaring cooks face?

Remembering everything – you can't just pop to the shops if you've forgotten something. You need to be organised, and only buy what's needed for the meals planned ahead, making full use of your store cupboard essentials as space is tight. Here's another tip - wash up as you go and juggle your pans. And if there's a bit of swell, get out the pressure cooker. If the pan goes flying then the contents won't carpet the cabin.

No boat should be without a mackerel line

We would all be better off if we knew how to catch, kill and gut mackerel. In the book I show you a lazy way to fillet it. I love it raw when it's this fresh – my chef mate Ed Wilson from East London restaurant Brawn has given me a wonderfully simple yet elegant recipe for mackerel tartare with cucumber and tarragon.

What's the most basic dish you've made with the fewest of ingredients and kitchen tools that turned out to be a success?

My baked Vacherin (page 95). When shoved in the oven in its box with a little wine drizzled in, it makes an instant fondue without all that grating and stirring. I might open a bag of salad and toss the leaves with a vinegary dressing to serve with it. And if Vacherin isn't available, you can use a bog-standard Camembert.

Your dad's favourite recipes from *The Boat Cookbook*?

Hands down the red flannel hash, basically corned beef hash but with beetroot in it – he can't get enough of it. And the cod, chorizo and chickpea stew is his other big favourite – not a week goes by without it, whether on board or at home.



MY DAD'S FAVOURITE RECIPES FROM THE BOAT COOKBOOK



Cod, Chorizo and Chickpea Stew

Chorizo is a sailor's best friend. It keeps for ages, it's widely available, and a little goes a long way, adding depth of flavour to everything.

There are so many variations of this soupy stew, my father's favourite, that you can play around with it endlessly, grabbing whatever is available – instead of chickpeas, use cannellini or haricot beans – and you don't even need the carrots and celery, it's just more interesting with them.

If you don't want fish, toast a slice of sourdough, rub it with a halved clove of garlic and drizzle with extra virgin olive oil, then place it in the bottom of your soup bowl.

In a large saucepan, soften the onion, garlic, carrots and celery in the olive oil for 5 minutes, stirring every now and again to stop them catching. Add the bay leaf, thyme and sliced chorizo, and heat through until the oil from the chorizo starts to run.

Add the tinned tomatoes, drained chickpeas and 250ml water. Bring to the boil, cover with a lid and simmer for 20 minutes, or until the vegetables are soft. Just before the end of cooking, season the fish fillets and add them on top. Replace the lid and cook until done, about 5 minutes, before serving with extra virgin olive oil drizzled over the top.

For 4

1 onion, peeled and chopped
2 garlic cloves, peeled and chopped
2 carrots, peeled and chopped
2 sticks celery, washed and chopped
2 tbsp olive oil
1 bay leaf
1 tsp fresh or ½ tsp dried thyme
1 chorizo (about 100g), sliced
1 x 400g tin chopped tomatoes
1 x 400g tin chickpeas, drained
250ml water
600g cod or pollock fillets, skinned and cut into chunks
salt and pepper
To serve: extra virgin olive oil



Red Flannel Hash

This is my version of an old New England breakfast dish that gets its name from the colour of a colonial plaid cloth. It's basically corned beef hash with beetroot in it.

It's not a combination you would immediately think of, but it works, and rather spectacularly. And I know how much sailors (my dad particularly) are attached to their tins of corned beef.

Heat the oil in a sauté pan, add the potatoes and turn every now and again until almost cooked through. Add the onion and cook for another 2–3 minutes, until translucent. Add the corned beef and the beetroot, season and heat through for a couple of minutes.

Make four indentations and break the eggs into them. Cover the pan and let the eggs poach in the mixture: 5 minutes for runny yolks, 7 minutes for firm yolks. Serve immediately.

For 4

3 tbsp olive or rapeseed oil
500g waxy potatoes, peeled and diced
1 onion, peeled and chopped
1 x 340g tin corned beef, diced
250g cooked beetroot, in natural juice, drained and diced
4 large free-range eggs
salt and pepper



Fiona Sims is a food, drink and travel writer who contributes to many different publications, including *The Times*, *Delicious* and *Decanter*.

The second edition of *The Boat Cookbook* is available from selected bookshops or online at bloomsbury.com or amazon.co.uk, at £18.99.



KEEPING IT IN THE FAMILY

Mal Butler chats to our three staff who risk their lives at sea

Main Photo, From Left to Right: Josh Stevens, Vicky Tribe, Adam Preece. Photo by Teresa Fox.

When a cool head is needed in a crisis situation, the Club is fortunate to have three staff who can cope with just about anything.

The Club and Yarmouth RNLI have been inextricably linked for many years and that is a bond which is still strong today. Three members of staff - Front of House Manager Vicky Tribe, Boatman Adam Preece and Second Boatman Josh Stevens - are proud to be part of what they describe as 'two families' and are prepared to put their lives on the line to save others. Adam has been a crew member for 18 years and he says that as a child, he knew he would follow in his father Vincent's footsteps.

Adam said: "I grew up with the lifeboat so it was only a matter of time before I joined the crew. I love it, the atmosphere both at the Station and at the Club is like being part of two families." He has been out on many shouts over the years but two stick in his mind. He said: "I remember one day a RIB had broken down in a Force 10 in the Channel, 30 miles south of St Catherine's. A minesweeper picked up the crew but we had to get alongside the RIB and bring it over to France. We also brought back one of the crew on the return."

"On another occasion we were out on the water doing a display for Carnival Week when we got a call to say a yachtsman had dislocated his false hip. Thankfully we were able to get to him more or less straight away and we found him screaming in agony, so he was lucky we were so close."

Vicky also grew up in Yarmouth and knew she was destined to become part of the crew one day - being made its first female member three years ago.

She said: "As I child I remember going up to the Coxswain Dave Kennett, or Mr Kennett as I called him, asking him questions. I spent many years working on the super yachts and when I eventually returned home I decided to apply to join. I am the first female to join the Yarmouth lifeboat and I was welcomed into the fold straight away by my fellow crew members. My only nemesis is the salvage pump - we have a difficult relationship as it is very challenging to get it to start and this has become a standing joke on board - but I refuse to let it get the better of me!"

Josh, who had been part of the crew for two years, is the only member of the trio who did not have experience of the sea when he joined. He said: "I didn't have any links with the water but, when I started working at the Club, I would meet a lot of the crew who are members here. Eventually, I was approached to join and I knew after the first or second time on the water that I really wanted to become a member of the team. I'm very proud to be part of the RNLI and I feel it is a real privilege to be in a position where I can help to save someone's life."

Of course, with the three of them working at the Club it can get tricky when there is a shout.

Vicky said: "It's just commonsense. What time of day it is and how busy we are in the Club. Adam can usually attend if he's not on the water and sometimes I can go if I am not in the kitchen or Josh will if he's on the bar and it's quiet. It's really a question of what's happening at the time, but it's very rare that we can all go together in working hours!"

Friends, colleagues and crew mates, the Club and the RNLI continue to prosper with our two families as one.

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ANOTHER GREAT 'OUT FOR LUNCH' SEASON

Main Photo: Cruising members enjoy sunshine at Lymington. Inset Left to right: Richard Pierrepont, Penny Woodbridge, Geoff and Rosalind Neary, Rudi Fortson, Colin Campbell, Sue Robinson, Alan Roffey-Jones.

We started our 'Out for Lunch' programme on March 26th when more than 70 members were entertained by the Club's Alan Roffey-Jones who spoke of his service experiences as a RN Commander and latterly about his time in the City.

The event was supported by all sections of our sailing fraternity from Cruisers, Classics, Folkboats, motor cruisers and ribs. It was a great start in anticipation of a varied and interesting summer programme.

Our first outing was a short trip across to Lymington where we flew the flag at the Lymington Town Sailing Club for an enjoyable carvery lunch. Later in April, we met at the Club for a skippers' meeting to discuss a planned cruise to Cherbourg in early May.

Each month we ventured out to other Solent Yacht Clubs and also cruised to Newtown Creek for what has become a regular cruising picnic.

We also visited Hurst Castle and the Gun Inn at Keyhaven. In late June, we explored Bembridge Harbour when the 'Rock the Boat' music festival was being held, before an early July visit to Lymington where, as usual, we were made most welcome.

Late July saw our Royal Solent Taittinger Regatta, an event enjoyed by racers or even non-sailing Club members. Many turned out to support and help at this most prestigious event where over 200 boats race in the Western Solent.

In September, we cruised by boat, and, or car, to Beaulieu River, Gins Farm which is the Clubhouse of the Royal Southampton Yacht Club. Always a popular outing regularly supported by more than 50 club members. By October, we were back to Lymington for lunch at the Royal Lymington, our last cruise off the Island. November saw us back to our own clubhouse, where we were royally entertained at lunch by Captain John Rose MNM ex-C LLM and ex-Harbour Master.

This brought an end to our season's activities, with an average of more than 50 members to each event. Our thanks to our Royal Solent secretarial staff, our Sailing Office, catering and bar staff who, as always, afford us great support and encouragement.

Not least, sincere thanks to Dave Kennett, Pat Lester and Roger Gradwell, who have not only set out the programme, but supported me in so many ways. To the many members who have turned out in support of our 'Out for Lunch' events, I say thank you and please do it again in 2020.

Geoff Neary, Captain of Cruising



WE'RE AIMING TO SHOOT DOWN OUR RIVALS AGAIN!



Main Photo: The competition for the Club Cup underway at Bowcombe View. Inset Top: Better weather for the Club Cup in September. Inset left: Phil Merson winner of the Club Cup.

The highlight of the coming year will be the Southern Bowl, a biennial event between yacht clubs from the Solent and Isle of Wight.

This year, The Club will host the event on September 26th. When it was last held in 2018, the RSYC competed against three other clubs and managed to retain the cup.

Invitations have gone out to 11 other clubs who have expressed an interest in taking part. We are therefore looking to put together the strongest possible team, and would ask all members who are strong clay pigeon shooters to consider putting their name forward for the team.

The first event of 2019 was due to take place in April at Bowcombe View Shooting Ground, but the forecast for the day was so bad (extreme winds and rain), it was decided to postpone the shoot.

However, it then proved impossible to find a suitable Saturday to reschedule the competition before people's attention turned to activities on the water.

The competition for the Club Cup therefore took place as part of the Autumn event on Saturday, September 28th, again at Bowcombe View.

A total of 14 people elected to shoot, allowing us to split into 3 (nearly complete) teams. The Blue team, consisting of Ben Campbell, Roger Sixsmith, Peter Taylor, Sam Biles and Catherine Holmes, eventually won with 250 clays.

They were followed by the Red team with 246 clays and the Green team with 242.5 clays. For those who wonder how the Green team managed to shoot $\frac{1}{2}$ clay, this occurred because the team only had four instead of five members – the fifth score was calculated as the average of the scores of the other team members.

Top gun on the day, and winner of the cup, was Phil Merson with a very impressive 70 out of 80 clays. At the end of the shoot and lunch, I got a lot of positive feedback on how people had enjoyed the day, and we would welcome more Club members, and guests, to join this year's events.

Tom Carlstedt-Duke



Gentlemen's Lunches



Brooke Drake, Head Waitress and Geoff Horsnell, 'Wear a Christmas Jumper' to work day.

The Gentlemen's Luncheons are now a well established part of the Club's winter social calendar and continue to attract a good number of members and their guests. Last year, at the request of members, an interim luncheon was held in midsummer, which we hope to do again this year. The proposed date is July 7th, which we are able to fit in to the already busy summer schedule. The winter luncheons normally take place on Fridays in October, December and February, with the final one being held on St George's Day. I was especially pleased at the December lunch when members and guests put more than £230 in the pot at the Club's 'Wear a Christmas Jumper to Work Day' and this money was donated to Mountbatten. There is usually a good mix of members old and new, from both the Island and the mainland, many of whom bring guests who eventually become Club members themselves. Do come along in 2020 and enjoy convivial company.

Geoff Horsnell

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 nmeasor@btinternet.com.

Nick Measor

Film Nights

The second Thursday of the month is the Club's film night. During 2019 the films shown included The Favourite, Rocketman, Warhorse and Bohemian Rhapsody. If there is a film you would particularly like to see, please do not hesitate to contact the office.

Trish Benton

Pilates

Pilates is a fairly recent addition to our huge list of Club activities. Classes are held each Tuesday between 9am and 10am and are run by Lisa Mint, a former professional dancer turned Pilates instructor who is dedicated to improving the body with movement through the Pilates method. With more than 15 years of teaching experience, Lisa is passionate about helping clients understand their bodies and believes that it is the mind/body connection that makes this method so powerful. Pilates is a safe, intelligent, exercise system developed from the techniques of the late Joseph Pilates and helps improve joint health, strength and flexibility. Precise movements are incorporated to develop uniform muscle tone and alignment throughout the body, allowing the body to move more freely and efficiently. It also helps to improve alignment and posture. Pilates is suitable for all ages and abilities and all are welcome to participate.

Lisa Mint

Dabchicks Rowing

A good number of Club members will have already heard of the Dabchicks rowing group started by Chris Waddington and friends. We number 18 active rowers and have a couple of 'Falmouth Work Puntis'. These are fibre glass versions of the original boats that were used for general work duties back in the day but mainly oystering in the Fal. We meet every week during the summer with each boat crewed usually by four rowers and one cox. Our most pleasurable outings on Tuesday or Thursday evenings are up the river Yar to the Causeway, walk up to the Red Lion for refreshment before rowing back to the harbour and home.

On the days when its low water, and we can't get ashore at the bridge, we head out into the Solent and row up to Newtown or down towards the Needles, both of course, weather permitting. We have rowed across to Lymington when time, tide and weather permit and take refreshment at the Royal Lymington Yacht Club before rowing back. Our rowing is not competitive, unlike the larger gigs that are kept in the harbour and whose crew train and race at different venues around the Solent, we are just a group of folk who enjoy rowing, keeping reasonably fit and love being amongst the wildlife on the river.

Members welcome to join us. For more details: Contact Chris Waddington 761942.

Tom Fenwick

Bridge

The Bridge group meets every Thursday at 2pm and plays until approximately 4.30pm. Tables are arranged by the club in accordance with the number attending. An email is sent out each week (usually on a Tuesday) asking who plans to attend on the following Thursday. When the numbers are known this information is sent to the club who set out the appropriate number of tables together with supplies for tea or coffee. A charge of £1 is made for the latter service. Any member is welcome to join us for a friendly game.

For further information contact Alan Toms on 760105 or alanandpam37@btinternet.com.

Alan Toms



Wine Society

Wine, women and song. Well, it's not quite like that - it's more like wine and more wine! The Club Wine society meets on a regular basis over the winter months on every penultimate Thursday of the month. Our attendance has gone up this year so we hopefully have been doing something right. We are regularly exceeding 40 which is a healthy contribution to the Club's catering. This winter season we started off by inviting one of the Club's main suppliers Eurovines to do a wine tasting for us. They brought some interesting slightly off the wall organic wines but which we all enjoyed. Rodney Kearns from Medina wines gave us a very interesting talk on his life in the wine trade and how things have changed over the years. This was supported with some very good wines from his cellar. Our Christmas party focused on Champagne and was followed by a traditional Christmas dinner. Going into the future at this time we are just about to engage in a 'Duckfest', a gourmet evening with everything from Foie Gras to duck in other styles, all supported by matching wines. We are very appreciative of Vicky Tribe in the kitchen who has done this for us before, the experience being superlative. March is our annual 'Call my Bluff' where we will be having a political theme. Guess who will be Boris?? Then finally in April we will be having a final meeting where Pat and Dick Dawson's friends from the Languedoc will be making a presentation. Finally, and certainly not least, a party of intrepid souls are going for a week in September for serious wine tasting and culture to Florence. We have achieved a healthy number of 25 and are all looking forward to the experience. The wine society is open to all - and all are welcome.

Richard Pierrepont

RSYC Choir

The choir's first performance was at the Opera Gala Evening in November 2018 and that set us on our way. Our soloists were Stephen Anthony Brown and Zita Syme who floated the idea of a Club choir in the first place. We are very lucky that Zita and Stephen give so generously of their time. They are both busy professionals, based in London but performing world-wide. Stephen is an internationally-respected conductor and opera director as well as a towering tenor and Zita has a soaring soprano voice that encompasses operatic roles as well as expressive solo work. For 2019 it was felt that a repeat of the Opera Gala should be avoided and that we should instead concentrate on the Christmas Community Concert in St James'. This event was first held in 2014, when Stephen and Zita first came to Yarmouth for a Christmas concert. They were supported by the Slipshod Singers and the event rapidly became so popular that the church was packed out and the concert became part of Yarmouth's annual schedule. A few years ago, some ladies joined in the Christmas concert with the Slipshod Singers and many of them are now members of the RSYC choir. It was the most natural thing in the world, once the RSYC choir was established, to join together with the Slipshod singers. With 20 or singers in the RSYC choir and a few more in the Slipshods, a truly joyful noise is indeed made unto the Lord at Christmas. In 2019 we again rehearsed in the Club, this time in the Hudleston bar, starting in November. Our stalwart pianist Bryan Rhodes-Smith was patient as usual and worked hard with our 17 singers to prepare for the concert on 14 December. The Church was lucky enough to secure the services as readers of Lord Grade of Yarmouth, Lord Lieutenant Susie Sheldon and Bob Seeley (our MP until just before the concert and then again very soon afterwards!) The church was once again packed to the rafters. Zita and Stephen's surprise a cappella duet of "Winter Wonderland" was a hilarious, quirky end to a joyful evening.

Dick Dawson

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WHY NOT HOST YOUR NEXT EVENT AT THE CLUB



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*Meetings and Conferences.
Photos by Jake Sugden.*



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 space with its wonderful 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. 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 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 Club Secretary for further details or to discuss your requirements on 01983 760256 or pop into the Club during office hours (Monday – Friday 9am – 5pm, Saturday 9am – 12pm, excluding bank holidays)



TAITTINGER RSYC REGATTA 2020
17th – 19th July 2020



FOLKBOAT WEEK 2020
22nd – 29th August 2020



NEW YEARS EVE BALL 2020
31st December 2020



FITTING OUT DINNER - Saturday 18th April
LAYING UP DINNER - Saturday 14th November



COMMODORE'S SUMMER PARTY
Saturday 23rd May 2020



DINGHY WEEK 2020
3rd – 6th August 2020



SUMMER BALL
15th August 2020



OTHER SOCIAL EVENTS
THROUGHOUT THE YEAR

MILES CLIMBS NEW HEIGHTS

Tough charity challenge to the top of Mount Kilimanjaro

Pole Pole Mzee Simba': my Kenyan guide would say to me as I trudged my way towards the top of Mount Kilimanjaro; pronounced 'Polie Polie Umzay Simba'.

Colloquially in Swahili it means 'slowly, slowly old lion' but the literal translation of 'Mzee' is Elder. So I prefer to think he meant 'Wise Old Lion'. Either way he said my grey hair and beard looked like the mane of an old lion and 'slowly, slowly' is the only way to go if you want to make it to the top!

I flew into Kilimanjaro International Airport, as they call it these days, in a brand new A350-900 Airbus via Addis Ababa courtesy of Ethiopian Airlines. If, like me, you are fooled into thinking that Addis Ababa is more likely to offer a first class watering hole for your camel then you are badly out of date. Addis is a very modern airport and is fast becoming the main hub for Africa.

I had pulled a hamstring in training one week before and so I did not paint the picture of a seasoned international mountaineer as I limped out of the airport dragging my bag.

An acclimatisation walk the next day to a beautiful waterfall eased the tight and sore hamstring and everyday afterwards it just got better. "Phew" I admit now that I was deeply concerned that I would fail at the first hurdle.

Day 1: Macheme Gate - Macheme Camp. Ascend to 9,350 ft

We are doing the Macheme Route described in the 'How to climb Kilimanjaro' hand book (which I only read afterwards incidentally) as 'Steep, difficult and challenging' but known locally as 'The Whiskey Route'! When Lucius, my guide, told me this I asked if that was like the Champagne Route. He replied: "No, it's because you are going to need a large whiskey when you are finished." It was a tough first day of about six hours trekking through rain forest and we got so wet we didn't dry out for two days.

Day 2: Macheme Camp - Shira Camp. Ascend to 12,500 ft

The day starts with a wake-up call at 05.45, breakfast, pack up camp and off by 07.30. Billed as an easier day we still climbed over 3,000ft which is about the height of M. Snowden!

Day 3: Shira Camp - Lava Tower. Ascend to 15,300 ft Lava Tower - Barranco Camp. Descend to 13,000 ft

This is the toughest day before summit day and is all about acclimatisation. It's a nine-hour trek and above 15,000 ft it feels like hard work. It's a taste of altitude and then back down to 13,000 ft for the overnight - Pole Pole!

At the summit of Mount Kilimanjaro. Miles is standing to the left of the sign with his right arm out dressed in the blue unzipped anorak with the orange top and Aloysius the much traveled bear by his side..





Stunning scenery was our reward for the gruelling climb.



Camping at 15,000 ft.



Our challenge. The Majestic Mount Kilimanjaro lies before us.

Day 4: Barranco Camp - Karangu Camp. Ascend to 14,000 ft Descend to 13,100 ft

Another acclimatisation day but today is different. We start by climbing the non technical but sheer rock face of the Barranco Wall. This is a very daunting sight but does not require ropes or pitons. After three days of trekking up and down hills (albeit steep hills) to gain a 1,000 ft in two hours up a sheer rock face is exhilarating. This includes the famous 'kissing rock' where you have to traverse a ledge with a 700 ft drop by hugging the rock face and tradition dictates that you kiss the rock in thanks once you have made it across.

Day 5: Karangu Camp - Barafu Camp (Summit base camp). Ascend to 15,300 ft

This is a shorter five-hour day with everyone in camp for lunch and an early night because we are leaving at 22.30 to head for the summit.

Day 6: Barafu Camp - Uhuru Peak. Ascend to 19,341ft Uhuru Peak - Mweke Camp. Descend to 10,065 ft

Summit day! We are woken at 22.00 to get ready. It's -4 deg C and at over 15,000 ft it's difficult to sleep. Tea and porridge is ready but it's difficult to eat. The altitude takes away your hunger, most people feel a bit sick with a headache and everyone is nervous. Oxygen levels here are below 50 per cent of sea level and we still 4,000ft to climb before dawn. The mountain medical profession recognises anything over 18,000 ft as 'extreme altitude'.

We set off at 23.30 with head torches and just following the footsteps of the person in front. The pace is very slow 'Pole Pole, Mzee Simba' is now more important than ever. We all lost touch

with time somewhat with concentrating on one step at a time. Just follow the person in front, don't look up to try to see the top, just keep going.

In the middle of the night a fiery orange moon appeared above the mountain slopes and the sheer majesty of our surroundings hit home. No wonder Africans revere this mountain with this almost God-like status. We get to Stella Point, on the rim of the volcanic crater, at just after dawn and the view is stunning. At 18,900 ft we don't have far to the summit but it will take another hour trudging through snow around the crater to Uhuru Peak. Around 08.00 we get to the summit at 19,341 ft.

We made it, oh the glorious sense of achievement! Now all we have to do is get back down. All going via base camp for a two-hour rest, we have to descend over 9,000 ft to Mweke Camp. Seventeen hours after leaving camp we get back down to our overnight stop and everybody is dead to the world by 18.00.

Day 7: Mweke Camp - Mweke Gate. Descend to 5,380 ft

A short five-hour downhill walk but we all find it tough. The steps go on forever and everything hurts, but all the pain is forgotten later that evening in the bar of the Weru Weru River Lodge in Moshi. A pleasant but modest hotel now feels like five-star luxury and the party drifts on into the night...but, never again!

Miles took part in this charity challenge to raise funds for the Virgin Atlantic WE Foundation which works worldwide to empower children; to help eradicate child poverty and particularly child slavery. He is raising funds to put a seven year old girl called Tanaka Gumbo through school in South Africa with a current total of over £6000.

FORDSPORT 707 BACK IN THE GAME

Ollie Dewar reports on a powerboat ready to roar again



Test launch Yarmouth. Photo by Ollie Dewar.



Original racing trim. Photo by Ollie Dewar.

Main Photo: Speed trials Southampton. Photo by Ollie Dewar.

A pedigree, British classic racing powerboat is under restoration at Whittle Marine with Cowes-Torquay -Cowes 2020 in the diary. On the eve of August Bank Holiday 2019, the team launched a landmark, classic powerboat in Yarmouth Harbour. A unique boat that had slumbered for 10 years in dry storage before test-launching by her new owners in time for The Cowes Classic Powerboat Rally. It was an event that, in 2019, celebrated the 50th Anniversary of the 1969 Round Britain Race.

The precise timing of the launch was deliberate and following a brief stay at Whittle Marine's yard to undergo essential structural and mechanical work, *Fordsport 707* took centre stage at the anniversary of an event in which this heavily race-prepared, Fairey Marine Huntsman 31 performed far beyond expectations.

Still carrying her original, 1969 race number and bearing flaking and chipped paint, 707 was launched with caution. Nick Whittle and his team checked for water ingress around the recent repairs to the transom; the boat's through-hull fittings; twin exhaust outlets and around the two propeller shafts as the boat rested securely on its launching trailer, feeling water for the first time since 2009.

Satisfied that 707 would not sink, the two ignition keys were turned and the boat's original, twin 180hp Ford Sabre engines coughed, barked, belched soot and rumbled into life.

Built in 1969 as a collaboration between Fairey Marine and Ford to promote the American company's entry into the European marine engine market, Ford's powerboat fleet for the 1969 Round Britain Race fielded three Fairey Huntsman 28s carrying race numbers 606, 808 and 909 with 707 the largest of the Ford boats at 31 feet.

Ford's 1969 racing fleet was specially designed to withstand the slamming and punishment the boats would experience during the 1,700-mile circumnavigation of Great Britain and 707 is fitted with forward water ballast tanks, extra internal bracing and additional ring frames through-bolted in the hull – features that are absent in the leisure versions of Fairey Marine boats. Ford's development produced a stunning, powerboat racing debut for the company with 707 taking fourth place overall out of 42 entries with her smaller, sister boats bagging fifth, sixth and 12th place.

It is worth noting that 707's success is also due to her highly-talented driver in the Round Britain Race, the late Lieutenant-Commander Peter Twiss OBE, DSC & Bar (1921-2011), a former fighter pilot, test pilot and 1956 World Speed Record holder as the first man to fly a jet aircraft over 1,000 mph.

However, 707's spot in the limelight was very brief. She raced in the Cowes-Torquay-Cowes in 1969 and again the following year under new ownership, but with race boats reaching 60, 70 and 100 mph, 707 was dramatically outpaced and, generally, enthusiasm for racing in the cruiser class declined.



Above: Pontoon test launch Yarmouth. Photo by Ollie Dewar.

Very swiftly, 707 became a pleasure boat. Unusually, though, over the past 50 years there has been no attempt to convert 707 from a purpose-built race boat to a comfortable cruiser and she is still in her original racing trim with the full cockpit padding remaining.

The standing-only racing seats and extra, strategically positioned hand grabs are also still in place. Without doubt, 707 is irreplaceable and of Ford's Fairey racing fleet, only the Huntsman 28 606 still survives, based in the Channel Islands. Following her test launch in Yarmouth, 707's new owners, Sean Siddons and Rob Bingham, took the boat to Cowes for the Round Britain Race 50th Anniversary, hitting 32 knots en-route with ease.

It was a staggering speed considering the boat's original engines hadn't run for 10 years and had only an oil change and new belts fitted. This unexpected level of power also confirms that the 180hp engine blocks were considerably uprated by Ford for racing. Following this successful outing, 707 returned to Whittle Marine and is currently undergoing a thorough restoration.

The team will work top-downwards throughout the boat. The cabin roof has undergone some rudimentary repairs in the past and will be removed and replaced with mahogany laminations in cold moulding formation. Nick explained: "Her cabin sides will be epoxy sheathed, then her exciting new paint system will

be laid down over the top giving her original colours to the cabin roof with a new, bright, fresh look."

Perhaps the most complicated repair is the interior area of the boat's bow. He added: "Her stem apron also requires some structural works to be carried out, firstly removing one or two small forward bulkheads for ease of access, then scarfing in new mahogany timber. It's not a job for the fainthearted!" The boat's 'cosmetic' restoration is equally extensive and the exterior will be stripped back to bare wood.

Nick added: "Providing all is as good as required, a new, full paint system in the boat's original, 1960's colours will be meticulously built-up and applied for a top spec finish. "Her racing number will be carefully traced and relayed onto the fresh paint system alongside the original Ford transfers, producing a sympathetic restoration to show her off in all her glory with the exact historical detailing and accuracy required for such a famous boat."

707 will certainly look spectacular, but with the firm intention of entering the boat in this year's Cowes-Torquay-Cowes Race marking the event's 60th Anniversary, the boat's twin Ford Sabre engines will be stripped back to the block with turbos, superchargers and coolers rebuilt for maximum performance.

On Sunday, August 20, 2020, Fordsport 707 will be back on the race course where she belongs.

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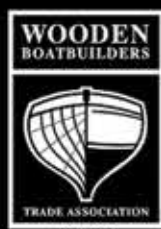
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Susie Sheldon about to award the trophy to Cheetah Marine, the victorious winners of the Pedalo World Championships with Geoff Holt MBE.

CHEETAH MARINE WIN PEDALO WORLD CHAMPIONSHIPS

Sunday August 4, 2019 dawned mercifully as a glorious English summer's day and thus the second Wight Marine Pedalo World Championships got underway without the 50 mph winds and horizontal rain of the previous year.

The crowds were out in force at Kings Manor, courtesy of the generosity of Jamie and Susie Sheldon, on the beautiful Kings Reach of the River Yar to witness 16 highly competitive teams (including a crack team from the RSYC bar staff) battle it out for the coveted Claret Jug trophy.

After four heats and two semi-final races the final four teams lined up to see who would walk (or pedal) away with the trophy this year. On the final start line were the incumbent champions from 2018, Cameron's Commandoes. Alongside them were Virgin Adventurers, Cheetah Marine and Team Watermark - Virgin and Watermark also being finalists from last year.

For the early part of the race the teams were neck and neck but as the race unfolded it became clear that the young team representing Island boat building firm Cheetah Marine was going to be the clear winners.



Cheetah Marine celebrating their victory. Photo by Alan Benns.

The sun was shining, the venue was perfect, the racing was tight and the wine was flowing making it the perfect mix for a good day out for the big crowd of spectators.

Perhaps most important of all, the event raised more than £12,000 for Wet Wheels, the wonderful charity headed up by Geoff Holt, who uses its specially adapted catamarans to enable wheelchair bound, and other disabled and disadvantaged people, to enjoy boating. We look forward to seeing you all again for the third World Championships which will be held in 2021.

Miles Peckham

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Our relevant ducks are almost, but not quite yet, in a row to allow us to commence building our new shoreside facilities, so as a result we have totally (and we mean totally!) refurbished the existing shower/toilet block in order to be able to offer the best standards to our customers during 2020. We're also taking the opportunity to trial a different layout, and if positively received, may adopt it for the new permanent facilities, which will also offer an increased number amount of, well just about everything.

Some of you may be aware that we purchased a dredger last summer, smaller than the large commercial dredgers commonly used around the Solent, but far more useful to us to be able to work around pontoons and finger pontoons more efficiently and speedily, not only making it more economical, but also making us masters of our own dredging destiny. Ecological restrictions prevent us from dredging in the Harbour over the winter, so work will be undertaken during the whole of April. Meanwhile, we have continued to enhance our mid-harbour offering this year, with further investment into new pontoons to increase capacity.

The team at Bembridge Boat Storage have been immensely busy this winter – fettling various customers' boats and RIBs during some horrible February weather ahead of the season.

Our Galley Locker is now licensed and stocks Island-made beers, ales, wines and spirits - a great opportunity to showcase what the Island has to offer and which is proving very popular with our visitors.


Our events programme continues to grow, with the Duver Dash Charity Fun Run, introduced in 2019, returning on May 24th as part of the wider Isle of Wight Festival of Running. There's a new event for rowing gigs, galleys and any other fixed-seat traditional boats, mustering in the Harbour for a weekend of racing and social activities.

Rock the Boat is back with live sounds from the 60s and 70s, and Bembridge Harbour Family Fun Weekend is the last weekend in July - with events in, on and around the Harbour, and a Party on Saturday evening rounded off with a Fireworks Display to rival Cowes Week!

The Sophie Rolf Trust 'KissyPuppy' is once again our nominated charity, and we'll be hosting a Charity Dinner Dance at Bembridge Sailing Club in October.

So, bring on the sun - bring on a warm breeze - and let's get out on the water and enjoy the best of the Solent. We looking forward to meeting you all again.

Fiona and Malcolm Thorpe




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Trophies awarded throughout the year. Presented by The Commodore and Rear Commodore Sailing.



*Lucy-Kate Conisbee receiving her award from the Commodore.
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*Martin Le Gassicke receiving his award from the Rear Commodore Sailing.
ROGER GOODWIN TANKARD FOR A LIFETIME OF SAILING.*



*Rosalind Neary receiving the award on behalf of her husband Geoff
from the Rear Commodore Sailing. JOHN LEONARD TROPHY.*



*Glyn Locke receiving his award from the Rear Commodore Sailing.
HERBERT DAVIES JUG.*



*Hugh Hudleston (centre)
GERALDINE CROSS SALVER (Winner YOD Class Taittinger Regatta).*



*The skipper and crew of Space 8
TAITTINGER RSYC REGATTA OVERALL WINNERS.*

TROPHY WINNERS 2019

Commodore's Award (*Outstanding service to the RSYC*)
 Bernard Turner Endeavour Trophy (*Outstanding dinghy week all firsts*)
 Noreen Smith Coaster (*Services to the Life of the RSYC*)
 West Wight Sailing Club Race Distinction Bowl (*2nd Cowes Week*)
 Herbert Davies Jug (*Highest place in the Round the Island Race*)
 June Sleep Rose Bowl (*Immense contribution to sailing especially Dinghy Week*)
 Roger Goodwin Tankard (*An exceptional lifetime of sailing*)
 John Leonard Trophy (*Longest cruise by a motor yacht from home port*)
 Morva Cup (*best kept cruising log*)

TAITTINGER RSYC REGATTA

Overall Winner of Regatta, (*Jereboam of Taittinger*)
 Gandalf Classic Swan Trophy (*1st classic Swan*)
 RSYC Allison Challenge Bowl (*Winner IRC Class 1*)
 Thorpe Tantalus Trophy (*Winner IRC Class 2*)
 King George's Fund for Sailors (*IRC Class 3*)
 The Stevens Cup (*IRC Class 4*)
 Hunter Kermis Cup (*NHC Class 1*)
 Commodore's Cup (*Winner Contessa 32 Class*)
 Barclaycard Salver (*Winner J80 Class*)
 Bottle of Taittinger (*Winner J109 Class*)
 SB2 Class
 Havers trophy
 Geraldine Cross Salver (*Winner YOD Class*)

Space 8
Moustique
JourneyMaker II
Xanaboo
Catch 22
Protis
Space 8
Blanco
Wild Cat 3
Jubilee
Breaking Bod
Princess Jalma
Genista

DINGHY WEEK

Pico
 Laser 4.7 Class
 Laser Radial Class
 Optimist
 Scow
 Wooden Scow

PRINCE CONSORT CHARITY RACE

The Yeoman Trophy (*1st Overall*)
 The Neptune Trophy (*1st placed RSYC boat*)
 1st Folkboat Class

Champasak
Champasak
Ajax

SUNSET SERIES

Black Rock Trophy
 Sunset Trophy & Henderson Vase (*XOD, YOD & Folkboat Class*)
 Sunset Trophy (*YOD Class*)
 The Otter Trophy (*Folkboat Class*)
 Laser Class
 Laser 4.7 Class

Puffin
Cloud Cuckoo
Puffin
Cloud Cuckoo

FANDANGO CHARITY RACE

Winner

WEDNESDAY EVENING RACING

Leveson Gower Cup (*Overall Winner Class 1*)
 Ambitron Trophy (*Overall Winner Class 2*)
 RSYC Challenge Bowl (*Overall Winner Class 3*)
 Hempstead Trophy (*Overall Winner Folkboat Class*)
 The Alex Leonard Laser Trophy (*Overall Winner Laser Class*)
 DNF Award
 Wednesday Evening Po (*Greatest number of firsts*)
 Iseult Centenary Trophy (*Most improved performance*)
 The "B & 8" Award (*The most amusing faux pas*)

Moon
Toledo
Gleam
Njord
Overture II
Gleam
Waxwing

Barbara Hempstead
 Lucy-Kate Conisbee/Sophie Perkins
 Hannah Jeffery
 Malcolm Thorpe
 Glyn Locke
 Caroline Norris
 Martin Le Gassicke
 Geoff Neary
 Maxine Crawford

Harry Brewer
 Alan Major
 Chris Jones
 Bruce Huber
 Mark Jephcott
 Southy
 Harry Brewer
 Stralende Simon Flack
 Andy Ash-Vie
 Christopher Preston
 Charles Whelan
 David Palmer
 Hugh Hudleston

Sophie Perkins
 Agatha Davies
 Helen Scales
 Joe Collins
 Graeme Bowen
 Alice Hall

Robin James
 Robin James
 John Gallimore

John Caulcutt
 Martin Le Gassicke
 John Caulcutt
 Martin Le Gassicke
 Miles Norris
 Agatha Davies

Charlie Anderson and Miles Norris

Rodney Hogg
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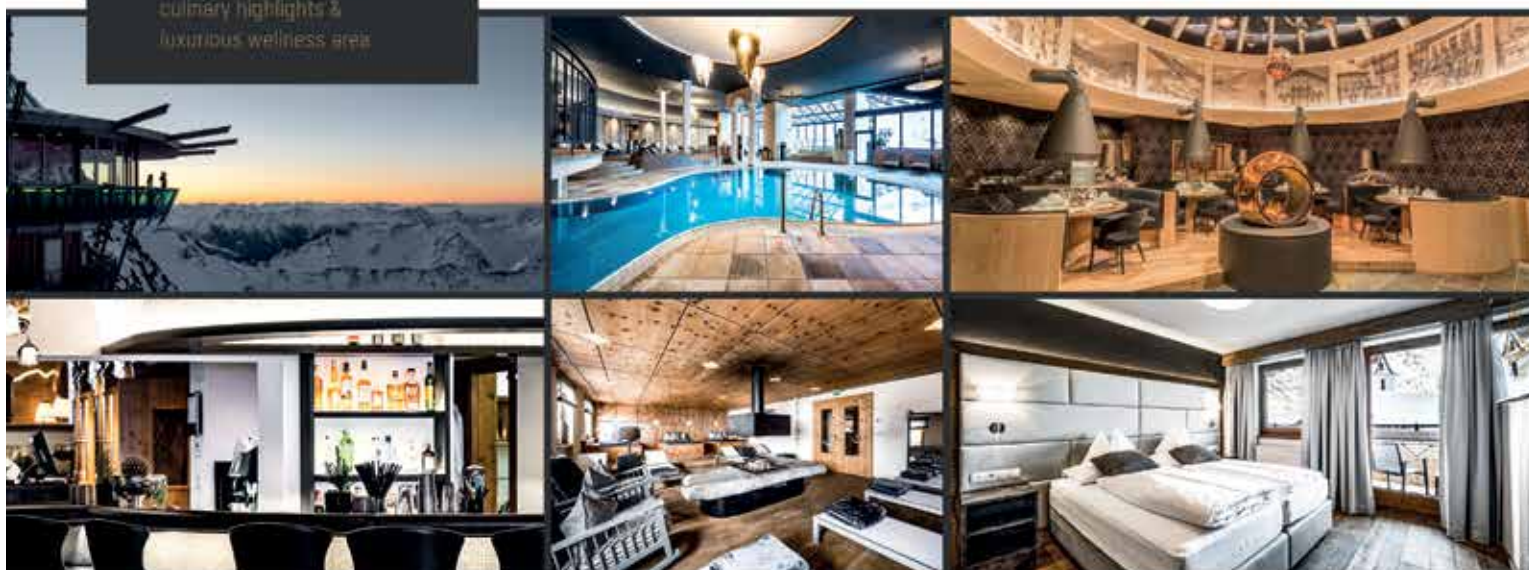
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